prepared for:

Mossel Bay Municpality

prepared by:

The Matrix... cc
Urban Designers and Architects

Architectural Design Guideline Manual

For Mossel Bay

5 November 2015

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ACKNOWLEDGEMENTS

The Matrix… Urban Designers and Architects would like to acknowledge the valuable input provided by the **Mossel Bay Municipality** (MBM), members of the **Mossel Bay Aesthetics Committee** (MBAC) and the professional **planners** and **architects** that attended the various meetings and discussion groups. Vital feedback obtained during inception of and throughout the process of drafting the Guidelines has ensured that this document addresses the prevailing architectural (and urban) conditions and forms part of a process destined to enhance the spatial future of Mossel Bay.

Photo 1: Mossel Bay looking north from corner Mitchell street, c1935 (photograph courtesy of Mossel Bay Heritage).

FOREWORD

The Matrix... Urban Designers and Architects was appointed by the **Mossel Bay Municipality** (MBM), in October 2014, to compile an Architectural Design Guidelines Manual (ADGM) to complement the future development of the built environment within a defined area of Mossel Bay (see Delimitations).

The ADGM is for use by building industry professionals, developers and individuals who intend to develop land or alter or renovate existing buildings. Furthermore the ADGM will act as a tool to assist the MBM (especially the Aesthetics Committee) in assessing planning applications.

The process of formulating the Guidelines began with an **Inventory** (Chapter 1). Through extensive field research in the many diverse suburbs that comprise the defined area in Mossel Bay, a better understanding of the specific spatial characteristics of each area was obtained.

Concurrent with the field research, a desktop study was conducted to assess the relevant **Underlying Policy Documents** (Chapter 2) that influence the built and natural environments, in order to ascertain the extent of guidelines and recommendations that are already in place or proposed.

The abovementioned data was then assimilated and formed part of the formulation of a **Vision** and a number of guiding **Principles for Future Development** (Chapter 3).

From these Principles a set of the **Architectural Guidelines** (Chapter 4) were developed. Throughout the process, numerous discussions were held with representatives of the Mossel Bay Municipality, and planning and architectural professions with an interest in the development of Mossel Bay, in order to ensure that as the Guidelines evolved to become this document, they were indeed following a democratic path.

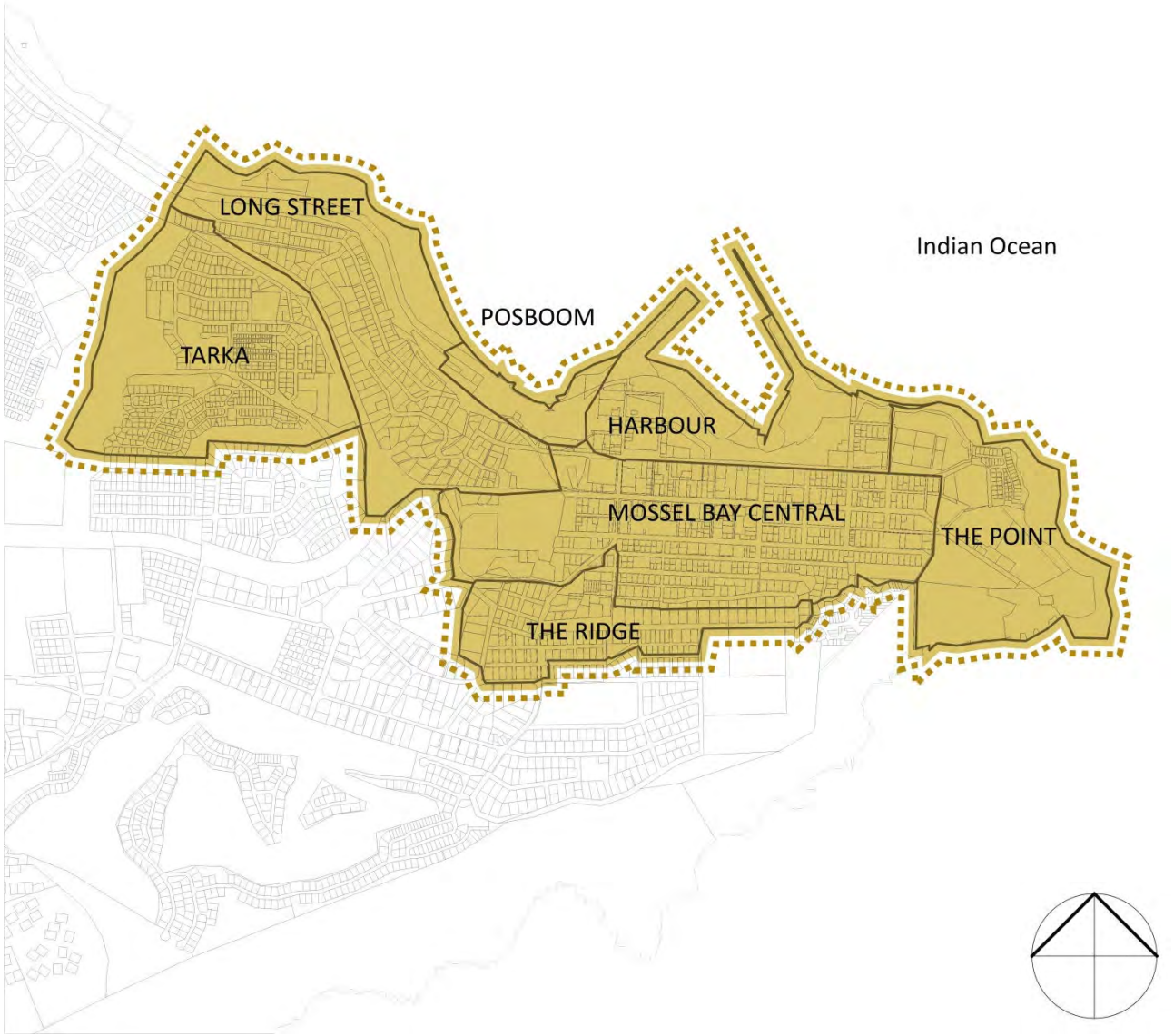
This document includes all of the abovementioned information and explains, in detail, the process followed.

Photo 2: Santos Beach, c1940 – note no development on the Ridge (photograph courtesy of Mossel Bay Heritage).

1. PRESCRIBED STUDY AREA

The study area falls within the area prescribed by the MBM and is demarcated on the map below.

In this document, the term “Mossel Bay” will refer specifically to the prescribed study area. This does not mean that the **Principles** and subsequent **Guidelines** cannot be extended to include other parts of the greater Mossel Bay area, where a similar sense of place exists, or indeed, is desired.



Map 1: Prescribed Study Area

2. DELIMITATIONS

Although the ADGM will operate within a historical context, it is not intended that it will act as a Heritage Resource or provide *specific* guidelines for development of or near to heritage structures. Applications for alterations to heritage buildings must be made in terms of the procedures laid out in the **National Heritage Resources Act** (1999).

The guidelines will unavoidably touch on urban conditions that fall outside the scope of a purely architectural intervention.

Photo 3: Bland Street, c1900 (photograph courstesy of Mossel Bay Heritage).

3. INVENTORY

The **Inventory** is based on field research that was conducted in November to December 2014, interviews and in-depth discussions with members of the MBM and a desktop analysis and interpretation of maps and aerial photographs etc.

For the purpose of the Inventory, Mossel Bay was divided into a number of areas based on considerations such as history, function and spatial and topographical features as well as the current Municipal Suburban Demarcations included in the Condensed Mossel Bay Spatial Development Framework (CMBSDF – see Chapter 4: Underlying Policy Documents)

3.1. SPATIAL AND TOPOGRAPHICAL FEATURES

The majority of the built environment of Mossel Bay **cascades** from a plateau down a steep, almost directly north-facing, slope towards the Indian Ocean; where the gradient flattens out rapidly. This natural condition affords almost every erf (even erven fronting the street to the south of their respective erf) with the opportunity to exploit the north-facing views of the ocean. This opportunity is, surprisingly, not always exploited though.

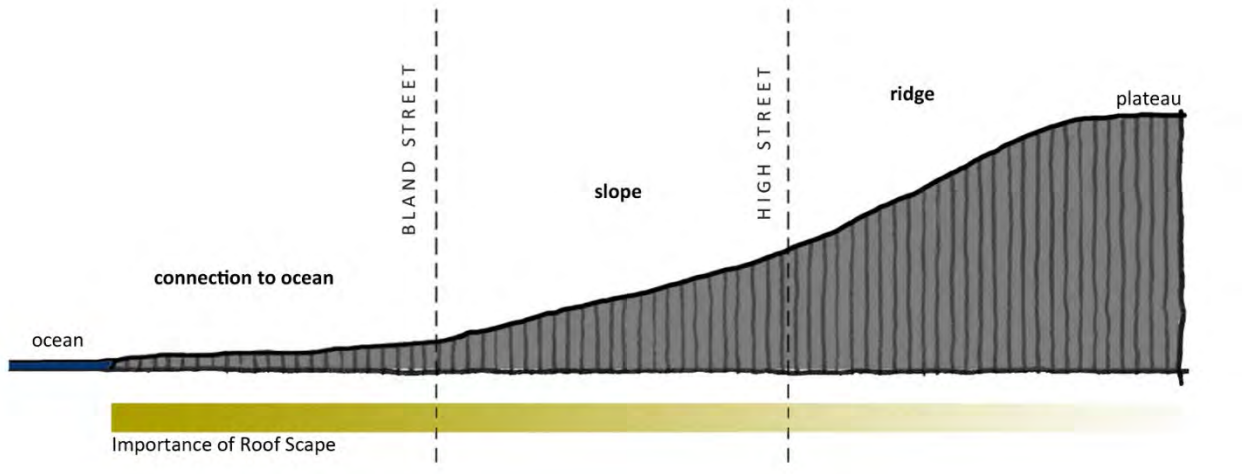
The *overall* spatial condition of Mossel Bay is that of a place with a **fine grain**: relatively small scale buildings tightly packed on small erven, with a large coverage. Nearly all buildings front onto and have a direct relationship with the adjacent (access) street.

This fine grain, coupled with the compact urban form and cascading topographical condition results a situation where the often forgotten "**fifth elevation**" of a building – its roofscape – becomes an integral part of the architectural character of Mossel Bay.

The topography creates three "zones:"

- The Ridge;
- The Slope;
- The Connection to the ocean.

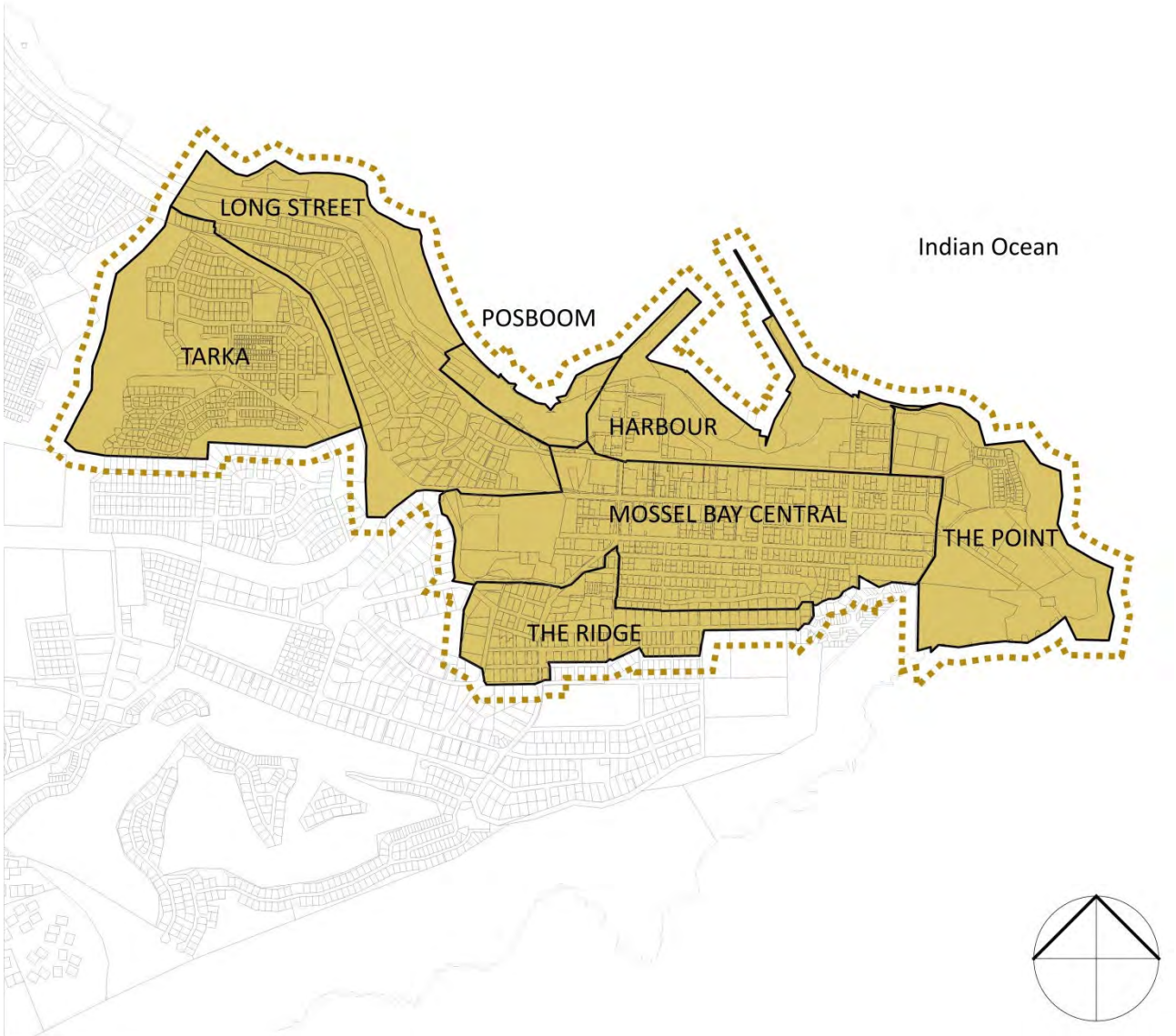
These zones are not necessarily completely distinct from each other, as the characteristics of one tend to blend loosely into the next as the topography morphs from the East to the West.



3.2. SUBURBAN DEMARCATIONS

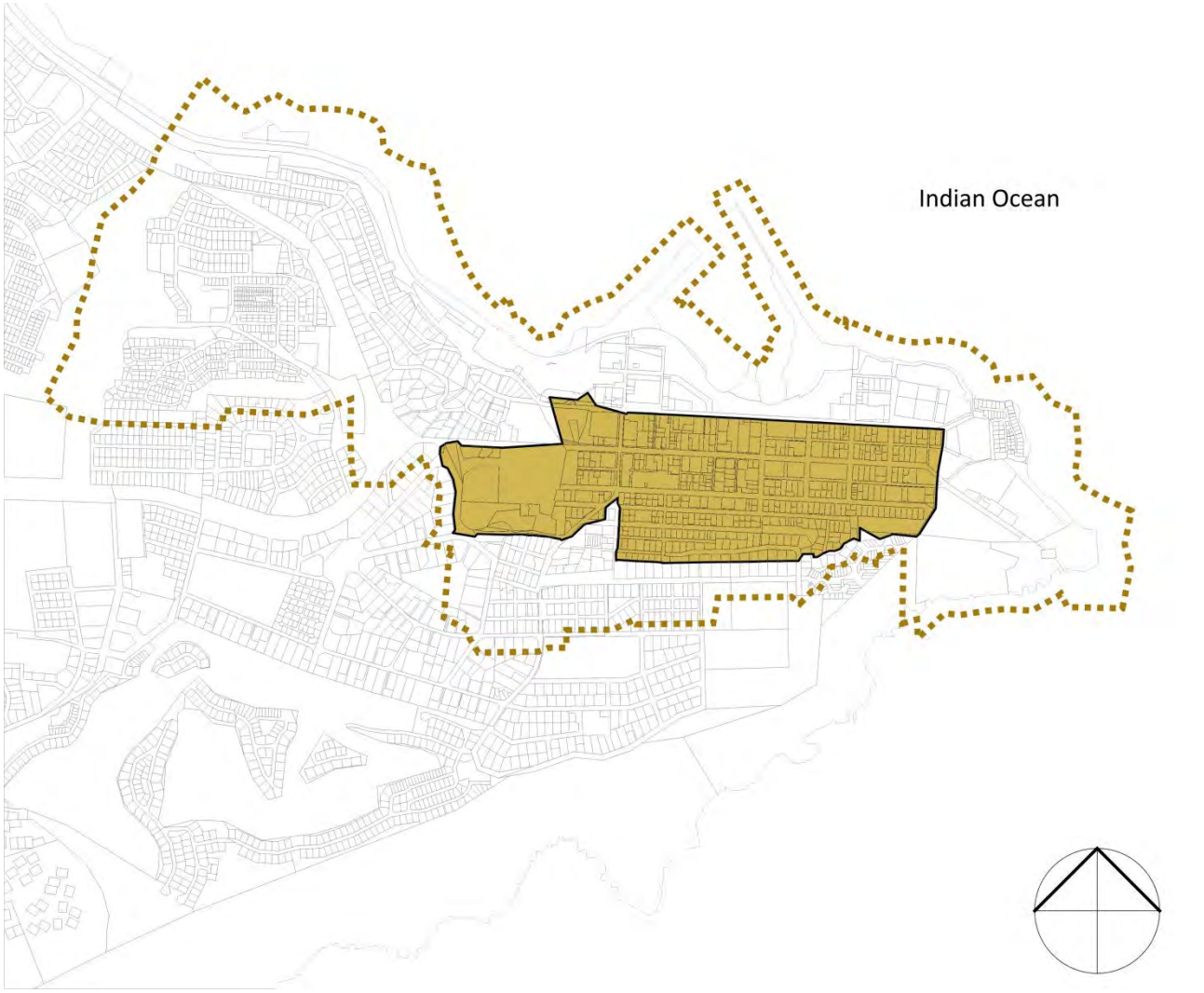
The suburban demarcations listed below are included in the CMBSDF and are also reflected in the brief for this project. These demarcated areas are quite logical, as they do overlap with certain characteristics that are unique to that specific precinct. They are:

7.1. Mossel Bay Central/Historic Core
7.2. The Ridge
7.3. The Point
7.4. Posboom
7.5. Long Street/George Road
7.6. Tarka
7.7. Harbour



Map 2: Suburban Demarcations

3.2.1.Mossel Bay Central/Historic Core



Map 3: Mossel Bay Central/Historic Core Precinct

As the name suggests, the **Mossel Bay Central (MBC) Precinct** incorporates the historic Central Business District (CBD), which effectively runs from Bland Street to Montagu Street, which are parallel to each other. The main vehicular and commercial route through MBC, Marsh Street, runs between them and terminates in the Point Precinct. Steep side streets connect these primary east-west axis routes that are on different levels due to the prevailing topography.

The precinct has mix of commercial (entertainment, retail and office space) – mostly focussed towards the west end of the abovementioned streets – and single and multi-residential. The upper streets, High and Hill, are dominated by a disparate collection of smaller scale residential, also interspersed with many heritage buildings.

The urban grain of the precinct has a grid layout pattern that is largely defined by perimeter blocks – buildings built right up their erf's historic boundary line. This is not always the case though, and in some places this "urban edge" is eroded by buildings that are set back or buildings on corner sites that don't respond to the corner condition.

The condition of the public realm varies. Some areas have poor street furniture and cracked or broken paving. Other areas show a recent vast improvement with new paving etc. One glaringly noticeable absence in the public realm is defined public space(s) (for example: a town square).

The architectural styles are quite varied with few, if any, notable features except for the heritage buildings. The two church spires - one on Church Street, NG Mosselbaai, and one on Marsh Street, St Peter's, are quite noticeable. Some

of the heritage buildings are sensitively restored, whereas others are in a severe state of disrepair, or have been inappropriately altered. One noticeable feature along Marsh Street is the eclectic mix of covered footpaths.

A good mix of materials exists including painted plaster (often in inappropriate colours though) and face brick walls and dual-pitch corrugated metal, fibre-cement sheet or concrete tile roofs. Many alterations and additions have been carried out indiscriminately and there are some untidy spaces in places.

Photo 4: Noticeable in Marsh Street is the collection of covered walkways.

Photo 5: The Post Office provides a good example of how to handle the corner condition of a typical perimeter block.

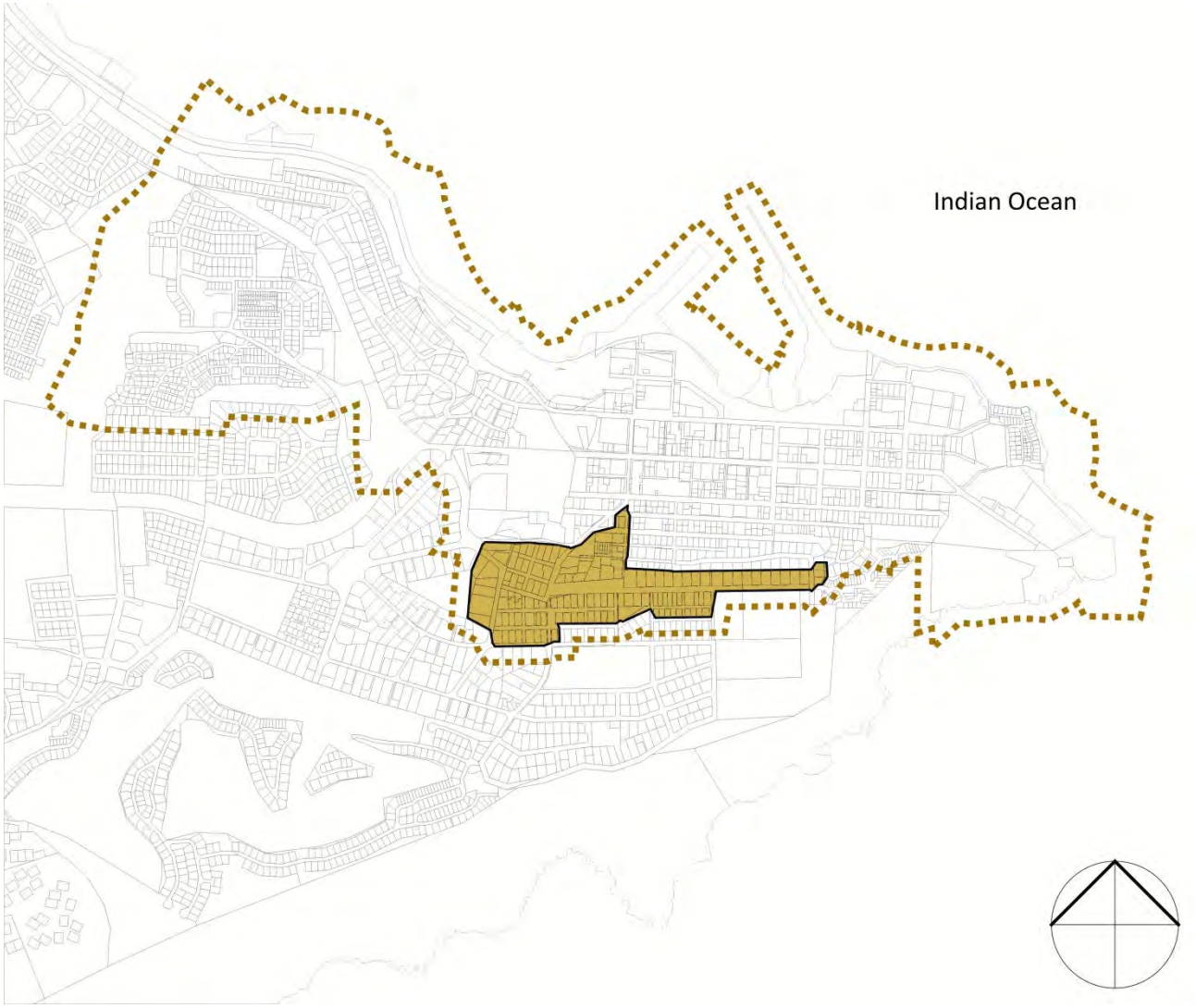
Photo 6: Cuff Street - quality renovation of the urban realm is complementing the historic fabric.

Photo 7: Large, monolithic buildings damage the fine urban grain.

Photo 8: Buildings (especially large scale ones) setting back from the predominant building plain along a street, negatively affect the public realm.

Photo 9: Buildings that sit below the street negatively affect the public realm.

3.2.2.The Ridge



Map 4: The Ridge Precinct

The **Ridge Precinct** is located on the steeper part of the north-facing slope, just above MBC, and extends to the edge of the plateau. The views over the city, of the bay, are breath taking. For the purposes of this study, the urban expression of the ridge fits in the narrow strip between the south side of Hill Street up to Bruns Street and as far west as Andrew Joss Street.

The precinct is almost completely dominated by large single residential development.

The grain present in The Ridge Precinct extends the grid pattern present in MBC. However, the more rigid pattern, present further down the slope has been interrupted but the steep topography. And the interface between the two adjacent precincts is slightly blurred, especially to the west.

The much steeper topography has resulted in development that, in competing for views, has completely overpowered the natural landscape to create an “artificial ridge.” This unfortunate condition is currently exacerbated by the fact that there is a swathe of steep undeveloped land just in front of the houses to the northeast of Rodger Street. Further westward, this condition is less obvious, as the gradient is slightly less and the more modest buildings (houses) along the southern edge of MBC overlap with them.

The architectural styles present in the precinct form an eclectic mix of contemporary languages with a wide range of materials and colours. They are predominantly multi-storey storey buildings, as a result of the topography and the desire for views. Almost every building has recently been constructed.

Photo 10: The beautiful views, over Mossel Bay, from the Ridge Precinct, illustrate the importance of the fifth (roof) elevation.

Photo 11: Contrast. The house in the foreground steps back in respect of the slope; while the house on the top of the hill presents a large retaining wall.

Photo 12: The undeveloped open area along High Street exacerbates the artificial ridge created by large single residential development.

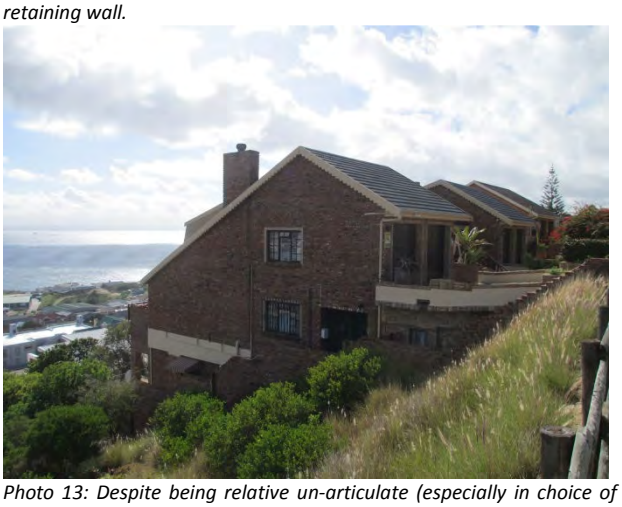
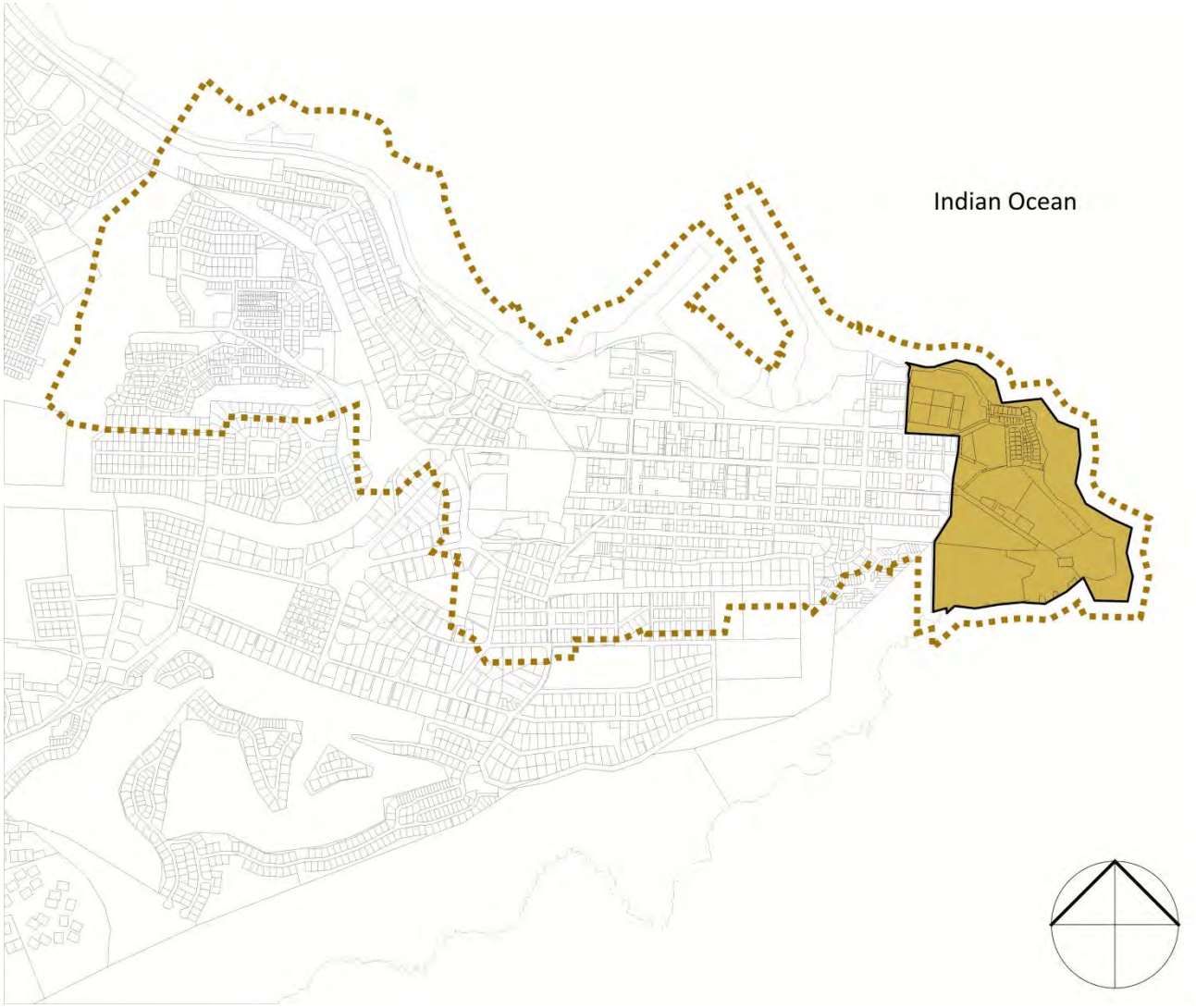


Photo 13: Despite being relative un-articulate (especially in choice of materials) the building form does respect the steep topography.

3.2.3.The Point



Map 5: The Point Precinct

The **Point Precinct** sits on the east end of Mossel Bay's built environment and effectively forms the coastal interface of the city to the spectacular cliff faces of Cape St Blaize that wrap around the peninsula. This relationship is underdeveloped. The proposal for a new Interpretive Centre in the former quarry at the start of the trail will assist in connecting to the city. Also, the promenade that runs around the coastal edge of The Point should be improved and extended all the way through the Harbour Precinct and on to S Beach.

There is mix of residential (private and guest) and small scale commercial (restaurants and shops).

Unlike the urban density prevalent in MBC and The Ridge precincts, The Point Precinct has a large amount of open green space dedicated to sports fields (for the adjacent heritage Milkwood Primary School), seasonal caravan/camping grounds and a cemetery. This does assist with the transition from built to natural. There is also a large, tarred car parking area to the east that is in a poor condition. The ideally located restaurant at the car park is also in a relatively poor condition.

The built environment of the precinct is dominated by a quaint, very dense, mixed-use development – Point Village – situated between Bland Street and the Promenade. Although arguably over-dense for its context and slightly clichéd in terms of its architectural expression, it does embody a sense of coastal "fun."

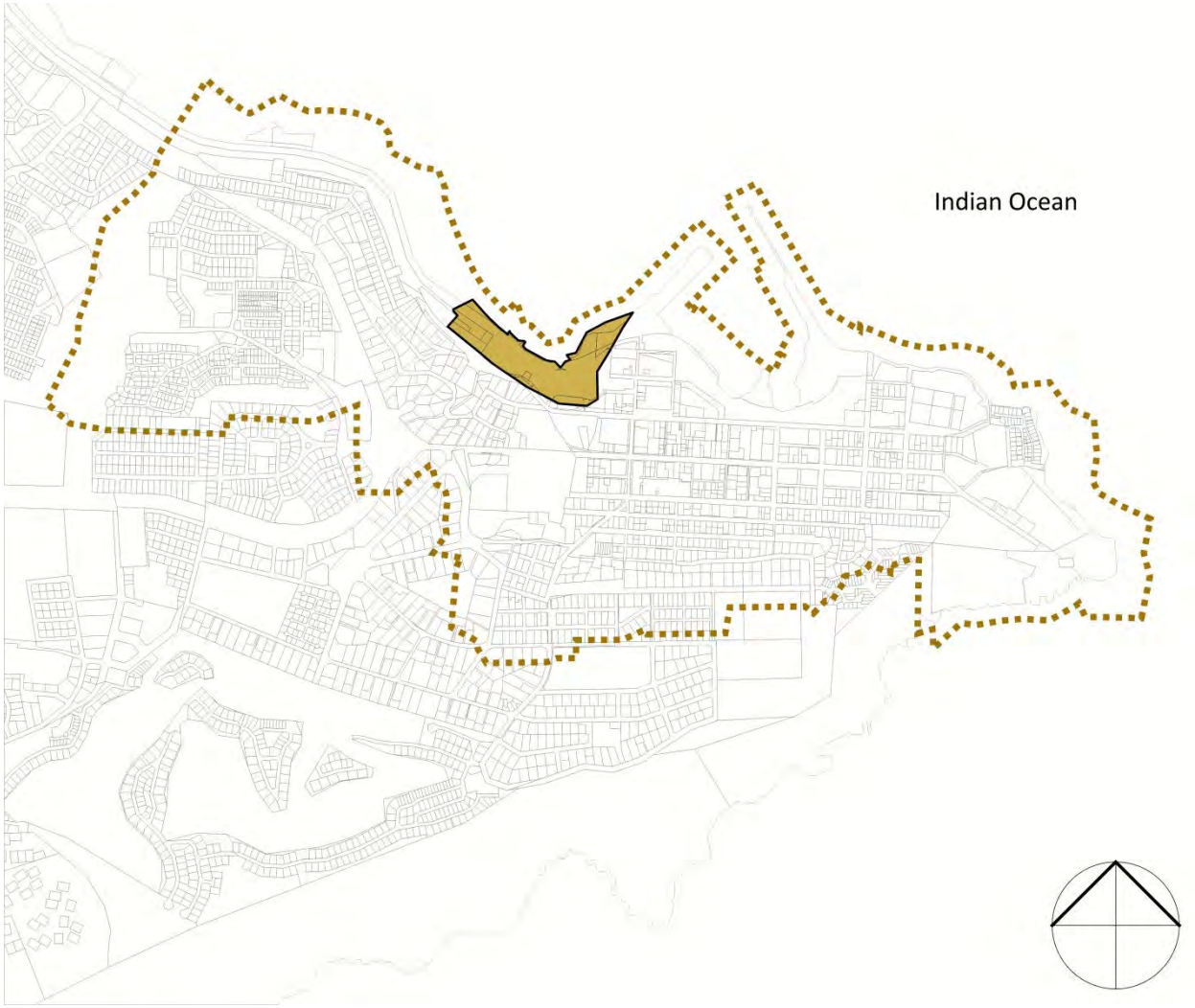
Photo 14: The Point Village might be slightly clichéd in terms of its architectural expression; but it does embody a sense of coastal "fun."

Photo 15: Although, arguably over-dense, Point Village development does maintain a small scale, fragmented form.

Photo 16: Despite being overly stylised, the Beacon Point development does maintain a small scale, fragmented form that hugs the Promenade.

Photo 17: The ideally located restaurant at the car park is also in a relatively poor condition.

3.2.4.Posboom



Map 6: The Posboom Precinct

The **Posboom Precinct** sits to the west of the Harbour and the north of De Bakke. It connects directly to a cluster of tourist-related amenities (Information Centre, Hotel, Restaurants) in the Harbour Precinct and flows out naturally from MBC along Bland/George Road. The precinct includes the beautiful, sandy Santos Beach.

The precinct is dominated by a green belt (that includes seasonal caravan/camping grounds) and the abovementioned stretch of beach. It contains only a few buildings. This urban condition is desirable and should be retained and, indeed, enhanced. Furthermore, the link to the harbour should be enhanced.

The connection between the green belt and the beach has not been exploited and much of the urban landscaping does not do justice to the natural setting.

The Posboom Precinct is the most sacred area in Mossel Bay and includes the Post Office Tree: a significant part of the history of South Africa. The Tree is located in the central park that also includes the well visited, award-winning Dias Museum complex.

As already mentioned, there are not many buildings in the precinct. The most significant buildings are the Dias Museum Complex and the Pavilion.

Although questionably located and arguably too monolithic – it imposes on the green belt – the large apartment complex along George Road has a restrained contemporary attitude. The small collection of haphazard buildings at the end of the car park is in need of redevelopment.

The social heritage value of this precinct is immense. The Dias Museum Complex is well restored and sensitively extended. The Pavilion is a beautiful building, but has been insensitively altered and its surrounding urban landscape does not do it justice.

Photo 18: Although the Tourism Centre does have many elements that embody the coastal contemporary of Mossel Bay, the adjacent public realm is lacking.

Photo 19: Station Street includes a collection of five small houses and a public realm that is in need of redevelopment.

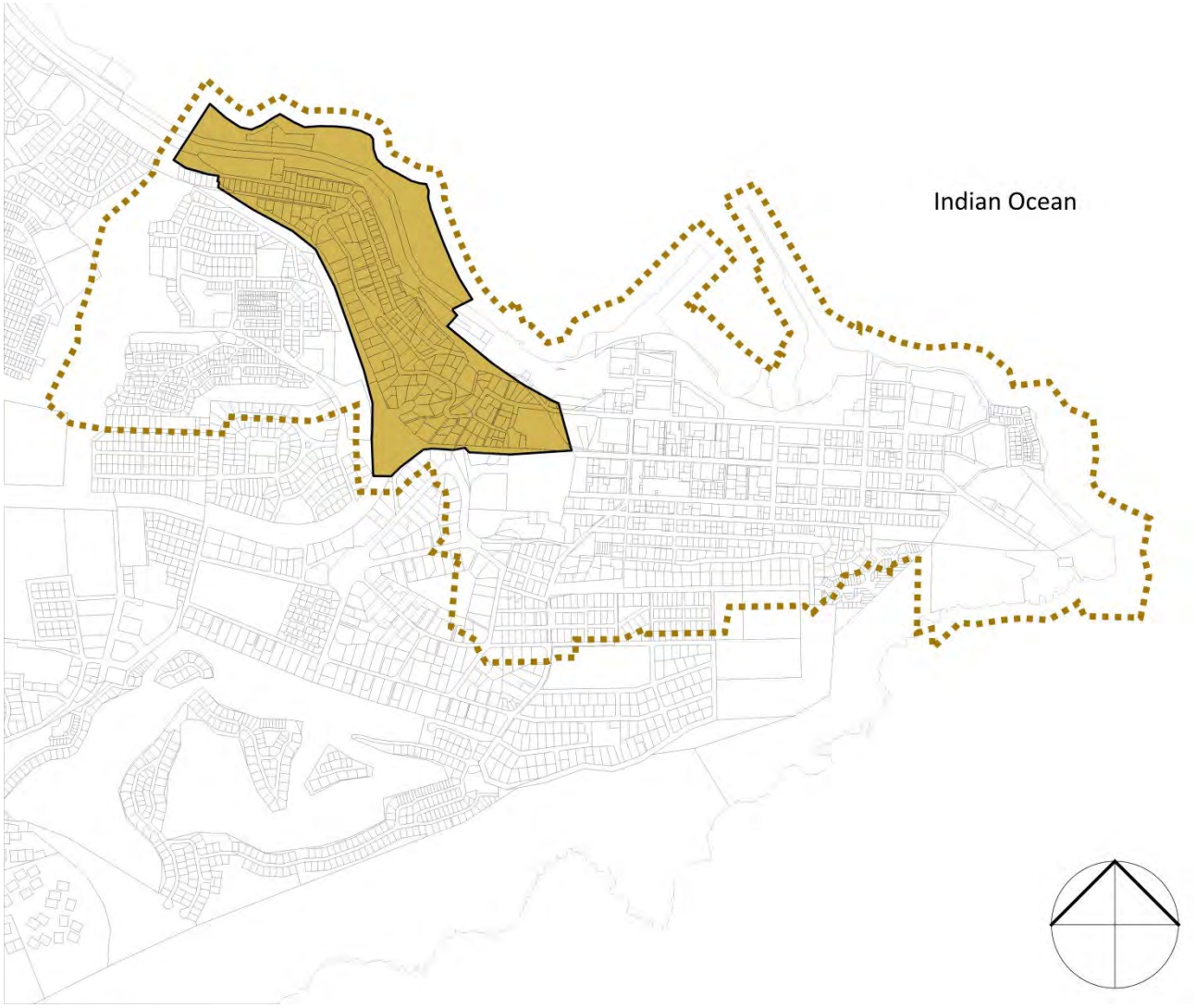
Photo 20: The Pavilion is a beautiful building, but has been insensitively altered

Photo 21: The award-winning Dias Museum Complex is a landmark in Mossel Bay.

Photo 22: The small collection of haphazard buildings at the end of the car park is in need of redevelopment.

Photo 23: The connection between the green belt and the beach has not been exploited and much of the urban landscaping does not do justice to the natural setting.

3.2.5.Long Street/George Road



Map 7: De Bakke Precinct

Also known as "**De Bakke**" this precinct sits to the north of Louis Fourie Drive and flanks the Posboom Precinct. It flows out naturally from out from Mossel Bay Central along Bland/George Road.

De Bakke is a well-established residential area with a number of large homes usually on larger erven (than found elsewhere in Mossel Bay), interspersed with vegetation, cascading down the slope towards the beach in the Posboom precinct. There is a mix of older and more contemporary buildings, including free standing, semi-detached and apartment buildings, all of which are in good condition.

Due largely to the topography, the precinct has a rather contrived system of roads that contribute to a rather "looser fit" with much green open space. Also due to the slope, a similar condition to what occurs in MBC occurs here too: some buildings dropping below street level, and hence not contributing to the public realm at the adjacent street.

The urban landscape is slightly lacking – poor footpaths etc. – but well kept.

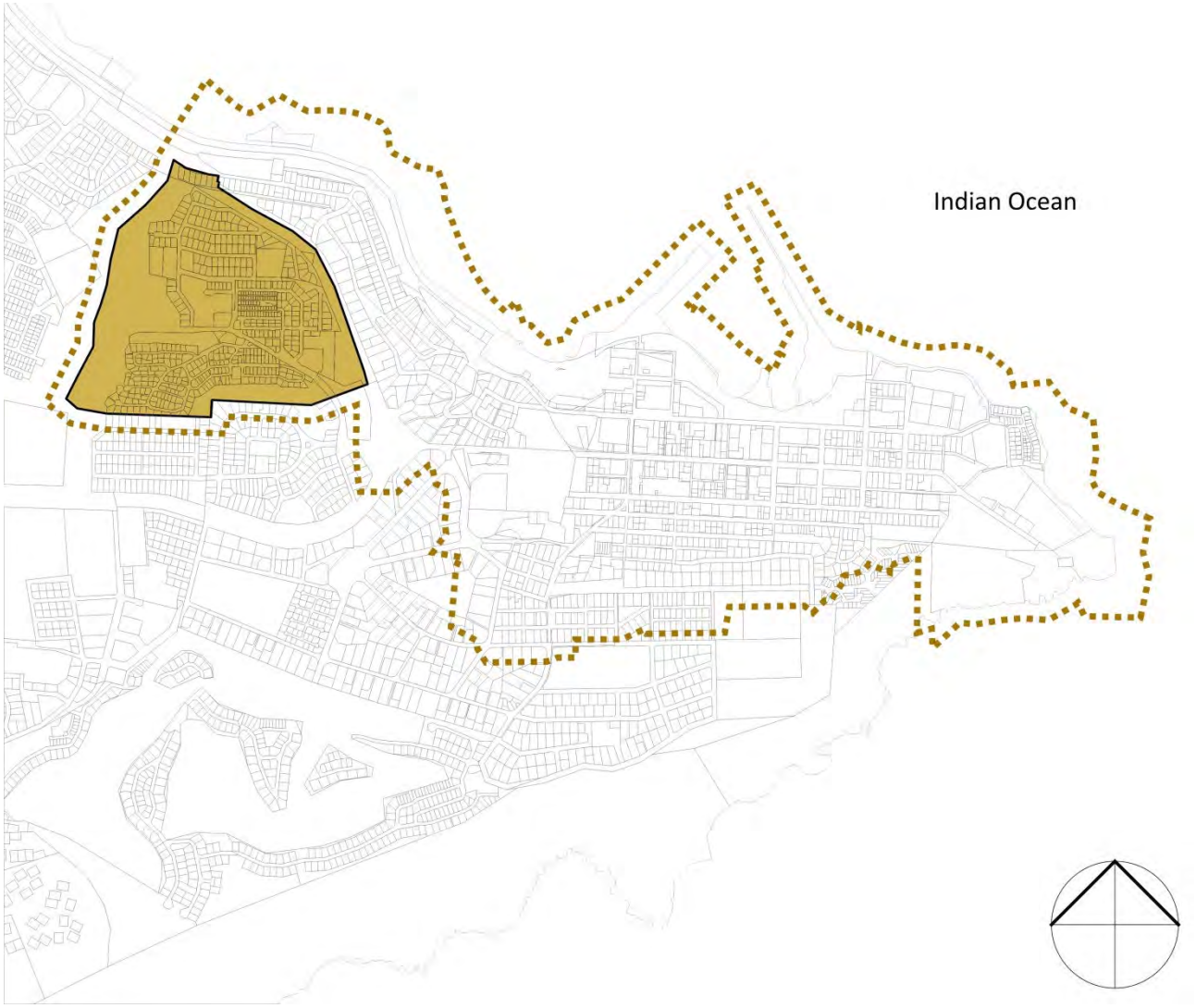
Photo 24: The Precinct is a well-established residential area, interspersed with vegetation, cascading down the slope.

Photo 25: The Precinct does posses a scale that is commensurate with the topogrpahy and fine grain present elsewhere in Mossel Bay.

Photo 26: Although of limited architectural merit, this house does illustrate, well, the use of under-croft space.

Photo 27: The are a number of cases, in the Precinct, where the public realm is excluded by boundary and retaining walls.

3.2.6.Tarka



Map 8: The Tarka Precinct

The **Tarka Precinct** is located to the west of Mossel Bay. It is bypassed from north through the east to the south by the major vehicular route, Louis Fourie Drive, which links the city to the N2 Highway. This route creates a physical barrier between Tarka and the rest of Mossel Bay. Also creating a physical barrier, to the west, is Tarka Kloof. This condition effectively isolates Tarka atop a hill, with views over the Indian Ocean.

The precinct is almost completely low density private residential, consisting largely of free standing buildings occupying a large percentage of their respective, small, erven. So the precinct is quite dense.

The precinct has two distinct sub-precincts. To the north of Alhof Drive is a more structured urban layout, with formal buildings on formal plots. To the south of Alhof Drive is a haphazard collection of very small buildings and informal dwellings in a very loose, organic cluster of erven.

The public realm is in a poor state of repair with much missing paving to footpaths.

The architecture in the precinct is very modest. Affordability appears to be the main factor governing expression, form and material of buildings. Many of the buildings include ad hoc additions and alterations and some are in a poor state of repair.

Although there does appear to be a number of buildings, especially south of Alhof Drive, that once had heritage value, this has all but been lost due to lack of maintenance/neglect.

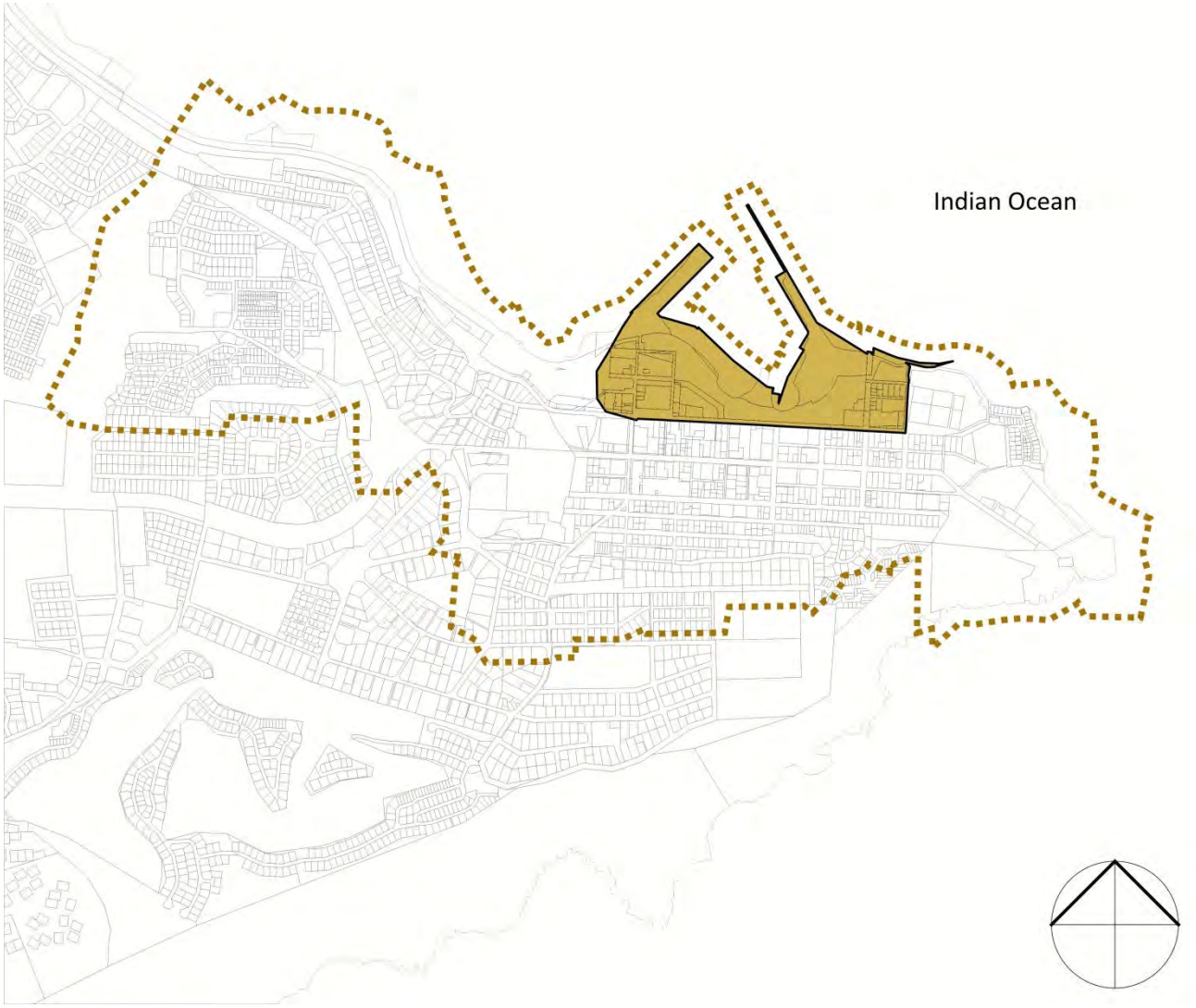
Photo 28: The architecture in the precinct is very modest.

Photo 29: The public realm is in a poor state of repair with much missing paving to footpaths.

Photo 30: There are many instances of ad-hoc additions and alterations, often impacting on the built heritage value of the Precinct.

Photo 31: South of Alhof Drive, both the buildings and the public realm are in better condition.

3.2.8.Harbour



Map 9: The Harbour Precinct

The **Harbour Precinct** contains the historic lifeblood of Mossel Bay – the still working Mossel Bay Harbour. The precinct flanks the MBC Precinct, along Bland Street, and connects to the Posboom Precinct in the west via the Dias Museum Complex.

The inner workings of the functional harbour are very much physically separated from the adjacent precincts by the (now derelict) railway line and a band of under-developed land. This area needs be redeveloped, including a major reconnection of the tourist area along Church Street all the way into the harbour.

The Precinct has a more coarse grain than the rest of Mossel Bay. This is obviously due to its function: it contains a collection of utilitarian buildings and storage facilities, some of which have beauty in their austerity.

Besides the social heritage of the precinct, there are some buildings of heritage value. Most notable is the old Railway Station in Bland Street (now converted into a flea market, “The Goods Shed”). However, as much as the building has been successfully repurposed, the public space surrounding it and the connection along Bland Street is poor.

Photo 32: The Precinct has a more coarse grain and contains a collection of utilitarian buildings and storage facilities

Photo 33: The area between the Posboom and Harbour precincts is underdeveloped and in a poor physical state.

Photo 34: The most notable building in the precinct is the old Railway Station in Bland Street (now converted into a flea market, "The Goods Shed").

Photo 35: The inner workings of the functional harbour are very much physically separated from the adjacent precincts by the (now derelict) railway line and a band of under-developed land

4. UNDERLYING POLICY DOCUMENTS

In order to gain an understanding of the body of knowledge that has already been created regarding the past, present and future of Mossel Bay, and to ensure that the Urban Design and Architectural Guidelines integrate fully with policies that are already in place, a number of relevant policy documents were studied.

4.1. Baumann Report

4.2. Condensed Mossel Bay Spatial Development Framework

4.3. Mossel Bay Zoning Scheme

4.4. Mossel Bay Central Precinct Plan

4.5. Point Development Plan

4.6. Mossel Bay Signage Bylaws

5. VISION

The **Vision** for the ADGM is to provide a set of **Principles** and associated physical **Guidelines** that will assist in ensuring that all new development; including new buildings and minor and major alterations, additions and renovations to existing buildings, positively contribute towards the aesthetical character and sense of place of the existing built fabric, within the prescribed study area, in Mossel Bay.

This includes ensuring that any development, whether infill or isolated should be “of their time” and rather be sympathetic towards than to imitate the old. Furthermore, in doing so, any development must complement the dense, fine urban grain, regional coastal texture and the relationship with the relatively unique north-facing topographical condition and enhance the interface between the closely knit public and private realms.

6. PRINCIPLES FOR FUTURE DEVELOPMENT

As a conclusion to the Inventory and a first step towards formulating Guidelines a number of **Principles** were formulated:

6.1. Hierarchy of the Public Realm
6.2. Public Private Interface
6.3. Architectural Expression
6.4. Relationship between Buildings and Context

6.1. **Principle 1**: Hierarchy within the Public Realm

The clarity of an urban layout relies largely on legible spatial linkages and related infrastructure that shape movement through the city. Within this matrix certain routes and spaces naturally tend to accommodate different amounts of activity, due to a number of factors such as road width, treatment of verges, materials, pedestrian activity and the significance of buildings. The hierarchy that this generates must be recognised in order to enhance clarity.

Within this hierarchy, three loosely definable categories can be recognized:

PRIMARY PLACES: **Primary urban spaces**, including major squares and parks;
SECONDARY PLACES: **Neighbourhood spaces,** including minor squares and openings along movement routes;
TERTIARY PLACES: **Residential/suburban spaces**, including suburban residential streets.

Spaces in each of these hierarchical categories must be articulated in different ways, from a more formal structure in primary spaces to a more relaxed configuration in suburban areas.

6.2. **Principle 2**: The Public – Private Interface

The interface between public and private spaces must be addressed and managed from an urban design viewpoint. Consideration must be given to hierarchical spatial proportions from public to semi-private to private space, working back from the street edge.

These interfaces require management by way of defined boundaries with a graded approach to public streets and sidewalks, semi-private and private areas. The boundary treatment and demarcation will be dictated by the hierarchy of public realm and the relevant quality of interface between these spaces.

Transparency of this boundary demarcation is a primary aspect in the consideration of visual connection between these spaces resulting in different solutions for different interfaces.

6.3. **Principle 3**: Architectural Expression

The functions and techniques of building are interpreted and transformed by expression into architecture, as sounds are made into music and words into literature. Architectural expression has revised over time through economic, geographical, social and technological evolution. As a result, it can be seen as a significant contributor to a sense of place. Architectural expression is defined by form and shape, proportion, scale and choice of materials and colour.

6.4. **Principle 4**: Relationship between Buildings and Context

The ratios of open space between buildings and their natural context as well as the relation between buildings and their wider context require consideration in order to develop guidelines which assist in the specific approach to development.

Topography, landscape, scenery and setting; as well as location are aspects requiring consideration when formulating these guidelines and the resultant recommendations for “contrast versus integration,” and response to topography with “flat plateaus versus undulating ridges.”

7. GUIDELINES

The **Guidelines** are drawn from the **Principles** formulated in Chapter 4 – Principles. The Guidelines are categorized as follows:

7.1. Response to Topography;
7.2. Response to Immediate Built Context;
7.3. Environmental Design;
7.4. Integration of Services;
7.5. Architectural Language;
7.6. Advertising/Signage.

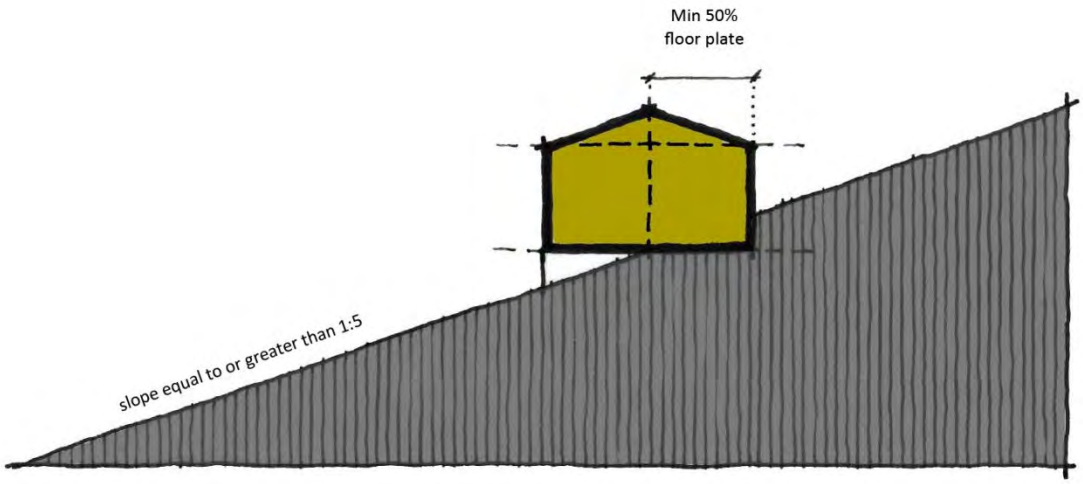
The degree to which the Guidelines must be implemented depends on the category of place into which the precinct falls, as described in "Principle 1 – Hierarchy within the Public Realm." Buildings in Primary Places require strict implementation of the Guidelines, whereas buildings in tertiary places can have a looser implementation. That said; large buildings (1,000m² and bigger) in any place must strictly adhere to the Guidelines.

7.1. RESPONSE TO TOPOGRAPHY

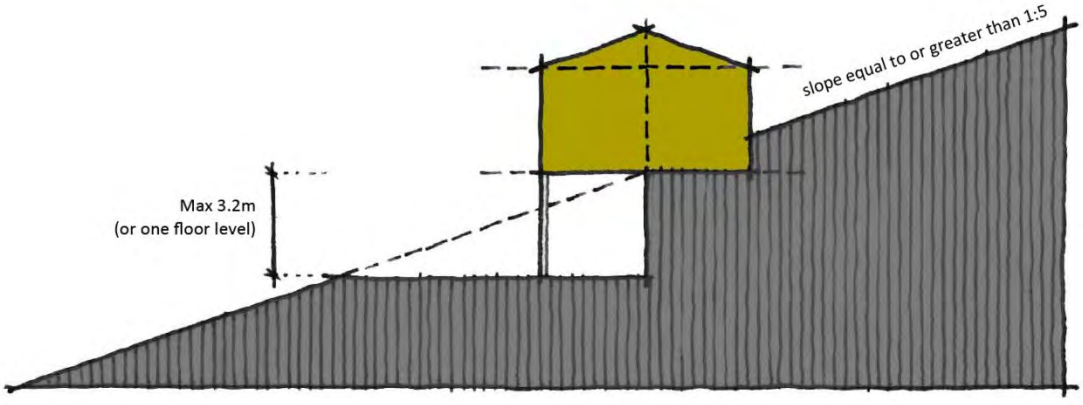
Buildings must respect the steep topography present in Mossel Bay, with form and scale that follows the prevailing slope. Hence, no monolithic building forms are permitted. Rather, buildings be fragmented and should step down following the contours of the site.

7.1.1.Grounding

7.1.1.1 A minimum of 50% of the footprint of the building must be grounded in the prevailing slope.

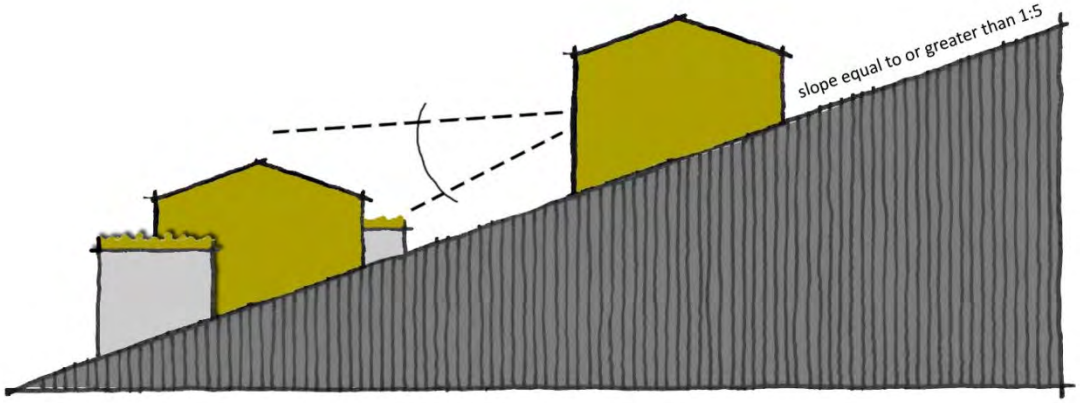


7.1.1.2 No “stilts” higher than one storey (3,200mm) are permitted. And, preferably, the space created beneath the building must be useable (for example; entertainment terrace or car parking etc.).



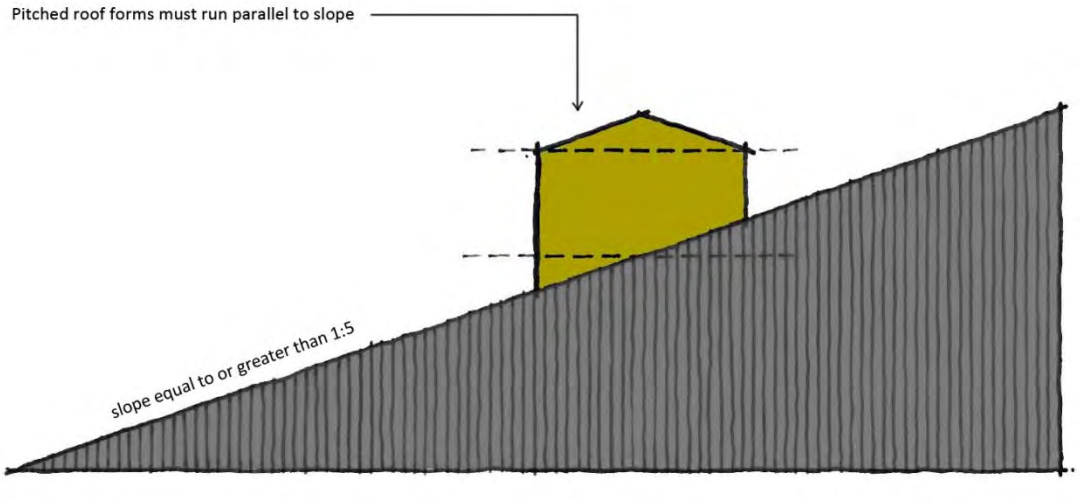
7.1.2. Roofscape

7.1.2.1 Buildings may use an assembly of flat and pitched roof forms. However, the predominant roofscape must have a pitched form.

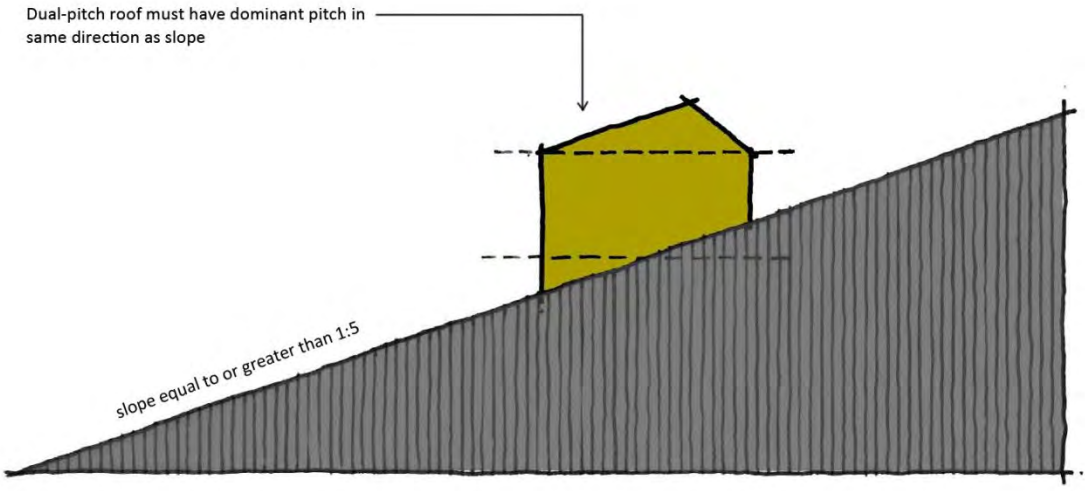


7.1.2.2 Roofs are not permitted to pitch in the opposite direction or perpendicular to the slope.

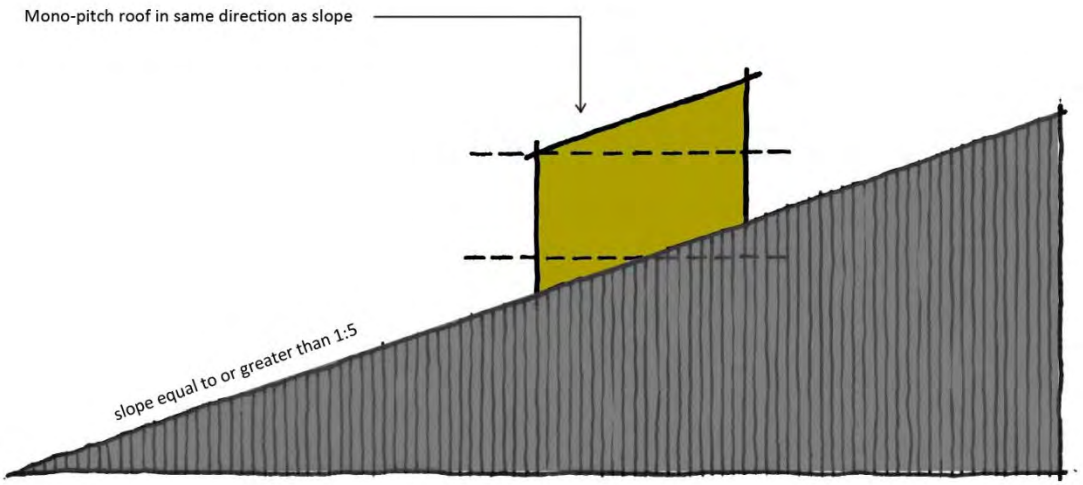
7.1.2.3 Pitched roof forms must run parallel to the site contours.



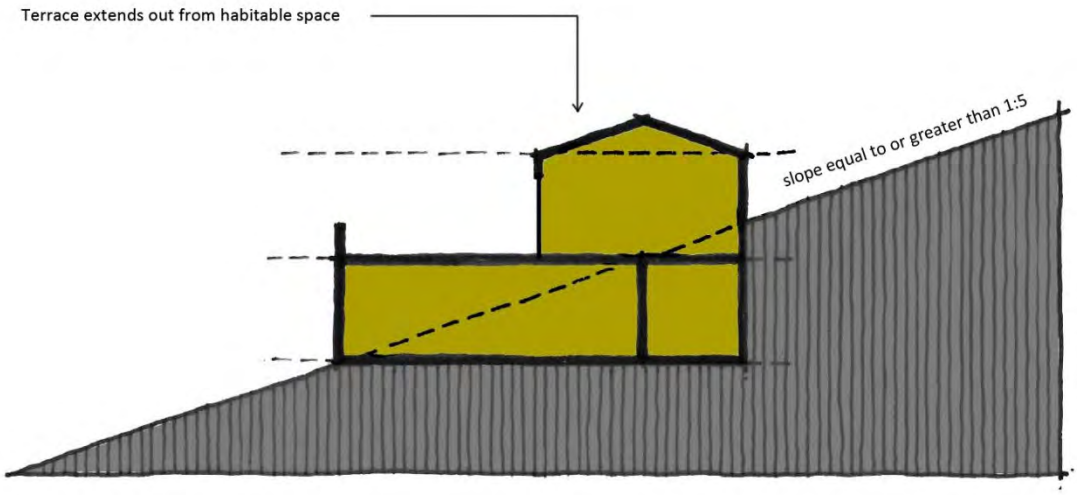
7.1.2.4 Dual pitch roofs must either have equal sides, or the larger side must follow the prevailing slope.


Dual-pitch roof must have dominant pitch in same direction as slope
slope equal to or greater than 1:5

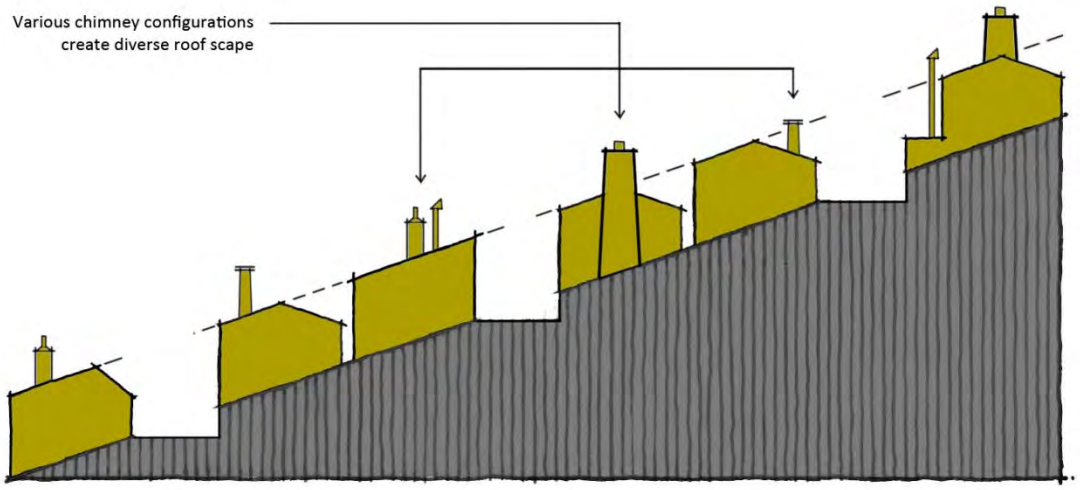
7.1.2.5 Mono-pitched roofs must follow the prevailing slope.



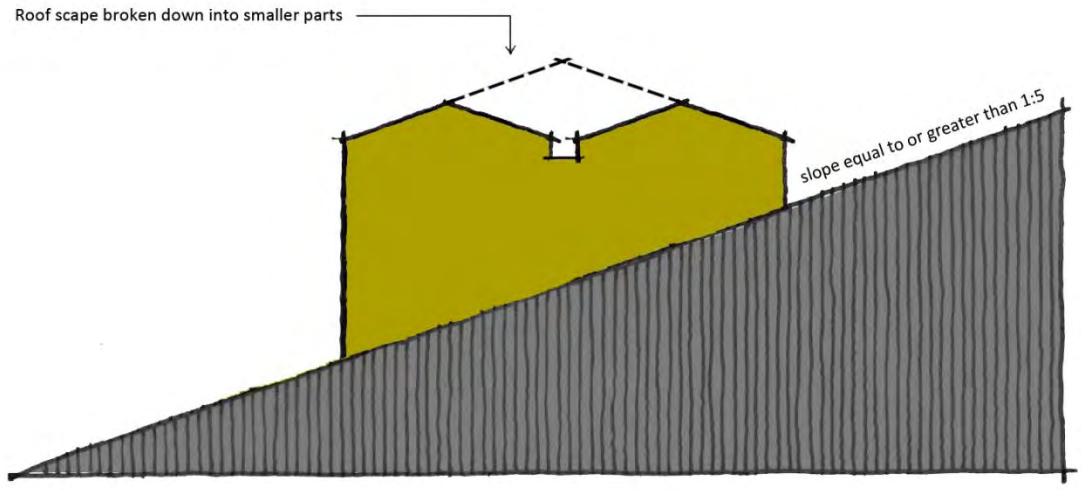
7.1.2.6 Terraces must be extensions of habitable space and not propped above the roofscape as isolated features.



7.1.2.7 Elements, such as chimneys and flues, are encouraged to further break down the scale of the roof plane.



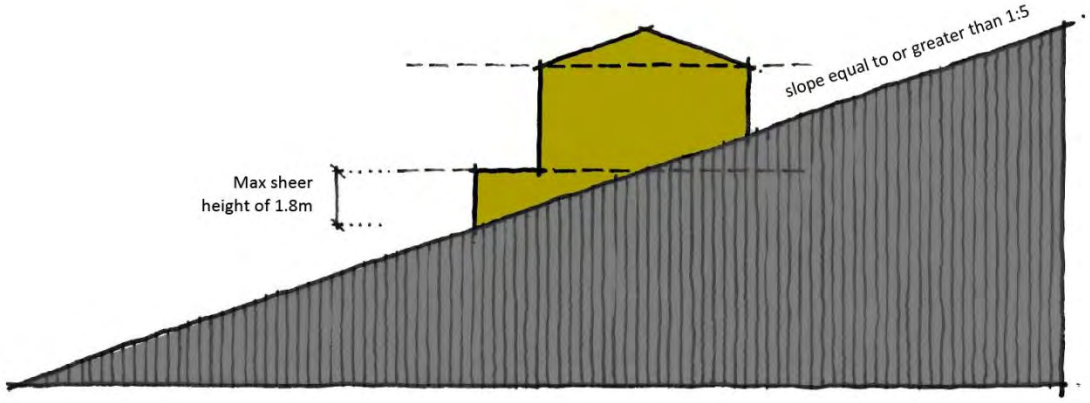
7.1.2.8 For buildings with large footprints (1,000m² and above), the roofscape must be broken down into smaller parts (see also 7.6.2 – Scale and Proportion).



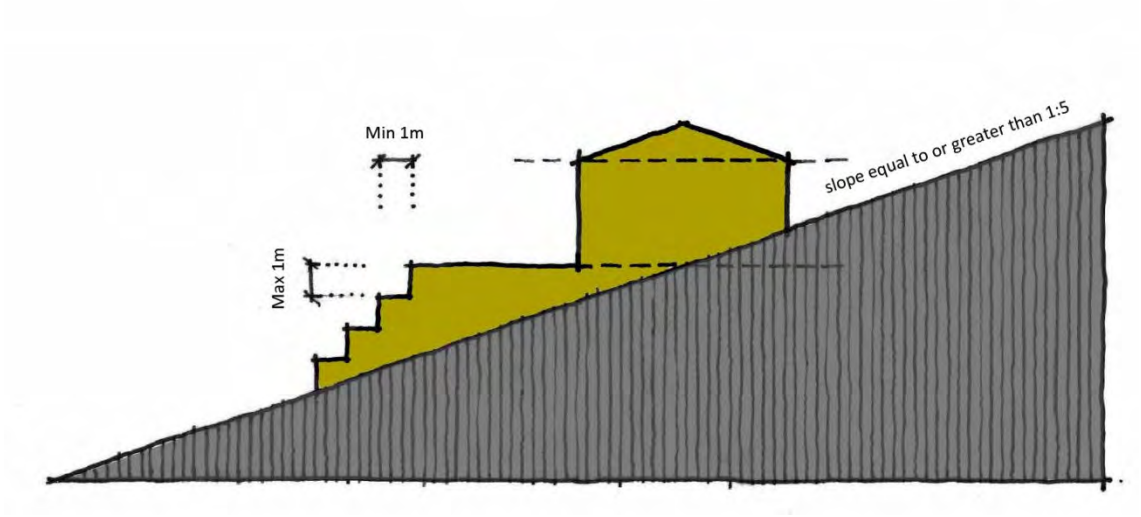
7.1.2.9 No visible reflective aluminium paint or black bituminous finishes are permitted for waterproofed flat roofs. The roofs must be finished with gravel or landscaping.

7.1.3. Retaining walls

7.1.3.1 Retaining wall must not exceed a sheer height of 1,800mm.



7.1.3.2 Any retaining wall higher than 1,800mm must step back in tiers of maximum 1,000mm in height and a minimum of 1,000mm in depth.

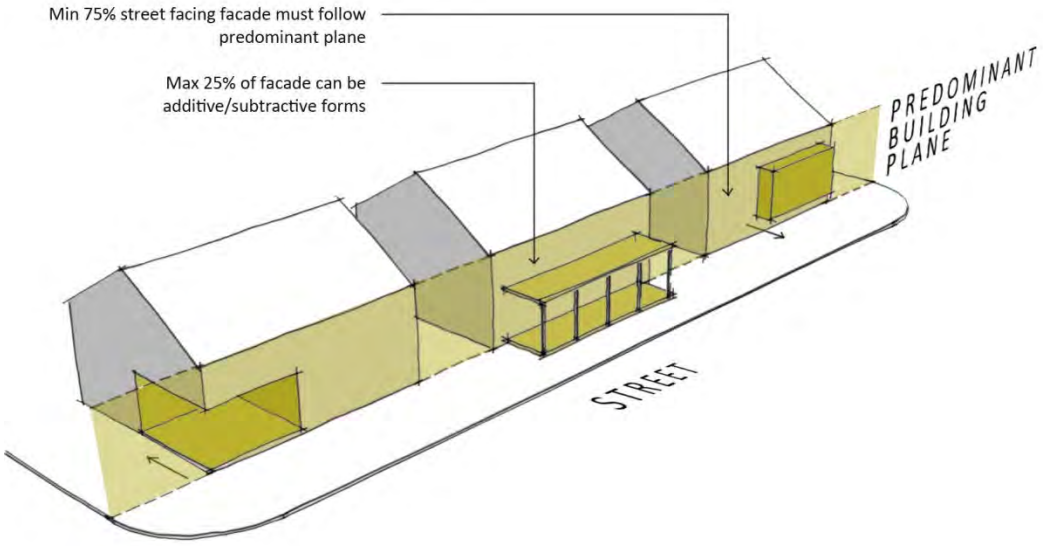


7.1.3.3 Sheer retaining walls of a maximum height of 3,200mm are permitted if the wall is finished with a natural material (such as stone) or fitted with a vertical landscape system (these include irrigated planting systems fitted to trellises).

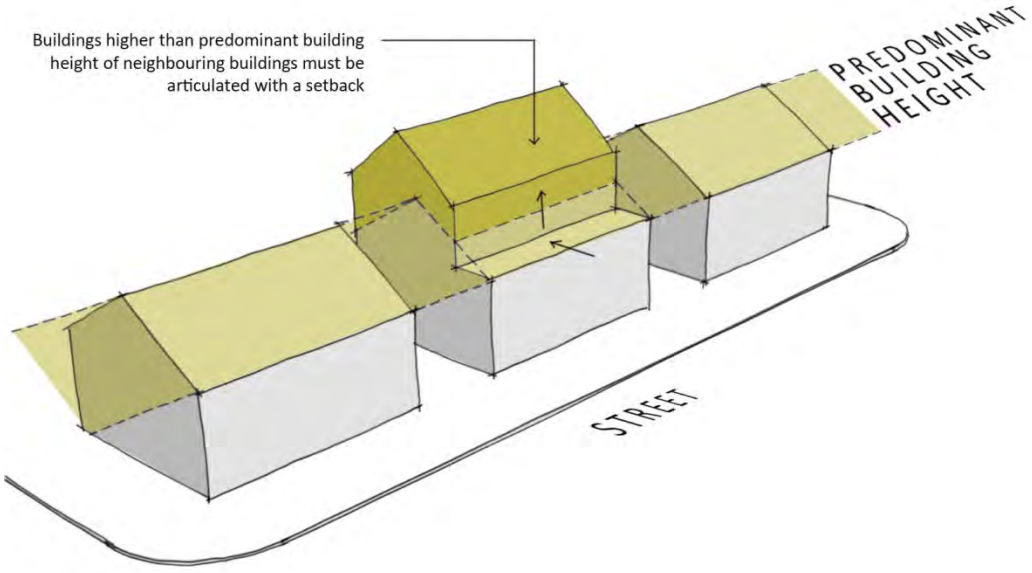
7.2. RESPONSE TO IMMEDIATE BUILT CONTEXT

7.2.1. Response to street

7.2.1.1 Buildings must follow the predominant building plane along the street onto which they front. This does not mean that the form of the building must present a flat plane to the street. Rather, a minimum of 75% of the façade must respond to this plane, while the other 25% can be composed of additive/subtractive forms.

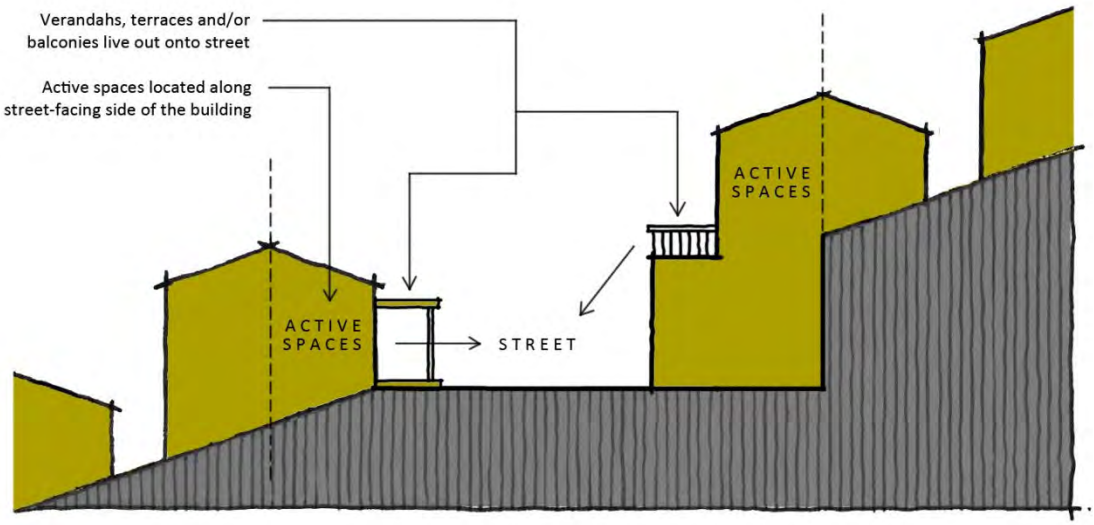


7.2.1.2 Above the predominant building height in the two closest adjacent (one either side) and opposite buildings, the building form must be articulated with a setback plane so as to acknowledge the predominant scale present in the street.

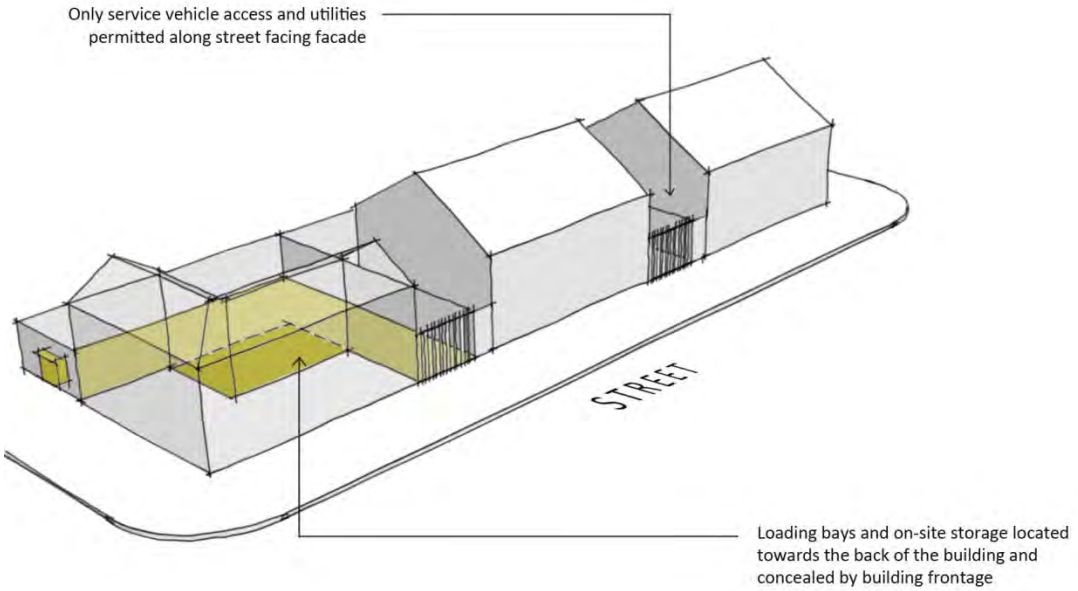


7.2.2.Active spaces

7.2.2.1 Active spaces (for example; entrances, living rooms, offices etc.) must be located along the street-facing side of the building, especially at the street level, where possible. Verandahs, terraces and/or balconies must be incorporated into the street-facing side of the building to further add to the richness of the articulation of the building, but also to reinforce active animation along the street.

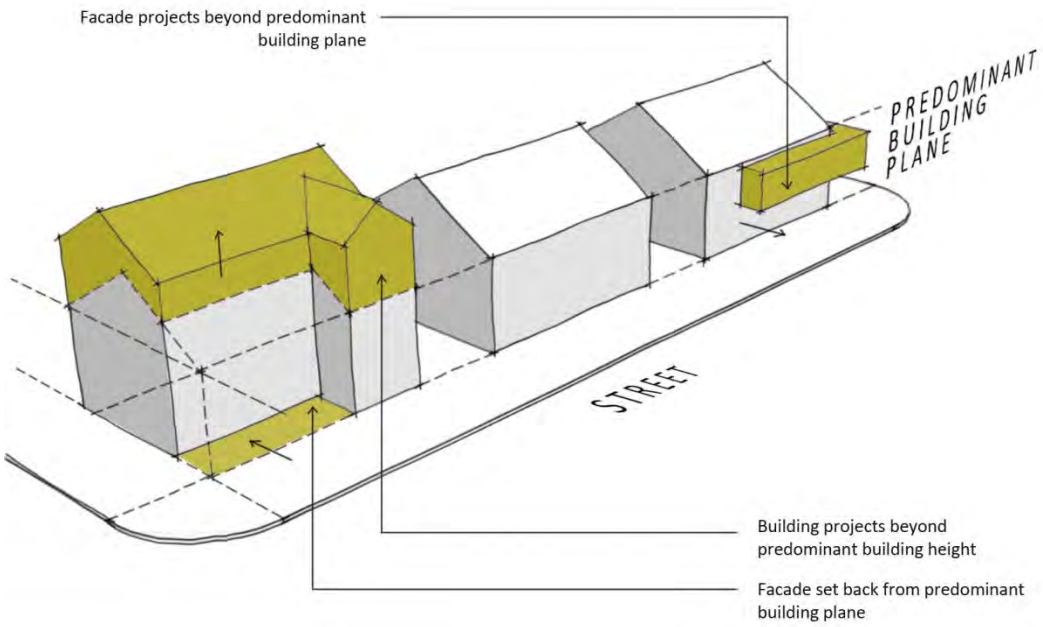


7.2.2.2 It is not always possible to avoid services spaces along the street facing façade, but this must be limited to access (for service vehicles etc.) and utilities (for example; electrical substation rooms etc.). Loading bays and on-site storage areas must not be a prevalent part of the street-facing façade. Rather, they must be concealed by the building frontage.



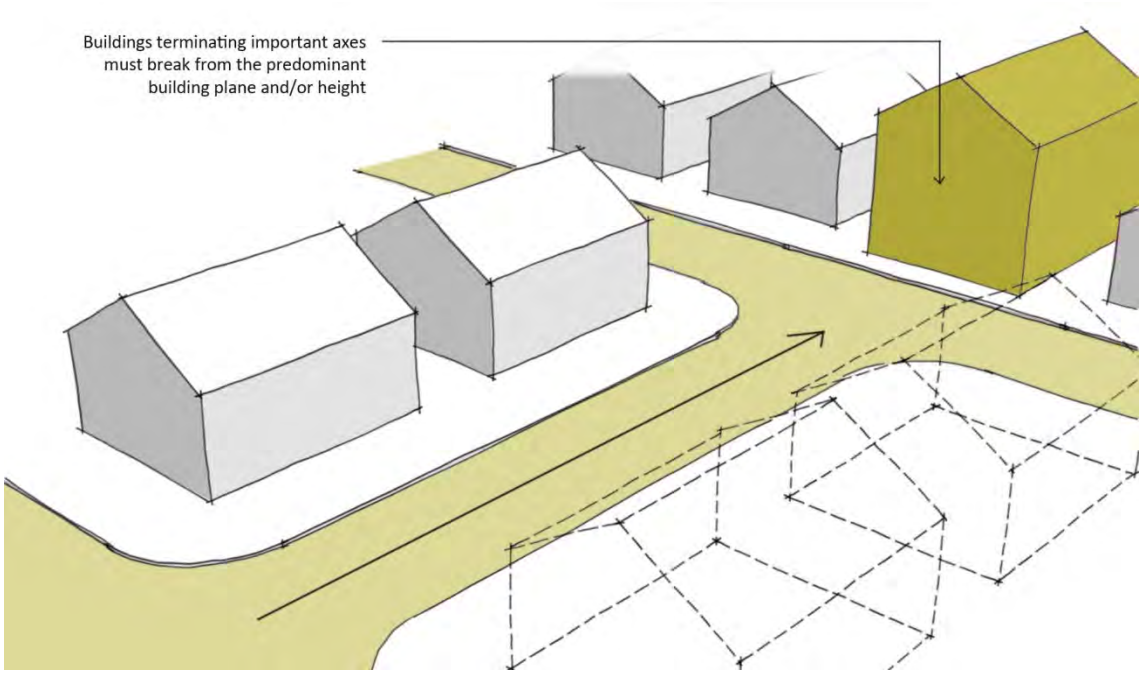
7.2.3.Significant corners and Axes

7.2.3.1 Buildings on significant corner erven must acknowledge this spatial condition. Buildings in these locations must subtly break from the predominant building plane. Their façades can either project beyond or set back from the condition prevalent along the adjacent street. Additional height and a contrast in colour/material are also encouraged on corner erven.



7.2.3.2 The response must be one that acknowledges that one of the two roads onto which a building fronts is of a higher order than road it that meets/crosses it. For example: Bland, Marsh and Montagu Streets can be considered as primary streets; and Meyer, Mitchell and Field Street as secondary streets.

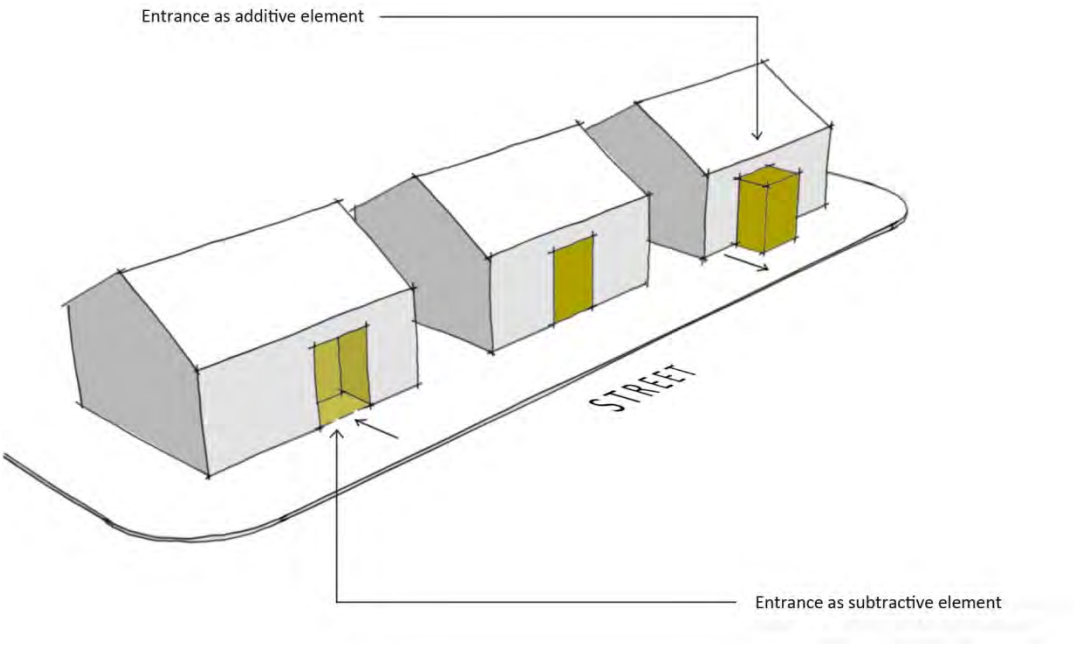
7.2.3.3 Similarly, buildings terminating important axes must break from the predominant building plain along the adjacent street.



7.2.4. Entrances

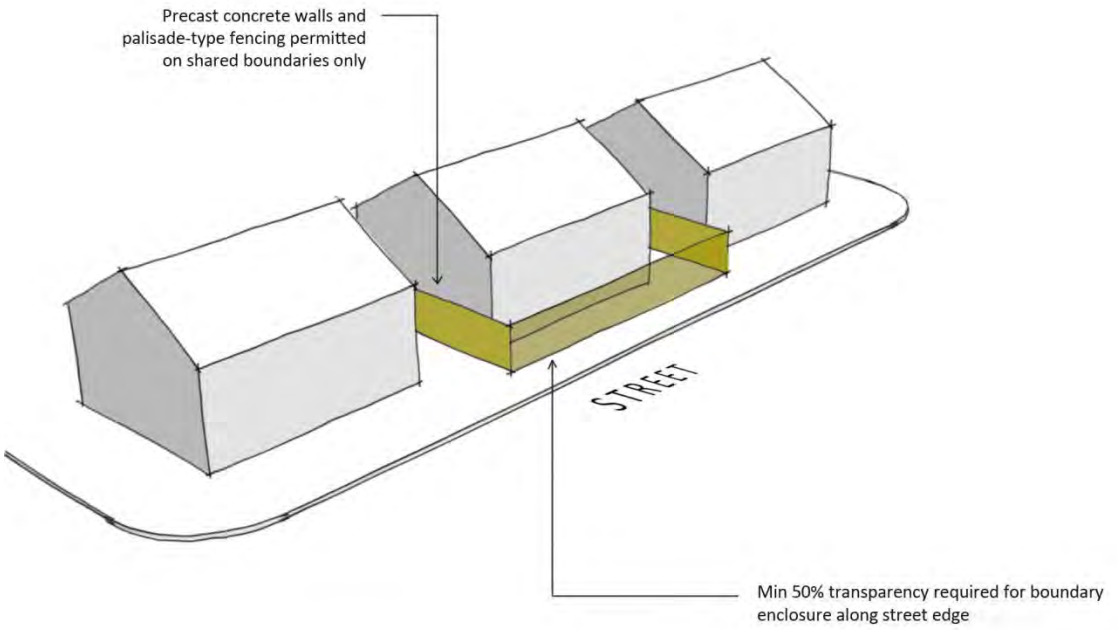
7.2.4.1 Entrances must be on the street-facing façade of the building and visible and accessible from the street.

7.2.4.2 Entrances must be well articulated and be part of a subtractive or additive element within the overall façade.



7.2.5. Boundary treatment

7.2.5.1 Boundary enclosure is discouraged along street-facing boundaries of erven, while using the building façade to create defensible space is encouraged.



7.2.5.2 Where boundary enclosure is necessary, the treatment must respect the public/private interface. Fences and walls must include a minimum of 50% transparency.

7.2.5.3 Solid brick/block walls taller than 1,000mm are not permitted on the street-facing boundaries of erven.

7.2.5.4 Precast concrete panel walls and palisade-type metal fencing and are not permitted on the street-facing boundaries of erven.

7.2.5.5 Barbed and/or razor wire is not permitted on the street-facing boundary treatment of erven.

7.2.6. Carports and shade ports

7.2.6.1 Carports must be architecturally considered and sympathetic in form and material to prevalent building(s) on the same erf.

7.2.6.2 Stand-alone carports are not encouraged.

7.2.6.3 Lean-to roofs can be employed against the main building, in proportion to the building that they are attached to.

7.2.6.4 No shade ports, visible form the street, are permitted in the Mossel Bay Central/Historic Core and Posboom Precincts.

7.2.7. Garages

7.2.7.1 In order to reduce the overall impact on the scale of the streetscape, where garages face directly onto a street, openings must be limited to one garage door per car space, with a minimum of 250mm of wall space between adjacent doors.

7.2.8. Garden sheds and outbuildings

7.2.8.1 Outbuildings for storage, toilet facilities, workspace, etc. are to be kept as small and insignificant as possible.

7.2.8.2 Outbuildings must follow the same architectural language as the prevalent building(s) on the same erf.

7.3. ENVIRONMENTAL DESIGN

7.3.1. Orientation

7.3.1.1 As much as possible, the active spaces should be placed on the north side of buildings, so as to maximize solar exposure. This is, understandably, not always possible, as certain erven only have a southerly street facing frontage (for example; on the north side of Marsh Street). North-facing aspect not only provides more natural lighting (and hence less reliance on artificial lighting), but also better natural heating of a building in winter.

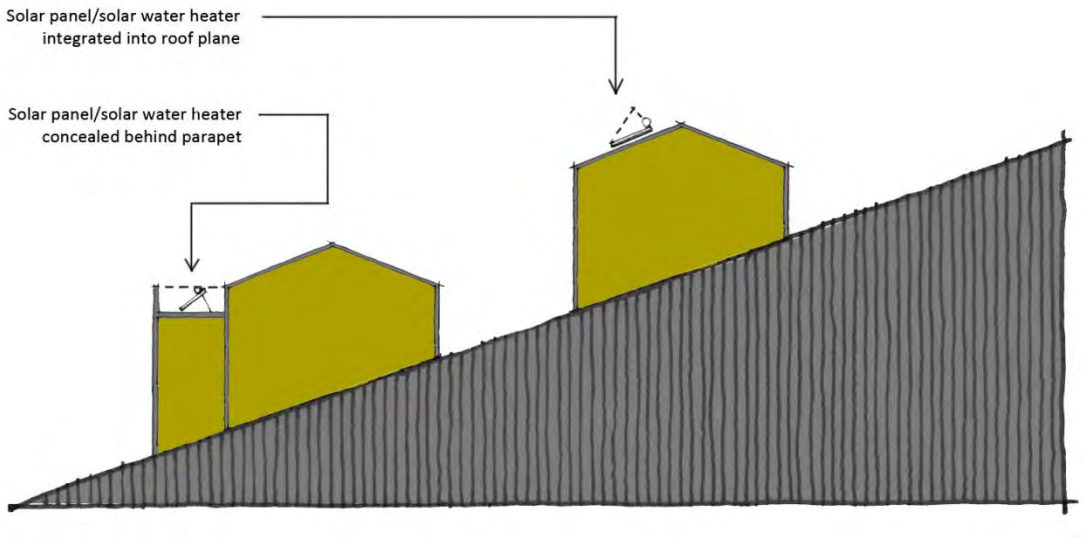
7.3.2. Solar shading

7.3.2.1 Climatic protection (solar shading) should be a functional and integral part of the articulation of the façade that it is shading. Solar shading devices must be designed in such a way that the transparency of the active frontage is not compromised.

7.4. INTEGRATION OF SERVICES

7.4.1. Mechanical Plant

7.4.1.1 Solar photovoltaic panels and, more importantly, solar water heaters (especially direct systems with integrated water tanks) must be integrated into the roof plane (i.e. not propped up above the roof) or concealed behind parapets. Furthermore, indirect system solar water heaters are encouraged over direct system solar water heaters.



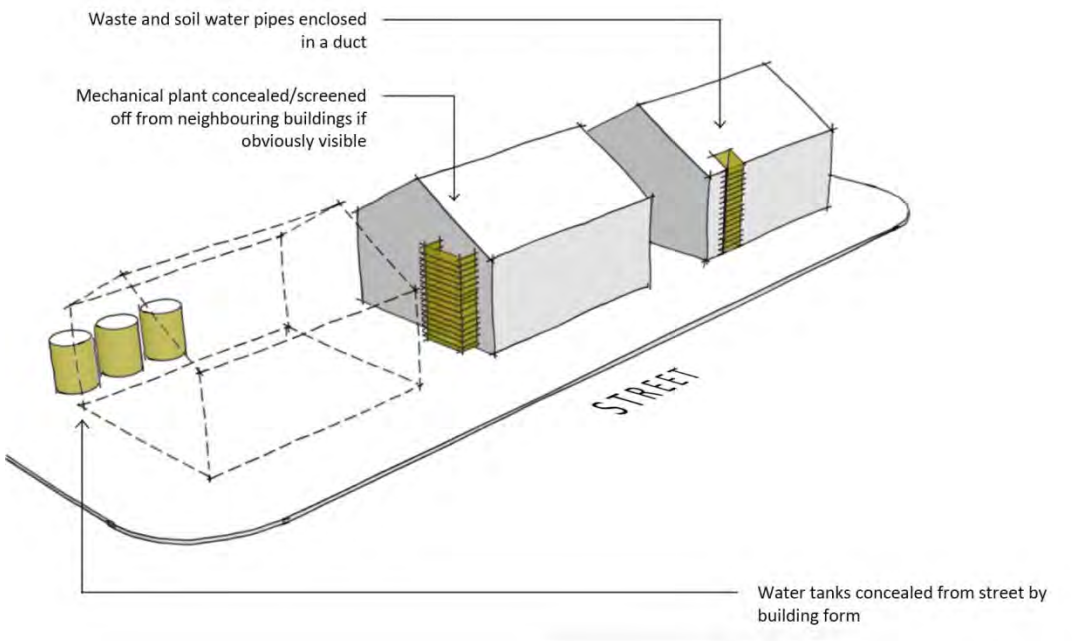
7.4.1.2 Mechanical plant, such as generators, geysers and air-conditioning condensers must either be screened off or enclosed, or concealed from the street by the building form.

7.4.1.3 Mechanical plant must not be obviously visible from neighbouring buildings.

7.4.1.4 Water storage and/or harvesting tanks must either be screened off or enclosed, or concealed from the street by the building form.

7.4.1.5 Water storage and/or harvesting tanks must not be obviously visible from neighbouring buildings.

7.4.1.6 Waste and soil water pipes must either be screened off or enclosed in a duct, or concealed from the street by the building form.



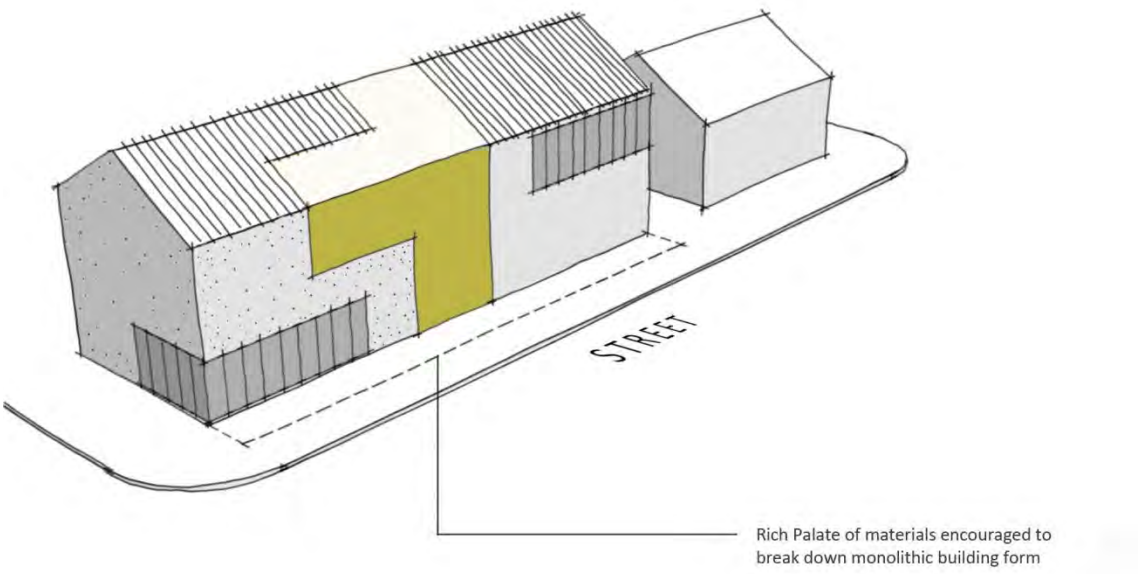
7.4.2. Aerials and satellite dishes

7.4.2.1 Satellite dishes must not be installed along the street-facing façade or the roof of buildings (unless, in the latter case, they are discretely concealed behind a parapet). Furthermore, the number of satellite dishes per building (especially multi-residential) must be limited (for example; the services reticulation of the building should be so designed that the maximum number of apartments can benefit from a shared satellite dish).

7.5. ARCHITECTURAL LANGUAGE

7.5.1. Façade articulation

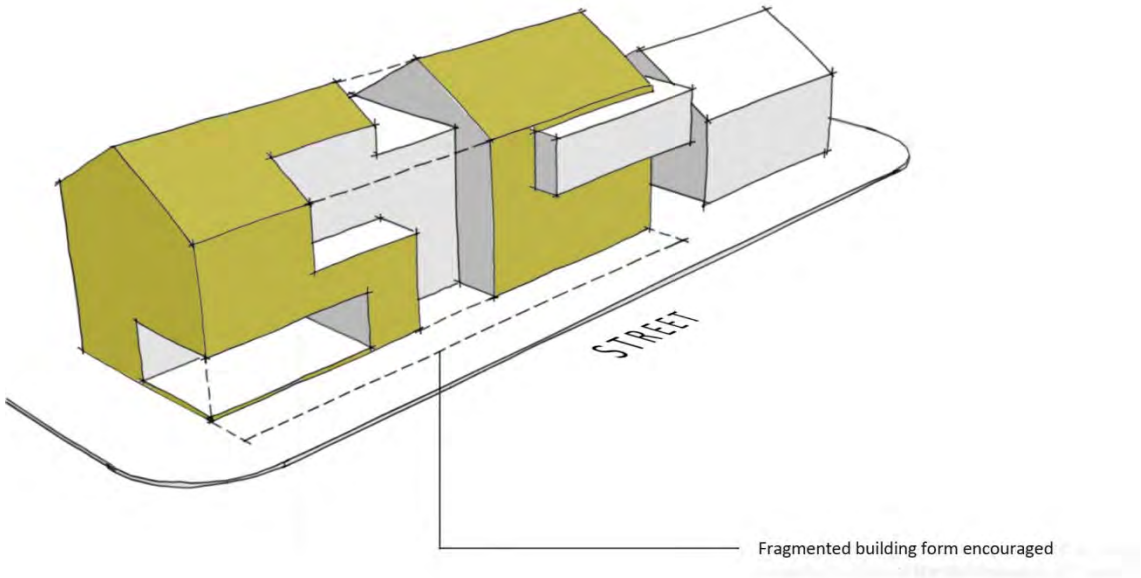
7.5.1.1 Façade articulation is encouraged. This can be achieved through fragmentation of form, the use of subtractive and additive components and through the use of materials and textures.



7.5.2. Scale and proportion

7.5.2.1 The scale and proportion of buildings must be sympathetic to the fine grain present in Mossel Bay. An original, site-specific context must be conveyed in the design.

7.5.2.2 Monolithic forms must be avoided. Rather buildings must be fragmented; broken down into smaller, programmatically-linked parts (see also 7.2.3 – Roofscape).



7.5.3. Materials and colours

7.5.3.1 A rich palate of materials, honest to their nature, is encouraged. Buildings can be completely of one material, if they are highly fragmented in form. If the building form is not highly fragmented, a selection of contrasting materials and textures must be used.

7.5.3.2 No completely facebrick buildings are permitted.

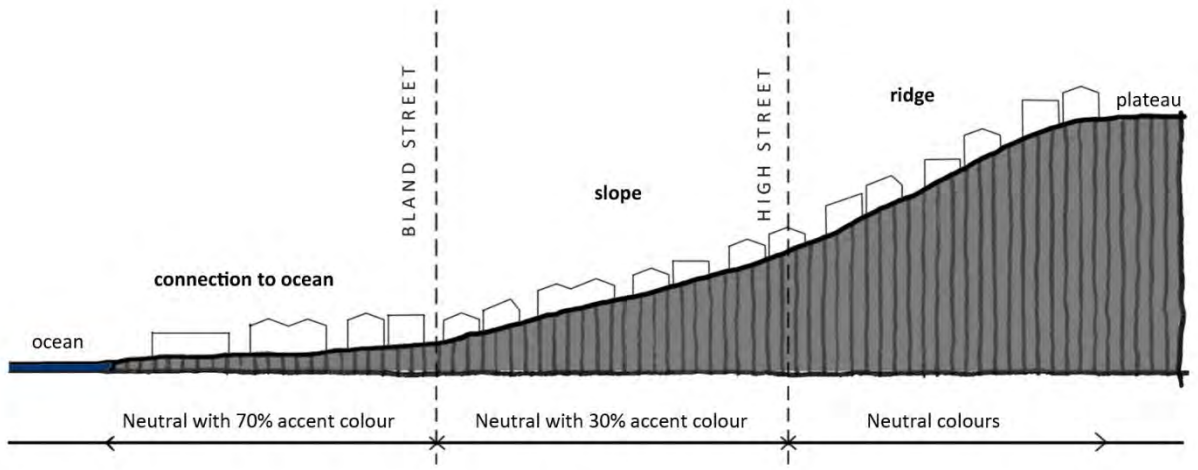
7.5.3.3 The use of colour on/in a building is dependent on the location of the building within the urban environment:

At The Ridge, colour must be limited to a predominantly neutral palate (for example; white, greys, beiges) and intrinsic colours (for example sandstone, grey off-shutter concrete or red clay facing bricks).

On the Slope, a maximum of 30% of contrasting colour may be introduced to a building's articulation.

Where the city connects to the ocean, 70% of the building may be a contrasting colour.

7.5.3.4 No excessively bright or neon colours are permitted.



7.5.4. Architectural language

7.5.4.1 No "foreign styles" are permitted. Foreign styles, in this context, refers to architectural expression that draws heavily from on the language of the built form present in other socio-geographical parts of the World (for example; Tuscany or Bali).

7.5.4.2 No "pastiche" architecture is permitted. Pastiche refers to exact replication of historical architectural styles and elements in contemporary buildings.

7.6. ADVERTISING/SIGNAGE

The quality of advertising and signage is a vital part of creating a vibrant public realm. The MBM is in the process of preparing a separate set of Guidelines for Signage which will coordinate signage in Mossel Bay.

To complement these Guidelines and integrate them with architectural expression, the following Aesthetic Guidelines apply to signage:

7.6.1.1 Signage must be simple and complement the scale, proportion and symmetry of the building it relates to.
7.6.1.2 Signage must be an integrated part of the façade design.
7.6.1.3 Signage for multiple businesses operating from one premises must be coordinated to fit into a pattern of signage prevalent on the façade.

APPENDIX A: SUMMARY SCORECARD OF GUIDELINES

Listed below is a summary of the **Guidelines** that have been converted to a set of questions (that can have a "yes," "no," or "not applicable" response) to provide a quick reference for those submitting a design for evaluation as well as those evaluating it.

Should a particular design not achieve at least an 80% positive score (i.e. a "yes" response), the design should be re-evaluated. Certain Guideline questions have their respective score boxes shaded in red. These questions require a positive response in order for the to be considered successful in terms of the intention of this document.

question		*answer (mark with an "x")*			*notes/comments*
		yes	*no*	*n/a*	
7.1. RESPONSE TO TOPOGRAPHY					
7.1.1.Grounding					
7.1.1.1	Is a minimum of 50% of the footprint of the building grounded in the prevailing slope?				
7.1.1.2	Does the building design include "stilts?"				
7.1.1.3	If so, are these stilts less than or equal to 3,200mm?				
7.1.1.4	If so, is the space created beneath the building useable?				
7.1.2.Roofscape					
7.1.2.1	Is the predominant roof form pitched?				
7.1.2.2	Does the predominant roof form pitch in the same direction as the prevailing slope (i.e. it is not pitching the opposite direction or perpendicular to the slope).				
7.1.2.3	If so, does the predominant roof form run parallel to the average slope presented by the site contours?				
7.1.2.4	If the building includes a predominant dual pitch roof form, does it have equal sides, or have the larger side following the prevailing slope?				
7.1.2.5	Does the building include terraces?				
7.1.2.6	If so, are they natural extensions of habitable space?				

7.1.2.7	Does the design include elements (such as chimneys) to break down the scale of the roof form?	☐	☐	☐	
7.1.3. Retaining walls					
7.1.3.1	Is the retaining wall(s) less than 1,800mm in sheer height?	☐	☐	☐	
7.1.3.2	If the retaining wall(s) is higher than 1,800mm does it step back in tiers of maximum 1,000mm in height and a minimum of 1,000mm in depth?				
7.1.3.3	If the retaining wall has a sheer height of more than 3,200mm, and does not step back, is it constructed of a natural material (such as stone) or fitted with a vertical landscape system?	☐	☐	☐	
7.2. RESPONSE TO IMMEDIATE BUILT CONTEXT					
7.2.1. Response to street					
7.2.1.1	Does a minimum of 75% of the street-facing façade of the building form follow the predominant building plane along the street onto which it fronts?				
7.2.1.2	Is the building form articulated with a setback plane so as to acknowledge the predominant scale present in the street?	☐	☐	☐	
7.2.2. Active Spaces					
7.2.2.1	Are active spaces located along the street-facing side of the building, especially at the street level?				
7.2.2.2	Are services spaces limited along the street facing façade?				
7.2.2.3	Are loading bays and on-site storage areas located away and/or concealed from the street-facing façade?				
7.2.3. Significant corners and Axes					
7.2.3.1	If the building(s) is on a significant corner erf, does it acknowledge this spatial condition?	☐	☐	☐	
7.2.3.2	If the building(s) is on a significant corner erf, does it acknowledge that one of the two roads onto which a building fronts is of a higher order than road it that meets/crosses it?	☐	☐	☐	
7.2.3.3	If the building(s) terminates a significant axis, does it acknowledge this spatial condition?	☐	☐	☐	

7.2.4. Entrances					
7.2.4.1	Is the building(s) main entrance located on the street-facing façade of the building?				
7.2.4.2	Is the building(s) main entrance visible and accessible from the street?	☐	☐	☐	
7.2.4.3	Is the entrance well-articulated within the overall façade?	☐	☐	☐	
7.2.5. Boundary treatment					
7.2.5.1	Is boundary enclosure necessary along street-facing boundaries of the erf?	☐	☐	☐	
7.2.5.2	If boundary enclosure is deemed to be necessary; does the treatment respect the public/private interface?	☐	☐	☐	
7.2.5.3	If the wall is on the street-facing boundaries of the erf and is of solid brick/block, is it lower than 1,000mm?				
7.2.5.4	If the wall is on the street-facing boundaries of the erf, is it of a material other the precast concrete panels and/or palisade-type metal fencing?				
7.2.5.5	Has barbed and/or razor wire been included as part of the street-facing boundary treatment?				
7.2.6. Carports and shade ports					
7.2.6.1	Are carports architecturally considered and sympathetic in form and material to prevalent building(s) on the same erf?	☐	☐	☐	
7.2.6.2	Are carports integrated with the building design (i.e. not a stand-alone entity)?	☐	☐	☐	
7.2.6.3	Have shade ports been positioned so as to not be visible form the street-facing façade of the building (only applicable in Mossel Bay Central/Historic Core and Posboom Precincts)?				
7.2.7. Garages					
7.2.7.1	If the building(s) includes a garages facing directly onto a street, have the openings been limited to one garage door per car space, with a minimum of 250mm of wall space between adjacent doors?	☐	☐	☐	
7.2.8. Garden sheds and outbuildings					
7.2.8.1	Have outbuildings been kept as small and insignificant as possible?	☐	☐	☐	

7.2.8.2	Do outbuildings follow the same architectural language as the prevalent building(s) on the same erf?	☐	☐	☐	
7.3. ENVIRONMENTAL DESIGN					
7.3.1. Orientation					
7.3.1.1	Have active spaces been placed on the north side of buildings, as much as possible?	☐	☐	☐	
7.3.2. Solar shading					
7.3.2.1	Is climatic protection (such as solar shading) a functional and integral part of the articulation of the façade that it is shading.	☐	☐	☐	
7.3.2.2	Do climatic protection devices promote transparency of the active frontage?	☐	☐	☐	
7.4. INTEGRATION OF SERVICES					
7.4.1. Mechanical Plant					
7.4.1.1	Have solar photovoltaic panels and/or water heaters been integrated into the roof plane or concealed behind parapets?	☐	☐	☐	
7.4.1.2	Has mechanical plant been screened off, enclosed, or concealed from the street by the building form?	☐	☐	☐	
7.4.1.3	Has mechanical plant been screened off, enclosed, or concealed from neighbouring buildings?	☐	☐	☐	
7.4.1.4	Have water storage and/or harvesting tanks been screened off, enclosed, or concealed from the street by the building form?	☐	☐	☐	
7.4.1.5	Have water storage and/or harvesting tanks been screened off, enclosed, or concealed from neighbouring buildings?	☐	☐	☐	
7.4.1.6	Have waste and soil water pipes been screened off or enclosed (in a duct), or concealed from the street by the building form?	☐	☐	☐	
7.4.2. Aerials and satellite dishes					
7.4.2.1	Have satellite dishes been positioned so as not to be visible from the street-facing façade of the building?	☐	☐	☐	
7.4.2.2	Has a concerted effort been made to limit the number of satellite dishes per building?	☐	☐	☐	

7.5. ARCHITECTURAL LANGUAGE					
7.5.1. Façade articulation					
7.5.1.1	Has the building(s) façade been well articulated?	☐	☐	☐	
7.5.2. Scale and proportion					
7.5.2.1	Are the scale and proportion of building(s) form sympathetic to the fine grain present in Mossel Bay?	☐	☐	☐	
7.5.2.2	Have building(s) forms been fragmented; broken down into smaller, programmatically-linked parts?	☐	☐	☐	
7.5.3. Materials and colours					
7.5.3.1	Has the use of materials (and texture) compliment the articulation of building(s) form?	☐	☐	☐	
7.5.3.2	Does the building(s) overall façade treatment include materials other than facebrick?	☐	☐	☐	
7.5.3.3	Is the use of colour on/in the building(s) reflective of the building's location within the urban environment?	☐	☐	☐	
7.5.3.4	Have excessively bright or neon colours been avoided?	☐	☐	☐	
7.5.4. Architectural language					
7.5.4.1	Is the architectural language expressed in the building(s) form devoid of "foreign styles?"	☐	☐	☐	
7.5.4.2	Is the architectural language expressed in the building(s) form devoid of "pastiche?"	☐	☐	☐	
7.6. ADVERTISING/SIGNAGE					
7.6.1.1	Is the use of signage simple and complementary to the scale, proportion and symmetry of the building(s) form it relates to?	☐	☐	☐	
7.6.1.2	Has the signage been integrated into the façade design?	☐	☐	☐	
7.6.1.3	Has signage for multiple businesses operating from one premises been coordinated to fit into a pattern of signage prevalent on the façade?	☐	☐	☐	

Score	*total yes*	*total no*	*total n/a*		
				yes ÷ (yes + no) =	%

APPENDIX Z: LIST OF REVISIONS

revision number	*revision date*	*revised by*	*revision description*	*approved*

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