Tel: (012) 809 2229
E-mail: bea@tph.co.za

PO Box 11437
Silver Lakes
0054

Lombardy Corporate Park
Block B / Unit M
Cole Rd
Shere
0084

DISCLAIMER:

NO PART OF THE DOCUMENTS PROVIDED BY THE MUNICIPALITY OR THE APPLICANT, MAY BE COPIED, REPRODUCED OR IN ANY FORM PUBLISHED OR USED IN A MANNER THAT WILL INFRINGE ON INTELLECTUAL PROPERTY RIGHTS OF THE APPLICANT.

20 MAY 2026

YOUR REF.:
OUR REF.: **TPH24592**

Tel: (012) 809 2229
E-mail: bea@tph.co.za

PO Box 11437
Silver Lakes
0054

Lombardy Corporate Park
Block B / Unit 13
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CITY OF TSHWANE METROPOLITAN MUNICIPALITY
THE STRATEGIC EXECUTIVE DIRECTOR:
CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES
PO BOX 3242
PRETORIA
0001

ONLINE SUBMISSION

APPLICATION IN TERMS OF SECTION 16(1) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF ERF 3, THE REMAINDER OF ERF 532 AND ERF 589 LYNNWOOD MANOR

The registered owner of the above-mentioned properties instructed our office to submit an application with your Municipality for the rezoning of the Casa Toscana Lodge as well as the simultaneous removal of restrictive Title Conditions and consolidation of all the properties.

Attached for your attention is the following:

1. A copy of this letter addressed to the Strategic Executive: City Planning and Development.
2. A copy of payment for the rezoning application to the amount of R10 600-00 being the application fees, PLUS R3 150-00 promulgation fees.
3. A copy of the application forms COT F/1, COT F/2 and the COT F/10 checklist.
4. A copy of the Power of Attorney and Company Resolution.
5. A copy of the registered Title Deeds.
6. A copy of the Motivational Memorandum.
7. A copy of the draft Annexure T.
8. A copy of the draft Amendment Scheme Map.
9. A copy of the Zoning Certificates.
10. A copy of the Locality Plan, Zoning and Land Use Plans.
11. A copy of the proposed Site Plan.
12. A copy of the Traffic Impact Assessment compiled by Civilconsult Consulting Engineers dated February 2026 (Project No. 3287).
13. A copy of the Road & Stormwater Services Report compiled by Civilconsult Consulting Engineers dated February 2026 (Project No. 3287).
14. A copy of the Water, Sanitation and Electrical Services Report compiled by Civilconsult Consulting Engineers dated February 2026 (Project No. 3287).
15. A copy of the list of surrounding property owners.
16. A copy of the bondholder's consent that is registered over the Remaining Extent of Erf 532, Lynnwood Manor.

We trust you find this in order.

Kind regards,

B.E. FLETCHER (PR. PLN A/1202/2001)
THE TOWN PLANNING HUB CC

Internet Banking
Standard Bank Centre
5 Simmonds Street, Johannesburg, 2001
P.O. Box 7725, Johannesburg, 2000
Telephone: 0860 123 000
International: +27 11 299 4701
Fax: +27 11 631 8550
Website: www.standardbank.co.za

Dear CITY OF TSHWANE (A)

We confirm that the following payment has been made into your account from Bea:

Reference number	4039827670
Beneficiary name	CITY OF TSHWANE (A)
Bank name	ABSA BANK
Beneficiary account number	XXXXXXXXXXX8263
Beneficiary branch number	63200500
Beneficiary reference	LU63038800003REZ
Amount	R13750.00
Payment date and time	2026-05-21 12h33

If you need more information or have any questions about this payment, please contact:
Bea

Payments to Standard Bank accounts may take up to one business day to reflect.
Payments to other banks may take up to three business days.

Please check your account to confirm you have received this payment.

Yours sincerely,
The Internet Banking Team

The Standard Bank of South Africa Limited (Reg. No. 1962/000738/06) Authorised financial services provider and registered credit provider (NCRCP15)

Directors: N Nyembezi (Chairman) DWP Hodnett* (Chief Executive Officer) LL Bam HJ Berrange PLH Cook A Daehnke* OA David-Borha1 GJ Fraser-Moleketi GMB Kennealy BJ Kruger Li Li2 JH Maree NNA Matyumza RN Ogega3 Fenglin Tian2 SK Tshabalala*

Company Secretary: K Froneman - 2025/10/10

*Executive Director 1Nigerian 2Chinese 3Kenyan

SCHEDULE 33

DECLARATION FOR THE SUBMISSION OF A LAND DEVELOPMENT APPLICATION AS CONTEMPLATED IN THIS BY-LAW READ WITH THE COT FORMS TO BE COMPLETED TO BE ATTACHED TO COT: F/1

PROPERTY INFORMATION
Complete this section for each property (make a separate copy for each property).

Township / Agricultural Holding / Farm	LYNNWOOD MANOR		
Erf/Plot/Farm No.	3	Portion (e.g. /R/1)	N/A
Ward	46		
Street name	DARLINGTON ROAD		
Street number	7A	Planning Region	6

Township / Agricultural Holding / Farm	LYNNWOOD MANOR		
Erf/Plot/Farm No.	532	Portion (e.g. /R/1)	R
Ward	46		
Street name	OXFORD LANE		
Street number	6	Planning Region	6

Township / Agricultural Holding / Farm	LYNNWOOD MANOR		
Erf/Plot/Farm No.	589	Portion (e.g. /R/1)	N/A
Ward	46		
Street name	DARLINGTON ROAD		
Street number	5	Planning Region	6

The declaration as set out hereunder shall be signed or signed electronically with the submission of a land development application, as contemplated in the various sections in terms of this By-law, by the Applicant.

1. I, the assigned, hereby being the applicant described herein, declare that all the information I provide is true and correct.

2. I, hereby acknowledge and understand that the documents that accompany my land development application are those compulsory documents that are required for the purposes of a complete application in terms of the provisions of section 16(1)(b) and (c), read with the relevant Schedules for the specific application to this By-law and Regulation 14(1)(i) of the Regulations of the Act, as amended from time to time, as well as the applicable forms thereof.

3. I, hereby acknowledge and confirm that in terms of section 26 of this By-law I have made payment of the application fee as per the Council's approved charges and tariffs, which fee has been paid into the account of the Municipality, as directed by the Department responsible for Planning and Development, including providing a reference number as directed, failing which if it is found that the payment has not been made or incorrectly made, or the referencing for proof of payment is incorrect the application shall be regarded as incomplete and be rejected;

4. I, hereby acknowledge and understand that in terms of Regulation 14(1)(i) of the Regulations of the Act, read with section 16(1)(b) and (c) of this By-law, the electronic submission and the compulsory documents submitted as referred to above and the allocation of the electronic item number, in terms of section 16(1)(b) of this By-law, shall be regarded as confirmation that all the compulsory documents have been submitted.

5. I, hereby acknowledge that, should all the required documentation have been submitted, but it is incorrect or has not been submitted to the satisfaction of the Municipality, or it does not comply with the requirements of the Municipality, the Municipality may elect not to consider the application as contemplated in section 16(1)(c) of this By-law and it may be rejected.

6. I, hereby acknowledge and understand that having successfully submitted the land development application in terms hereof, I shall be obliged to proceed with the public participation process within 28 days or such further period as the Municipality may allow in terms of the provisions of section 16(1)(f) of the By-law or any other relevant provision.

7. I, hereby acknowledge and understand that having undertaken public participation in terms of section 16(1)(f) of the By-law or any other relevant provision, I am obliged to provide proof of the public participation done, within 28 days, or such further period as the Municipality may allow, from the closing date of the period contemplated in section 16(1)(f) of the By-law.

8. I, hereby acknowledge and understand that the provisions of this By-law shall apply to all land development applications, including but not limited to the additional documentation or information that may be required by the Municipality for the purposes of considering the application and to take an informed decision on the application.

9. I, hereby acknowledge and understand that, should the application be found to be incomplete as a result of compulsory or additional documentation not having been submitted in a timely manner, the application may be rejected or deemed to be refused, whichever is applicable, without further consideration or refunding of the application fees as contemplated in section 26 of this By-law.

10. I, hereby acknowledge and understand that the provision of false or misleading information is an offence in terms of section 30 of this By-law.

11. I, acknowledge and understand that having submitted the application electronically or otherwise, I unconditionally give permission to the Municipality to communicate with me or give notices as may be required by the By-law, by means of e-mail correspondence to the e-mail address provided to the Municipality.

12. I, hereby confirm and agree that the e-mail address provided is my e-mail address for any communication that I will receive from the Municipality, and I confirm that I have control and management over this e-mail address.

13. Having confirmed that the e-mail address shall be used as the means of communication, I further acknowledge and confirm that the date on which e-mailed correspondence is sent by the Municipality is the date that will be used for the purposes of calculating any days in terms of the provision of the By-law or other legislation.

14. I, hereby acknowledge and understand that in corresponding with me, by means of an electronic system, electronic media or otherwise, any discussions, interpretation, support or advice given with regard to the policies of the Municipality, specifically including the Regionalized Spatial Development Frameworks and the By-law or related to a specific land development application, shall only be regarded as general remarks, *inter alia* due to the fact that there are interdependencies with other departments that must provide input and information on the application that may not be available. Therefore, such remarks shall not be binding on municipal officials, the Municipality or any decision-making body of the Municipality.

15. I, hereby acknowledge and understand that decisions on the interpretation of the policies, frameworks and legislation, and the consideration of land development applications remain within the sole preserve of the decision-making bodies of the Municipality and shall be dealt with, at the time, on the merits of the application before them.

16. I, hereby acknowledge and understand that by receiving the comments from engineering service departments, these comments may be subject to change and may result in conditions to be imposed as part of the consideration and/or approval of the land development application.

17. I, hereby acknowledge and understand that it is the duty of the applicant to attend to the comments from engineering service departments and to provide proof that he/she has done so, to the Municipality for purposes of considering the land development application.

18. I, hereby acknowledge and understand that the Municipality may contact the owner at any time regarding the land development application.

19. I, hereby acknowledge and understand that the Municipality will only be able to consider or evaluate the land development application when all information has been received, all comments have been submitted and all objections and responses have been exchanged, which will place the Municipality in a position to consider the application.

20. I, hereby acknowledge and understand that the time period for actions to be taken by the applicant with reference to Regulation 16(3) of the Regulations of the Act, shall not be calculated as part of the time period for the administrative phase of a land development application.

21. The person making the declaration shall provide a signature, capacity in which it is signed and date for purposes of completing the declaration or in the case of an electronic submission, confirm the content.

SIGNED ON THIS 20TH DAY OF MAY 2026, in my capacity as TOWN PLANNER / APPLICANT

FULL NAME: BEATRIX ELIZABETH FLETCHER SIGNATURE ……..
(For physical submission if not as part of the electronic submission)

COT: F/1

APPLICATION FORM TO BE SUBMITTED FOR ANY APPLICATION AND/OR REQUEST WITH THE APPLICANT AND OWNER DETAILS AS REQUIRED IN TERMS OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024)

APPLICANT DETAILS			
Please indicate the type of applicant :			
Individual ☐		Legal Entity / Other ☒	
Applicant Details: Individual			
Title	N/A		
Initial			
First Name(s)			
Surname			
Preferred Name			
ID Number			
Marital status if the owner is the applicant	Single/not married ☐ In community of property ☐ Out of community of property ☐		
Applicant Details: Legal Entity / Other			
Name	THE TOWN PLANNING HUB CC		
Registration number	1999/010392/23		
Representative name	BEATRIX ELIZABETH FLETCHER		
Physical Address of the Applicant			
Physical Address (Work)			
Address Line 1 (street no)	1		
Address Line 2 (street name)	COLE ROAD		
Township	SHERE AH	Postal Code	0084
Specify City	PRETORIA		
Physical Address (Home)			
Address Line 1 (street no)	N/A		
Address Line 2 (street name)			
Township		Postal Code	
Specify City			
Postal Address of the Applicant			
Postal Type	PO Box ☐ ~~Physical Address (Home)~~ ☐ ~~Private Bag~~ ☐ ~~Physical Address (Work)~~ ☐		
Postal Number	PO BOX 11437		
Township	SILVER LAKES	Postal Code	0054
Specify City	PRETORIA		
Communication Details of the Applicant			
E-Mail Address	bea@tph.co.za		
Cell Phone	082 807 2030		
Home Phone			
Work Phone	012 809 2229		
Home fax			
Work fax			
Preferred method of communication – please indicate	EMAIL		

OWNER DETAILS			
Please indicate the type of applicant :			
Individual		Legal Entity / Other	X
Owner Details : Individual			
Title			
Initials			
First name			
Surname			
Preferred name			
ID Number			
Marital status	Single/not married ☐ In community of property ☐ Out of community of property ☐		
Owner Details: Legal Entity/other			
Name	5 DARLINGTON ROAD CC		
Registration number	2001/011966/07		
Representative name	ANETTE BURDEN		
Physical Address of the Owner			
Physical Address (Work)			
Address Line 1 (street no)	5		
Address Line 2 (street name)	DARLINGTON ROAD		
Township	LYNNWOOD MANOR	Postal Code	0081
Specify City	PRETORIA		
Physical Address (Home)			
Address Line 1(street no)	N/A		
Address Line 2 (street name)			
Township		Postal Code	
Specify City			
Postal Address of the Owner			
Postal Type	PO Box ☐ ~~Physical Address (Home)~~ ☐ ~~Private Bag~~ ☐ ~~Physical Address (Work)~~ ☐		
Postal Number	PO BOX 270		
Township	PERSEQUOR PARK	Postal Code	0020
City	JOHANNESBURG		
Communication Details of the Owner			
E-Mail Address	anette@casatoscana.co.za		
Cell Phone	082 787 6144		
Home Phone	-		
Work Phone	012 348 8820		
Preferred method of communication – please indicate	E-Mail		

FOR OFFICIAL USE	
Receipt Amount	
Receipt Number	
Payment Date	
Application Form Date	

I, **BEATRIX ELIZABETH FLETCHER** being the applicant described herein, declare that the above information is correct.

I, hereby confirm that I have signed and completed the declaration as contemplated in Schedule 33 to the City of Tshwane Land Use Management By-law, 2016 (Amended 2024) which is attached hereto and initialled by me for identification purposes.

SIGNATURE …… DATE: 20 MAY 2026

COT: F/2

APPLICATION FORM FOR A REZONING APPLICTION IN TERMS OF SECTION 16(1) AND AS REQUIRED IN TERMS OF SCHEDULE 3 TO THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024)

PROPERTY INFORMATION
Complete this section for each property (make a separate copy for each property)

Township / Agricultural Holding / Farm	LYNNWOOD MANOR		
Erf / Plot / Farm No	3	Portion (e.g. /R/1)	
Ward	46		
Street name	DARLINGTON ROAD		
Street number	7A	Planning Region	6

REZONING DETAILS

Town-planning or Land Use Scheme	TSHWANE LAND USE SCHEME, 2024			
Present Zoning	"RESIDENTIAL 1"			
Property Size (m²)	1983m²			
Present Height (Scheme)	2 STOREYS			
Present Density (Scheme)	MIN ERF SIZE 700M²			
Present Coverage (Scheme)	50%			
Present Floor Area Ratio (FAR)	NA			
Present Annexure No	T8849			
Present Amendment Scheme No	12119			
Present Land Value	R2650000			
Bond (Yes/No)	NO			
If yes specify Bond Account No				
Bondholder's Name				
Existing Development	CASA TOSCANA LODGE			
Title Deed/ Notarial Deed No	T83714/2014			
Restrictive Title Deed Condition paragraph No	**T83715/2014 (Erf 3)** 1. 2.A.(a); 2.A.(b); 2.A.(c); 2.A.(d); 2.A.(e); 2.A.(f); 2.A.(g) 2.B.(a); 2.B.(b); 2.B.(c); 2.B.(c)(i); 2.B(c)(ii); 2.B.(d); 2.B.(e); 2.B.(f) 2.D; 2.D.(i); 2.D.(ii)			
Proposed Use Zone	"SPECIAL"			
Proposed Primary Right	LODGE, GUEST HOUSE, PLACE OF REFRESHMENT, THEATER			
Proposed number of units	20 GUEST ROOMS (40 GUESTS)			
Proposed density	N/A			
Proposed Density (m²/units per ha)	N/A			
Proposed Height (m/storey)	2 STOREYS			
Proposed coverage (%)	40%			
Proposed Floor Area Ratio (FAR)	0.4			
Estimate project value				
Applicant responsible to request comments from external departments/institutions?		~~Yes~~	~~No~~	N/a

COT: F/2

APPLICATION FORM FOR A REZONING APPLICTION IN TERMS OF SECTION 16(1) AND AS REQUIRED IN TERMS OF SCHEDULE 3 TO THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024)

PROPERTY INFORMATION
Complete this section for each property (make a separate copy for each property)

Township / Agricultural Holding / Farm	LYNNWOOD MANOR		
Erf / Plot / Farm No	589	Portion (e.g. /R/1)	(PART A)
Ward	46		
Street name	DARLINGTON ROAD		
Street number	5	Planning Region	6

REZONING DETAILS

Town-planning or Land Use Scheme	TSHWANE LAND USE SCHEME, 2024			
Present Zoning	"SPECIAL" FOR A GUEST HOUSE AND/OR DWELLING UNIT AND A CELLULAR TOWER			
Property Size (m²)	4 759m²			
Present Height (Scheme)	2 STOREYS			
Present Density (Scheme)	8 DUBBEL ROOMS / 16 BEDS			
Present Coverage (Scheme)	AS PER SITE DEVELOPMENT PLAN			
Present Floor Area Ratio (FAR)	0,4			
Present Annexure No	T6140			
Present Amendment Scheme No	8238			
Present Land Value				
Bond (Yes/No)	NO			
If yes specify Bond Account No				
Bondholder's Name				
Existing Development	EXISTING CASA TOSCANA LODGE			
Title Deed/ Notarial Deed No	T74186/2025			
Restrictive Title Deed Condition paragraph No	**T74186/2025 (Erf 589)** 1. 2.; 2.A.(a); 2.A.(b); 2.A.(c); 2.A.(d); 2.A.(e); 2.A.(f); 2.A.(g); 2.B.(a); 2.B.(b); 2.B.(c); 2.B.(c)(i); 2.B.(c)(ii); 2.B.(d); 2.B.(e), 2.B.(f) D.; D.(i); D.(ii)			
Proposed Use Zone	"SPECIAL"			
Proposed Primary Right	LODGE, GUEST HOUSE, PLACE OF REFRESHMENT, THEATER			
Proposed number of units	20 GUEST ROOMS (40 GUESTS)			
Proposed density	N/A			
Proposed Density (m²/units per ha)	N/A			
Proposed Height (m/storey)	2 STOREYS			
Proposed coverage (%)	40%			
Proposed Floor Area Ratio (FAR)	0.4			
Estimate project value				
Applicant responsible to request comments from external departments/institutions?		~~Yes~~	~~No~~	N/a

COT: F/2

APPLICATION FORM FOR A REZONING APPLICTION IN TERMS OF SECTION 16(1) AND AS REQUIRED IN TERMS OF SCHEDULE 3 TO THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024)

PROPERTY INFORMATION
Complete this section for each property (make a separate copy for each property)

Township / Agricultural Holding / Farm	LYNNWOOD MANOR		
Erf / Plot / Farm No	589	Portion (e.g. /R/1)	(PART B)
Ward	46		
Street name	DARLINGTON ROAD		
Street number	5	Planning Region	6

REZONING DETAILS

Town-planning or Land Use Scheme	TSHWANE LAND USE SCHEME, 2024			
Present Zoning	"SPECIAL" FOR A CONFERENCE CENTRE AND SOCIAL HALL			
Property Size (m²)	4 759m²			
Present Height (Scheme)	2 STOREYS			
Present Density (Scheme)	100 SEATS			
Present Coverage (Scheme)	40%			
Present Floor Area Ratio (FAR)	0,4			
Present Annexure No	T9010			
Present Amendment Scheme No	11234			
Present Land Value				
Bond (Yes/No)	NO			
If yes specify Bond Account No				
Bondholder's Name				
Existing Development	EXISTING CASA TOSCANA LODGE			
Title Deed/ Notarial Deed No	T74186/2025			
Restrictive Title Deed Condition paragraph No	**T74186/2025 (Erf 589)** 1. 2.; 2.A.(a); 2.A.(b); 2.A.(c); 2.A.(d); 2.A.(e); 2.A.(f); 2.A.(g); 2.B.(a); 2.B.(b); 2.B.(c); 2.B.(c)(i); 2.B.(c)(ii); 2.B.(d); 2.B.(f) D.; D.(i); D.(ii)			
Proposed Use Zone	"SPECIAL"			
Proposed Primary Right	LODGE, GUEST HOUSE, PLACE OF REFRESHMENT, THEATER			
Proposed number of units	20 GUEST ROOMS (40 GUESTS)			
Proposed density	N/A			
Proposed Density (m²/units per ha)	N/A			
Proposed Height (m/storey)	2 STOREYS			
Proposed coverage (%)	40%			
Proposed Floor Area Ratio (FAR)	0.4			
Estimate project value				
Applicant responsible to request comments from external departments/institutions?		~~Yes~~	~~No~~	N/a

COT: F/2

APPLICATION FORM FOR A REZONING APPLICTION IN TERMS OF SECTION 16(1) AND AS REQUIRED IN TERMS OF SCHEDULE 3 TO THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024)

PROPERTY INFORMATION
Complete this section for each property (make a separate copy for each property)

Township / Agricultural Holding / Farm	LYNNWOOD MANOR		
Erf / Plot / Farm No	589	Portion (e.g. /R/1)	(PART C)
Ward	46		
Street name	DARLINGTON ROAD		
Street number	5	Planning Region	6

REZONING DETAILS

Town-planning or Land Use Scheme	TSHWANE LAND USE SCHEME, 2024			
Present Zoning	"RESIDENTIAL 1"			
Property Size (m²)	4 759m²			
Present Height (Scheme)	2 STOREYS			
Present Density (Scheme)	AS PER SCHEME (minimum Erf 1000)			
Present Coverage (Scheme)	50%			
Present Floor Area Ratio (FAR)	0,3			
Present Annexure No	N/A			
Present Amendment Scheme No	N/A			
Present Land Value				
Bond (Yes/No)	NO			
If yes specify Bond Account No				
Bondholder's Name				
Existing Development	EXISTING CASA TOSCANA LODGE			
Title Deed/ Notarial Deed No	T74186/2025			
Restrictive Title Deed Condition paragraph No	**T74186/2025 (Erf 589)** 1. 2.; 2.A.(a); 2.A.(b); 2.A.(c); 2.A.(d); 2.A.(e); 2.A.(f); 2.A.(g); 2.B.(a); 2.B.(b); 2.B.(c); 2.B.(c)(i); 2.B.(c)(ii); 2.B.(d); 2.B.(f) D.; D.(i); D.(ii)			
Proposed Use Zone	"SPECIAL"			
Proposed Primary Right	LODGE, GUEST HOUSE, PLACE OF REFRESHMENT, THEATER			
Proposed number of units	20 GUEST ROOMS (40 GUESTS)			
Proposed density	N/A			
Proposed Density (m²/units per ha)	N/A			
Proposed Height (m/storey)	2 STOREYS			
Proposed coverage (%)	40%			
Proposed Floor Area Ratio (FAR)	0.4			
Estimate project value				
Applicant responsible to request comments from external departments/institutions?		~~Yes~~	~~No~~	N/a

COT: F/2

APPLICATION FORM FOR A REZONING APPLICTION IN TERMS OF SECTION 16(1) AND AS REQUIRED IN TERMS OF SCHEDULE 3 TO THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024)

PROPERTY INFORMATION
Complete this section for each property (make a separate copy for each property)

Township / Agricultural Holding / Farm	LYNNWOOD MANOR		
Erf / Plot / Farm No	532	Portion (e.g. /R/1)	R
Ward	46		
Street name	OXFORD LANE		
Street number	6	Planning Region	6

REZONING DETAILS

Town-planning or Land Use Scheme	TSHWANE LAND USE SCHEME, 2024			
Present Zoning	"RESIDENTIAL 1"			
Property Size (m²)	2668m²			
Present Height (Scheme)	Table D, Height Zone 10, subject to Clause 26			
Present Density (Scheme)	1000m²			
Present Coverage (Scheme)	Table E, Coverage Zone 5, subject to Clause 27			
Present Floor Area Ratio (FAR)	Table C, FAR Zone 21, subject to Clause 25			
Present Annexure No	N/A			
Present Amendment Scheme No	N/A			
Present Land Value	R3250000			
Bond (Yes/No)	YES			
If yes specify Bond Account No	530794691			
Bondholder's Name	STANDARD BANK			
Existing Development	EXISTING CASA TOSCANA LODGE			
Title Deed/ Notarial Deed No	T66268/2017			
Restrictive Title Deed Condition paragraph No	**T66268/2017 (Erf R.532)** A.; A.(i); C.(a); C.(b); C.(c); C.(d); C.(e); C.(f); C.(g); C.(j); C.(k); C.(l); C.(l)(i); C.(l)(ii); C.(m); C.(n); C.(o) D.; D.i; D.ii			
Proposed Use Zone	"SPECIAL"			
Proposed Primary Right	LODGE, GUEST HOUSE, PLACE OF REFRESHMENT, THEATER			
Proposed number of units	20 GUEST ROOMS (40 GUESTS)			
Proposed density	N/A			
Proposed Density (m²/units per ha)	N/A			
Proposed Height (m/storey)	2 STOREYS			
Proposed coverage (%)	40%			
Proposed Floor Area Ratio (FAR)	0.4			
Estimate project value				
Applicant responsible to request comments from external departments/institutions?		~~Yes~~	~~No~~	N/a

REQUIRED DOCUMENTS

Receipt of proof of payment of application fees	X	Covering Letter	X	Application Form COT: F/1	X
Power of Attorney	X	Company/Close Corporation/Trust resolution	X	Proof of Members of Company /Close Corporation/Trust	X
Proof of Marital Status of the Owner	-	Bondholders Consent	X	Motivating Memorandum	X
EIA executive Summary if relevant	-	Draft annexure	X	Draft amendment scheme map	X
Locality Plan	X	Land Use Plan	X	Zoning Plan	X
Site Plan	X	Registered Title Deed and/or notarial deed	X	Zoning Certificate	X
List of adjoining owners	X	Form COT: F/10	X		

I, **BEATRIX ELIZABETH FLETCHER**, being the applicant of the property(ies) described herein, declare that the above information is correct and that the required documents and information are attached in compliance with the requirements of the Municipality.

I hereby acknowledge that, should all the required documentation not be submitted in compliance with the requirements of the Municipality, the Municipality may elect not to consider the application as contemplated in section 16(1)(c) of this By-law. Should the application found to be incomplete, the application will be returned to the applicant without further consideration or refunding of the application fees.

I hereby acknowledge that the Municipality has the right to request additional information or documentation should it be deemed necessary to place the Municipality in a position to take an informed decision on the matter.

I hereby acknowledge that the provision of false or misleading information is an offence in terms of section 30 of this By-law.

I hereby acknowledge that the Municipality may contact the owner at any time regarding the application.

SIGNATURE DATE: 20 MAY 2026

COT: F/10 – ARC - Rezoning

LIST OF ATTACHMENTS AND SUPPORTING DOCUMENTS REQUIRED IN TERMS OF THE SCHEDULES TO THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) AND/OR SUBMITTED BY THE APPLICANT AND CHECKLIST FOR MUNICIPAL USE

RECEIVED FROM: **THE TOWN PLANNING HUB CC**

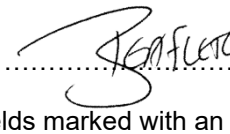
PROPERTY DESCRIPTION: **ERF 3, REMAINDER OF ERF 532 AND 589, LYNNWOOD MANOR**

Checklist: to be completed by the Applicant				**Checklist: for Official Use only**		
YES	**NO**	**ANNEXURE OR PAGE REFERENCE**	**DOCUMENT ATTACHED**	**YES**	**NO**	**NA**
X			Receipt of payment of the application fees (x 1 copy)			
X			Covering letter (x 1 copy)			
X			Completed Application form of the relevant application (COT :F/2, X 1 copy)			
X			Power of Attorney* (x 1 copy)			
X			Company/ Close corporation/Trust resolution* (x 1 copy)			
X			Proof of Members of Company/Close Corporation/Trust* (x 1 copy)			
X			In the instant of the owner being a company: CM 29 form (x 1 copy)			
X			In the instant of a close corporation: CK 1 or 2 forms* (x 1 copy)			
	N/A		In the instant of a Trust: Letter of appointment of the Trustees *(x 1 copy)			
	N/A		Proof of marriage out / in community of property*(x 1 copy)			
X			Bondholder's consent (x 1 copy)			
X			Motivational Memorandum (x 1 copy)			
X			List of adjoining owners (x 1 copy)			
X			Draft annexure (x 1 copy)			
X			Draft amendment scheme map (x 1 copy)			
	N/A		Statement of conditions			
X			Locality Plan (x 1 copy)			
X			Land Use Plan (x 1 copy)			
X			Zoning Plan (x 1 copy)			
X			Site Plan (x 1 copy)			
	N/A		Township Layout Plan			
X			Zoning Certificate (x 1 copy)			
X			Registered Title Deed and/or Notarial Deed (x 1 copy)			
	N/A		Township Name Reservation Letter			
	N/A		Conveyancer's Certificate			
	N/A		Land Surveyor Certificate			
	N/A		Proposed design / layout Plan			
	N/A		Proposed Subdivision Plan			

Checklist: to be completed by the Applicant				Checklist: for Official Use only		
YES	**NO**	**ANNEXURE OR PAGE REFERENCE**	**DOCUMENT ATTACHED**	**YES**	**NO**	**NA**
			Proposed Consolidation Plan			
			Proposed simultaneous Subdivision and Consolidation Plan			
	X	**N/A**	Environmental Impact Assessment executive summary * (x 1 copy)			
			Geo-technical Report (including geology)			
			Transport Impact Report			
			Retail Study			
			Architectural drawings / draft Site Development Plans and Landscape Framework Plans			
			Noise Impact assessment			
			List of conditions to be removed, amended or suspended in the Title Deed			
			Application to the Department Minerals and Energy or compliance with section 54 of Act 28 of 2002			
			Approved conditions of Establishment			
			Proof of compliance with section 16(5)(b)(iv) of this By-law			
			Amended Township Layout Plan			
			Amended conditions of establishment			
			Amended draft annexure			
			Amended draft amendment scheme map			
X			Form COT: F/1 (x 1 copy)			
			Form COT: F/5			
X			Form COT: F/10 (x 1 copy)			

I, **BEATRIX ELIZABETH FLETCHER** being the applicant described herein, declare that the above information is correct.

I, hereby confirm that I have signed and completed the declaration as contemplated in Schedule 33 to the City of Tshwane Land Use Management By-law, 2016 (Amended 2024) which is attached hereto and initialled by me for identification purposes.

SIGNATURE  DATE: 20 MAY 2026

NOTE: the fields marked with an * must be completed if it applies to the application. If these fields are not completed and documents attached that the application will be regarded as incomplete. The fields that have been hatched do not have to be completed for this particular type of land application.

FOR OFFICIAL USE ONLY

Application received by:				
Date received				
Correct application fee paid	Yes	No	Amount	

SPECIAL POWER OF ATTORNEY

We, the undersigned,

Andrew Skead Burden, with ID nr: 580515 502 708 6 and
Johanna Susanna Burden, with ID nr: 740415 0041 08 2

duly authorised by a resolution of the Members of **5 DARLINGTON ROAD CC (Registration Nr. 2001/037428/23)** do hereby nominate, constitute and appoint **BE FLETCHER (ID nr: 7505090058083)** of the firm **THE TOWN PLANNING HUB CC (Registration nr: 1999/010392/23)** and/or any employee of the Close Corporation with power of substitution, to be my lawful Agent in my name, place and stead, for rezoning and/or title amendment and/or consolidation and/or appeal in respect of the under-mentioned properties:

ERF 3, LYNNWOOD MANOR
REMAINING EXTENT OF ERF 532, LYNNWOOD MANOR AND;
ERF 589, LYNNWOOD MANOR

and to take all such steps, do all such acts, sign all such documents and appoint or involve all such persons as may be requisite or necessary in order to give effect to the powers hereby granted and, for effecting the aforesaid purposes, to do or cause to be done whatsoever shall be requisite, as fully and effectually, as I might or could do if personally present and acting herein - hereby ratifying, allowing and confirming all and whatsoever the said Agent shall lawfully do, or cause to be done.

The intention is to apply for the removal of restrictive Title Conditions, rezoning the properties to a Lodge as well as the consolidation of the properties.

Signed at Pta on this 13 day of April 2026, in the presence of the undersigned witnesses.

AS WITNESSES:

.....

.....

SIGNATORY:

.....
AS BURDEN

.....
JS BURDEN

RESOLUTION OF THE MEMBERS OF 5 DARLINGTON ROAD CC (Registration Nr. 2001/037428/23) HELD AT Pretoria **ON THE** 13th **DAY OF** April **2026**

Decide:

That the lawful agent of the Company applies to the competent authority for rezoning and/or title amendment and/or consolidation and/or appeal in respect of the under-mentioned properties:

ERF 3, LYNNWOOD MANOR
REMAINING EXTENT OF ERF 532, LYNNWOOD MANOR AND;
ERF 589, LYNNWOOD MANOR

AND THAT:

ANDREW SKEAD BURDEN (ID NR: 580515 502 708 6)
OR
JOHANNA SUSANNA BURDEN (IN NR: 740415 0041 08 2)

being duly authorised thereto under and by virtue of a resolution of the Members of the Close Corporation to draft and sign all such documents, and in general to do all to execute this resolution.

The intention is to apply for the removal of restrictive Title Conditions, rezoning the properties to a Lodge as well as the consolidation of the properties.

CERTIFIED A TRUE COPY:

.....
AS BURDEN

.....
JS BURDEN

Company

5 DARLINGTON ROAD, B2001/037428/23

Lexis® WinDeed

This report is compiled exclusively from the very latest data directly supplied to WinDeed by the Companies and Intellectual Property Commission (CIPC).

Any personal information obtained from this search will only be used as per the Terms and Conditions agreed to and in accordance with applicable data protection laws including the Protection of Personal Information Act, 2013 (POPI), and shall not be used for marketing purposes.

SEARCH CRITERIA			
Search Date	2026/01/15 10:22	Registration Number	200103742823
Reference	-	Information Source	COMPANIES AND INTELLECTUAL PROPERTY COMMISSION
Report Print Date	2026/01/15 10:22		

COMPANY SUMMARY			
Name	5 DARLINGTON ROAD	Status	CONVERSION CO/CC OR CC/CO
Registration Number	2001/037428/23	Registration Date	2001/06/05

MEMBERS AND OTHER SUMMARY (5)			
ACTIVE			
Name	ID/Reg. Number	Type	Status
BURDEN, ANDREW SKEAD	5805155027086	MEMBER	ACTIVE
BURDEN, JOHANNA SUSANNA	7404150041082	MEMBER	ACTIVE
INACTIVE			
Name	ID/Reg. Number	Type	Status
LA REY, KIM	7901280065089	MEMBER	RESIGNED
LA REY, WARREN RAYMOND	8109085112085	MEMBER	RESIGNED
MALEBYE, THIPE MASATHOLELA	7503041624083	MEMBER	RESIGNED

ACCOUNTING OFFICER SUMMARY (1)
H P BEATH

COMPANY INFORMATION			
Enterprise Name	5 DARLINGTON ROAD	Status	CONVERSION CO/CC OR CC/CO
Registration Number	2001/037428/23	Enterprise Type	CLOSE CORPORATION
Tax Number	9329192141	Business Start Date	2001/06/05
Short Name	-	Registration Date	2001/06/05
Translated Name	-	Financial Year End	2

DISCLAIMER
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Old Registration Number	-	Financial Effective Date	2001/06/05
Conv. Enterprise Number	K2025035776	CK Date Received	-
Region	GAUTENG	CK Date	-
Country	-	Date of Type	2001/06/05
Country of Origin	-		
Issued Shares	-		
Issued Capital	-		
Authorized Shares	-		
Authorized Capital	-		
Industry Code	9		
Industry	COMMUNITY, SOCIAL AND PERSONAL SERVICES		
Principal Business	TO OWN COMMODITIES, TO PRODUCE IT, TO MARKET IT AND TO TRADE THEREIN. TO RENT IT, TO IMPORT OR EXPORT IT AND TO SUPPLY RENTAL SERVICES OF P		
Registered Address	P O BOX 270 PERSEQUOR PARK 0020	Postal Address	5 DARLINGTON ROAD LYNNWOOD MANOR 0081

MEMBERS AND OTHER (5)

BURDEN, ANDREW SKEAD — 1 of 5 Members

Name	ANDREW SKEAD	Status	ACTIVE
Surname	BURDEN	Type	MEMBER
Initials	A S	Appointment Date	2003/09/15
ID/Passport Number	5805155027086	Resignation Date	-
Date of Birth	1958/05/15	Member Size (%)	50
Profession	-	Member Contribution (R)	50
Country of Residence	SOUTH AFRICA		
Residential Address	OXFORD LAAN 8 PRETORIA 0001		
Postal Address	P O BOX 6959 PRETORIA 0001		

BURDEN, JOHANNA SUSANNA — 2 of 5 Members

Name	JOHANNA SUSANNA	Status	ACTIVE
Surname	BURDEN	Type	MEMBER
Initials	J S	Appointment Date	2003/09/15
ID/Passport Number	7404150041082	Resignation Date	-
Date of Birth	1974/04/15	Member Size (%)	50
Profession	-	Member Contribution (R)	50
Country of Residence	SOUTH AFRICA		
Residential Address	OXFORD LAAN 8 PRETORIA 0001		

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Postal Address	P O BOX 6959 PRETORIA 0001		
LA REY, KIM			3 of 5 Members
Name	KIM	Status	RESIGNED
Surname	LA REY	Type	MEMBER
Initials	K	Appointment Date	2001/06/05
ID/Passport Number	7901280065089	Resignation Date	2003/09/15
Date of Birth	1979/01/28	Member Size (%)	50
Profession	-	Member Contribution (R)	50
Country of Residence	-		
Residential Address	8 DIE WILGE JANINE AVENUE WILLOWS 0041		
Postal Address	P O BOX 71125 WILLOWS 0041		
LA REY, WARREN RAYMOND			4 of 5 Members
Name	WARREN RAYMOND	Status	RESIGNED
Surname	LA REY	Type	MEMBER
Initials	W R	Appointment Date	2001/06/05
ID/Passport Number	8109085112085	Resignation Date	2003/09/15
Date of Birth	1981/09/08	Member Size (%)	50
Profession	-	Member Contribution (R)	50
Country of Residence	-		
Residential Address	8 DIE WILGE JANINE AVENUE WILLOWS 0041		
Postal Address	P O BOX 71125 WILLOWS 0041		
MALEBYE, THIPE MASATHOLELA			5 of 5 Members
Name	THIPE MASATHOLELA	Status	RESIGNED
Surname	MALEBYE	Type	MEMBER
Initials	T M	Appointment Date	2005/01/10
ID/Passport Number	7503041624083	Resignation Date	2006/11/30
Date of Birth	1975/03/04	Member Size (%)	5
Profession	-	Member Contribution (R)	50
Country of Residence	-		
Residential Address	OXFORD LAAN 8 PRETORIA 0001		

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Postal Address	POSBUS 270 PERSEQUOR PARK 0020		

REPRESENTATIVE TRUSTREES

No representative trustees to display

INTER VIVO TRUSTS

No inter vivo trusts to display

TESTAMENTARY TRUSTS

No testamentary trusts to display

OTHER TRUSTEES

No trustees to display

ACCOUNTING OFFICERS (1)

H P BEATH — 1 of 1 Accounting Officers

Profession Code	PA-SA	Postal address	P O BOX 1546 GROENKLOOF 0027
Profession Number	6759	Status	CURRENT
Registration entry date	-	Profession	ACC
Expiry date	-	Start date	-
Reference number	-	End date	2007/07/19
Fine letter	-	CM31 completed	-
Business address	-	CM31 received	-

CAPITAL INFORMATION

No capital information to display

HISTORY (43)

Effective Date	Change Type
2025/01/14	CONVERSION CC/CO OR CO/CC (NO INFORMATION TO DISPLAY)
2024/06/11	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. :

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	5410036688)
2023/06/13	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 5388552427)
2022/07/05	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 5368812504)
2021/07/07	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 5348963657)
2020/06/12	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 5267483944)
2019/08/30	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 5202301600)
2018/08/29	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 5136009940)
2016/07/13	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 539117871)
2015/06/17	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 527314625)
2014/08/20	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 52638780)
2014/02/10	CO/CC ANNUAL RETURN (COMPANY / CLOSE CORPORATION AR FILING - WEB SERVICES : REF NO. : 53826480)
2013/11/29	AR IN DEREGISTRATION (ANNUAL RETURN NON COMPLIANCE - IN PROCESS OF DEREGISTRATION LAST PAYMENT FOR AR YEAR/MONTH IS 2011/6.)
2011/07/04	CANCELLATION OF DEREGISTRATION PROCESS (ANNUAL RETURN NON COMPLIANCE - CANCELLATION OF DEREGISTRATION)
2007/07/19	NATURE OF BUSINESS CHANGE (SIC CODE) (9 TO OWN COMMODITIES, TO PRODUCE IT, TO MARKET IT AND TO TRADE THEREIN. TO RENT IT, TO IMPORT OR EXPORT IT AND TO SUPPLY RENTAL SERVICES OF PROPERTY AND MOTOR VEH)
2007/07/19	AUDITOR/ACC OFFICER CHANGE

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	(CHANGE RECORDNAME: = H P BEATHSTATUS: = CURRENT)
2007/07/19	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORD SURNAME: = BURDEN FIRST NAMES: = ANDREW SKEAD STATUS: = ACTIVE)
2007/07/19	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORD SURNAME: = BURDEN FIRST NAMES: = JOHANNA SUSANNA STATUS: = ACTIVE)
2006/11/30	NATURE OF BUSINESS CHANGE (SIC CODE) (64103)
2006/11/30	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = ANDREW SKEADSTATUS : = ACTIVE)
2006/11/30	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = JOHANNA SUSANNASTATUS : = ACTIVE)
2006/11/30	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = MALEBYEFIRST NAMES : = THIPE MASATHOLELASTATUS : = RESIGNED)
2006/06/08	AUDITOR/ACC OFFICER CHANGE (CHANGE RECORDNAME: = H P BEATHSTATUS: = CURRENT)
2006/06/08	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORD SURNAME: = BURDEN FIRST NAMES: = ANDREW SKEAD STATUS: = ACTIVE)
2006/06/08	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORD SURNAME: = BURDEN FIRST NAMES: = JOHANNA SUSANNA STATUS: = ACTIVE)
2006/06/08	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORD SURNAME: = MALEBYE FIRST NAMES: = THIPE MASATHOLELA STATUS: = ACTIVE)
2006/06/08	REGISTERED ADDRESS CHANGE (5 DARLINGTON ROAD LYNNWOOD MANOR 0081)
2005/04/11	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = MALEBYEFIRST NAMES : = THIPE MASATHOLELASTATUS : = ACTIVE)
2005/04/11	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = JOHANNA SUSANNASTATUS : = ACTIVE)

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2005/04/11	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = ANDREW SKEADSTATUS : = ACTIVE)
2005/04/11	NAME CHANGE (CASA TOSCANA LODGE)
2005/04/11	NATURE OF BUSINESS CHANGE (SIC CODE) (64)
2005/01/10	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (ADD RECORDSURNAME/INSTIT : = MALEBYE FIRST NAMES : = THIPE MAKGATHOLELA STATUS : = ACTIVE)
2005/01/10	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = JOHANNA SUSANNASTATUS : = ACTIVE)
2005/01/10	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = ANDREW SKEADSTATUS : = ACTIVE)
2005/01/10	NATURE OF BUSINESS CHANGE (SIC CODE) (64)
2004/03/18	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = JOHANNA SUSANNASTATUS : = ACTIVE)
2004/03/18	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = ANDREW SKEADSTATUS : = ACTIVE)
2003/09/15	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (ADD RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = JOHANNA SUSANNASTATUS : = ACTIVE)
2003/09/15	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (ADD RECORDSURNAME/INSTIT : = BURDENFIRST NAMES : = ANDREW SKEADSTATUS : = ACTIVE)
2003/09/15	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = LA REYFIRST NAMES : = WARREN RAYMONDSTATUS : = RESIGNED)
2003/09/15	DIRECTOR/MEMBER/SECRETARY/TRUST/BOTH DIRECTOR AND OFFICER (CHANGE RECORDSURNAME/INSTIT : = LA REYFIRST NAMES : = KIMSTATUS : = RESIGNED)
2003/09/15	NAME CHANGE

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	(CASA TUSCANY)

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51

SEE LREG
STAMP DUTY R /
POST
FEES R 1100,00

MACROBERT INC

Prepared by me

Tel: 425-3400
HP/2035895

CONVEYANCER
DESERE DU PLOOY

DEED OF TRANSFER T 14 83714

BE IT HEREBY MADE KNOWN THAT

LENSKA CECILIA KOEKEMOER

appeared before me, REGISTRAR OF DEEDS at Pretoria, he the said Appearer being duly authorised thereto by a Special Power of Attorney signed at PRETORIA on 1 SEPTEMBER 2014 and granted to her by

1. **The Executor in the Estate Late**
   OCKERT ALMERO VAN DER STOEP
   Number 22579/2014

   and

2. **MARIA ELIZABETH VAN DER STOEP**
   Identity Number : 360226 0051 08 1
   Unmarried
   In her capacity as surviving spouse

SANTJIE
2014 -10- 27
PRETORIA
CAPTURED

And the said appearer declared that his said principal had truly and legally sold on 12 August 2014 and that he the said appearer, in his capacity aforesaid, did, by these presents, cede and transfer to and on behalf of

5 DARLINGTON ROAD CC
Registration Number : 2001/037428/23

its Successors in Title or assigns, in full and free property

ERF 3 LYNNWOOD MANOR TOWNSHIP
REGISTRATION DIVISION : J.R. PROVINCE OF GAUTENG

MEASURING : 1983 (One Thousand Nine Hundred and Eighty Three) SQUARE METERS

FIRST TRANSFERRED and still held by Deed of Transfer T10963/1962 with General Plan S.G. No A515/61 relating thereto

SUBJECT to the following conditions as created in Deed of Transfer No. T6817/1960, dated the 15th day of March, 1960 :

1. SUBJECT to the following conditions as created in Deed of Transfer No. 6817/1960, dated the 15th day of March, 1960:
   To the condition that the transferee and his successors in title to the property hereby transferred shall have no riparian rights to water from the Moreleta Spruit, but shall allow all water found therein to flow undisturbed.

2. SUBJECT to the following conditions as proclaimed in Administrators Proclamation No 27 dated the 17th day of January, 1962 :

   A (a) The applicant and any other person or body of persons so authorised in writing by the Administrator, shall, for the purpose of securing the enforcement of these conditions and any other conditions referred to in Section fifty-six bis of Ordinance No. 11 of 1931, have the right and power to enter into and upon the erf at all reasonable times for the purpose of such inspection or inquiry as may be necessary to be made for the abovementioned purpose.

   (b) Plans and specifications of all buildings and of all alterations or additions thereto shall be submitted to the local authority

whose approval, in writing, shall be obtained before the commencement of building operations. All buildings or alterations or additions thereto shall be completed within a reasonable time after commencement.

(c) The elevational treatment of all buildings shall conform to good architecture so as not to interfere with the amenities of the neighbourhood.

(d) Neither the owner nor any other person shall have the right save and except to prepare the erf for building purposes, to excavate therefrom any material without the written consent of the local authority.

(e) No animal as defined in the Local Authorities Pounds Regulations shall be kept or stabled on the erf.

(f) No wood and/or iron buildings or buildings of unburnt clay-brick shall be erected on the erf.

(g) Except with the written approval of the local authority and subject to such conditions as the local authority may impose, neither the owner nor any occupier of the erf shall sink any wells or boreholes thereon or abstract any subterranean water therefrom.

(h) Where, in the opinion of the local authority, it is impracticable for stormwater to be drained from higher lying erven direct to a public street the owner of the erf shall be obliged to accept and/or permit the passage over the erf of such stormwater: provided that the owners of any higher lying erven, the stormwater from which is discharged over any lower lying erf, shall be liable to pay a proportionate share of the cost of any pipe line or drain which the owner of such lower lying erf may find necessary to lay or construct for the purpose of conducting the water so discharged over the erf.

GhostConvey 15.1.2.81

(i) The owner of the erf shall be obliged to receive the material necessary to give a proper support and slope to earthworks adjacent to the street frontage if such erf be below the level of the adjoining street and if the erf be above the level of the adjoining street, he shall similarly permit a safe slope to the street cutting unless in either case he shall elect to build a retaining wall to the satisfaction of and within the period to be determined by the local authority.

B. (a) The erf shall be used for the erection of a dwelling-house only: provided that, with the consent of the Admininstrator after reference to the Board and the local authority a place of public worship or a place of instruction, social hall, institution, or other buildings appertaining to a residential area may be erected on the erf; provided further that the local authority may permit such other buildings as may be provided for in an approved townplanning scheme, subject to the conditions of the scheme under which the consent of the local authority is required.

(b) Neither the owner nor any other person shall have the right to make or permit to be made upon the erf for any purpose whatsoever any bricks, tiles or earthenware pipes or other articles of a like nature.

(c) Except with the consent of the Administrator who may prescribe such conditions as he may deem necessary, not more than one dwelling-house together with such outbuildings as are ordinarily required to be used in connection therewith shall be erected on the erf: Provided that if the erf is subdivided or it or any portion of it is consolidated with any other erf or portion of an erf this condition may with the consent of the Administrator be applied to each resulting portion or consolidated area.

(i) The dwelling-house, exclusive of outbuildings, to be erected on the erf shall be of the value of not less that R 6 000,00;

(ii) The main building, which shall be a completed building and not one partly erected and intended for completion at a later date, shall be erected simultaneously with or before the erection of the outbuildings.

(d) Buildings, including outbuildings, hereafter erected on the erf shall be located not less that 25 feet from the boundary thereof abutting on a street provided that the local authority may if it thinks fit permit the erection of buildings in front of the building line in the case of an erf abutting on two or more streets if compliance with the building line restriction would interfere with the reasonable development of the site.

(e) If the erf is fenced, or otherwise enclosed, the fencing or other enclosing device shall be erected and maintained to the satisfaction of the local authority.

(f) Except with the permission in writing of the local authority the roofs of all buildings erected on the erf shall be of tiles, shingles, slates, thatch or concrete.

C. (a) The erf is subject to a servitude, six feet wide, in favour of the local authority, for sewerage and other municipal purposes, along one only of its boundaries other than a street boundary as determined by the local authority.

(b) No building or other structure shall be erected within the aforesaid servitude area and no large-rooted trees shall be planted within the area of such servitude or within six feet thereof.

(c) The local authority shall be entitled to deposit temporarily on the land adjoining the aforesaid servitude such material as may be excavated by it during the course of the construction, maintenance, and removal of such sewerage mains and other works as it in its discretion may deem necessary and shall further be entitled to reasonable access to the said land for the aforesaid purpose subject to any damage done during the process of constructing, maintaining and removing such sewerage mains and

other works being made good by the local authority.

D. DEFINITIONS:

In the foregoing conditions the following terms shall have the meaning assigned to them :-

(i) "Applicant" means Central Securities (Proprietary) Limited, and its successors in title to the township.

(ii) "Dwelling-house" means a house designed for use as a dwelling for a single family.

SUBJECT to such conditions as are mentioned or referred to in the aforesaid Deed/s.

WHEREFORE the Appearer, renouncing all right and title which the said

1. Estate Late OCKERT ALMERO VAN DER STOEP
2. MARIA ELIZABETH VAN DER STOEP surviving spouse

heretofore had to the premises, did in consequence also acknowledge the said Estate to be entirely dispossessed of, and disentitled to the same, and that by virtue of these presents, the said

5 DARLINGTON ROAD CC
Registration Number : 2001/037428/23

its Successors in Title or Assigns, now is and henceforth shall be entitled thereto, conformably to local custom, the State, however reserving its rights, and finally acknowledge the purchase price to be the sum of R 2 600 000,00 (TWO MILLION SIX HUNDRED THOUSAND RAND) and the value of the property is R 1 200 000,00 (ONE MILLION TWO HUNDRED THOUSAND RAND)

IN WITNESS WHEREOF, I the said Registrar, together with the Appearer q.q., have subscribed to these presents and have caused the Seal of Office to be affixed thereto.

THUS DONE AND EXECUTED at the Office of the REGISTRAR OF DEEDS at Pretoria on

23 10 14

q.q.

In my presence

REGISTRAR OF DEEDS

UITVOERING - EXECUTION

Burden, Swart & Botha
Prokureurs/Attorneys

251

012 346 3554

A. VIR AKTEKANTOOR GEBRUIK/FOR DEEDS OFFICE USE:

(a) Datum van indiening/Date of lodgement:

FINAL BLACKBOOK
2017 -09- 14

FINAL BLACKBOOK
MUST BE REGISTERED BY
18 SEP 2017
MUST BE REGISTERED BY
30 SEP 2017

LODGED
DEEDS OFFICE PRETORIA
2017 -08- 17
AKTEKANTOOR PRETORIA

LODGED
DEEDS OFFICE PRETORIA
2017 -09- 04
AKTEKANTOOR PRETORIA

LODGED
DEEDS OFFICE PRETORIA
2017 -08- 28
AKTEKANTOOR PRETORIA

(b)

	Ondersoekers/Examiners	Kamers/Rooms	Skakeling/Linking		Verwerp/Reject	Passeer/Pass
1.	MMBI T.K	420				
2.	~~S E PRETORIUS~~	~~800~~	4	2		
3.	SELLO NKOMO	810				

B. VIR AKTEBESORGER SE GEBRUIK/ FOR CONVEYANCER'S USE:

Aard van Akte bv.: Transport, Verband, ens.
Nature of Deed e.g.: Transfer, Bond, etc.

Transfer

T 17 66268

Verw. No./Ref. No.:	Skakeling/Linking
A4348/ Sue	4 — 2

GELYKTYDIGES/SIMULS

Kode Code		Name van Partye/Names of Parties	Firma No. Firm No.	No. In stel/batch	Titelaktes ens. binne Title etc. within
1	VA	Sec 68 (1)	357	1	T/A ordered
2	T	McDonald/5 Darlingt.	251	2	POA
3	BC	McDonald/Investec	357	3	TRF
4	B	5 Darlington/SBSA	35	4	BCC

DOCUMENTS: 1 — 3 — 4
NOTES: 1 — 2

CINDY
18 SEP 2017
VERIFIER

Anna Magdalena van Schalkwyk

Registrasie versoek d
Registration requeste

DATUM:
DATE:

2017 -09- 14

010013547370

(Kort beskrywing van eiendom (slegs para. 1 in Akte)/Brief description of property (only para. 1 in Deed))

REM. Extent of Erf 532 Lynnwood Manor

E. E. GOOSEN

For Information Only

A. VIR AKTEBESORGER SE GEBRUIK/ FOR CONVEYANCER'S USE:

(a) Gelyktydiges met ander registrasiekantore/deeltitels: Simuls with other registries/sectional titles:

	Kode Code	Firma/Firm	Eiendom/Property	Kantoor/Office
1				
2				
3				
4				

(b) Kliënt afskrifte van aktes permanent in Aktekantoor geliaseer:
Client copies of deed filed permanently in Deeds Office:

Aard en nommer van akte Nature and number of deed	Kode Code	Parawe van ondersoekers Initials of examiners	
	T.R.	JNR.	SNR.

c) Notas/Notes:

B. VIR AKTEKANTOOR GEBRUIK/FOR DEEDS OFFICE USE:

		Opmerkings Remarks	Paraaf Initials
Interdikte nagesien deur Interdicts checked by _____ Datum Date _____	(1) Dorp goedgekeur (geproklameer) Township Approved (proclaimed) (2) Begiftigingserwe Endowment erven (3) Begiftiging Endowment (4) Voorwaardes Conditions (5) Mikro Micro (6) Algemene plan General plan (7) Titel akte Title deed (8) Verbande teen dorpstitel Bonds against township title (9) Datum nagesien Date checked		
Interdikte nagesien deur Interdicts checked by _____ Datum Date _____			

Kantoor Instruksies/Office Instructions:

Seksie/Section:

For Information Only

251

Burden Swart And Botha Attorneys
480 William Street
Brooklyn
0001
Tel: +27123463554
Fax: +27866117422

For Information Only

DEED OF TRANSFER

in favour of

5 DARLINGTON ROAD CC

over

REMAINING EXTENT OF ERF 532 LYNNWOOD MANOR TOWNSHIP

SEËLREG
STAMP DUTY R
BOOI
FEES R 1275,00

251

Burden Swart And Botha Attorneys
480 William Street
Brooklyn
0001
Tel: +27123463554
Fax: +27866117422

Prepared by me

CONVEYANCER
LEONORA SWART

T 17 66268

DEED OF TRANSFER

BE IT HEREBY MADE KNOWN THAT

ANNA MAGDALENA VAN SCHALKWYK

appeared before me, the Registrar of Deeds at Pretoria, the said appearer, being duly authorised thereto by a power of attorney signed at PRETORIA on 11 JUNE 2017 and granted to her by

MICHAEL CHARLES EDWARD McDONALD
Identity Number 471229 5082 08 1
Married out of Community of Property

And the appearer declared that:

Whereas the Transferor had truly and legally sold the undermentioned property on 1 March 2017 by Private Treaty

Now therefore the Appearer on behalf of the Transferor, did by these presents, cede and transfer to and on behalf of

Vir verdere endossemente sien 6
For further endorsements see

For information Only

5 DARLINGTON ROAD CC
Registration Number 2001/037428/23

its successors in title or assigns, in full and free property

REMAINING EXTENT OF ERF 532 LYNNWOOD MANOR TOWNSHIP, REGISTRATION DIVISION JR, PROVINCE OF GAUTENG

MEASURING 2668 (TWO THOUSAND SIX HUNDRED AND SIXTY EIGHT) SQUARE METRES

FIRST REGISTERED AND STILL HELD BY CERTIFICATE OF CONSOLIDATED TITLE T18683/1992 WITH DIAGRAM S.G. No. A7649/1988 ANNEXED THERETO

SUBJECT to the following conditions:

A ONDERHEWIG aan die volgende voorwaardes geskep in Aktes van Transport Nr T 6817/1960 gedateer 15 Maart 1960:

i "To the condition that the transferee and his successors in title to the property held hereunder shall have no riparian rights to water from the Moreletta Spruit, but shall allow all water found therein to flow undisturbed."

B ONDERHEWIG aan die volgende voorwaardes soos geproklameer in Administrateurs kennisgewing Nr 2947 gedateer 17 Januarie 1962:

i Die erf is onderworpe aan 'n serwituut vir riolerings- en ander munisipale doeleindes, ten gunste van die plaaslike owerheid, 1,89 meter breed, langs enigeen van sy grense uitgesonderd 'n straatgrens soos vasgestel deur die plaaslike owerheid.

ii Geen gebou of ander struktuur mag binne voornoemde serwituutgebied opgerig word nie en geen grootwortelbome mag binne die gebied van sodanige serwituut of binne 1,89 meter geplant word nie.

iii Die plaaslike owerheid is geregtig om sodanige materiaal as wat deur hom uitgegrawe word tydens die aanleg, onderhoud en verwydering van sodanige rioolhoofpypleidings en ander werke as wat hy volgens goeddunke as noodsaaklik beskou tydelik te gooi op die grond wat aan die voornoemde serwituut grens en voorts is die plaaslike owerheid geregtig tot redelike toegang tot genoemde grond vir die voornoemde doel:

Met dien verstande dat die plaaslike owerheid enige skade vergoed wat gedurende die aanleg, onderhoud en verwydering van sodanige rioolhoofpypleidings en ander werke veroorsaak word.

C

(a) "The applicant and any other person or body of persons so authorised in writing by the Administrator shall, for the purpose of securing the enforcement of these conditions and any other conditions referred to in section fifty-six bis of Ordinance No. 11 of 1931, have the right and power to enter into upon the erf at all reasonable times for the purpose of such inspection or inquiry as may be necessary to be made for the abovementioned purpose.

(b) Plans and specifications of all buildings and of all alterations or additions thereto shall be submitted to the local authority whose approval, in writing, shall be obtained before the commencement of building operations. All

For Information Only

buildings or alterations or additions thereto shall be completed within a reasonable time after commencement.

(c) The elevational treatment of all buildings shall conform top good architecture so as not to interfere with the amenities of the neighbourhood.

(d) Neither the owner nor any other person shall have the right save and except to prepare the erf for building purposes, to excavate therefrom any material without the written consent of the local authority.

(e) No animal as defined in the Local Authorities Pounds Regulations shall be kept or stabled on the erf.

(f) No wood and/or iron buildings or buildings of unburnt clay-brick shall be erected on the erf.

(g) Except with the written approval of the local Authority and subject to such conditions as the local authority may impose, neither the owner nor any occupier of the erf shall sink any wells or boreholes thereon or abstract any subterranean water therefrom.

(h) Where, in the opinion of the local authority, it is impracticable for stormwater to be drained from higher lying erven direct to a public street the owner of the erf shall be obliged to accept and/or permit the passage over the erf of such stormwater: provided that the owners of any higher lying erf, the stormwater from which is discharged over any lower lying erf shall be liable to pay a proportionate share of the cost of any pipe line or drain which the owner of such lower lying erf may find necessary to lay or construct for the purpose of conducting the water so discharged over the erf.

(i) The owner of the erf shall be obliged to receive the material necessary to give a proper support and slope to earthworks adjacent to the street frontage if such erf be below the level of the adjoining street and if the erf be above the level of the adjoining street, he shall similarly permit a safe slope to the street cutting unless in either case he shall elect to build a retaining wall to the satisfaction of and within the period to be determined by the local authority.

(j) The erf shall be used for the erection of a dwelling-house only; provided that, with the consent of the Administrator after reference to the Board and the local authority a place of public worship or a place of instruction, social hall, institution, or other buildings appertaining to a residential area may be erected on the erf. Provided further that the local authority may permit such other buildings as may be provided for in an approved town planning scheme, subject to the conditions of the scheme under which the consent of the local authority is required.

(k) Neither the owner nor any other person shall have the right to make or permit to be made upon the erf for any purpose whatsoever any bricks, tiles or earthenware pipes or other articles of a like nature.

(l) Except with the consent of the Administrator who may prescribe such conditions as he may deem necessary, not more than one dwelling-house together with such outbuildings as are ordinarily required to be used in connection therewith shall be erected on the erf; provided that if the erf is subdivided or it or any portion of it is consolidated with any other erf or portion of an erf, this condition may with the consent of the Administrator be applied to each resulting portion or consolidated area.

For Information Only

i The dwelling house, exclusive of outbuildings to be erected on the erf shall be of the value of not less than R6 000-00.

ii The main buildings, which shall be a completed building, and not one partly erected and intended for completion at a later date, shall be erected simultaneously with or before the erection of the outbuildings.

(m) Buildings, including outbuildings, hereafter erected on the erf shall be located not less than 7,62 metres from the boundary thereof abutting on a street, provide that the local authority may if it thinks fit, permit the erection of buildings in front of the building line in the case of an erf abutting on two or more streets if compliance with the building line restriction would interfere with the reasonable development of the site.

(n) If the erf is fenced, or otherwise enclosed, the fencing or other enclosing device shall be erected and maintained to the satisfaction of the local authority.

(o) Except with the permission in writing of the local authority the roofs of all buildings erected on the erf shall be of tiles, shingles, slates, thatch or concrete.

D DEFINITIONS:

In the foregoing conditions the following terms shall have the meaning assigned to them:

i "Applicant" means Central Securities (Proprietary) Limited, and its successors in title to the township.

ii "dwelling-house" means a house designed for use as a dwelling for a single family."

AND FURTHER SUBJECT to all such conditions as are mentioned or referred to in the aforesaid deed/s.

WHEREFORE the appearer, renouncing all the right and title the said

MICHAEL CHARLES EDWARD McDONALD, Married as aforesaid

heretofore had to the premises, did, in consequence also acknowledge him to be entirely dispossessed of, and disentitled to, the same; and that, by virtue of these presents, the said

5 DARLINGTON ROAD CC

its successors in title or assigns, now is and henceforth shall be entitled thereto, conformably to local customs; the State, however, reserving its rights, and finally acknowledging that the purchase price is the amount of R 3 900 000.00 (Three Million Nine Hundred Thousand Rand).

For Information ONLY

IN WITNESS WHEREOF I, the said Registrar, together with the appearer, have subscribed to these presents, and have caused the seal of office to be affixed thereto.

THUS SIGNED, EXECUTED AND SEALED at the Office of the Registrar of Deeds at Pretoria on

In my presence 2017-09-14

Registrar of Deeds

Signature of appearer *q.q.*

For Information Only

ANNEXURE TO: T 66268/2017

VERBIND	MORTGAGED
VIR FOR R3 510 000.00	
B 000038670/2017 2017-09-14	REGISTRATEUR/REGISTRAR

For Information Only

251

Burden Swart And Botha Attorneys
480 William Street
Brooklyn
0001
Tel: +27123463554
Fax: +27866117422

Prepared by me

CONVEYANCER
LEONORA SWART

POWER OF ATTORNEY TO PASS TRANSFER

I, the undersigned

MICHAEL CHARLES EDWARD McDONALD
Identity Number 471229 5082 08 1
Married out of Community of Property

Do hereby nominate, constitute and appoint

ANNA MAGDALENA VAN SCHALKWYK or ANNALISE CATHARINA BUCHLING or DALENE SMITH or IAN ANTHONY FYSHE or LEONORA SWART

with the power of substitution to be my true and lawful attorney and agent to appear before the Registrar of Deeds at Pretoria, or any other competent official in the Republic of South Africa

And then and there to declare that the Transferor did on 1 March 2017 sell by Private Treaty to

5 DARLINGTON ROAD CC
Registration Number 2001/037428/23

for the sum of R 3 900 000.00 (Three Million Nine Hundred Thousand Rand)

the following property:

REMAINING EXTENT OF ERF 532 LYNNWOOD MANOR TOWNSHIP, REGISTRATION DIVISION JR, PROVINCE OF GAUTENG

MEASURING 2668 (TWO THOUSAND SIX HUNDRED AND SIXTY EIGHT) SQUARE METRES

Consolidated title

HELD BY DEED OF ~~TRANSFER~~ T18683/1992

And further cede and transfer the said property to the said transferee; to renounce all right, title and interest which the Transferor heretofore had in and to the said property, and generally, for effecting the purposes aforesaid, to do or cause to be done whatsoever shall be requisite, as fully and effectually, to all intents and purposes, as Transferor might or could do if personally present and acting therein, hereby ratifying, allowing and confirming all and whatsoever the said agent shall lawfully do or cause to be done in the premises by virtue of these presents.

For Information Only

Signed at PRETORIA on 11 June 2017 in the presence of the undersigned witnesses.

WITNESSES:

1. _____

2. _____

_____
MICHAEL CHARLES EDWARD McDONALD

For Information Only

SARS

Transfer Duty Declaration

TDREP

Reference Details

Transfer Duty Reference Number: TDE0235688

Details

Details of Seller / Transferor / Time Share Company

Surname / Registered Name	McDONALD	Full Name	MICHAEL CHARLES EDWARD
ID Number	4712295082081	Date of Birth (CCYYMMDD)	1947-12-29
Company / CC / Trust Reg No.		Marital Status	M.O.C OF PROPERTY
Marital Notes if applicable	Out of Community	Spouse Initials	

Details of Purchaser / Transferee

Full Name		Surname / Registered Name	5 DARLINGTON ROAD CC
Company / CC / Trust Reg No.	200103742823	Marital Notes if applicable	

Details of the Property

Date of Transaction/Acquisition (CCYYMMDD)	2017-03-01				
Total Fair Value	R	3900000.00	Total Consideration	R	3900000.00

Calculation of Duty and Penalty / Interest

Transfer Duty Payable on Natural Person	R	3900000.00

Property Description

1	REMAINING EXTENT OF ERF 532 LYNNWOOD MANOR TOWNSHIP, REGISTRATION DIVISION JR, PROVINCE OF GAUTENG MEASURING 2668 (TWO THOUSAND SIX HUNDRED AND SIXTY EIGHT) SQUARE METRES

Receipt

Receipt Details

Transfer Duty Reference Number	TDE0235688	Receipt No.	1200492839
Receipt Amount	R 262000.00		

Declaration by Conveyancer / Attorney

I certify that this is a true copy of the transfer duty declaration / receipt / exemption certificate drawn from the SARS eFiling site, which will be retained by me for 5 years from the date of registration of transfer.

XXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXX

Please ensure you sign over the lines of "X"s above

Date (CCYYMMDD) 03/08/2017

For enquiries go to www.sars.gov.za or call 0800 00 SARS (7277)

For Information Only

CITY OF TSHWANE
IGNITING EXCELLENCE

(3)
COPY

Certificate Number: 0000348699

Burden & Swart
Prokureurs / Attorneys
251
Tel: 012-346 3554

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

In terms of section 118 of the Local Government: Municipal Systems Act, (Act No. 32 of 2000), it is hereby certified that alll amounts that become due to the City of Tshwane Metropolitan Municipality in connection with the undermentioned property situated within that municipality for municipal service fees, surcharges on fees, property rates and other Municipal taxes, levies and duties during the two years preceding the date of application for this certificate,have been fully paid:

DESCRIPTION OF PROPERTY:

CITY OF TSHWANE
2017 -09- 12
FINANCE DEPT
CLEARANCE OFFICE

Municipal Reference Number: 2020306564
Erven: 00532 ✓
Portion: R ✓
Extension: 000
Zoning: 5-Subdivisable / Verdeelbaar
Registration Division / Administrative District: CTMM
Suburb: LYNNWOOD MANOR ✓
Town: PRETORIA
Sectional Title Unit Number: 00000
Exclusive Use area and number as referred to as registered plan: 15-SUBD
Real Right: Residential Other
Scheme Registration Number:
Sectional Title Scheme Name:
Registered Owner: * M C E MCDONALD
471229 5082 081
Purchaser Name: 5 DARLINGTON ROAD CC 1
Purchaser Identity Number: 2001/037428/2

CITY OF TSHWANE
2017 -09- 12
FINANCE DEPT
CLEARANCE OFFICE

This certificate is valid until: 30.01.2018

Given under my hand at PRETORIA , on 12.09.2017

Date Issued: 12.09.2017
Authorised official : CHARISSEB

p. [signature]

MUNICIPAL MANAGER
City of Tshwane Metropolitan Municipality

This certificate is being issued without prejudice to any rights of the Council.

* I, Anna Magdalena van Schalkwyk, duly admitted Conveyancer, hereby certify that the Registered is: Michael Charles Edward McDonald.
[signature]

T

For Information Only

(N)

EXAMINERS NOTE SHEET

1. Certify on CC re the details of the owners.
Done

2. Amend the section during clause as indicated & re-type CRC 2/2009.
Kindly see amended page 2 of draft deed.

SELLO NKOMO

For Information only

Burden & Swart
Prokureurs / Attorneys
251
Tel: 012-346 3554

CERTIFICATE OF CONSOLIDATED TITLE

ERF 589 LYNNWOOD MANOR

In favour of

5 DARLINGTON ROAD CC

SEALED
STAMP DUTY
FOOL 474-00
FEES

251

Burden Swart & Botha Attorneys
480 William Street
Brooklyn, Pretoria
Tel: 0123463554

Prepared by me,

CONVEYANCER
LEONORA SWART
(11767)

CERTIFICATE OF CONSOLIDATED TITLE

Issued under the provisions of section 40
of the Deeds Registries Act 1937 (No 47 of 1937)

WHEREAS

T 000074186 / 2025

5 DARLINGTON ROAD CC
REGISTRATION NUMBER 2001/037428/23

has applied for the issue to it of a Certificate of Consolidated Title under the provisions of section 40 of the Deeds Registries Act 1937;

AND WHEREAS the closed corporation is the registered owner of:

1. **PORTION 1 OF ERF 4 LYNNWOOD MANOR TOWNSHIP**
   REGISTRATION DIVISION JR
   PROVINCE OF GAUTENG

   HELD BY DEED OF TRANSFER T ~~**/2024**~~ 000074185 / 2025 (2)

AND

2. **ERF 570 LYNNWOOD MANOR TOWNSHIP**
REGISTRATION DIVISION JR
PROVINCE OF GAUTENG

HELD BY CERTIFICATE OF CONSOLIDATED TITLE T92850/2007

which have been consolidated into the land hereinafter described.

NOW THEREFORE in pursuance of the provisions of the said Act, I, the Registrar of Deeds: North Gauteng, at **PRETORIA**, do hereby certify that the said

5 DARLINGTON ROAD CC
REGISTRATION NUMBER 2001/037428/23

Its successors in title or assigns, are the registered owner of

ERF 589 LYNNWOOD MANOR TOWNSHIP
REGISTRATION DIVISION JR
PROVINCE OF GAUTENG

IN EXTENT 4 759 (FOUR THOUSAND SEVEN HUNDRED AND FIFTY NINE) square meters

AS WILL APPEAR FROM DIAGRAM SG NO. 2114/2021 ANNEXED HERETO

THE PROPERTY HELD HEREBY IS SUBJECT to the following conditions:

1. SUBJECT to the following conditions as created in Deed of Transfer No. 6817/1960, dated the 15th day of May 1960:

   To the condition that the transferee and his successors in title to the property hereby transferred shall have no riparian rights to water from the Moreleta Spruit, but shall allow all water found therein to flow undisturbed.

2. SUBJECT to the following conditions as proclaimed in Administrator's Proclamation No. 27 dated the 17th day of January 1962:

A. (a) The applicant and any other person or body of persons so authorised in writing bythe Administrator, shall for the purpose of securing the enforcement of these conditions and other conditions referred to in section fifty-six of Ordinance No. 11 of

1931, have the right and power to enter into and upon the erf at all reasonable times for the purpose of such inspection or inquiry as may be necessary to be made for the abovementioned purpose.

(b) Plans and specifications of all buildings and of all alterations or additions thereto shall be submitted to the local authority whose approval in writing, shall be obtained before the commencement of building operations. All buildings or alterations or additions thereto shall be completed within a reasonable time after commencement.

(c) The elevational treatment of all buildings shall conform to good architecture so as not to interfere with the amenities of the neighbourhood.

(d) Neither the owner nor any other person shall have the right, save and except to prepare the erf for building purposes, to excavate therefrom any material without the written consent of the local authority.

(e) No animal as defined in the Local Authority Pounds Regulations shall be kept or stabled on the erf.

(f) No wood and/or iron building or buildings of unburnt clay-brick shall be erected on the erf.

(g) Except with the written approval of the local authority and subject to such conditions as the local authority may impose, neither the owner nor any occupier of the erf shall sink any wells or boreholes thereon or abstract any subterranean water therefrom.

(h) Where, in the opinion of the local authority, it is impracticable for stormwater to be drained from higher lying erven direct to a public street, the owner of the erf shall be obliged to accept and/or permit the passage over the erf of such stormwater;

provided that the owners of any higher lying erven, the stormwater from which is discharged over any lower lying erf, shall be liable to pay a proportionate share of the cost of any pipeline or drain which the owner of such lower lying erf may find necessary to lay or construct for the purpose of conducting the water so discharged over the erf.

(i) The owner of the erf shall be obliged to receive the material necessary to give a proper support and slope to earthworks, adjacent to the street frontage if such erf be below the level of the adjoining street and if the erf be above the level of the adjoining street, he shall similarly permit a safe slope to the street cutting unless in either case, he shall elect to build a retaining wall to the satisfaction of and within the period to be determined by the local authority.

B. (a) The erf shall be used for the erection of a dwelling-house only; provided that, with the consent of the Administrator after reference to the Board and the local authority, a place of public worship or a place of instruction, social hall, institution, or other buildings appertaining to a residential area may be erected on the erf: Provided further that the local authority may permit such other buildings as may be provided for in any approved town planning scheme, subject to the conditions of the scheme under which the consent of the local authority is required.

(b) Neither the owner nor any other person shall have the right to make or permit to be made upon the erf for any purpose whatsoever, any bricks, tiles or earthenware pipes or other articles of a like nature.

(c) Except with the consent of the Administrator who may prescribe such conditions as he may deem necessary, not more than one dwelling-house together with such outbuildings as are ordinarily required to be used in connection therewith shall be erected on the erf, provided that if the erf is sub-divided or it or any portion of

it is consolidated with any other erf or portion of an erf this condition may with the consent of the Administrator be applied to each resulting portion or consolidated area.

(i) The dwelling house, exclusive of the outbuildings, to be erected on the erf shall be of the value of not less than R6 000,00.

(ii) The main building, which shall be a completed building and not one partly erected and intended for completion at a later date, shall be erected simultaneously with or before the erection of the outbuildings.

(d) Buildings, including outbuildings, hereafter erected on the erf shall be located not less than 7,62 metres from the boundary thereof abutting on a street provided that the local authority may if it thinks fit, permit the erection of buildings in front of the building line in the case of an erf abutting on two or more streets if compliance with the building line restriction would interfere with the reasonable development of the site.

(e) If the erf is fenced, or otherwise enclosed, the fencing or other enclosing device shall be erected and maintained to the satisfaction of the local authority.

(f) Except with the permission in writing of the local authority, the roofs of all buildings erected on the erf shall be of tiles, shingles, slates, thatch, or concrete.

C. (a) The erf is subject to a servitude, 1,89 metres wide, in favour of the local authority, for sewerage and other municipal purposes, along one only of its boundaries other than a street boundary as determined by the local authority.

(b) No building or other structure shall be erected within the aforesaid servitude area and no large rooted trees shall be planted within the area of such servitude or within 1,89 metres thereof.

(c) The local authority shall be entitled to deposit temporarily on the land adjoining the aforesaid servitude such material as may be excavated by it during the course of the construction, maintenance, and removal of such sewerage mains and other works as it in its discretion may deem necessary and shall further be entitled to reasonable access to the said land for the aforesaid purpose subject to any damage done during the process of constructing, maintaining and removing such sewerage mains and other works being made good by the local authority.

D. DEFINITIONS:

In the foregoing conditions the following terms shall have the meaning assigned to them:

(i) "Applicant" means Central Securities (Proprietary) Limited and its successors in title to the township;

(ii) "Dwelling-house" means a house designed for use as a dwelling for a single family.

E. The former Erf 570 Lynnwood Manor which is hereby consolidated, is subject to the following conditions:

The above-mentioned property is subject to a stormwater servitude 3 meters wide and parallel with the line C D as reflected on subdivision diagram SG. No. 11255/2006 in favour of the City of Tshwane Metropolitan Municipality.

F. The former portion 1 of Erf 4 Lynnwood Manor which is hereby consolidated, is subject to a servitude 2,00 metres wide on the south-eastern boundary, as represented by the line JK on Diagram 2114/2021, as will more fully appear from Notarial Deed of Servitude

(4) K 7500/2025 S /2025 in favour of the local authority for Municipal sewer purposes;

G. The former portion 1 of Erf 4 Lynnwood Manor which is hereby consolidated, is subject to a servitude 2,00 metres wide on the north-eastern boundary, as represented by the line a-j on Diagram 2114/2021, as will more fully appear from Notarial Deed of Servitude (4) K 7500/2025 S /2025 in favour of the local authority for Municipal sewer purposes.

H. No deed of transfer, or a development of a sectional title scheme may be registered in respect of the property, without the prior written consent of the City of Tshwane Metropolitan Municipality (Building Control) that the owner has complied with any outstanding conditions relating to the said subdivision and consolidation.

AND FURTHER SUBJECT to such conditions as are mentioned or referred to in the aforesaid Deeds.

AND THAT by virtue of these presents, the said-

5 DARLINGTON ROAD CC
REGISTRATION NUMBER 2001/037428/23

its successors in title or Assigns, now is and henceforth shall be entitled, thereto conformably to local custom, the State, however reserving its rights.

IN WITNESS WHEREOF, I the said Registrar, have subscribed to these presents, and have caused the Seal of Office to be affixed thereto.

THUS DONE and EXECUTED at the Office of the Registrar of Deeds: North Gauteng at **PRETORIA** on

2025 -12- 03

q.q.

In my presence,

REGISTRAR OF DEEDS

MOTIVATION IN SUPPORT OF AN APPLICATION SUBMITTED IN TERMS OF SECTION 16(1) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF -

ERF 3 LYNNWOOD MANOR
ERF 589 LYNNWOOD MANOR
REMAINDER OF ERF 532 LYNNWOOD MANOR

PREPARED FOR: 5 DARLINGTON ROAD CC

BY: THE TOWN PLANNING HUB CC

Tel: (012) 809 2229
E-mail: bea@tph.co.za

PO Box 11437
Silver Lakes
0054

Lombardy Corporate Park
Block B, 1st Floor
Cole Road
Shere AH
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THE TOWN PLANNING HUB cc
changing landscapes

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MOTIVATION IN SUPPORT OF AN APPLICATION SUBMITTED IN TERMS OF SECTION 16(1) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR

1. THE APPLICATION

Application is made in terms of Section 16(1) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024) for the rezoning of **ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR** from various zonings to "Special" for a Lodge, Guest House, Place of Refreshment, Theatre including ancillary and subservient uses.

The intention of the application is to legalise the Casa Toscana lodge that is operating from the application sites.

The application is submitted together with an application for the consolidation of the application sites to form a single cadastral entity in terms of Section 16(12)(a)(ii) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024), as well as the simultaneous removal of restrictive Title Conditions.

2. GENERAL INFORMATION

2.1 Local Authority

City of Tshwane Metropolitan Municipality.

2.2 Property Description

Erf 3 Lynnwood Manor
Erf 589 Lynnwood Manor
Remainder of Erf 532 Lynnwood Manor.

2.3 Registered Owner

The properties are registered in the following entities:

Property Description	Owner
Erf 3 Lynnwood Manor	5 Darlington Road CC
Erf 589 Lynnwood Manor	5 Darlington Road CC
Remainder of Erf 532 Lynnwood Manor	5 Darlington Road CC

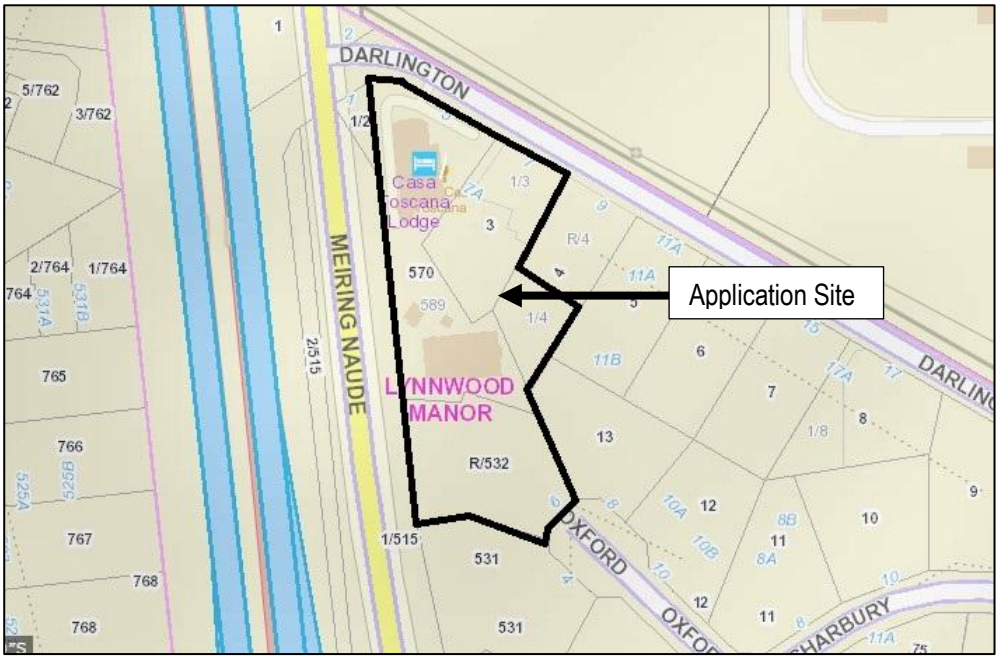
2.4 Property Size

The properties sizes are as follows:

Property Description	Size
Erf 3 Lynnwood Manor	1 983 m²
Erf 589 Lynnwood Manor	4 759 m²
Remainder of Erf 532 Lynnwood Manor	2 668 m²
Consolidated Area	**9 410 m²**

2.5 Locality

The application site is located south of Darlington Road and east of Meiring Naude Road in Lynnwood Manor.



2.6 Existing Zoning

The properties are zoned as follows:

Property Description	Zoning
Erf 3 Lynnwood Manor	"Residential 1"
Erf 589 Lynnwood Manor (Part A)	"Special" for a guest house and/or one dwelling house and a cellular antenna
Erf 589 Lynnwood Manor (Part B)	"Special" for a conference centre and social hall
Erf 589 Lynnwood Manor (Part C)	"Residential 1"
Remainder of Erf 532 Lynnwood Manor	"Residential 1"

2.7 Existing Land Use

The Casa Toscana Lodge is situated on the application site.

2.8 Deed of Transfer

The properties are registered in the following title deeds:

Property Description	Deed of Transfer
Erf 3 Lynnwood Manor	T83714/2014
Erf 589 Lynnwood Manor	T74186/2025
Remainder of Erf 532 Lynnwood Manor	T66268/2017

2.9 Bond

The following bonds are registered over the properties:

Property Description	Bondholders
Erf 3 Lynnwood Manor	No bondholder
Erf 589 Lynnwood Manor	No bondholder
Remainder of Erf 532 Lynnwood Manor	Standard Bank

3. MOTIVATION

3.1 Background

Casa Toscana ("the Lodge") was historically developed on Erf 2 Lynnwood Manor. The lodge then extended over to Erf 532 Lynnwood Manor. These properties were consolidated to form Erf 570. Erf 2 was zoned for the guest house and Erf 532 was rezoned to include the conference centre and social hall. When these properties were consolidated in 2007 the new property received a split zoning.

The additional properties were added as the potential of the business was realized and parking became a problem.

With the new consolidation submitted with this application the new property shape makes more sense and the property can be developed optimally with one zoning over all the properties.

From there this application.

3.2 Immediate area / surroundings

The application site is situated on the southeastern corner of Meiring Naude Road and Darlington Road, with the N1 Highway just to the west of the application site.

The CSIR is north of the application site and the enclosed Lynnwood Manor residential township is south-east of the site.

Kindly refer to the land use plan attached.

3.3 Need and Desirability

> *Nothing in this world is more simple and more cheap than making cities that provide better for people.*
> *- Jan Gehl*

Even though we do not live in the ideal world, we live in a world full of possibilities. With development potential on a site always limited to the right client, at the right time within the policy framework of the Municipality – it is very exciting when developments such as these can be developed spontaneously over time. With applications such as these, possibilities comes to the city and its people at no cost to the Municipality and its Citizens.

The application site is developed as a lodge and theatre. The lodge is a prominent landmark in the area and very successful and sustainable. Even though the lodge had rights when first developed, the lodge extended so much that additional sites were acquired to support the parking requirements in terms of the Tshwane Land Use Scheme, 2024. The expansion and acquisition of additional erven resulted in the need for a rezoning application and consolidation application to ensure that the land uses are operated on a single erf in accordance with the prevailing Scheme.

The need and desirability of the application will be measured against the following policy documentation.

- Spatial Planning and Land Use Management Act, Act 16 of 2013
- Gauteng Spatial Development Framework, 2030
- Tshwane Integrated Development Plan, 2017/21
- City of Tshwane Metropolitan Spatial Development Framework, 2012
- Regional Spatial Development Framework 2025: Region 6

3.3.1 <u>Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)</u>

The introduction of the SPLUMA requires for all land development applications to comply and be motivated in accordance with same.

This application complies with the objectives and development principles of SPLUMA which will be elaborated on further below.

Section 7

7. The following principles apply to spatial planning, land development and land use management:

(a) The Principle of spatial justice, whereby –

(i) Past spatial and other development imbalances must be redressed through improved access to and use of land;
(ii) Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;
(iii) Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantages communities and persons;
(iv) Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;
(v) Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and
(vi) A Municipal Planning Tribunal considering an application before it may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land of property is affected by the outcome of the application;

The approval of this application will indicate the support of the City of Tshwane towards planning practices that support the need to be more flexible and inclusionary. The application site is in close proximity to regional and national roads and is highly accessible to the people of the city.

(b) The principle of spatial sustainability, whereby spatial planning and land use management systems must –

(i) Promote land development that is within the fiscal, institutional and administrative means of the Republic;
(ii) Ensure that special consideration is given to the protection of prime and unique agricultural land;

(iii) Uphold consistency of land use measures in accordance with environmental management instruments;

(iv) Promote and stimulate the effective and equitable functioning of land markets;

(v) Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;

(vi) Promote land development in locations that are sustainable and limit urban sprawl; and

(vii) Result in communities that are viable;

This application complies with the above principle. The application site is centrally located, close to highways and have been in operation for years. The lodge is very successful and attracts tourist from far. The application site is not sensitive in nature.

(c) The principle of efficiency, whereby –

(i) Land development optimises the use of existing resources and infrastructure;

(ii) Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and

(iii) *Development application procedures are efficient and streamlined and timeframes are adhered to by all parties;*

With the submission of the application all the required documentation is submitted to ensure that the application can progress to a decision phase as soon as possible without unnecessary delays.

(d) The principle of spatial resilience, whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks; and

The Regional Spatial Development Frameworks available to applicants allow for the change in land use within the City of Tshwane, allowing for applications such as these. Although the site does not fall within an environmentally sensitive area and is fully developed, its support will allow for sound economic affairs in the city.

(e) The principle of good administration, whereby –

(i) All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems embodied in this Act;

(ii) All government departments must provide their sector inputs and comply with any prescribed requirements during the preparation or amendment of spatial development frameworks;

(iii) The requirements of any law relating to land development frameworks;

(iv) The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and

(v) Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.

This application complies with the above principle; the development is in line with the land uses provided for in the Regional Spatial Development Framework, as will be discussed under point 3.3.5. All the required internal departments will have the opportunity to provide comments on the application.

Section 42

42.(1) In considering and deciding an application a Municipal Planning Tribunal must-

(c) (i) the public interest;
(ii) the constitutional and transformation imperatives and the related duties of the State;
(iii) the facts and circumstances relevant to the application;
(iv) the respective rights and obligations of all those affected;
(v) the state and impact of engineering services, social infrastructure and open space requirements; and
(vi) the effect of the land development application on the environment.

- Public interest:
  The application site is in operation for years with no objections or complains from the residence that we are aware of.

  The site will be accessible to most people in the city. The required advertising procedures will be adhered to, should any person be aggrieved by the application they will be able to lodge comments thereon.

- Constitutional and transformation imperatives and the related duties of the State:
  The application has no bearing on the State.

- Facts and circumstances relevant to the application:
  The application site is situated in an area earmarked for "mixed-use" development. The existing lodge and conference centre and social hall has been operational on a portion of the site for numerous years. Due to the expansion and parking requirements additional properties have been acquired. The application is considered to be in line with the future spatial planning of the city.

- Respective rights and obligation of all those affected:
  The application will be duly advertised, and anyone aggrieved by the application will be afforded the opportunity to give their input.

- State and impact of engineering services, social infrastructure and open space requirements:
  Attached please find engineering reports that address the engineering services in the area.

- The effect of the land development application on the environment:
  This point can be seen as omissible as the application site is situated within a built-up area and no sensitive environmental areas will be affected.

In general, the rights of the surrounding property owners will be taken into account. The required advertising will take place timeously together with the site notices to be placed on the property. The required registered letters will be sent out to the surrounding property owners where after our office will remain open for any discussion and input from the affected parties.

3.3.2 Gauteng Spatial Development Framework, 2030 (GSDF)

The Gauteng Spatial Development Framework, 2030 has been adopted and is a development tool that proposed to align development, not only within the City of Tshwane but across the Province.

> *"The Gauteng Spatial Development Framework (GSDF) 2011 was the first attempt at an integrated, coherent vision of settlement form, transportation and economic development for the province. However, it was not implemented as intended, resulting in a slow pace of spatial, economic and social transformation in the province. In 2015, the Gauteng Provincial Government decided to review the GSDF 2011, a decision that was also prompted by the Spatial Planning and Land Use Management Act (SPLUMA) (Act 16 of 2013), which came into force on 1 July 2015. This resulted in the*

> *GSDF 2030, which seeks to (i) direct, guide, focus and (ii) align, coordinate and harmonise all development spending in the province, to ensure rapid, sustainable and inclusive provincial economic growth and township redevelopment, therefore enabling decisive spatial transformation."* Page viii, GSDF 2030
>
> *"The Spatial Development Vision*
>
> *The Gauteng of 2030 is an integrated, connected space that provides for the needs of all who are born in or drawn to the province. Economic growth is spread widely, beyond the core areas, to nodes and multi-modal activity corridors. These nodes and corridors provide safe, high-intensity and high-density mixed land-use settlements, where the young and old are able to walk, cycle and relax in public spaces. A range of public transport modes ensures affordable, province-wide interconnectedness and access to the full spectrum of economic, cultural and educational opportunities, placing the province on a far more sustainable growth trajectory. …"* Page ix, GSDF 2030

When looking at the above principle, the application site is the ideal situation where this tool can be implemented to the advantage of both the City and the residents of the area. A mixed-use entertainment focussed development is proposed on site which is situated north of the Lynnwood Bridge node and within a demarcated mixed use area.

In order to make the above spatial vision a reality, various spatial development principles were identified of which one is that of 'concentration' and the subsequent need to increase economic development / potential in the city.

> *"To realise the spatial development vision, all developments in the province need to adhere to six spatial development principles: (i) liveability, (ii) concentration, (iii) connectivity, (iv) conservation, (v) diversity, and (vi) viability."* Page ix, GSDF 2030

This application supports the vision by conforming to the development principles, i.e.:

Liveability: The expansion of an existing lodge and social hall on the site, will add to the liveability of the City.

Concentration: The development will consist of four primary land uses being a lodge, guest house, place of refreshment and a theatre.

Connectivity: The development will provide additional lodge/ guest house/ place of refreshment/ theatre options in an already developed node.

Conservation: The site is not home to any endangered fauna or flora species.

Diversity: The area in itself is diverse in characteristic; and allowing for the development on site also to be diverse and vibrant will add a positive feeling to the look and feel of the area.

Viability: The development will support the surrounding nodes thereby stimulating the economic growth of the City. The proposed zoning is restricted to the existing land uses but allows for expansion thereby ensuring the viability of the development and land use in the long run.

In short, it can be concluded that the Gauteng Spatial Development Framework of 2030 has very strong views on the densification of the cities located in the province, where these developments' intention should be to create a more sustainable and **integrated** Gauteng City Region. The application site is situated in a predominantly residential area. The proposed land uses will not impact the character of the area and will result in the creation of a vibrant and lively node, thereby encouraging both local residents and tourists to flock to the area.

In general, the application site conforms to the vision and principles set out in the policy document. Not only will the Municipality not have to provide additional services and infrastructure due to independent investment in the area, the application is to meet the needs of the city by providing a mixed use development that supports the existing residential area and growing tourism industry (lodge and guest house) and entertainment industry (theatre).

The limitation of urban sprawl is not only a provincial problem, but also applies specifically to Local Municipalities. Their actions and decisions directly affect the form and shape of cities in terms of its sustainability and liveability. With this application, where public transport facilities are prominent, applications such as these must be supported to contribute to the sustainability of the city.

The application is in line with the views and proposal of the policy document, the compliance and deviated motivated with the Regionalized Municipal Spatial Development Framework under 3.3.5 is however more applicable and site specific to this type of application.

3.3.3 Tshwane Integrated Development Plan, 2017/21

The vision for the City of Tshwane has been relooked and adapted over recent years –

> *"A prosperous capital city through fairness, freedom and opportunity.*
>
> *Strategy implementation towards achieving the new vision for 2030 is anchored around service delivery*

> *excellence and innovation; growing the economy and creating jobs; promoting a safe and healthy city; promoting social cohesion, inclusion and diversity; and fostering participation, collaboration and diversity."* Page 4, IDP 2017/21

Through the approval of this application, the City of Tshwane will be implementing its objectives in terms of providing integrated and sustainable developments, vibrant communities that are safer due to compaction of the urban form.

In order to achieve the above, certain strategic pillars are set in place for guidance. Of specific relevance is Pillar 2 and its' subsequent priority/ies;

> *"**Priority 8: Building integrated communities.***
> *All residents should feel confident and of equal importance when engaging with the City and the broader local community.*
> *Thus the City is striving to create integrated communities where people of all walks of life can live and work together.*
>
> *The City will achieve this by:*
>
> ***Action 1: Creating spaces and housing opportunities that bring people together.***
> - *Ensuring that urban planning and zoning densify and better integrate Tshwane as well as providing adequate public spaces;*
> - *Encouraging and facilitating mixed-use and mixed-income housing developments; ..."* Page 41, IDP 2017/21

This application adheres to the above as it is specifically opening up the possibility of a more sustainable mixed-use development. Tourism opportunities will be reinforced, opening possibilities in an area that was historically a residential township.

This development will also enhance growth of the City of Tshwane's economy as a free market is encouraged where development can take place according to the needs of the community.

In terms of the IDP 2017/21, there is no reason why this mixed-use development cannot be supported.

3.3.4 City of Tshwane Metropolitan Spatial Development Framework, 2012

> *"Spatial Vision*
>
> *A Spatially Efficient Capital City that is Sustainable, Competitive and Resilient:*
>
> *Sustainability: Optimising the use of land through densification, infill and consolidation, resulting in a city with spatially integrated equal opportunities, correcting spatial imbalances, creating sustainable settlements and advancing social equity."* Page 45, MSDF 2012

The spatial directive above will be achieved by this development through the locality of the development. The existing tourism and accommodation offerings on site will be enhanced in the area where the need has already been established. The proposed development is in a vibrant area which is easily accessible.

> *"It is imperative that available infrastructure within the nodes are used optimally. This requires densification and intensification of land uses through compaction and infill developments."* Page 58, MSDF 2012
>
> *"Densification goes hand-in-hand with this approach to intensification and is also structured around the Metropolitan Activity Areas, Corridors and Activity Spines. The purpose of such higher density residential development is to provide residential opportunities in environments that are high-intensity, mixed use, pedestrian friendly and supported by public transport where a number of economic and social opportunities are available within a relatively compact geographical area."* Page 60, MSDF 2012

This application fully complies with the above directives of the MSDF as the application will result in a more **viable development**.

3.3.5 Regionalized Municipal Spatial Development Framework, 2025: Region 6 (RSDF)

The subject property is located within an established, fully serviced urban area inside the delineated urban edge. In this context, the RSDF promotes infill development, densification, and the optimal utilisation of existing infrastructure, while supporting the introduction of compatible non-residential land uses that contribute to the diversification of suburban environments.

> *"The role of nodes within the growth management concept is key. Nodes are those parts of the city where development should be focused. The widest variety of services and opportunities should be provided at nodal points, at degrees relative to their nodal status. The costs of urban sprawl and associated low densities are undeniable. Due to the limitation that development can be subjected to through the inability to provide bulk infrastructure, it is imperative that available infrastructure within the nodes are used optimally. This requires densification and intensification of land uses through compaction and infill developments. The maximisation of urban management within the nodes requires that these areas are specifically delineated within the greater developable areas for optimal growth."* Page 24

According to the RSDF the property falls within an area earmarked as a Mixed-Use Development:

> *"Mixed Uses*
>
> - *Refers to land uses such as offices/ commercial/ residential /industrial/ retail/ entertainment/ institutional etc. It also refers to a mix of uses within a specific area (node or corridor). The advantage of mixed uses is that access and convenience are increased as transportation distances are decreased."* Page 78-79, RSDF 2025, Region 6

The application site is situated north of the Lynnwood Bridge **node** in the Mixed-Use area where tourism and entertainment uses are encouraged. The larger area is predominantly

residential in nature. The proposed land uses are supplementary to a residential development and will not detract from the existing character.

The application properties are situated east adjacent to a "Mobility Road" as categorised in the RSDF.

> *"Mobility Roads (Class III and IV)*
>
> *Primarily serves intra-metropolitan traffic. While this route is characterised by through traffic, trends indicate pockets of mixed use development locate alongside."*
>
> The land uses supported alongside these roads are:
>
> - *"Residential densification as per densification map along corridor/road.*
> - *Nodal development with a mixed use character.*
> - *Mixed uses along the roads with the*
> - *focus on the intersections."*
>
> Page 74, RSDF 2025 Region 6

The locality of application further benefits from excellent accessibility via established mobility routes, which aligns with the RSDF's principle of locating appropriate land uses in well-connected and accessible areas. In this regard, the proposed lodge is appropriately positioned to serve transient users without placing undue strain on existing infrastructure.

With the proposed development the above is achieved through the combination of the four land uses on the property being a lodge, guest house, place of refreshment and a theatre. The theatre and lodge have existed on site for approximately fifteen (15) years without any nuisance or impact on the surrounding residential development.

The application site falls within an area that is earmarked for mixed use which is further encouraged by the west adjacent mobility road.

3.5 Engineering Services

CivilConsult Consutling Engineers were appointed to investigate and compile Services Report for Civil and Electrical Services as well as a Traffic Impact Assessment.

Water & Sanitation

Water:

An existing 160mmØ uPVC Class 12 water pipeline is located parallel to and on the northeastern side of Darlington Road.

There are also an existing 160mmØ uPVC Class 12 water pipeline is located parallel to an on the eastern side id Meiring Naude Road.

An existing fire hydrant is located on the north-western corner of the proposed development connecting to the existing 160mmØ uPVC Class 12 water pipeline located on the south western side of Darlington Road.

It is proposed that the existing house connections of Erf 570, Erf 3, Portion 1 of Erf and the Remainder of Erf 532 be removed and a new 110mm uPVC bulk connection be provided on the western boundary of the proposed development, which could connect directly to the existing 160mmØ uPVC Class 12 water pipe located parallel to and on the easter side of Meiring Naude Road.

A new bulk water meter and isolating valve will have to be installed for the proposed development.

Sanitation:

The general drainage pattern of the proposed development is from the north-east to the south-west.

An existing 150mmØ midblock sewerage pipeline intersects the proposed development from the south-east to the north-west, connecting to the existing 150mmØ sewerage pipeline located parallel an on the north-western side of Oxford Lane.

It is proposed that one of the existing sewerage house connections be utilized for the development. Connection for the Remainder of Erf 532 Lynnwood Manor, which would need to be rerouted to the manhole. However, due to the elevation and depth of the pipe at that section, this would not be possible. It is therefore proposed that an additional connection be provided for the Remainder of Erf 532 Lynnwood Manor.

The existing municipal sewerage pipeline within the proposed development will become a private sewerage pipeline.

Electricity:

There is an existing CoT 207.8kVA (300A) LV connection on Erf 570, Lynnwood Manor.

The Engineers propose an upgrade of the exiting bulk supply by either installing a new dedicated 315kVA miniature substation near the border of the proposed development and by cutting in on the existing CoT MV network or by installing 2 x 185mm², 4-cor Al cables from an existing miniature substation with spare capacity. The proposed development could then be supplied directly from a new maximum demand board to be installed on the border of the proposed development.

Roads & Stormwater:

An existing 450mm Ø stormwater pipeline intersects the eastern portion of the proposed development from north to south. The existing 450mm Ø stormwater pipeline is located within an existing servitude and continues parallel to, and inside the eastern boundary of the proposed development for approximately 60 meters. From here the existing 450mm Ø stormwater pipeline turns in a south-eastern direction, up to and crossing Oxford Lane and continues in a south-eastern direction parallel to and on the south-western side of Oxford Lane.

A proposed stormwater grid inlet and junction box could be constructed in the south-eastern corner of the proposed development. From the grid inlet and junction box, a new storm water pipeline could be installed which could connect to the existing 450mm Ø municipal stormwater pipe located in Oxford Lane north-east of the proposed development. The internal stormwater run-ff from the proposed development could drain with concrete and paved areas to the south-eastern corner of the proposed development and discharge into the new stormwater grid inlet and junction box.

Ingress and egress to the proposed development could be gained directly from Darlington Road, directly north-east of the proposed development.

An existing 1.8m wide concrete walkway is located parallel to and on the eastern side of Meiring Naude Road, directly west of the proposed development. It is proposed that the existing walkway and paved area located parallel to and on the north-western side of Darlington Road, directly north-east of the proposed development be utilized.

The access to the proposed development and the internal roads and paved areas of the Proposed Development will be designed and constructed according to the relevant standards and specifications of CoT.

Traffic:

The conclusion of the report provides a good summary for the development – same is extracted below, however the full report is attached to this submission.

The subject land use is expected to generate the following number of trips during critical peak traffic hours:

- Weekday AM peak: 25 vehicles per hour
- Weekday PM peak: 92 vehicles per hour

The following three (3) intersections have been included in the scope of this study:

- Darlington Road/Meiring Naudé Road
- Meiring Naudé Road/Lynburn Road
- Lynburn Road/Daventry Street

To determine the existing traffic demand in the study area, traffic surveys were conducted at all study intersections on Monday, 22 April 2024, during the AM (06:00-09:00) and PM (15:00-18:00) peak traffic hours.

The traffic analyses and a site visit during peak traffic hours indicate that good traffic conditions are currently experienced at the study intersections, except for the following movements:

- Darlington Road/Meiring Naudé Road: Operating conditions for the Darlington Road approach right-turn movement are currently problematic during both the AM and PM peak traffic hours. This is due to the high traffic volumes on Meiring Naudé Road, resulting in right-turning vehicles not being allowed sufficient gaps to cross both the north- and southbound traffic streams. Left-turning vehicles have adequate gaps to turn onto Mering Naudé Road but are often blocked by a vehicle queuing on Darlington Road to turn right. This traffic issue is not experienced during off-peak traffic hours.
- Lynburn Road/Daventry Street: Although the traffic operating conditions at this intersection are acceptable, the right-turn movement for the Lynburn Road western approach is currently operating at capacity during the PM peak traffic hour. An on-site investigation confirmed this, where a long rolling queue of vehicles is formed on the Lynburg Road western approaches during the peak PM traffic hour.

Access to the study site is provided off Darlington Road just outside the Lynwood Manor Security Village. An emergency access to the site is also provided on the southern boundary, which provides access to and from Oxford Lane inside the security village. This access is only used in case of an emergency. No changes regarding access to the development are required.

The traffic analysis indicates that good traffic conditions are still expected at the Meiring Naudé Road/Lynburn Road intersection with the development traffic. However, traffic mitigation will be required at the following two intersections:

- Darlington Road/ Meiring Naudé Road: The existing traffic problem for vehicles turning right and northbound onto Meiring Naudé Road during peak traffic hours will only worsen with the addition of the development traffic. It is proposed that the Darlington Road approach right-turn movement be prohibited during peak traffic hours (AM 06:30-08:30 and

PM 15:30-17:30) by installing an action limit sign R210-502 on Darlington Road. Vehicles can then turn left on Meiring Naudé Road, left on Lynburn Road and make a U-turn at the facility provided at the Lynburn Road/Daventry Street intersection to travel northbound on Meiring Naudé Road. The impact of this diverted right-turn traffic is discussed below:

- Lynburn Road / Daventry Street: With the addition of the diverted Darlington Road right-turn traffic through this intersection, traffic conditions for the already saturated Lynburn Road western approach will become problematic during the PM peak traffic hour. It is therefore proposed that an additional right-turn lane be constructed for this approach. The circulating width of the circle will also have to be increased to allow vehicles approaching from the west to effectively make a U-turn at the intersection.

4. DEVIATION FROM THE REGIONALISED MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

It is submitted that the proposed application (which included Erf 3, Lynnwood Manor), although not fully aligned with the land use designation reflected in the City of Tshwane Regional Spatial Development Framework (RMSDF) 2025, remains consistent with the historical spatial planning intentions for the property and the broader objectives of the Municipality.

The subject property was identified for Mixed-Use development in the adopted RMSDF 2018, thereby recognising the suitability of the site to accommodate a broader range of land uses beyond conventional residential development. The subsequent designation of the property as Residential in the RMSDF 2025 should be viewed as a strategic planning guideline rather than a rigid development control mechanism. Spatial Development Frameworks are intended to provide direction for future growth and development and do not confer or remove land use rights. In this instance, the Mixed-Use designation contained in the RMSDF 2018 demonstrates that the Municipality has previously acknowledged the property's strategic location, accessibility, and potential to accommodate more intensive and diverse land uses.

The inclusion of Erf 3 therefore does not introduce a land use that is foreign or incompatible with the planning history of the area but rather gives effect to a previously supported spatial vision.

> *"Land use changes for the consolidation of erven adjacent to existing nodes in residential areas will be considered on merit. Erven adjacent to roads that link such nodes with mobility or activity function within a residential area may be considered on merit. The merit will be evaluated in terms of the guidelines as set out in this chapter. However, development along more sections of the spines should only be permitted subject to*

suitable access which would normally mean from internal roads. Development along the spines should only be permitted subject to access management strategies to protect the mobility function of these roads."
Page 70, RSDF 2025 Region 6

Casa Toscana Lodge have been developed on 3 properties that are in process of being consolidated. With the consolidation access will be restricted to only the main access off Darling Road and only an emergency access to Oxford Avenue. There will be no access off Darling Road passed the access control.

Furthermore, the proposal will contribute to the efficient utilisation of existing infrastructure, promote sustainable urban development principles, and support the objectives of creating integrated and economically viable communities. Accordingly, sufficient planning grounds exist to justify a deviation from the RMSDF 2025 designation, particularly where the proposal remains aligned with the broader principles of the Municipal Spatial Development Framework, the Spatial Planning and Land Use Management Act, 2013 (SPLUMA), and the public interest.

Extract of the RMSDF 2018 (Erf 3, Lynnwood Manor is earmarked for Mixed Use Development)

Extract of the RMSDF 2025 (Erf 3, Lynnwood Manor has now been excluded from the Mixed Use designation and earmarked for Residential)

It must also be noted that a Portion of Erf 589 borders Erf 3 to the south. The inclusion of Erf 3 makes sense from a development point of view as it creates a more developable area. The increase in developable area provides opportunities for more buffer areas to protect the neighbouring properties.

5. DEVELOPMENT PROPOSAL

The following development controls are proposed:

Zoning:	"Special"
Uses:	Lodge, Guest House, Place of Refreshment, Theatre, including ancillary and subservient uses.
Coverage:	Clause 27 – 40%
FAR:	0.4 – permitting 3 764m^2, provided that:

- Guest rooms restricted to 20 rooms
- Theatre restricted to 120 seats
- Place of refreshment restricted to 60 seats
- Administrative office restricted to 300m^2
- Health Spa restricted to 380m^2

Height: Clause 26 – 13 meters
Parking: Clause 28, Table G
Building lines: Clause 9 and Clause 12

These development controls can easily be accommodated on site, with sufficient parking space.

Parking provision proposed in terms of the Land Use Scheme, 2024 as follows:

Parking shall be provided, to the satisfaction of the Municipality at the following ratios:

LAND USE	PARKING REQUIRED	TOTAL PARKING BAYS
1. Lodge and Guest House	20 rooms @ 2 bays for manager PLUS 1 bay per bedroom	22 bays
2. Theatre	120 seater (Rubica building) @ 1 bay per 4 seats	30 bays
3. Restaurant	60 seater @ 1 bay per 2 seats	30 bays
4. Health Spa/ Salon	@ 4 bays per 100m^2	15 bays
5. Offices	@ 4 bays per 100m^2	12 bays
		Total: 109 bays

Below see an extract of the proposed Site Plan, as compiled by the Architect.

PRIVACY OF ADJOINING PROPERIES

The privacy of adjoining property owners can be adequately protected through the implementation of appropriate design and management measures.

The development is designed and operated in a manner that minimises overlooking and visual intrusion onto neighbouring properties. Building openings, balconies, elevated viewing areas, and outdoor gathering spaces is orientated away from adjoining residential properties, while boundary walls, landscaping, and screening elements is utilised to create visual buffers between the site and neighbouring erven.

6. CONCLUSION

Application is made in terms of Section 16(1) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024) for the rezoning of **ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR** from various zonings to "Special" for a Lodge, Guest House, Place of Refreshment, Theatre including ancillary and subservient uses.

The intention of the application is to allow for the expansion of the existing Casa Toscana lodge thereby legalising the current land uses that are operating from the application sites.

The Municipality's approval of this application will be appreciated.

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

1	Use Zone number	**28**
2	Use Zone	**SPECIAL**
3	Uses permitted	Lodge, Guest House, Place of Refreshment, Theater, including ancillary and subservient uses.
4	Uses with Consent Use	None
5	Uses not permitted	All other land uses
6	Definitions	Clause 5
7	Density	Not applicable
8	Floor Area Ratio	0.4 – permitting 3 764m^2 NFA, provided that: - Guest rooms restricted to 20 rooms - Theater restricted to 120 seats - Place of refreshment restricted to 60 seats - Administrative office restricted to 300m^2 - Health Spa restricted to 380m^2
9	Height	Clause 26 – 13 meters
10	Coverage	Clause 27 – 40%
11	Parking requirements	Clause 28, Table G
12	Street Building Lines	Clause 9
13	Side Building Lines and Rear Building Lines	Clause 12, Table A
14	Children's playground	Not applicable
15	Paving of traffic areas	All parts of the Property upon which motor vehicles are allowed to move or park shall be provided with a permanent dust free surface, which shall be maintained, to the satisfaction of the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

16	Access to the Property	Entrances to and exits from the Property shall be sited, constructed and maintained to the satisfaction of the Municipality.
17	Loading and off-loading facilities	Clause 29, Table H
18	Physical Barrier and screen wall	Clause 18(3)
19	Health measures	(1) Any requirement for air-pollution-, noise abatement- pr health measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any costs to the Municipality. (2) Air conditioning units or compressors shall not be mounted to the exterior walls of buildings without the prior approval of the Municipality.
20	Outdoor advertising	Clause 30(2)
21	Site Development Plan and Landscape Development Plan	(1) In addition to Clause 31 of the Scheme a Site Development Plan and a Landscape Development Plan, unless otherwise determined by the City of Tshwane Metropolitan Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans. (2) In addition to Clause 31 of the Scheme, special attention shall be given to the following elements such as, privacy of adjacent residential properties (overlooking, balconies and open passages), solar access to adjacent structures situated to the south (overshadowing), road reserve development (pedestrian walkways) and exterior finishes. (3) The approved Site Development Plan may only be amended with the Permission of the Municipality and no building plan which does not comply with the conditions as set out in the approved Site Development Plan, will be approved by the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

22	Geological conditions	Clause 19(2)
23	Open Space	Not applicable

24 General conditions:

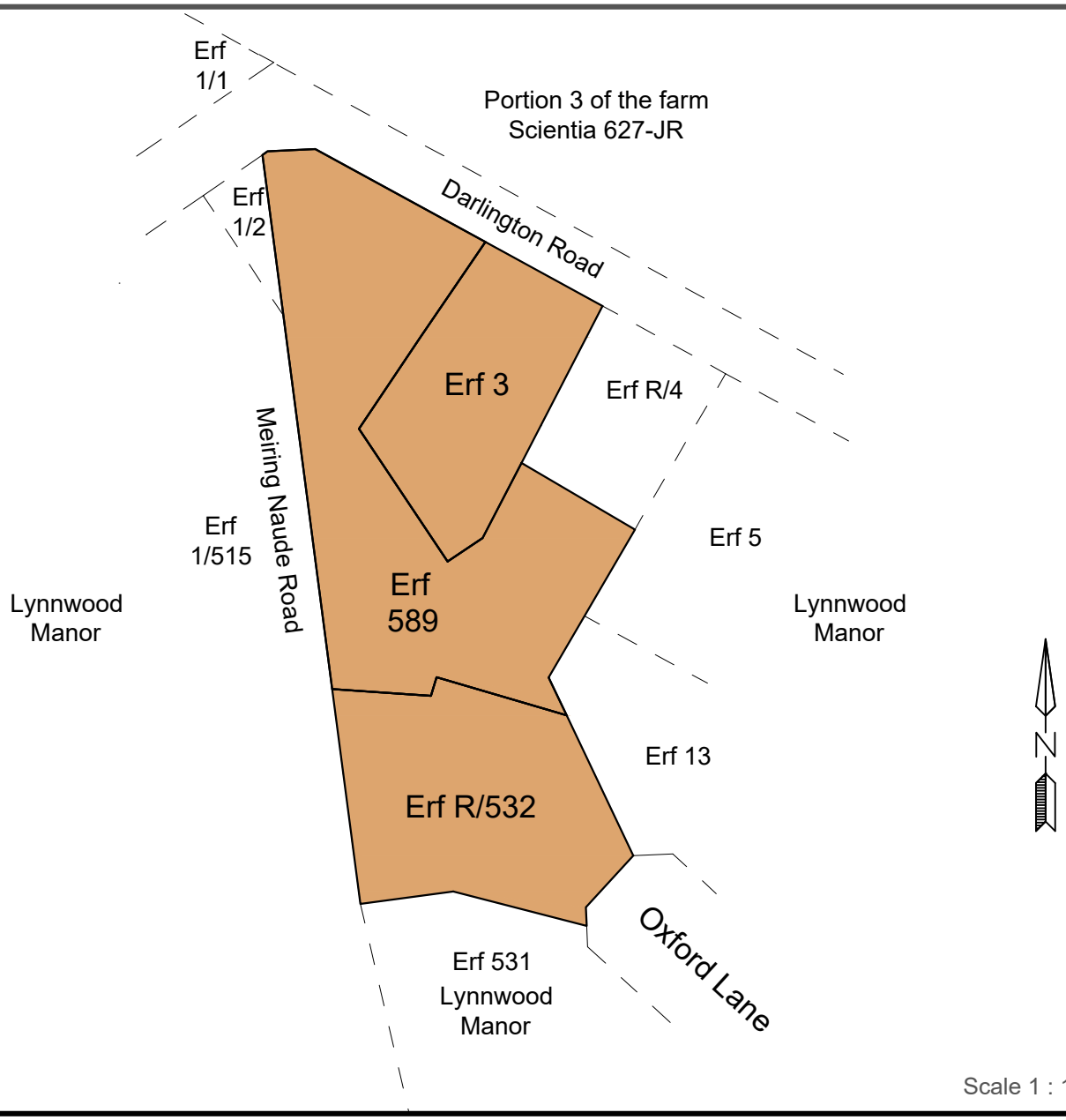
(1) In addition to the above conditions, the Property and Buildings thereon are further subject to the general provisions of the Tshwane Land Use Scheme, 2024.

SIGNED BY **DATE**

TSHWANE LAND USE SCHEME 2024

DRAFT AMENDMENT SCHEME NUMBER SHEET 1 OF 1 SHEETS

PROPERTY DESCRIPTION: ERVEN 3, R/532 AND 589, LYNNWOOD MANOR



Scale 1 : 1500

REFERENCE

USE ZONE

Special

GENERAL

Building Line

Line of No Access

Township Boundary

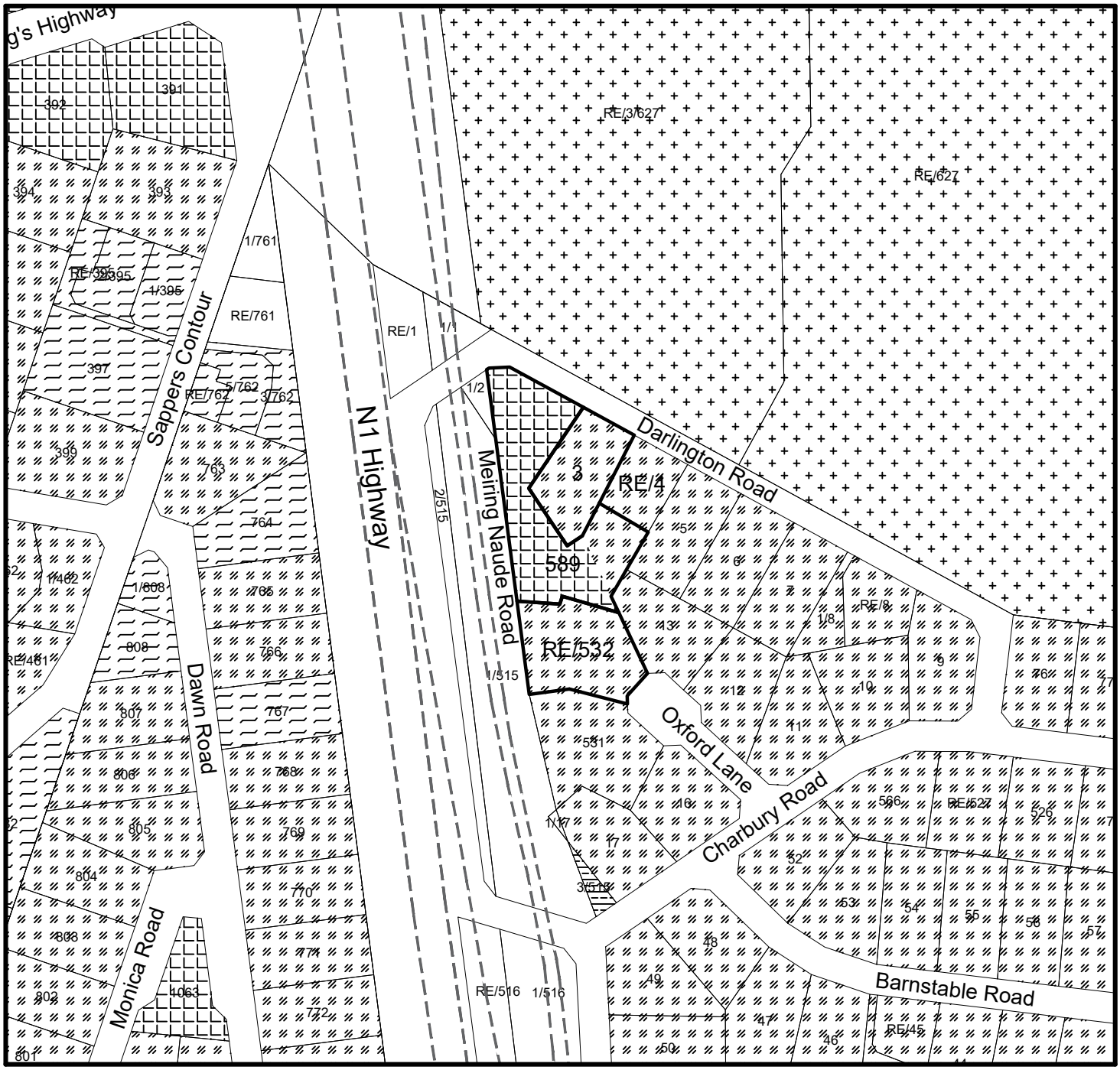
SIGNED BY APPLICANT DATE

PO BOX 11437
SILVER LAKES
0054
TEL: (012) 809 2229

tph THE TOWN PLANNING HUB cc
changing landscapes

ZONING PLAN

Erf 3, Remainder of Erf 532 and Erf 589, Lynnwood Manor



The Site

Existing Streets

Special

Residential 1

Residential 2

Government

Undetermined

N

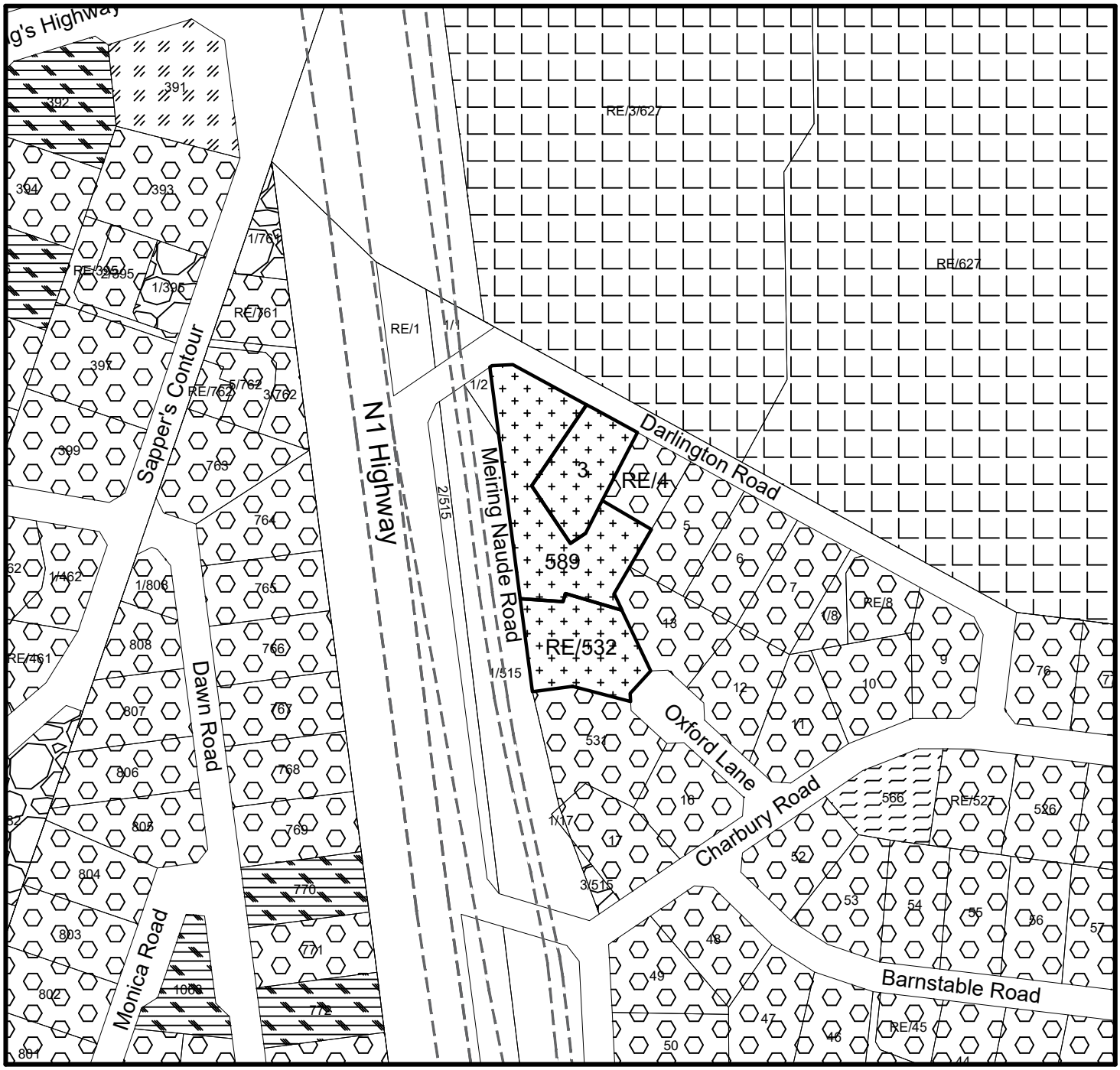
Scale 1:3000

THE TOWN PLANNING HUB cc

changing landscapes

LAND USE PLAN

Erf 3, Remainder of Erf 532 and Erf 589, Lynnwood Manor



The Site	Existing Streets
Beauty Salon	Lodge
Business Buildings	Offices
CSIR	Vacant
Dwelling House	

N

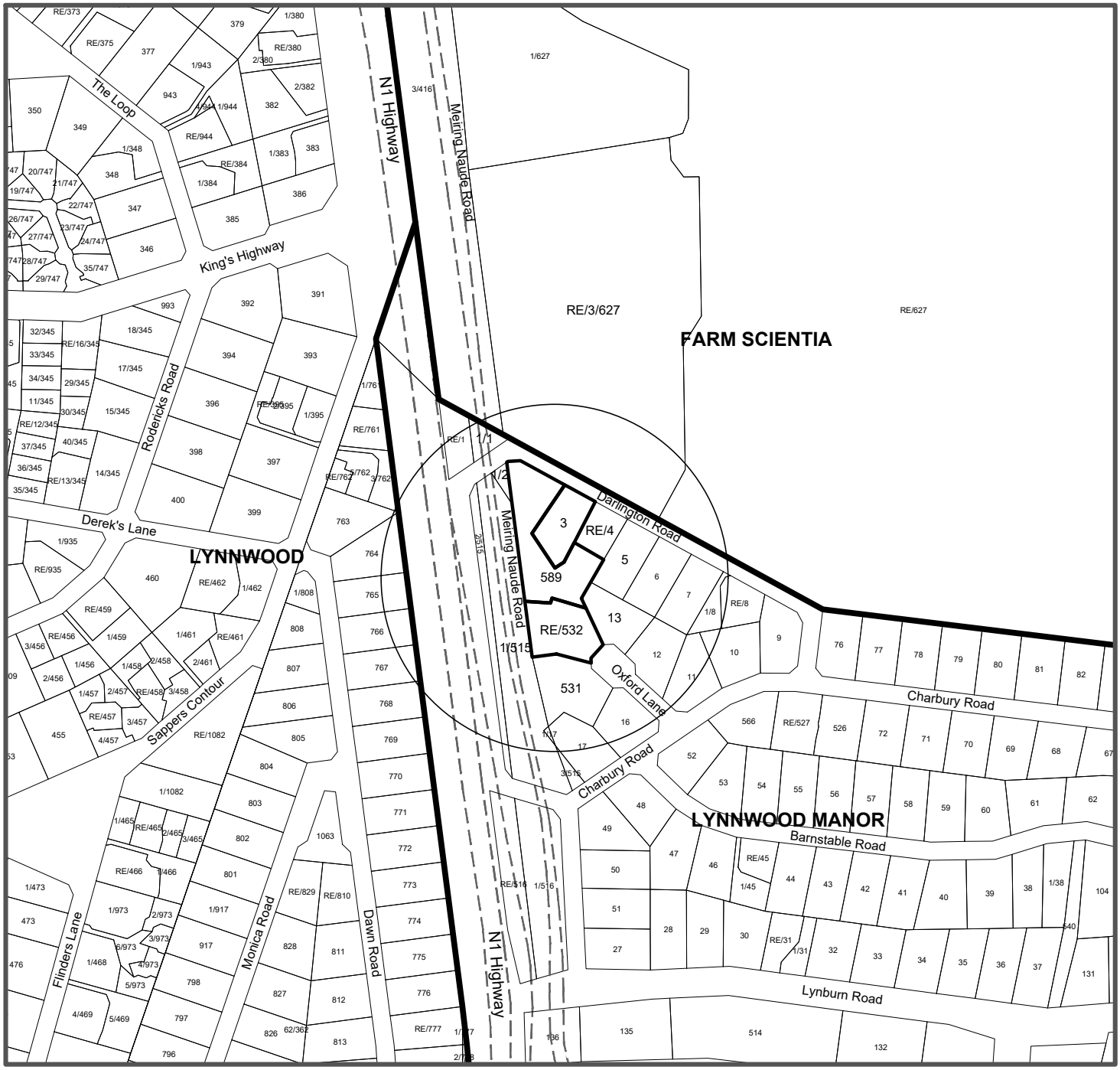
Scale 1:3000

THE TOWN PLANNING HUB cc

changing landscapes

LOCALITY PLAN

Erf 3, Remainder of Erf 532 and Erf 589, Lynnwood Manor



The Site

Township Boundary

Road

Railway

Railway Station

N

Scale 1:5000

PO BOX 11437
SILVER LAKES
0054
TEL: (012) 809 2229

THE TOWN PLANNING HUB cc
changing landscapes

SCHEDULE OF RIGHTS

Property Description			
Erf/ Portion: 1309 Street Front: Darlington road Suburb: Lynnwood Manor Town/ City: Pretoria		Site Area: 9410m2	
ZONING INFORMATION			
Town planning Scheme	Pretoria Town-planning Scheme	Amended Scheme no.	Use Zone Geusthouse/ restaurant
UNIT AREAS			
unit	Area:	No. of	Total:
offices:	289m2	6	289m2
restaurant:	568m2	2 offices	568m2
geust rooms :	651.5m2	20	651.5m2
function halls:	417m2	4	417m2
Ablution:	127m2	5	127m2
Carports etc.:	97m2	2	97m2
spa	360m2	1	360m2
staff flat	21m2	1	21m2
TOTAL:		2530	
DEVELOPMENT CONTROLE MEASURES			
permissible	controle measure	Actual	
2storeys	height of buildings	2 Storeys	
40%	coverage	2073/ 9410 =22%	
0.4	F.A.R.	2530/9410=0.27	
	Density		
20 rooms	No. of rooms	21 currently	
PARKING			
parking ratio as per use 1 parking bay / geust room 20 parking / 100m2 social hall 1 parking bay/office geustr managem. 1 parking / 5m2 lecture halls		number of rooms/ seats :	parking bays requiered
TOTAL PARKING BAYS PROVIDED		109 parkings because areas are not used simultaniously	

DARLINGTON RD NO5
10.73m Exist. Boundary wall
entrance no obstruction
SLIDING GATE
ERF 589
43.46m Exist. Boundary wall
12.12m Exist. Boundary wall
Portion 1 of Erf 2
offices restaurant geust rooms ablutions
Offices, Restaurant, Guest Rooms, Ablutions
exist. swimming pool
lapa
carport
offices: Ablution: garage
DARLINGTON ROAD 15,74m
S3
ERF 4
Servitude
Guest House: Rooms Ablution
Remainder of Erf 4
29.5m Exist. Boundary wall
Erf 5
ERF 5
fill up exist. swimming pool
9.44m Exist. Boundary wall
19.78m Exist. Boundary wall
unit with ablution
Room with ablution
exist. 100mm dia sewerage line
Stormwater servitude
Exist. 750mm dia. Municipal sewerage line
function hall with ablution
Function Hall with ablution
carports
98.10m Exist. Boundary wall
Water Feature
Generator
22.29m Exist. wall
Exist. Boundary wall
RAMP 1:16
demolish carport
pool
Spa Facility
spa staff flat
Room with ablution
emergency exist ONLY no obstruction
Remainder of Erf 515
Portion 1 of Erf 515
Erf 13
ERF 13
Erf 12
OXFORD AVENUE
Erf 531

SITE PLAN
scale 1:200

PROJECT	AS-BUILD DRAWINGS OF ADDITIONS TO EXISTING GEUST HOUSE FOR MR. ANDREW BURDEN AT ERF 589 LYNWOOD MANOR DARLINGTON NO5
CLIENT	MR. ANDREW BURDEN
STAND No	ERF 570 LYNWOOD MANOR
ADDRESS	DARLINGTON RD NO5

DRAWING TITLE * TEKENINGTITEL
SITE DEVELOPMENT PLAN

DRAWING SCALE 1:200	DATE 2026/06/02	DRAWN Hendrik
CHECKED	DRAWING NO CASA-SDP	
DATE PRINTED 2026/06/02	REV 1	

OWNER

Mattheus Architects
CEL NO. 072 461 6620
SACAP 6546
e-mail: matt.architects@gmail.com

TOTAL SITE AREA: 9410m2

Drainage:
a. Provide resealing traps to all waste fittings.
b. Adequate access to piping will be provided.
c. Provide marked covers to paving above all cleaning eye's.
d. Provide cleaning eye's to all connections & changes in directions, CE's no more than 23m apart.
e. DIA 100mm cast iron under all buildings.
f. All waste pipes that extend 3 000mm in length must have dia 50 anti-vac traps.
g. Showers needs to have copper traps h.l.L.= 450mm min

Glazing:
All glazing must comply to SABS 0400-1990 part N

Nominal thickness and max. glass areas to comply with SABS 0137

4mm - to 1.5 SQR.m
5mm - 1.5 SQR.m to 2.1 SQR.m
6mm - 2.1 SQR.m to 3.2 SQR.m

Clear glass used in doors must be marked so that it is visible.

6mm safety glass must be used if the underside of a window is lower than 300mm above U.F.L.

If walkways lead straight to a window, use safety glass where the underside of the window is lower than 800mm above U.F.L.

NOTES :
All dimensions to be checked on site and on drawings, any discrepiancies to be reported to the architect before work is put in hand. Only figured dimensioned are to be taken. The drawing is the property of Mattheus Architects. Copyright is reserved by them and this drawing is issued on the condition that it is not copied, reproduced ,retained or disclosed to any authorised person, either wholly or in part without the written consent of Hendrik Mattheus.

All levels to be checked on site and on drawings, any discrepancies to be reported to the Architect before any work is put in hand. All levels shown are finished floor levels. All structural work is to be checked by an Engineer. Soil conditions to be approved by a Soil Engineer.
All work is to be in accordance with SABS-0400

Ablution:
Offices/ reception G1 1 person /15sqm
2 people 1Wc, 1Urinal & 1hwb

geustrooms H3 1person /room
20 people
1xWC's, 1xsh & 1hwb's/ room

Lecture rooms A3 1person /5m2
195m2/5=39 people

social halls 1person /4m2
table G page 70 townplanning scheme
55.5 people

men= 23 people 4xWC's, 7xUrinals & 6hwb's
ladies =23 people = 7xWC's & 6hwb's

REV.	DATE	INIT.	DETAILS

CIVILCONSULT
Consulting Engineers

February 2026

TRAFFIC IMPACT ASSESSMENT

CASA TOSCANA LODGE

Erf 3, the Remainder of Erf 532, and Erf 589 Lynnwood Manor

ADDRESS: 541 Jorissen St, Sunnyside, Pretoria, 0002
TEL: 012 343 - 6297
E-MAIL: mail@civilconsult.co.za

Date:	Project No:	To:
4 February 2026	3287	City of Tshwane Roads and Transport Traffic Impact Assessment Management Room 312 Capitol Towers North 225 Madiba Street Pretoria 0001 ATTENTION: Ms Hellen Msiza Tel: 012 358 7996 Email: Hellenm@tshwane.gov.za

Dear Ms. Hellen Msiza

RE: TRAFFIC IMPACT ASSESSMENT, CASA TOSCANA LODGE

This traffic impact assessment was prepared for the Casa Toscana Lodge located on Erf 3, the Remainder of Erf 532, and Erf 589, Lynnwood Manor, City of Tshwane, Gauteng Province.

Please feel free to contact us should you have any queries.

Kind regards,

Pieter Jooste *Traffic Engineer*

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List of Abbreviations

Abbreviation	Meaning
ADT	Average Daily Traffic
CoT	City of Tshwane
COTO	Committee of Transport Officials
Ext. / X	Extension
FAR	Floor Area Ratio
GDRT	Gauteng Department of Roads and Transport
GLA	Gross Leasable Area
GFA	Gross Floor Area
Ha/ha	Hectare
HCM	Highway Capacity Manual
JRA	Johannesburg Road Agency
LOS	Level of Service
LVO	Low Vehicle Ownership
MUD	Mixed Use Development
NLTTA	National Land Transport Transition Act
NMT	Non-motorised Transport
PHF	Peak Hour Factor
RCAM	South African Road Classification and Access Management Manual
SADC RTSM	Southern African Development Community Road Traffic Signs Manual
SANRAL	South African National Roads Agency SOC Limited
SDP	Site Development Plan
STA	Site Traffic Assessment
SU	Single Unit
TMH	Technical Method for Highways
TRH	Technical Recommendations for Highways
v/c	Vehicle Volume/ Capacity Ratio
VLVO	Very Low Vehicle Ownership
TIA	Traffic Impact Assessment

1 Introduction

1.1 Background

CIVILCONSULT Consulting Engineers was appointed to undertake a traffic impact assessment (TIA) for the proposed consolidation and rezoning of the properties on which the Casa Toscana Lodge is located. The lodge is situated on Erf 3, the Remainder of Erf 532, and Erf 589 in Lynnwood Manor, City of Tshwane, Gauteng Province. The location of the study site is shown in **Figure 1** on the next page, with an aerial view and key plan of the site shown in **Figure 2**.

This report was prepared in August 2024, but the consolidation of all the erven is now required, and the report has been updated to reflect this.

This report will form part of the town planning application, which will consolidate and rezone the subject properties to allow the operation of current activities on the site, as well as limited future expansions.

This study aims to:

- → Determine feasible access to the development.
- → Quantify the impact the proposed development will have on traffic operating conditions, future road planning, as well as public and non-motorised transport on the surrounding road network, and
- → Recommend measures to mitigate such impacts (if required).

The detailed scope of this study was determined by considering the requirements and guidelines set out in the following document:

- → *The South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual (TMH 16)*

1.2 Professional Team

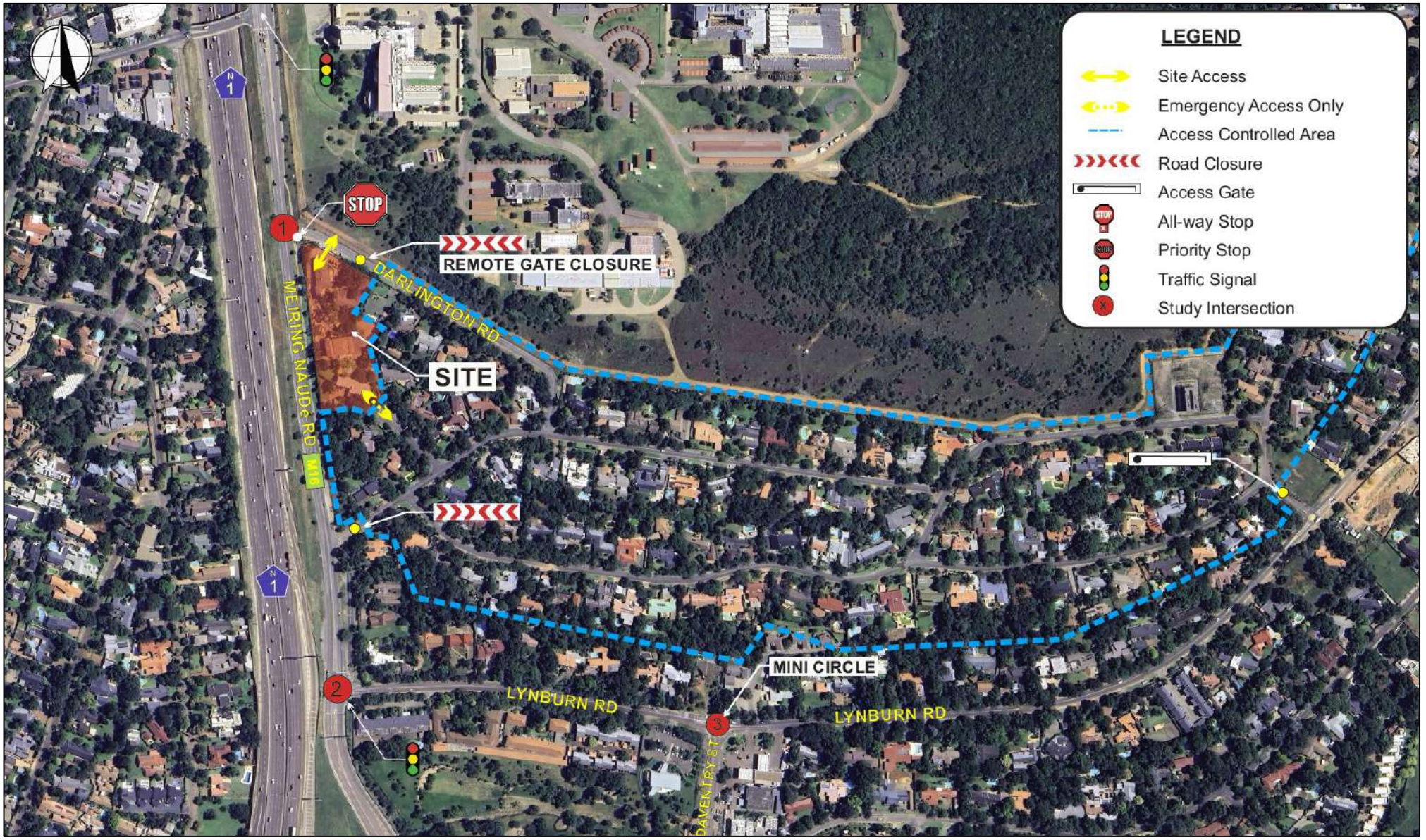
The professional team for the proposed development is shown in **Table 1**.

Table 1: Professional Team

Professional Discipline	Name of Company	Contact Person(s)
Client	Darlington Road 5cc (Casa Toscana)	Anette Burden
Town Planner	The Town Planning Hub CC	Beverley Oosthuizen
Civil Engineer	CIVILCONSULT Consulting Engineers	Leon Wentzel
Traffic Engineer	CIVILCONSULT Consulting Engineers	Pieter Jooste

Figure 1: Locality Plan

Figure 2: Site Aerial View and Key Plan



2 DEVELOPMENT DETAILS

2.1 Property Details

Details of the subject property are provided in **Table 2** below.

Table 2: Property Details

Item	Detail
Property Description	Erf 3, the Remainder of Erf 532, and Erf 589, Lynnwood Manor
Municipality	City of Tshwane
Province	Gauteng
Size	9 410.0 m² (0.941 ha)
Current Zoning	Various land uses allowed
Development Status	Developed as a lodge with subservient land uses

2.2 Proposed Development

Details of the proposed development are provided in **Table 3** below.

A summary of the Town Planner's proposed land use table is attached as **Annexure A**, with the Architect's site layout attached as **Annexure B**.

Table 3: Property Details

Item	Detail
Proposed Land-Use	"Special" with the following permitted uses: Lodge, Guest House, Place of Refreshment, Theatre, including ancillary and subservient uses
Applicable Town Planning Scheme	*Tshwane Town Planning Scheme 2008 (Revised 2014)*
Development/Land-Use Extent	FAR of 0.4 (3 430 m² GFA) provided that: - The number of guest rooms is restricted to 20 - The theatre is restricted to 120 seats - The place of refreshment is restricted to 60 seats - The administrative office is restricted to 300 m² - The health spa is restricted to 380 m²

2.3 Development Trip Generation

The expected number of development trips is determined using the guidelines in the *South African Trip Data Manual (TMH17)*.

The trip data manual does not provide specific vehicle trip data for some of the land uses shown in **Table 3**. For the purpose of this study, and to determine the maximum number of vehicle trips the subject land uses can possibly generate, the land uses as per **Table 4** below were considered. It must be noted that the land uses in **Table 4** are only used for trip calculation purposes, as this is the most relevant data available.

Table 4: Land Uses Considered for Trip Generation Purposes

Land Use	Extent
Guest House	20 rooms
Restaurants	600 m²
Offices	300 m²
Places of Public Worship (Weekend)	120 seats

It is expected that a theatre will generate a similar number of vehicle trips as a place of public worship, but instead of generating trips on a Sunday, it will generate the maximum trips during weekday evenings or over weekends. This behaviour was also confirmed by investigating the traffic characteristics of the existing theatre currently operating on the subject site.

The "health spa" land use is expected to generate an insignificant volume of peak-hour traffic, and it is considered a subservient land use for the lodge and other activities on the site.

The maximum expected trip generation for the subject land uses is presented in **Table 5** below, with the detailed calculations attached as **Annexure C**.

Table 5: Expected Tip Generation

Peak Hour	In	Out	Total
Weekday AM	16	9	25
Weekday MD	35	35	70
Weekday PM	37	55	92
Weekday Evening	75	57	132
Weekends	78	59	137

As shown in **Table 5** above, it is expected that the subject land uses will generate the maximum number of vehicle trips during weekday evenings and over weekends. However, traffic volumes on the surrounding road network during these periods are insignificant compared to weekday AM and PM traffic volumes. This study therefore investigates the development's traffic impact during the critical weekday AM and PM peak traffic hours, and not during the weekday evenings or over weekends.

3 STUDY AREA

3.1 Surrounding Road Network

The relevant roads surrounding the development are indicated in **Table 6** below.

Table 6: Surrounding Road Network

Road Name	Road Type	Road Class*	Owner
Darlington Road	Municipal	5 (Local Street)	CoT
Meiring Naudé Road	Municipal	3 (Minor Arterial)	CoT
Lynburn Road	Municipal	3 (Minor Arterial)	CoT
Daventry Street	Municipal	4 (Collector Street)	CoT

*Functional classification as per the *South African Road Classification and Access Management Manual (TRH26)*

The CoT roads master plan in the study area is shown in **Figure 3** on the following page, with the GDRT road network shown in **Figure 4**.

Although some national and provincial roads (such as the N1 freeway and Lynnwood Road) are located near the subject development, none of these roads are affected.

3.2 Study Intersections

The following intersections have been considered for this study:

- → Darlington Road/Meiring Naudé Road
- → Meiring Naudé Road/Lynburn Road
- → Lynburn Road/Daventry Street

The locations of these study intersections are shown in **Figure 5** on Page 12. The existing layouts of these intersections are shown in **Drawings D001-D003** attached at the end of the report.

Figure 3: CoT Roads Master Plan

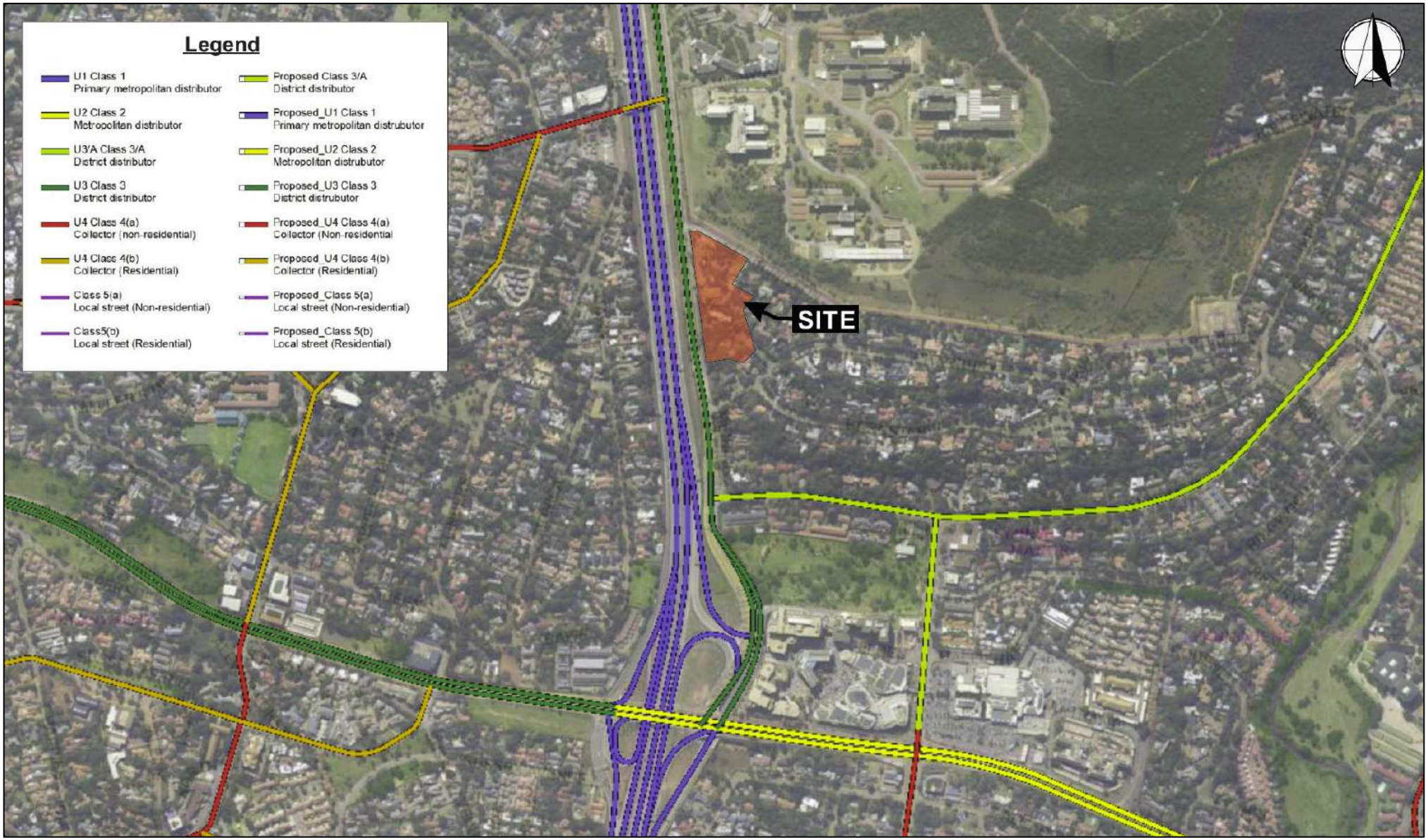


Figure 4: GDRT Roads Master Plan

Figure 5: Study Intersections and Existing 2024 Peak Hour Traffic Volumes

3.3 Existing Traffic Conditions

To determine the existing traffic demand in the study area, traffic surveys were conducted at all study intersections on Monday, 22 April 2024, during the AM (06:00-09:00) and PM (15:00-18:00) peak traffic hours. Existing 2024 traffic volumes are shown in **Figure 5**.

Information regarding peak hour traffic in the study area obtained from these surveys is provided in **Table 7** below.

Table 7: Peak Hour Traffic Characteristics

Peak	Peak Hour	Peak Hour Factor (PHF)
AM	07:00 – 08:00	0.96
PM	16:00 – 17:00	0.94

SIDRA INTERSECTION 8 traffic analysis software was used to analyse existing traffic conditions at the study intersections. A summary of the analysis results is attached as **Annexure D**, with detailed outputs attached as **Annexure E**.

The traffic analyses and a site visit during peak traffic hours indicate that good traffic conditions are currently experienced at the study intersections, except for the following movements:

- → Darlington Road/Meiring Naudé Road: Operating conditions for the Darlington Road approach right-turn movement are currently problematic during both the AM and PM peak traffic hours. This is due to the high traffic volumes on Meiring Naudé Road, resulting in right-turning vehicles not being allowed sufficient gaps to cross both the north- and southbound traffic streams. Left-turning vehicles have adequate gaps to turn onto Mering Naudé Road, but are often blocked by a vehicle queuing on Darlington Road to turn right. This traffic issue is not experienced during off-peak traffic hours.
- → Lynburn Road/Daventry Street: Although the traffic operating conditions at this intersection are acceptable, the right-turn movement for the Lynburn Road western approach is currently operating at capacity during the PM peak traffic hour. An on-site investigation confirmed this, where a long rolling queue of vehicles is formed on the Lynburg Road western approaches during the peak PM hour.

4 DEVELOPMENT ACCESS

As shown in **Figure 2** on Page 7, the study site is located directly to the west of, and outside, the Lynwood Manor Security Village. A small remote-controlled gate to the village is located on Darlington Road at the study site, but this access gate can only be used by residents. Public access to the village can only be gained via Lindfield Road, located east of the village.

Access to the study site is provided off Darlington Road just outside the Lynwood Manor Security Village, as indicated in **Figure 2** and shown in detail in **Drawing D001**. An emergency access to the site is also provided on the southern boundary, which provides access to and from Oxford Lane inside the security village. This access is only used in case of an emergency.

No changes regarding access to the development are required. The position of the development access is acceptable based on the following:

- → The road classification of Darlington Road (discussed in **Section 3.1**) allows direct access to properties and developments, and
- → With the staggered in:out access arrangement, as shown in **Drawing D001**, sufficient shoulder sight distances and stopping sight distances are provided at the access positions.

Both access gates on Darlington Road must be operational to allow vehicles to simultaneously enter and exit the site. An available width of at least 4.5 m, with a minimum vertical clearance of 5.2 m, must also be provided at the development access to allow emergency vehicles to enter the site.

5 TRAFFIC IMPACT

The *South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual (TMH 16)* requires a short-term (base year) and long-term (horizon year) traffic impact assessment.

Based on the extent of the proposed development, the following assessment years were considered:

- → Short-term: 2024
- → Long-term: 2029

The expected distribution and assignment of the development traffic are shown in **Figure 6** and **Figure 7** on the following pages.

5.1 Short-Term Impact

The existing 2024 PLUS development traffic volumes are shown in **Figure 8**.

It should be noted that current activities on the study site are already generating trips which should technically be excluded from the existing traffic volumes before the development traffic (as per **Figure 7**) is added. It was, however, decided not to exclude this existing development traffic due to the low volume of traffic currently generated by the site during peak traffic hours. The traffic volumes in **Figure 8** are therefore considered to be very conservative.

SIDRA INTERSECTION 8 traffic analysis software was used to analyse the expected traffic conditions at the study intersections once the development traffic had been added to the road network. A summary of the analysis results is attached as **Annexure D**, with detailed outputs attached as **Annexure E**.

The traffic analysis indicates that good traffic conditions are still expected at the Meiring Naudé Road/Lynburn Road intersection with the development traffic. However, traffic mitigation will be required at the following two intersections:

- → Darlington Road/ Meiring Naudé Road: The existing traffic problem for vehicles turning right and northbound onto Meiring Naudé Road during peak traffic hours will only worsen with the addition of the development traffic.

  It is proposed that the Darlington Road approach right-turn movement be prohibited during peak traffic hours (AM 06:30-08:30 and PM 15:30-17:30) by installing an action limit sign R210-502 on Darlington Road. Vehicles can then turn left on Meiring Naudé Road, left on Lynburn Road and make a U-turn at the facility provided at the Lynburn Road/Daventry Street intersection to travel northbound on Meiring Naudé Road. The impact of this diverted right-turn traffic is discussed below.
- → Lynburn Road / Daventry Street: With the addition of the diverted Darlington Road right-turn traffic through this intersection, traffic conditions for the already saturated Lynburn Road western approach will become problematic during the PM peak traffic hour. It is therefore proposed that an additional right-turn lane be constructed for this approach, as shown in **Drawing D004**. The circulating width of the circle will also have to be increased to allow vehicles approaching from the west to effectively make a U-turn at the intersection. This increased circulating width has also been included in **Drawing D004**.

With the implementation of the above measures, acceptable traffic operating conditions are expected at all the study intersections, as shown in the SIDRA analysis results tables attached as **Annexure D**.

Figure 6: Expected Distribution of the Development Traffic

Figure 7: Expected Assignment of the Development Traffic

Figure 8: Existing 2024 Plus Development Traffic Volumes

5.2 Long-Term Impact

5.2.1 Future Traffic Growth

At the time of writing this report, it was unclear if there were any approved future developments (latent rights) within the surrounding area that could have an impact on the subject development. An annual background traffic growth factor of 3% was applied to the existing traffic volumes over five years to accommodate any possible future developments. This is in accordance with the *South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual (TMH 16)*.

The expected future 2029 traffic volumes are shown in **Figure 9** on the next page.

5.2.2 Future Roads & Planned Road Upgrades

Considering the CoT and GDRT Roads Master Plans for the study area (**Figure 3** and **Figure 4**), there is no need for the subject development to make provision for future widening of the existing reserves of the roads bounding the study property (i.e., Darlington Road and Meiring Naudé Road). Other future roads or accesses to adjacent land parcels are also not planned over the study property.

At the time of writing this report, it was unclear if there were any planned road upgrades at any of the study intersections. Therefore, no planned future intersection upgrades were assumed.

5.2.3 Future Traffic Conditions

By considering the previous subsections, SIDRA INTERSECTION 8 traffic analysis software was used to analyse expected future traffic conditions, excluding the proposed development, at the study intersections. A summary of the analysis results is attached as **Annexure D**, with detailed outputs attached as **Annexure E**.

The traffic analysis indicates that an increase in background traffic in the study area will result in problematic queue lengths and delays at all the study intersections.

The proposed road upgrades by the subject development at the Darlington Road/Meiring Naudé Road and the Lynburn Road/Daventry Street intersections, as discussed in **Section 5.1**, will resolve these expected traffic problems, as shown in the SIDRA analysis results tables attached as **Annexure D**.

The following upgrades are further required at the Meiring Naudé Road/Lynburn Road intersection to provide acceptable traffic operating conditions as a result of background traffic growth:

- → Road geometry: Convert the left-turn lane on the eastern Lynburn Road approach to a shared left- and right-turn lane.
- → Traffic control: Update and optimise the existing traffic signal's timing plans.

The above road upgrades are shown in **Drawing D005**.

5.2.4 Development Impact on Future Traffic Conditions

The future 2029 PLUS development traffic volumes are shown in **Figure 10** on the next page.

SIDRA INTERSECTION 8 traffic analysis software was once again used to analyse the expected traffic conditions at the study intersections once the development traffic has been added to the road network in the future. A summary of the analysis results is attached as **Annexure D**, with detailed outputs attached as **Annexure E**.

With the proposed road upgrades discussed in **Section 5.1** and **Section 5.2.3** in place, the traffic analysis indicates that good traffic conditions are expected at all study intersections in the future, with the addition of the development traffic.

Figure 9: Future 2029 Traffic Volumes

Figure 10: Future 2029 Plus Development Traffic Volumes

5.3 Proposed Road Upgrades Summary

An overview of the required road upgrades at the study intersections is shown in **Table 8** below.

Table 8: Road Upgrade Summary

Intersection	Upgrades	Responsible Party
1 – Darlington Road/Meiring Naudé Road	1. Install an R210-502 action limit sign on Darlington Road to prohibit right-turning movements onto Meiring Naudé Road during peak traffic hours (AM 06:30-08:30 and PM 15:30-17:30).	Subject Development
2 – Meiring Naudé Road/Lynburn Road	1. Convert the left-turn lane on the eastern Lynburn Road approach to a shared left- and right-turn lane. 2. Update and optimise the existing traffic signal's timing plans	Roads Authority
3 - Lynburn Road/Daventry Street	1. Provide an additional right-turn lane for the Lynburn Road western approach. 2. Increase the circulating width of the circle to allow vehicles approaching from the west to effectively make a U-turn at the intersection.	Subject Development

The road upgrades above are shown in **Drawing D004** and **Drawing D005**.

6 PUBLIC & NON-MOTORISED TRANSPORT

6.1 Public Transport

The proposed development is not expected to generate a notable demand for public transport, and no new public transport facilities are recommended.

Public transport in the study area is mainly provided by minibus taxis and buses, with the closest routes operating along Meiring Naudé Road, less than 100 m from the access to the subject development.

6.2 Non-Motorised Transport

The *Guidelines for Human Settlement Planning and Design* document elaborates on the White Paper on national transport policy regarding acceptable walking distances to public transport facilities. It states that the White Paper has set a target to reduce this maximum walking distance to “less than about one (1) kilometre”. This is based on a walking time of 15 minutes. Given this guideline, the public transport services previously discussed are within acceptable walking distances from the study site.

7 SITE TRAFFIC ASSESSMENT

A site traffic assessment (STA) is required for the proposed development at site development plan (SDP) approval stage in accordance with the *TMH 16, Volume 2, South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual*. This requirement is, however, at the discretion of the local municipality.

The primary purpose of the STA is to evaluate proposed accesses in terms of required throat lengths (stacking distances), on-site roads for suitability of all design vehicles (including emergency vehicles), parking provision, functionality of loading facilities (if required), on-site public transport facilities (if any), pedestrian arrangements and other transportation facilities.

8 SUMMARY & CONCLUSIONS

The following summary and conclusions are made regarding the proposed consolidation and rezoning of the properties on which the Casa Toscana Lodge is located. The lodge is situated on Erf 3, the Remainder of Erf 532, and Erf 589 in Lynnwood Manor, City of Tshwane, Gauteng Province.

- → This report will form part of the town planning application, which will consolidate and rezone the subject properties to allow the operation of current activities on the site, as well as limited future expansions.
- → The subject properties will be zoned for "Special" use with the following permitted uses: Lodge, Guest House, Place of Refreshment and Theatre (including ancillary and subservient uses) with a FAR of 0.4. The uses will be limited to the following extents:
  - Number of guest rooms: 20
  - Theatre: 120 seats
  - Place of refreshment: 60 seats
  - Administrative office: 300 m²
  - Health spa: 380 m²
- → The subject land use is expected to generate the following number of trips during critical peak traffic hours:
  - Weekday AM peak: 25 vehicles per hour
  - Weekday PM peak: 92 vehicles per hour
- → The following three (3) intersections have been included in the scope of this study:
  - Darlington Road/Meiring Naudé Road
  - Meiring Naudé Road/Lynburn Road
  - Lynburn Road/Daventry Street
- → To determine the existing traffic demand in the study area, traffic surveys were conducted at all study intersections on Monday, 22 April 2024, during the AM (06:00-09:00) and PM (15:00-18:00) peak traffic hours.
- → The traffic analyses and a site visit during peak traffic hours indicate that good traffic conditions are currently experienced at the study intersections, except for the following movements:
  - Darlington Road/Meiring Naudé Road: Operating conditions for the Darlington Road approach right-turn movement are currently problematic during both the AM and PM peak traffic hours. This is due to the high traffic volumes on Meiring Naudé Road, resulting in right-turning vehicles not being allowed sufficient gaps to cross both the north- and southbound traffic streams. Left-turning vehicles have adequate gaps to turn onto Mering Naudé Road but are often blocked by a vehicle queuing on Darlington Road to turn right. This traffic issue is not experienced during off-peak traffic hours.
  - Lynburn Road/Daventry Street: Although the traffic operating conditions at this intersection are acceptable, the right-turn movement for the Lynburn Road western approach is currently

operating at capacity during the PM peak traffic hour. An on-site investigation confirmed this, where a long rolling queue of vehicles is formed on the Lynburg Road western approaches during the peak PM traffic hour.

- → Access to the study site is provided off Darlington Road just outside the Lynwood Manor Security Village, as shown in **Drawing D001**. An emergency access to the site is also provided on the southern boundary, which provides access to and from Oxford Lane inside the security village. This access is only used in case of an emergency. No changes regarding access to the development are required.
- → Considering the extent of the proposed development, the following assessment years were considered:
  - Short-term (base year): 2024
  - Long-term (horizon year): 2029
- → The traffic analysis indicates that good traffic conditions are still expected at the Meiring Naudé Road/Lynburn Road intersection with the development traffic. However, traffic mitigation will be required at the following two intersections:
  - Darlington Road/ Meiring Naudé Road: The existing traffic problem for vehicles turning right and northbound onto Meiring Naudé Road during peak traffic hours will only worsen with the addition of the development traffic.

    It is proposed that the Darlington Road approach right-turn movement be prohibited during peak traffic hours (AM 06:30-08:30 and PM 15:30-17:30) by installing an action limit sign R210-502 on Darlington Road. Vehicles can then turn left on Meiring Naudé Road, left on Lynburn Road and make a U-turn at the facility provided at the Lynburn Road/Daventry Street intersection to travel northbound on Meiring Naudé Road. The impact of this diverted right-turn traffic is discussed below.
  - Lynburn Road / Daventry Street: With the addition of the diverted Darlington Road right-turn traffic through this intersection, traffic conditions for the already saturated Lynburn Road western approach will become problematic during the PM peak traffic hour. It is therefore proposed that an additional right-turn lane be constructed for this approach. The circulating width of the circle will also have to be increased to allow vehicles approaching from the west to effectively make a U-turn at the intersection.
- → The traffic analysis indicates that an increase in background traffic in the study area will result in problematic queue lengths and delays at all the study intersections, even without the proposed development traffic. The proposed road upgrades by the subject development at the Darlington Road/Meiring Naudé Road and the Lynburn Road/Daventry Street intersections will resolve these expected traffic problems. The following upgrades are further required at the Meiring Naudé Road/Lynburn Road intersection to provide acceptable traffic operating conditions as a result of background traffic growth:
  - Road geometry: Convert the left-turn lane on the eastern Lynburn Road approach to a shared left- and right-turn lane.
  - Traffic control: Update and optimise the existing traffic signal's timing plans.
- → With the above road upgrades in place, the traffic analysis indicates that good traffic conditions are expected at all study intersections in the future, with the addition of the development traffic. An overview of the required road upgrades at the study intersections is shown in **Table 8** on Page 21, with the details shown in **Drawings D004 and D005**.
- → The proposed development is not expected to generate a notable demand for public transport, and no new public transport facilities are recommended.

Based on the contents of this report, it is recommended that the proposed consolidation and rezoning of the properties on which the Casa Toscana Lodge is located be supported from a traffic engineering and transportation planning point of view, provided that the recommendations made in this report are implemented.

9 References

1. Committee of Transport Officials. TMH 16, South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual. Version 1.0, August 2012. (Volumes 1 & 2)
2. City Planning and Development Department, City of Tshwane Metropolitan Municipality. Tshwane Town Planning Scheme 2008, (Revised 2014). 13 November 2014.
3. Committee of Transport Officials. TMH 17 Volume 1, South African Trip Data Manual. Version 1.0, September 2012.
4. Committee of Transport Officials. TRH 26, South African Road Classification and Access Management Manual. Version 1.0, August 2012.
5. National Department of Transport. South African Road Traffic Signs Manual, Volume 3: Traffic Signal Design. April 2001.
6. CSIR Building and Construction Technology. Guidelines for Human Settlement Planning and Design. Volume 1, 2000.
7. Google Maps, Google Earth, and Street View

Drawings:

- → Drawing D001: Existing Intersection Layout: Darlington Rd/Meiring Naude Rd
- → Drawing D002: Existing Intersection Layout: Meiring Naude Rd/Lynburn Rd
- → Drawing D003: Existing Intersection Layout: Lynburn Rd/Daventry St
- → Drawing D004: Proposed Intersection Layout: Lynburn Rd/Daventry St
- → Drawing D005: Proposed Intersection Layout: Meiring Naude Rd/Lynburn Rd

TRAFFIC SURVEYS
TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: EXISTING INTERSECTION LAYOUT: DARLINGTON RD/MEIRING NAUDE RD	PROJECT NO: 489	DRAWING NO: D001		REV: A

TRAFFIC SURVEYS
TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: EXISTING INTERSECTION LAYOUT: MEIRING NAUDE RD/LYNBURN RD	PROJECT NO: 489	DRAWING NO: D002		REV: A

TRAFFIC SURVEYS
TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: EXISTING INTERSECTION LAYOUT: LYNBURG RD/DAVENTRY ST	PROJECT NO: 489	DRAWING NO: D003		REV: A

LEGEND:

EXISTING ROAD SURFACE

LYNBURN ROAD

SHARED THROUGH- AND RIGHT-TURN LANE

ADDITIONAL CIRCULATING LANE

INCREASE CIRCULATING WIDTH TO A MIN. OF 5.75 M FOR U-TURNS

4.00

4.00

4.00

5.75

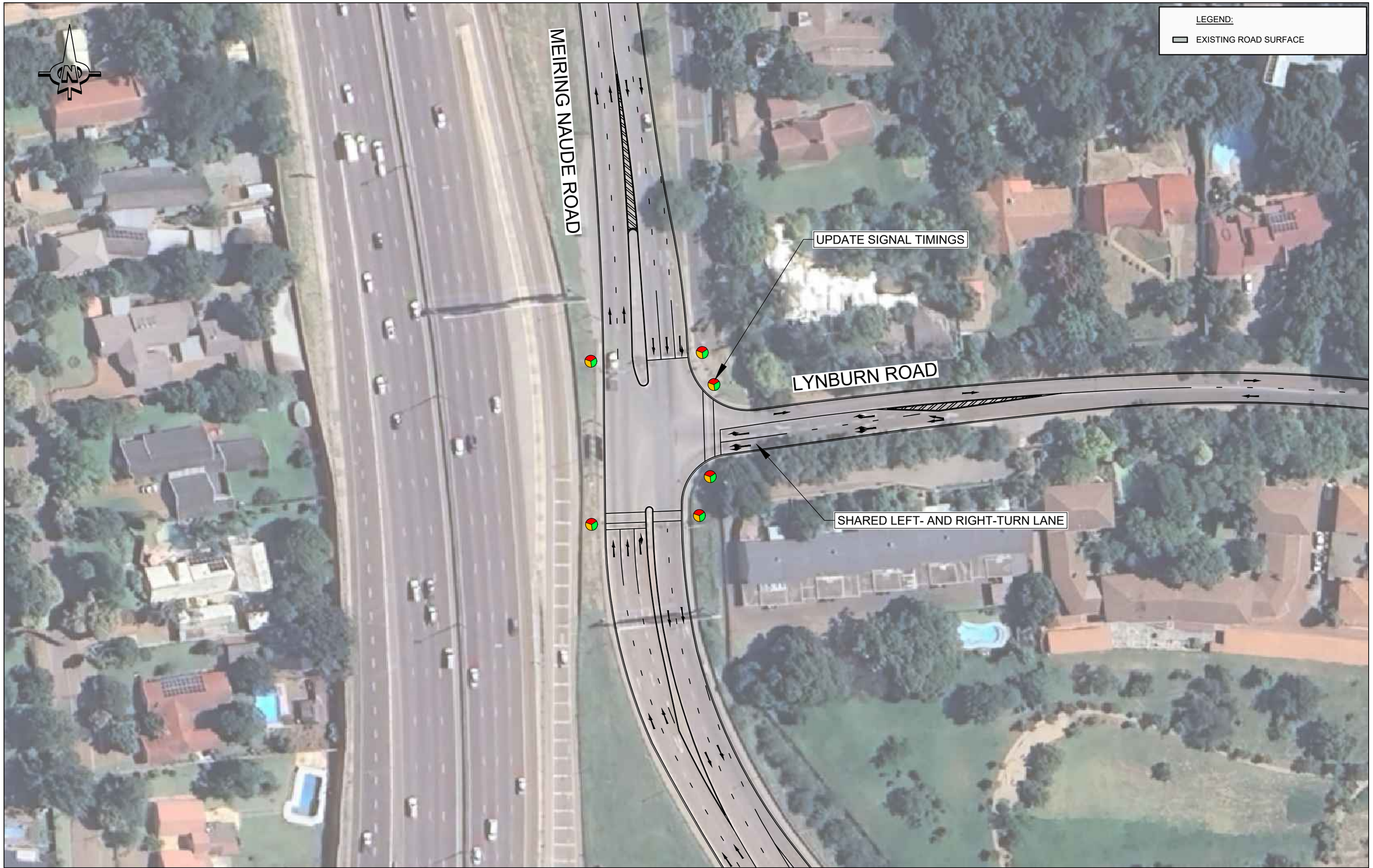
7.00

DAVENTRY STREET

TRAFFIC SURVEYS

TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: PROPOSED INTERSECTION LAYOUT: LYNBURG RD/DAVENTRY ST	PROJECT NO: 489	DRAWING NO: D004	REV: A	



TRAFFIC SURVEYS
TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: PROPOSED INTERSECTION LAYOUT: MEIRING NAUDE RD/LYNBURN RD	PROJECT NO: 489	DRAWING NO: D005		REV: A

Annexure A:
Land Use Application Table

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

1	Use Zone number	**28**
2	Use Zone	**SPECIAL**
3	Uses permitted	Lodge, Guest House, Place of Refreshment, Theater, including ancillary and subservient uses.
4	Uses with Consent Use	None
5	Uses not permitted	All other land uses
6	Definitions	Clause 5
7	Density	Not applicable
8	Floor Area Ratio	0.4 – permitting 3 764m^2 NFA, provided that: - Guest rooms restricted to 20 rooms - Theater restricted to 120 seats - Place of refreshment restricted to 60 seats - Administrative office restricted to 300m^2 - Health Spa restricted to 380m^2
9	Height	Clause 26 – 13 meters
10	Coverage	Clause 27 – 40%
11	Parking requirements	Clause 28, Table G
12	Street Building Lines	Clause 9
13	Side Building Lines and Rear Building Lines	Clause 12, Table A
14	Children's playground	Not applicable
15	Paving of traffic areas	All parts of the Property upon which motor vehicles are allowed to move or park shall be provided with a permanent dust free surface, which shall be maintained, to the satisfaction of the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

16	Access to the Property	Entrances to and exits from the Property shall be sited, constructed and maintained to the satisfaction of the Municipality.
17	Loading and off-loading facilities	Clause 29, Table H
18	Physical Barrier and screen wall	Clause 18(3)
19	Health measures	(1) Any requirement for air-pollution-, noise abatement- pr health measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any costs to the Municipality. (2) Air conditioning units or compressors shall not be mounted to the exterior walls of buildings without the prior approval of the Municipality.
20	Outdoor advertising	Clause 30(2)
21	Site Development Plan and Landscape Development Plan	(1) In addition to Clause 31 of the Scheme a Site Development Plan and a Landscape Development Plan, unless otherwise determined by the City of Tshwane Metropolitan Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans. (2) In addition to Clause 31 of the Scheme, special attention shall be given to the following elements such as, privacy of adjacent residential properties (overlooking, balconies and open passages), solar access to adjacent structures situated to the south (overshadowing), road reserve development (pedestrian walkways) and exterior finishes. (3) The approved Site Development Plan may only be amended with the Permission of the Municipality and no building plan which does not comply with the conditions as set out in the approved Site Development Plan, will be approved by the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

22	Geological conditions	Clause 19(2)
23	Open Space	Not applicable

24 General conditions:

(1) In addition to the above conditions, the Property and Buildings thereon are further subject to the general provisions of the Tshwane Land Use Scheme, 2024.

SIGNED BY **DATE**

Annexure B:
Site Layout Plan

SCHEDULE OF RIGHTS
Property Description
Erf Portion: 1309
Street Front: Darlington road
Suburb: Lynnwood Manor
Town/ City: Pretoria
Site Area: 9410m2
ZONING INFORMATION
Town planning Scheme
Pretoria Town-planning Scheme
Amended Scheme no.
Use Zone Gauthouse/ residential
UNIT AREAS
Area:
offices:
restaurant:
geust rooms :
function halls:
Ablution:
Carports etc. :
flat:
staff flat
Total:
TOTAL:
2530
DEVELOPMENT CONTROLE MEASURES
permissible
Actual:
Storeys
40%
0.4
20 rooms
Height of buildings
coverage
F.A.R.
Density
No. of rooms
21 currently
PARKING
parking ratio as per use
number of rooms/ seats
parking bays requiered
1 parking bay / geust room
20 parking / 100m2 social hall
1 parking bay/office geuatt managem.
1 parking / 5m2 lecture halls
TOTAL PARKING-BAYS PROVIDED
100 parkings because areas are not used simultaneously
DARLINGTON RD NO5
entrance no obstruction
SLIDING GATE
ERF 589
Portion 1 of Erf 2
Servitude
DARLINGTON ROAD 15,74m
53
ERF 4
Remainder of Erf 4
Erf 5
ERF 5
ERF 13
Erf 13
Erf 12
Remainder of Erf 515
Portion 1 of Erf 515
Water Feature
demolish carport
pool
SITE PLAN
scale 1:200
OXFORD AVENUE
Erf 531
emergency gate ONLY no obstruction
PROJECT
NB-BOLD DRAWINGS OF ADDITION TO EXISTING GEUST HOUSE FOR MR. ANDREW BURSEN AT ERF 589 LYNWOOD MANOR DARLINGTON NO5
CLIENT
MR. ANDREW BURSEN
STAND No.
ERF 1175 LYNWOOD MANOR
ADDRESS
DARLINGTON RD NO5
DRAWING TITLE - TEKENINGTITEL
SITE DEVELOPMENT PLAN
DRAWING SCALE: 1:200
DATE: 2025/01/20
DRAWN: Hendrik
CHECKED
DRAWING NO.: CASA-SDP
DATE PRINTED: 2025/01/20
REV: 0
OWNER
Mattheus Architects
CEL NO. 073 491 4683
SACAP 6546
E-mail: mail.architects@gmail.com
TOTAL SITE AREA: 9410m2
Drainage:
1. Provide revealing traps to all waste fittings.
2. Adequate access to piping will be provided.
3. Provide inspection covers to paving above all piping runs.
4. Provide cleaning eyes to all connections & changes in directions. Ce's no more than 20m apart.
5. No drains to run under all buildings.
6. Rainwater pipes that extend 3 000mm or length must have dia 50 anti-vac inlets.
7. Showers needs to have copper traps 0.3 x 150mm min.
Glazing:
All glazing must comply to SABS 0400-1990 part N
Nominal thickness and max. glass areas to comply with SABS 0137
4mm - to 1.5 SQR.m
5mm - 1.5 SQR.m to 2.1 SQR.m
6mm - 2.1 SQR.m to 3.2 SQR.m
Clear glass used in doors must be marked so that it is visible.
6mm safety glass must be used if the underside of a window is lower than 300mm above U.F.L.
If walkways lead straight to a window, use safety glass where the underside of the window is lower than 800mm above U.F.L.
NOTES :
All dimensions to be checked on site and on drawings, any discrepancies to be reported to the architect before any work is put in hand. All levels shown are to be taken. This drawing is the property of Mattheus Architects. Copyright is reserved by them and this drawing is issued on the condition that it is not copied, reproduced ,retained or disclosed to any unauthorised person either wholly or in part without the written consent of Hendrik Mattheus.
All levels to be checked on site and on drawings, any discrepancies to be reported to the Architect before any work is put in hand. All levels shown are finished floor levels. All structural work is to be checked by an Engineer. Soil conditions to be approved by a Soil Engineer.
All work is to be in accordance with SABS 0400
Ablution:
Offices/ reception Gt 1 person /15sqm
2 people 1Wc, 1Urinal & 1hwb
geustrooms H3 1person /room
20 people
1xWC's, 1xsh & 1hwb's/ room
Lecture rooms A3 1person /5m2
195m2/5=39 people
social halls 1person /4m2
table G page 70 townplanning scheme
55.5 people
men= 23 people 4xWC's, 7xUrinals & 6hwb's
ladies =23 people = 7xWC's & 6hwb's
REV | DATE | INIT | DETAILS

Annexure C:
Trip Generation Calculations

TRIP GENERATION CALCULATIONS

TRAFFIC SURVEYS

	LAND-USE (refer to next sheet for info)	EXTENT	UNIT	TRIP GENERATION REDUCTION FACTORS TO BE APPLIED										TRIPS GENERATED																					
				MIXED-USE	TRANSIT NODES OR CORRIDORS	VEHICLE OWNERSHIP		MIXED-USE		TRANSIT NODES		VEHICLE OWNERSHIP		WEEKDAY AM (veh/h)			WEEKDAY PM (veh/h)			FRIDAY PM (veh/h)			WEEKDAY MD (veh/h)			WEEKDAY EVENING (veh/h)			SATURDAY (veh/h)			SUNDAY (veh/h)			ANNUAL AVG. DAILY TRIPS (AADT)
						LOW	VERY LOW	MAX. ALLOWED	TO USE	MAX. ALLOWED	TO USE	MAX. ALLOWED	TO USE	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	350 Guest House	20	rooms	☐	☐	☐	☐	0%	0%	0%		0%	0%	5	5	9	5	5	9	-	-	-	-	-	-	-	-	-	3	3	5	3	3	5	60
2	560 Places of Public Worship (Weekend	120	seats	☐	☐	☐	☐	0%	0%	0%		0%	0%	3	3	6	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	43	35	78	78
3	931 Restaurant, Quality (Sit-down)	600	m² GLA	☐	☐	☐	☐	0%	0%	0%		0%	0%	3	1	5	28	42	71	-	-	-	35	35	71	32	22	54	40	26	66	32	22	54	540
4	710 Offices	300	m² GLA	☐	☐	☐	☐	0%		0%		0%		5	1	6	1	5	6	-	-	-	-	-	-	-	-		1	1	1	0	0	0	26
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
													TOTAL:	16	9	26	37	55	92	-	-	-	35	35	71	32	22	54	43	30	72	78	59	137	704

Notes:
- Only fill in and check relevant ☐
- indicates error

SHOW CALCULATION DETAILS: ☑

CALCULATION DETAILS

	LAND-USE	COTO BASE TRIP RATE (veh/h)							COMBINED TRIP REDUCTION (%)	RETAIL SIZE ADJUSTMENT FACTOR (%)	TRIP RATE USED (veh/h)															
		AM	PM	FRIDAY PM	WEEKDAY MD	WEEKDAY EVENING	SATURDAY	SUNDAY			AM		PM		FRIDAY PM		WEEKDAY MD		WEEKDAY EVENING		SATURDAY		SUNDAY	
											RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT
1	350 Guest House	0.45	0.45	0	0	0	0.25	0.25	-	-	0.45	50 / 50	0.45	50 / 50	-	-	-	-	-	-	0.25	50 / 50	0.25	50 / 50
2	560 Places of Public Worship (Weekend	0.05	0.05	0	0	0	0	0.65	-	-	0.05	55 / 45	0.05	50 / 50	-	-	-	-	-	-	-	-	0.65	55 / 45
3	931 Restaurant, Quality (Sit-down)	0.75	12	0	9.8	9	11	9	-	-	0.75	70 / 30	11.80	40 / 60	-	-	9.80	60 / 40	9.00	60 / 40	11.00	60 / 40	9.00	60 / 40
4	710 Offices	2.1	2.1	0	0	0	0.45	0.15	-	-	2.10	85 / 15	2.10	20 / 80	-	-	-	-	-	-	0.45	55 / 45	0.15	55 / 45

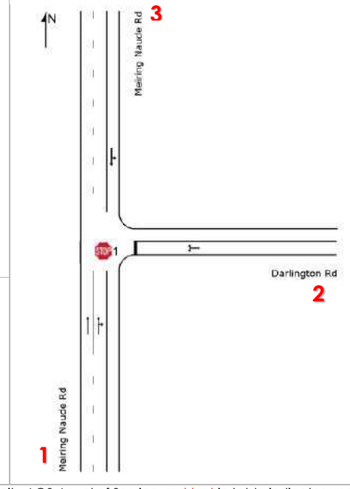
Annexure D:
Traffic Analysis Summary Table

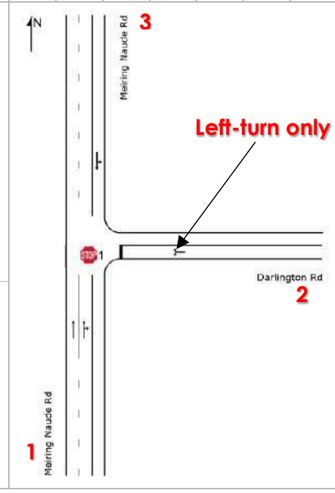
TRAFFIC ANALYSIS RESULTS

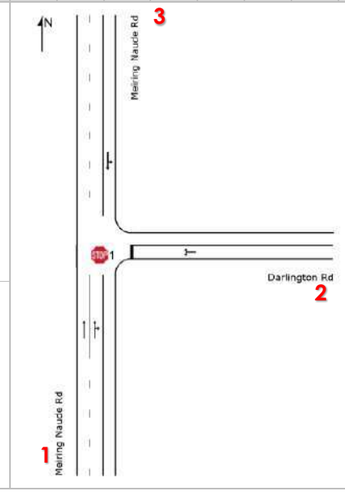
INTERSECTION 1 – Meiring Naudé Road/Darlington Road

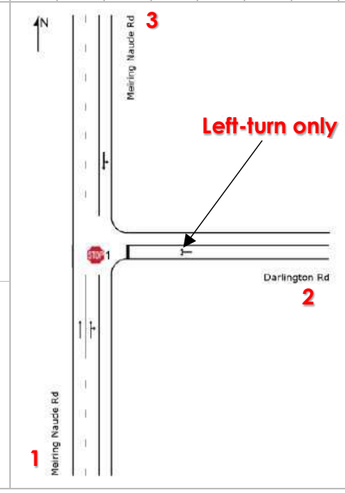
Peak hour	Parameter	2024 Traffic Volumes												2024 + Development Traffic Volumes											
		Meiring Naude Rd S (1)			Darlington Rd E (2)			Meiring Naude Rd N (3)			W (4)			Meiring Naude Rd S (1)			Darlington Rd E (2)			Meiring Naude Rd N (3)			W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	-	0.43	0.43	0.46	-	0.46	0.74	0.74	-	-	-	-	-	0.45	0.45	0.15	-	-	0.75	0.75	-	-	-	-
	Delay (s)	-	0	24	38	-	>120	6	0	-	-	-	-	-	1	24	18	-	-	6	0	-	-	-	-
	LOS	-	A	C	E	-	F	A	A	-	-	-	-	-	A	C	C	-	-	A	A	-	-	-	-
PM	V/C	-	0.31	0.31	0.20	-	0.20	0.77	0.77	-	-	-	-	-	0.37	0.37	0.35	-	-	0.77	0.77	-	-	-	-
	Delay (s)	-	1	23	22	-	71	6	0	-	-	-	-	-	2	23	22	-	-	6	0	-	-	-	-
	LOS	-	A	C	C	-	F	A	A	-	-	-	-	-	A	C	C	-	-	A	A	-	-	-	-
Intersection Layout		Existing												Existing											
Traffic Control		Existing (priority stop)												Upgraded (priority stop with left-turn only during peak traffic hours)											

Peak hour	Parameter	2029 Traffic Volumes												2029 + Development Traffic Volumes											
		Meiring Naude Rd S (1)			Darlington Rd E (2)			Meiring Naude Rd N (3)			W (4)			Meiring Naude Rd S (1)			Darlington Rd E (2)			Meiring Naude Rd N (3)			W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	-	0.50	0.50	1.90	-	1.90	0.86	0.86	-	-	-	-	-	0.52	0.52	0.37	-	-	0.86	0.86	-	-	-	-
	Delay (s)	-	1	30	>120	-	>120	6	1	-	-	-	-	-	1	29	25	-	-	6	1	-	-	-	-
	LOS	-	A	D	F	-	F	A	A	-	-	-	-	-	A	D	D	-	-	A	A	-	-	-	-
PM	V/C	-	0.40	0.40	0.78	-	0.78	0.89	0.89	-	-	-	-	-	0.44	0.44	0.50	-	-	0.89	0.89	-	-	-	-
	Delay (s)	-	1	29	>120	-	>120	6	1	-	-	-	-	-	3	29	28	-	-	6	1	-	-	-	-
	LOS	-	A	D	F	-	F	A	A	-	-	-	-	-	A	D	D	-	-	A	A	-	-	-	-
Intersection Layout		Existing												Existing											
Traffic Control		Existing (priority stop)												Upgraded (priority stop with left-turn only during peak traffic hours)											







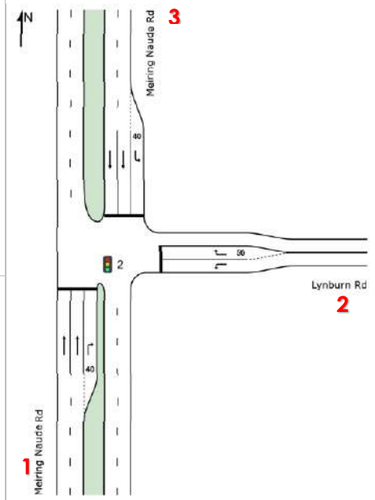


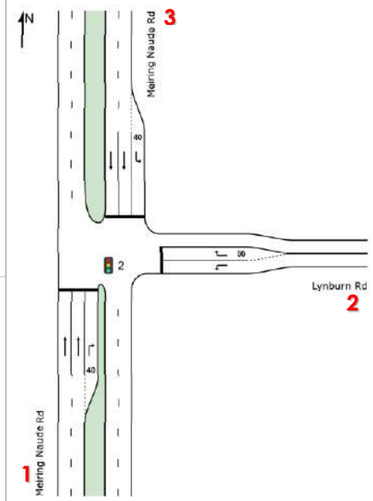
Notes: L=left, T=through, R=right, V/C=volume/capacity, LOS=Level of Service, red text in table indicates unacceptable performance

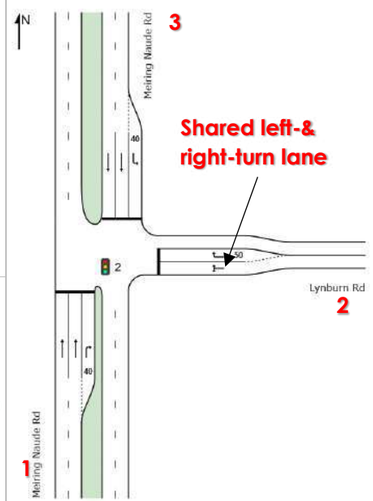
INTERSECTION 2 – Meiring Naudé Road/Lynburn Road

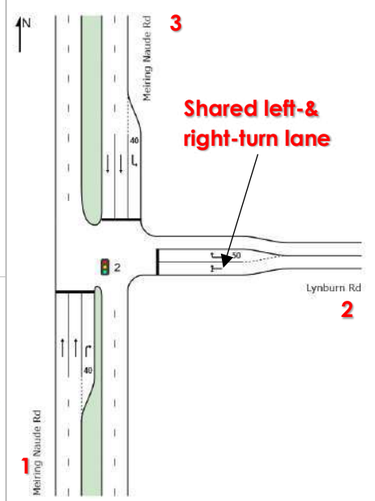
Peak hour	Parameter	2024 Traffic Volumes												2024 + Development Traffic Volumes											
		Meiring Naude Rd S (1)			Lynburn Rd E (2)			Meiring Naude Rd N (3)			W (4)			Meiring Naude Rd S (1)			Lynburn Rd E (2)			Meiring Naude Rd N (3)			W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	-	0.65	0.68	0.54	-	0.79	0.27	0.86	-	-	-	-	-	0.65	0.69	0.54	-	0.84	0.28	0.87	-	-	-	-
	Delay (s)	-	15	26	28	-	33	8	35	-	-	-	-	-	15	26	28	-	37	8	36	-	-	-	-
	LOS	-	B	C	C	-	C	A	C	-	-	-	-	-	B	C	C	-	D	A	D	-	-	-	-
PM	V/C	-	0.31	0.75	0.49	-	0.86	0.38	0.78	-	-	-	-	-	0.32	0.76	0.49	-	0.88	0.41	0.82	-	-	-	-
	Delay (s)	-	7	27	35	-	46	11	25	-	-	-	-	-	8	29	35	-	48	11	28	-	-	-	-
	LOS	-	A	C	C	-	D	B	C	-	-	-	-	-	A	C	C	-	D	B	C	-	-	-	-
Intersection Layout		Existing												Existing											
Traffic Control		Existing (traffic signal with existing timing plans)												Existing (traffic signal with existing timing plans)											

Peak hour	Parameter	2029 Traffic Volumes												2029 + Development Traffic Volumes											
		Meiring Naude Rd S (1)			Lynburn Rd E (2)			Meiring Naude Rd N (3)			W (4)			Meiring Naude Rd S (1)			Lynburn Rd E (2)			Meiring Naude Rd N (3)			W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	-	0.70	0.68	0.93	-	0.93	0.34	0.96	-	-	-	-	-	0.72	0.74	0.95	-	0.95	0.34	0.97	-	-	-	-
	Delay (s)	-	11	20	45	-	45	9	46	-	-	-	-	-	12	22	53	-	53	8	51	-	-	-	-
	LOS	-	B	B	D	-	D	A	D	-	-	-	-	-	B	C	D	-	D	A	D	-	-	-	-
PM	V/C	-	0.38	0.97	0.90	-	0.90	0.45	0.90	-	-	-	-	-	0.40	0.95	0.92	-	0.92	0.48	0.95	-	-	-	-
	Delay (s)	-	6	43	38	-	38	10	29	-	-	-	-	-	6	34	38	-	38	10	39	-	-	-	-
	LOS	-	A	D	D	-	D	A	C	-	-	-	-	-	A	C	D	-	D	A	D	-	-	-	-
Intersection Layout		Upgraded												Upgraded											
Traffic Control		Upgraded (updated traffic signal timing plans)												Upgraded (updated traffic signal timing plans)											







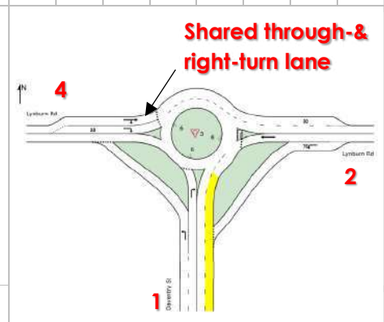


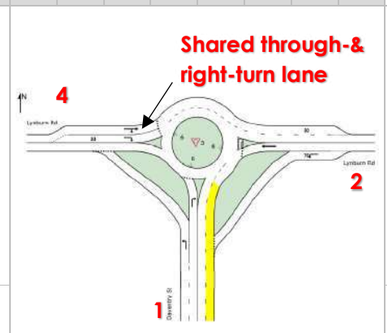
Notes: L=left, T=through, R=right, V/C=volume/capacity, LOS=Level of Service, red text in table indicates unacceptable performance

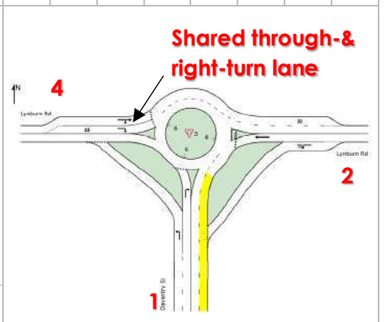
INTERSECTION 3 – Lynburn Road/Daventry Street

Peak hour	Parameter	2024 Traffic Volumes												2024 + Development Traffic Volumes											
		Daventry St S (1)			Lynburn Rd E (2)			N (3)			Lynburn Rd W (4)			Daventry St S (1)			Lynburn Rd E (2)			N (3)			Lynburn Rd W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	0.50	-	0.41	0.30	0.61	-	-	-	-	-	0.29	0.52	0.51	-	0.41	0.30	0.61	-	-	-	-	-	0.29	0.53
	Delay (s)	11	-	11	5	11	-	-	-	-	-	9	11	11	-	11	5	11	-	-	-	-	-	9	11
	LOS	B	-	B	A	B	-	-	-	-	-	A	B	B	-	B	A	B	-	-	-	-	-	A	B
PM	V/C	0.38	-	0.54	0.23	0.37	-	-	-	-	-	0.55	0.96	0.38	-	0.54	0.71	0.37	-	-	-	-	-	0.70	0.70
	Delay (s)	7	-	10	5	10	-	-	-	-	-	17	146	7	-	10	18	10	-	-	-	-	-	16	19
	LOS	A	-	A	A	A	-	-	-	-	-	B	D	A	-	A	B	A	-	-	-	-	-	B	B
Intersection Layout		Existing												Upgraded											
Traffic Control		Existing (mini-circle)												Existing (mini-circle)											

Peak hour	Parameter	2029 Traffic Volumes												2029 + Development Traffic Volumes											
		Daventry St S (1)			Lynburn Rd E (2)			N (3)			Lynburn Rd W (4)			Daventry St S (1)			Lynburn Rd E (2)			N (3)			Lynburn Rd W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	0.65	-	0.52	0.92	0.74	-	-	-	-	-	0.46	0.46	0.65	-	0.52	0.92	0.75	-	-	-	-	-	0.46	0.46
	Delay (s)	14	-	14	31	16	-	-	-	-	-	8	11	15	-	14	31	16	-	-	-	-	-	8	11
	LOS	B	-	B	C	B	-	-	-	-	-	A	B	B	-	B	C	B	-	-	-	-	-	A	B
PM	V/C	0.45	-	0.65	0.90	0.46	-	-	-	-	-	0.88	0.88	0.46	-	0.65	0.93	0.48	-	-	-	-	-	0.91	0.91
	Delay (s)	8	-	11	36	12	-	-	-	-	-	31	34	8	-	11	43	13	-	-	-	-	-	36	38
	LOS	A	-	B	D	B	-	-	-	-	-	C	C	A	-	B	D	B	-	-	-	-	-	D	D
Intersection Layout		Upgraded												Upgraded											
Traffic Control		Existing (mini-circle)												Existing (mini-circle)											







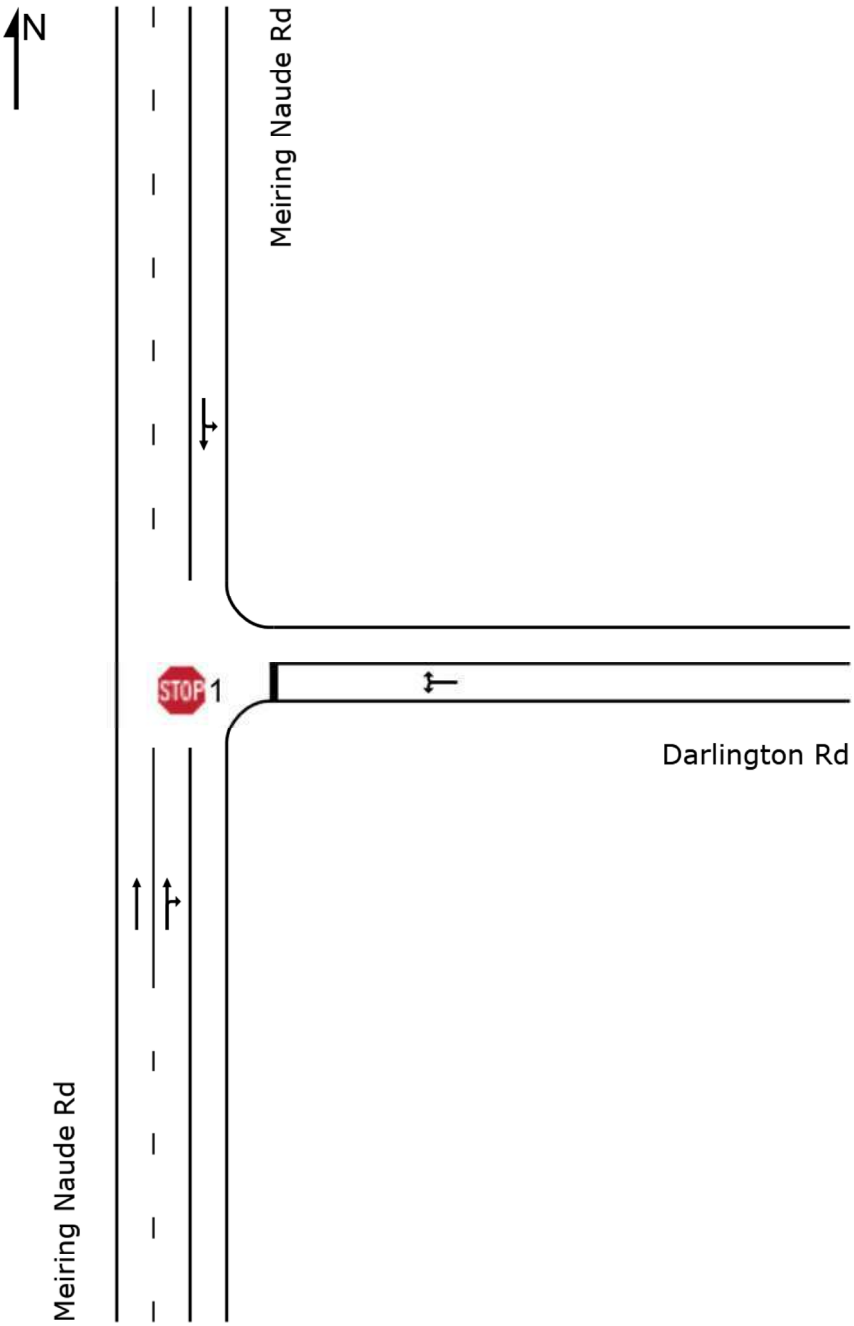
Notes: L=left, T=through, R=right, V/C=volume/capacity, LOS=Level of Service, red text in table indicates unacceptable performance

Annexure E:
Detailed Traffic Analysis SIDRA Outputs

SITE LAYOUT

Site: 1 [01_2024 AM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [01_2024 AM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

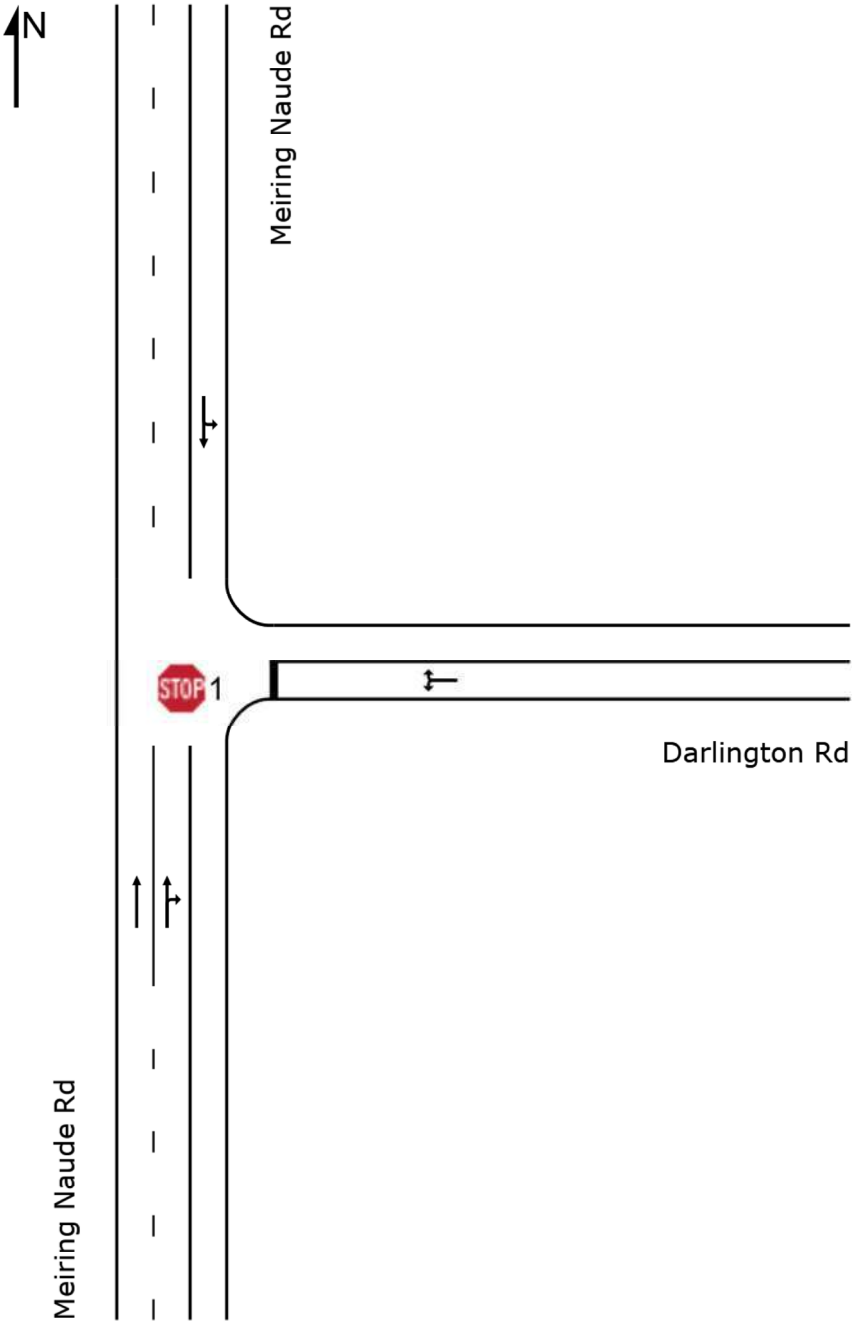
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1617	2,0	0,425	0,3	LOS A	0,4	2,5	0,02	0,00	0,03	59,7
3	R2	5	2,0	0,425	24,4	LOS C	0,4	2,5	0,04	0,00	0,06	57,1
Approach		1623	2,0	0,425	0,3	NA	0,4	2,5	0,02	0,00	0,03	59,7
East: Darlington Rd												
4	L2	11	2,0	0,456	37,7	LOS E	1,0	7,1	0,98	1,03	1,11	24,3
6	R2	10	2,0	0,456	146,5	LOS F	1,0	7,1	0,98	1,03	1,11	24,2
Approach		20	2,0	0,456	89,3	LOS F	1,0	7,1	0,98	1,03	1,11	24,3
North: Meiring Naude Rd												
7	L2	15	2,0	0,743	5,8	LOS A	0,0	0,0	0,00	0,01	0,00	57,8
8	T1	1430	2,0	0,743	0,2	LOS A	0,0	0,0	0,00	0,01	0,00	59,5
Approach		1445	2,0	0,743	0,3	NA	0,0	0,0	0,00	0,01	0,00	59,5
All Vehicles		3088	2,0	0,743	0,9	NA	1,0	7,1	0,02	0,01	0,02	59,0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [02_2024 PM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [02_2024 PM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

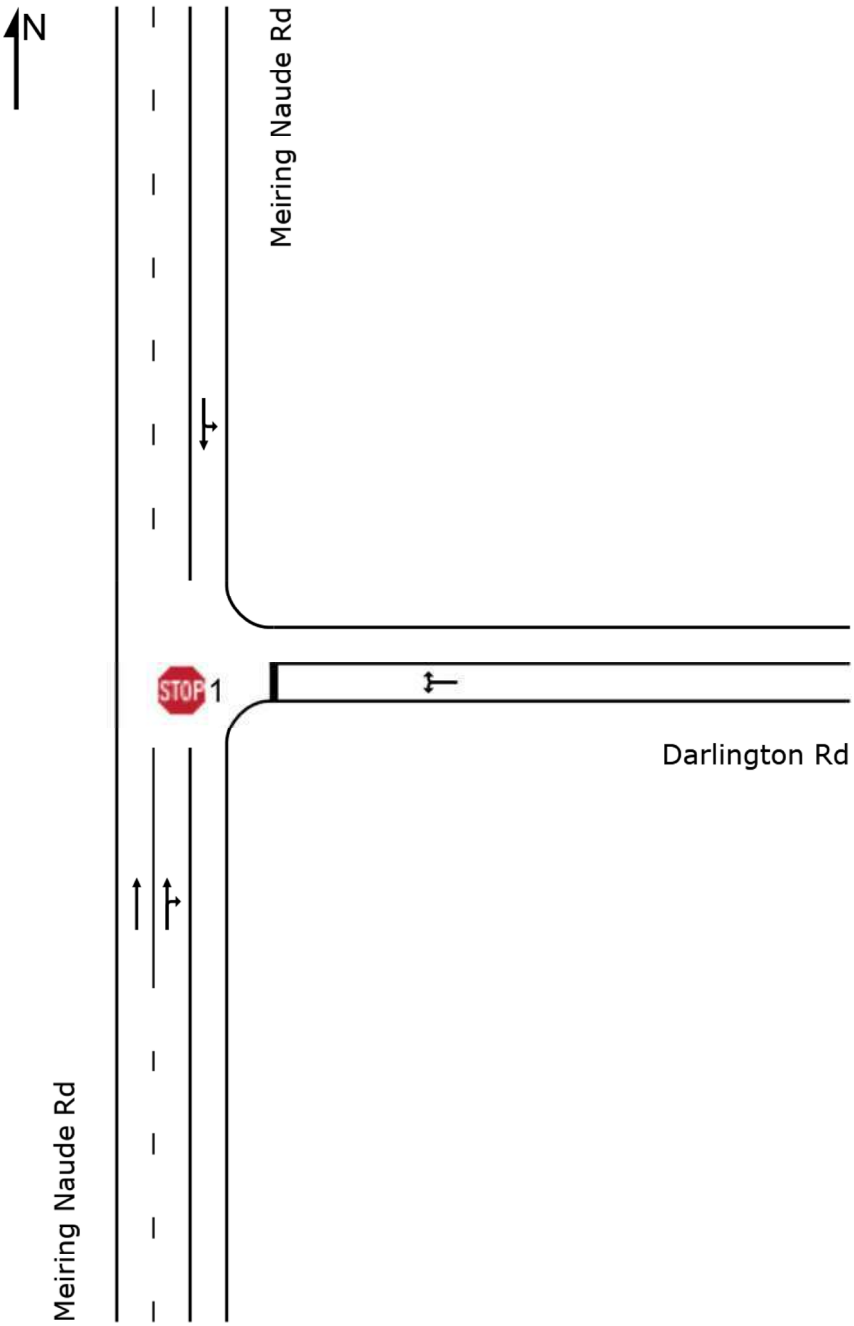
Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1110	2,0	0,305	0,6	LOS A	0,6	4,6	0,05	0,01	0,06	59,2
3	R2	10	2,0	0,305	23,2	LOS C	0,6	4,6	0,10	0,01	0,13	56,2
Approach		1120	2,0	0,305	0,8	NA	0,6	4,6	0,05	0,01	0,06	59,2
East: Darlington Rd												
4	L2	8	2,0	0,200	21,6	LOS C	0,4	3,1	0,95	1,01	0,99	34,1
6	R2	8	2,0	0,200	70,8	LOS F	0,4	3,1	0,95	1,01	0,99	33,9
Approach		15	2,0	0,200	46,2	LOS E	0,4	3,1	0,95	1,01	0,99	34,0
North: Meiring Naude Rd												
7	L2	12	2,0	0,766	5,8	LOS A	0,0	0,0	0,00	0,00	0,00	57,8
8	T1	1478	2,0	0,766	0,3	LOS A	0,0	0,0	0,00	0,00	0,00	59,4
Approach		1490	2,0	0,766	0,3	NA	0,0	0,0	0,00	0,00	0,00	59,4
All Vehicles		2625	2,0	0,766	0,8	NA	0,6	4,6	0,03	0,01	0,03	59,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [03_2024 AM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [03_2024 AM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

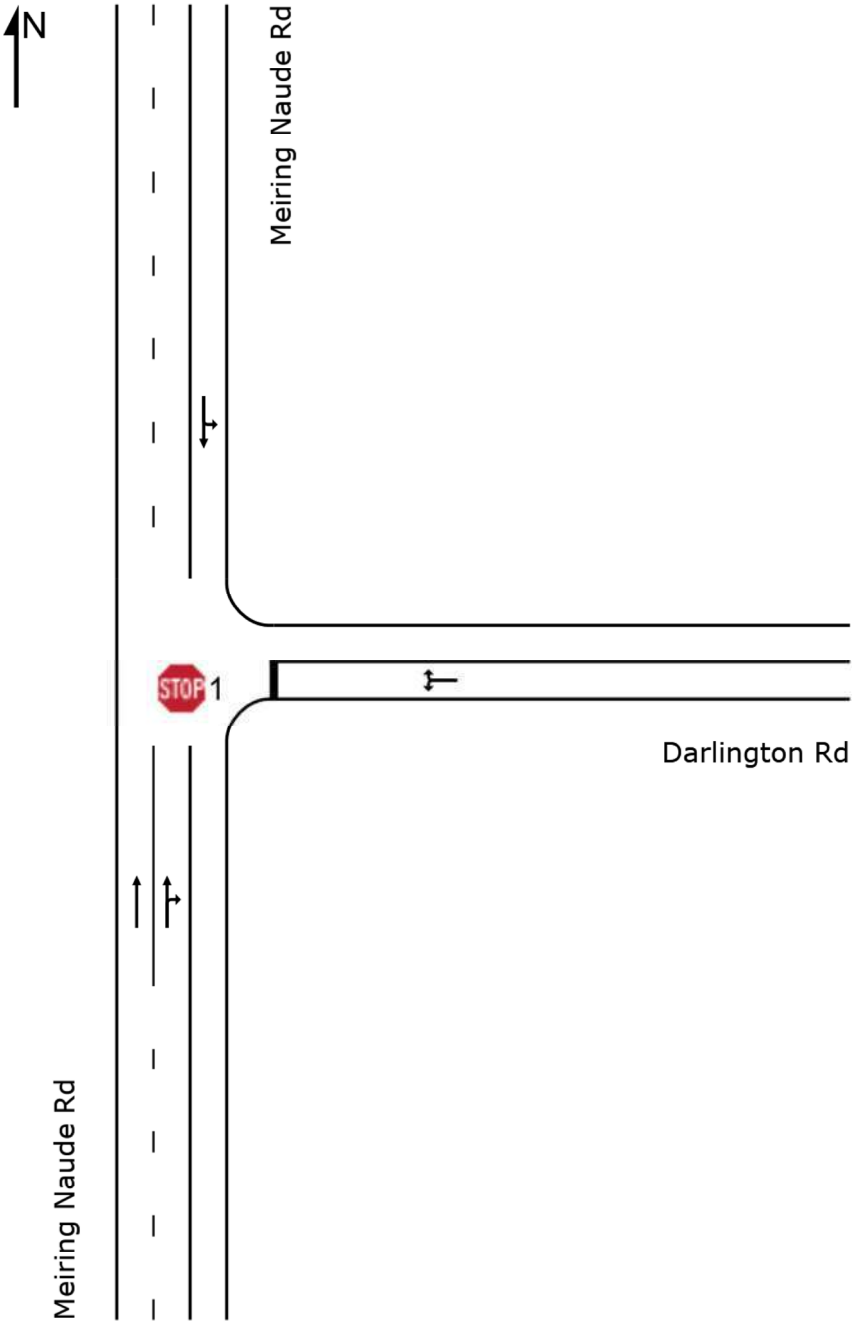
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1629	2,0	0,449	0,7	LOS A	1,1	8,1	0,06	0,01	0,09	59,1
3	R2	18	0,0	0,449	23,7	LOS C	1,1	8,1	0,14	0,02	0,19	56,0
Approach		1647	2,0	0,449	1,0	NA	1,1	8,1	0,06	0,01	0,09	59,0
East: Darlington Rd												
4	L2	30	0,0	0,154	17,8	LOS C	0,3	2,4	0,87	1,00	0,89	44,3
6	R2	1	0,0	0,154	130,4	LOS F	0,3	2,4	0,87	1,00	0,89	44,0
Approach		31	0,0	0,154	21,6	LOS C	0,3	2,4	0,87	1,00	0,89	44,3
North: Meiring Naude Rd												
7	L2	19	0,0	0,746	5,7	LOS A	0,0	0,0	0,00	0,01	0,00	57,9
8	T1	1430	2,0	0,746	0,2	LOS A	0,0	0,0	0,00	0,01	0,00	59,5
Approach		1449	2,0	0,746	0,3	NA	0,0	0,0	0,00	0,01	0,00	59,4
All Vehicles		3128	2,0	0,746	0,9	NA	1,1	8,1	0,04	0,02	0,06	59,0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [04_2024 PM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [04_2024 PM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

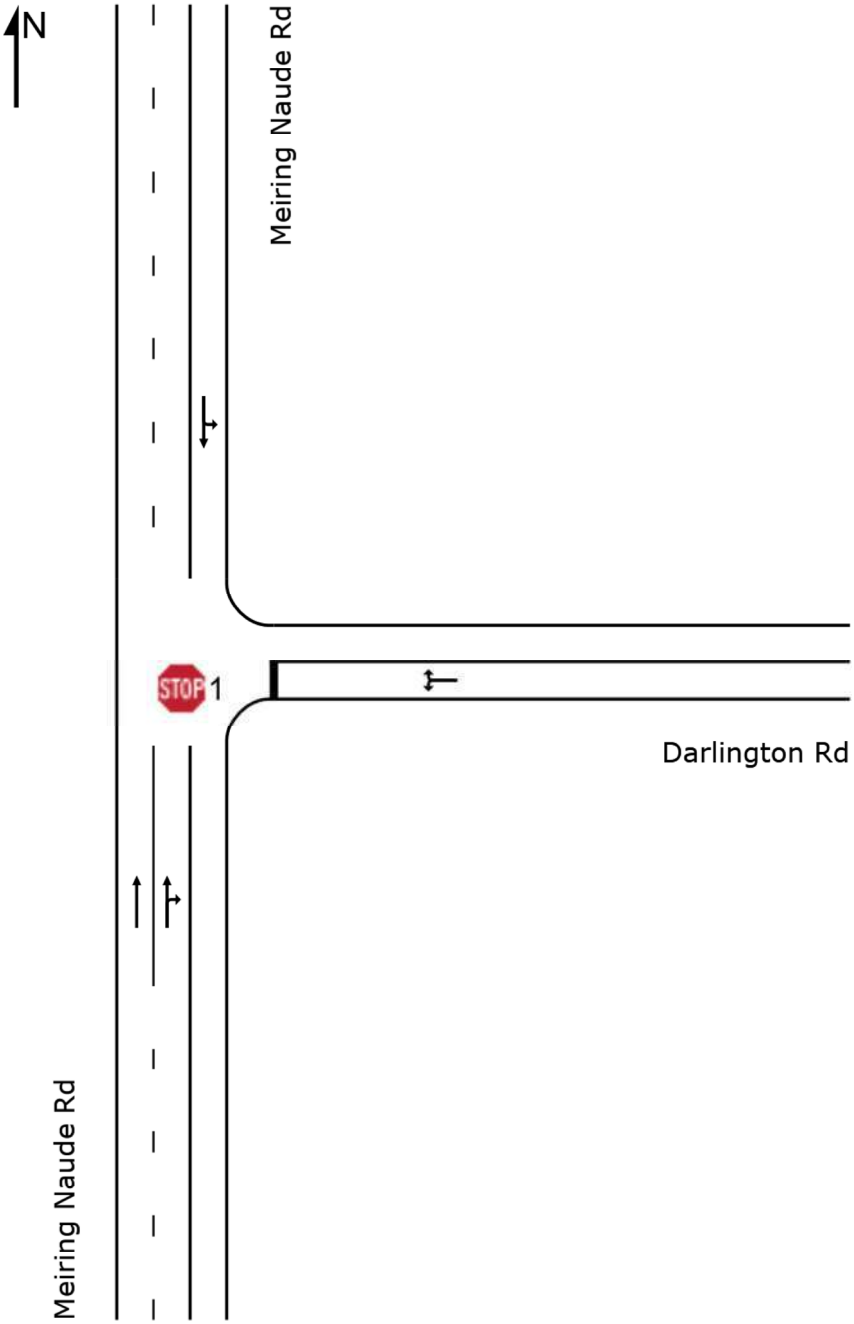
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1132	2,0	0,369	2,1	LOS A	2,4	17,4	0,15	0,03	0,20	57,4
3	R2	40	2,0	0,369	23,2	LOS C	2,4	17,4	0,42	0,07	0,55	51,7
Approach		1172	2,0	0,369	2,9	NA	2,4	17,4	0,16	0,03	0,21	57,2
East: Darlington Rd												
4	L2	75	2,0	0,348	22,1	LOS C	0,9	6,1	0,89	1,03	1,05	43,6
6	R2	1	2,0	0,348	85,9	LOS F	0,9	6,1	0,89	1,03	1,05	43,3
Approach		76	2,0	0,348	23,0	LOS C	0,9	6,1	0,89	1,03	1,05	43,6
North: Meiring Naude Rd												
7	L2	22	2,0	0,772	5,8	LOS A	0,0	0,0	0,00	0,01	0,00	57,7
8	T1	1478	2,0	0,772	0,3	LOS A	0,0	0,0	0,00	0,01	0,00	59,4
Approach		1500	2,0	0,772	0,4	NA	0,0	0,0	0,00	0,01	0,00	59,4
All Vehicles		2748	2,0	0,772	2,0	NA	2,4	17,4	0,09	0,05	0,12	57,9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [05_2029 AM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [05_2029 AM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

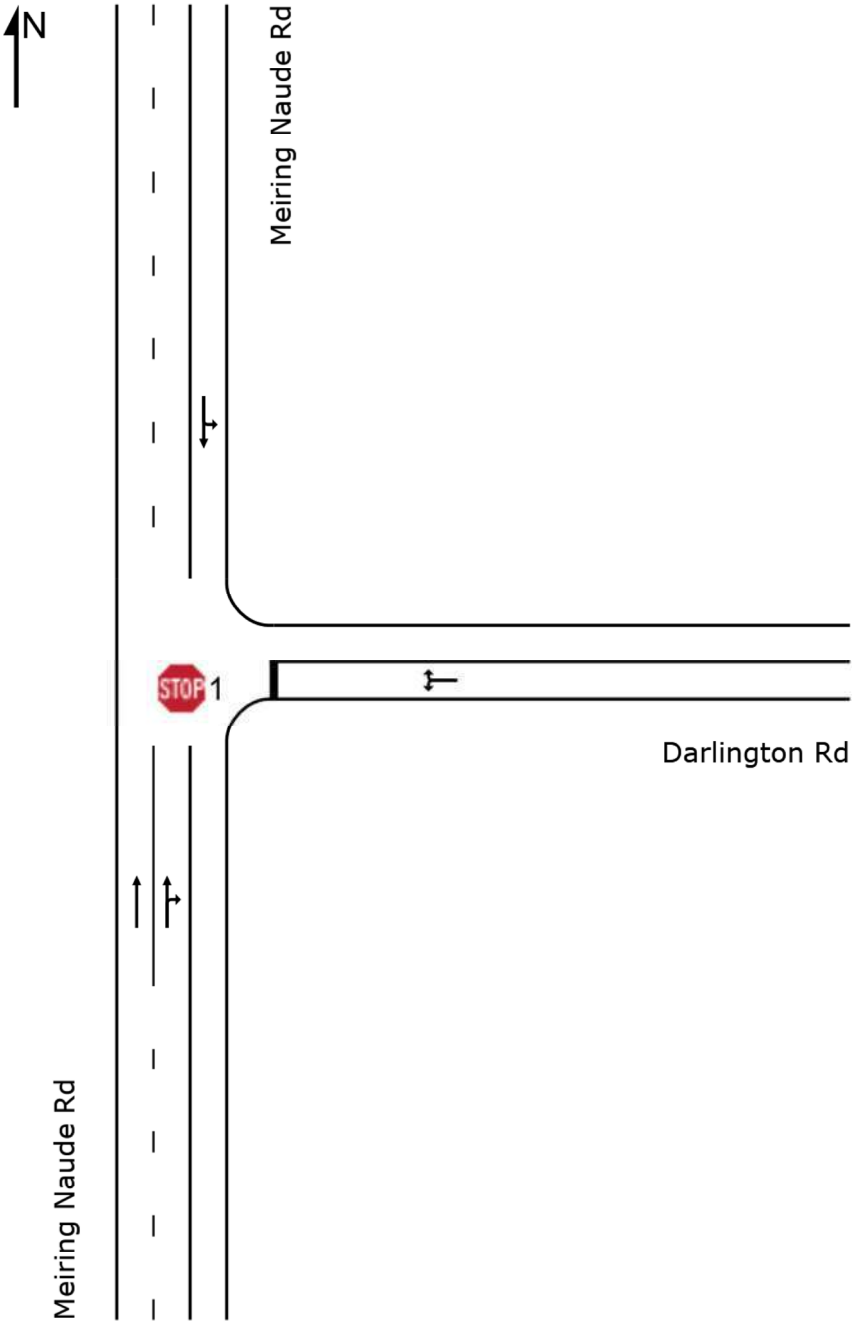
Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1875	2,0	0,494	0,4	LOS A	0,5	3,8	0,03	0,00	0,04	59,6
3	R2	6	2,0	0,494	29,5	LOS D	0,5	3,8	0,05	0,00	0,08	56,9
Approach		1882	2,0	0,494	0,5	NA	0,5	3,8	0,03	0,00	0,04	59,5
East: Darlington Rd												
4	L2	13	2,0	1,896	998,5	LOS F	10,8	76,9	1,00	1,48	3,36	2,9
6	R2	11	2,0	1,896	1212,1	LOS F	10,8	76,9	1,00	1,48	3,36	2,9
Approach		24	2,0	1,896	1095,6	LOS F	10,8	76,9	1,00	1,48	3,36	2,9
North: Meiring Naude Rd												
7	L2	17	2,0	0,862	6,0	LOS A	0,0	0,0	0,00	0,01	0,00	57,4
8	T1	1658	2,0	0,862	0,5	LOS A	0,0	0,0	0,00	0,01	0,00	59,0
Approach		1675	2,0	0,862	0,6	NA	0,0	0,0	0,00	0,01	0,00	58,9
All Vehicles		3581	2,0	1,896	7,7	NA	10,8	76,9	0,02	0,01	0,04	52,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [06_2029 PM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [06_2029 PM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

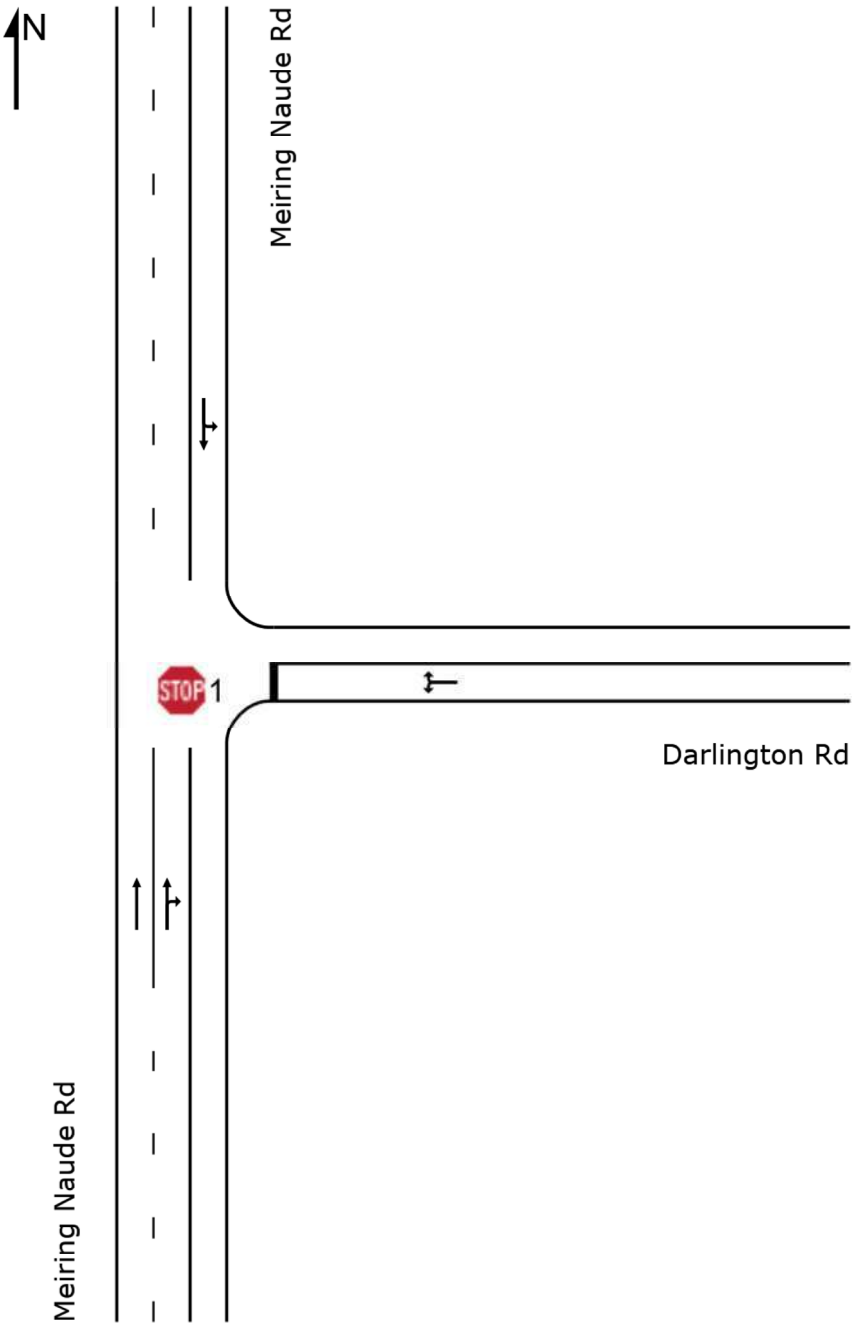
Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1287	2,0	0,357	0,9	LOS A	1,0	7,2	0,06	0,01	0,07	58,9
3	R2	11	2,0	0,357	28,9	LOS D	1,0	7,2	0,12	0,01	0,16	55,6
Approach		1298	2,0	0,357	1,1	NA	1,0	7,2	0,06	0,01	0,08	58,9
East: Darlington Rd												
4	L2	9	2,0	0,780	166,2	LOS F	1,8	12,9	1,00	1,06	1,29	11,5
6	R2	9	2,0	0,780	344,7	LOS F	1,8	12,9	1,00	1,06	1,29	11,5
Approach		17	2,0	0,780	255,5	LOS F	1,8	12,9	1,00	1,06	1,29	11,5
North: Meiring Naude Rd												
7	L2	14	2,0	0,889	6,1	LOS A	0,0	0,0	0,00	0,00	0,00	57,2
8	T1	1714	2,0	0,889	0,7	LOS A	0,0	0,0	0,00	0,00	0,00	58,7
Approach		1728	2,0	0,889	0,7	NA	0,0	0,0	0,00	0,00	0,00	58,7
All Vehicles		3043	2,0	0,889	2,3	NA	1,8	12,9	0,03	0,01	0,04	57,4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [07_2029 AM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [07_2029 AM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

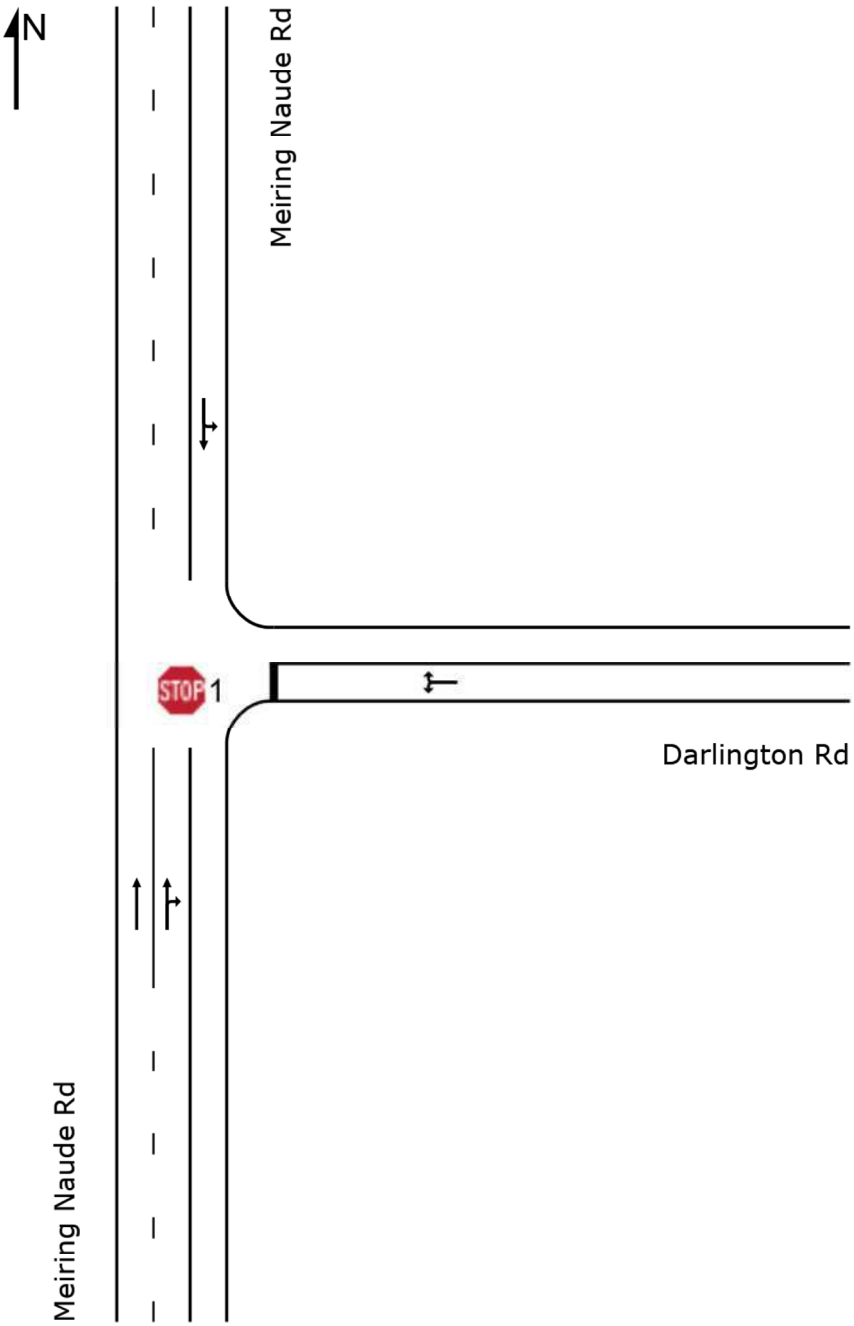
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1888	2,0	0,522	1,0	LOS A	1,6	11,4	0,07	0,01	0,11	58,8
3	R2	19	2,0	0,522	29,4	LOS D	1,6	11,4	0,16	0,01	0,23	55,4
Approach		1908	2,0	0,522	1,3	NA	1,6	11,4	0,07	0,01	0,11	58,8
East: Darlington Rd												
4	L2	33	2,0	0,370	25,1	LOS D	0,8	5,7	0,96	1,03	1,08	35,2
6	R2	1	2,0	0,370	607,1	LOS F	0,8	5,7	0,96	1,03	1,08	35,0
Approach		34	2,0	0,370	43,2	LOS E	0,8	5,7	0,96	1,03	1,08	35,2
North: Meiring Naude Rd												
7	L2	22	2,0	0,864	6,0	LOS A	0,0	0,0	0,00	0,01	0,00	57,3
8	T1	1658	2,0	0,864	0,5	LOS A	0,0	0,0	0,00	0,01	0,00	58,9
Approach		1680	2,0	0,864	0,6	NA	0,0	0,0	0,00	0,01	0,00	58,9
All Vehicles		3622	2,0	0,864	1,3	NA	1,6	11,4	0,05	0,02	0,07	58,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [08_2029 PM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [08_2029 PM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

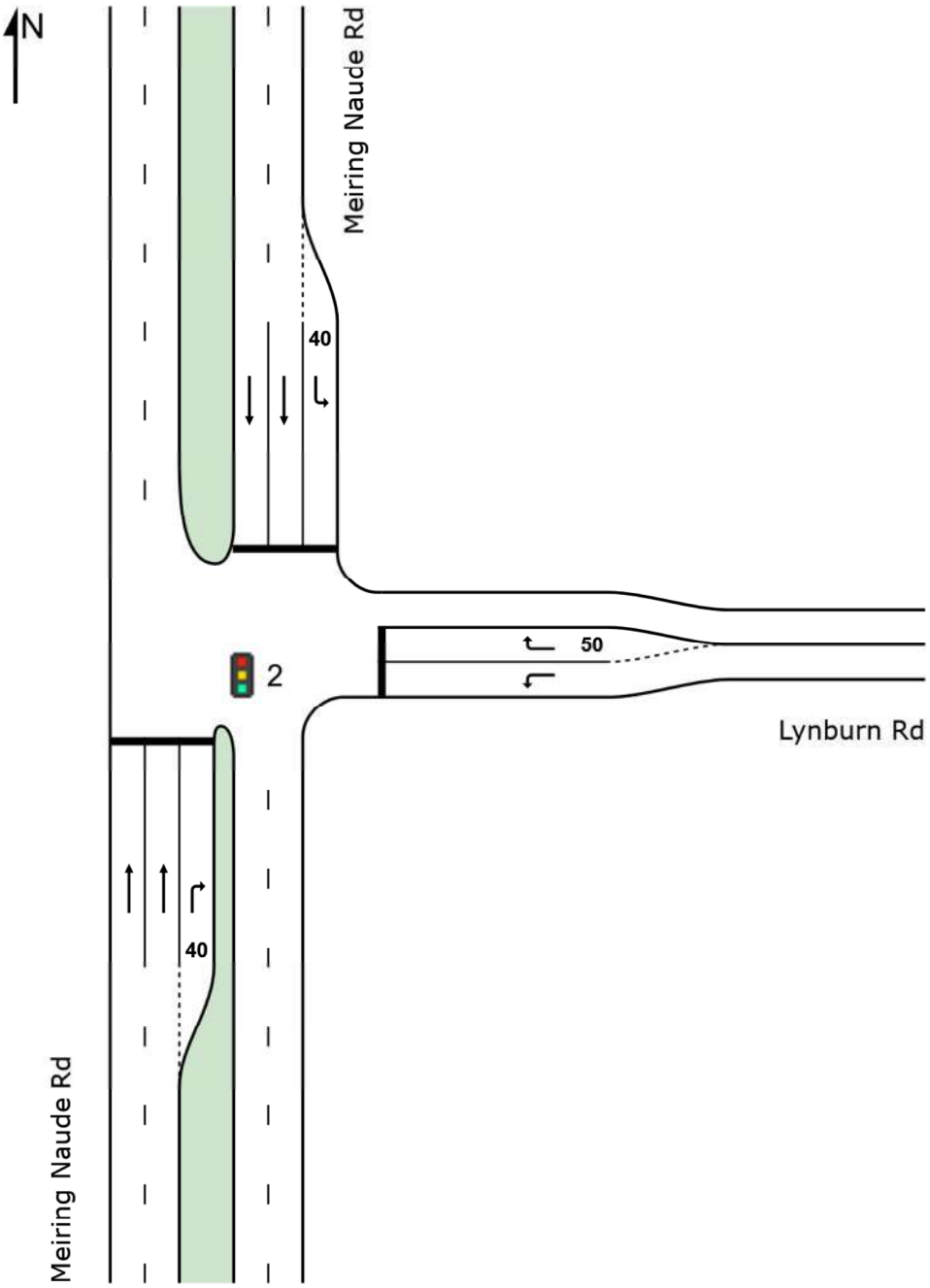
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1310	2,0	0,436	2,9	LOS A	6,9	49,4	0,35	0,03	0,42	56,7
3	R2	41	2,0	0,436	28,8	LOS D	6,9	49,4	1,00	0,09	1,18	49,9
Approach		1351	2,0	0,436	3,7	NA	6,9	49,4	0,37	0,03	0,44	56,5
East: Darlington Rd												
4	L2	78	2,0	0,501	27,7	LOS D	1,2	8,7	0,95	1,05	1,18	39,7
6	R2	1	2,0	0,501	299,0	LOS F	1,2	8,7	0,95	1,05	1,18	39,4
Approach		79	2,0	0,501	31,5	LOS D	1,2	8,7	0,95	1,05	1,18	39,7
North: Meiring Naude Rd												
7	L2	24	2,0	0,894	6,1	LOS A	0,0	0,0	0,00	0,01	0,00	57,1
8	T1	1714	2,0	0,894	0,7	LOS A	0,0	0,0	0,00	0,01	0,00	58,6
Approach		1738	2,0	0,894	0,8	NA	0,0	0,0	0,00	0,01	0,00	58,6
All Vehicles		3168	2,0	0,894	2,8	NA	6,9	49,4	0,18	0,04	0,22	57,0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 2 [01_2024 AM]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 09:58:52
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [01_2024 AM]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1121	2,0	0,648	15,2	LOS B	18,2	129,6	0,76	0,68	0,76	48,0
3	R2	199	2,0	0,683	25,6	LOS C	4,9	34,6	0,99	0,84	1,07	41,5
Approach		1320	2,0	0,683	16,8	LOS B	18,2	129,6	0,80	0,70	0,81	46,9
East: Lynburn Rd												
4	L2	360	2,0	0,537	27,5	LOS C	11,3	80,2	0,84	0,82	0,84	40,5
6	R2	452	2,0	0,791	33,0	LOS C	16,6	117,9	0,90	0,89	1,03	38,3
Approach		813	2,0	0,791	30,6	LOS C	16,6	117,9	0,88	0,86	0,95	39,2
North: Meiring Naude Rd												
7	L2	399	2,0	0,274	8,0	LOS A	4,2	29,6	0,29	0,66	0,29	51,7
8	T1	986	2,0	0,864	34,5	LOS C	25,3	180,5	0,95	1,00	1,20	38,3
Approach		1385	2,0	0,864	26,9	LOS C	25,3	180,5	0,76	0,90	0,94	41,4
All Vehicles		3518	2,0	0,864	24,0	LOS C	25,3	180,5	0,80	0,82	0,89	42,7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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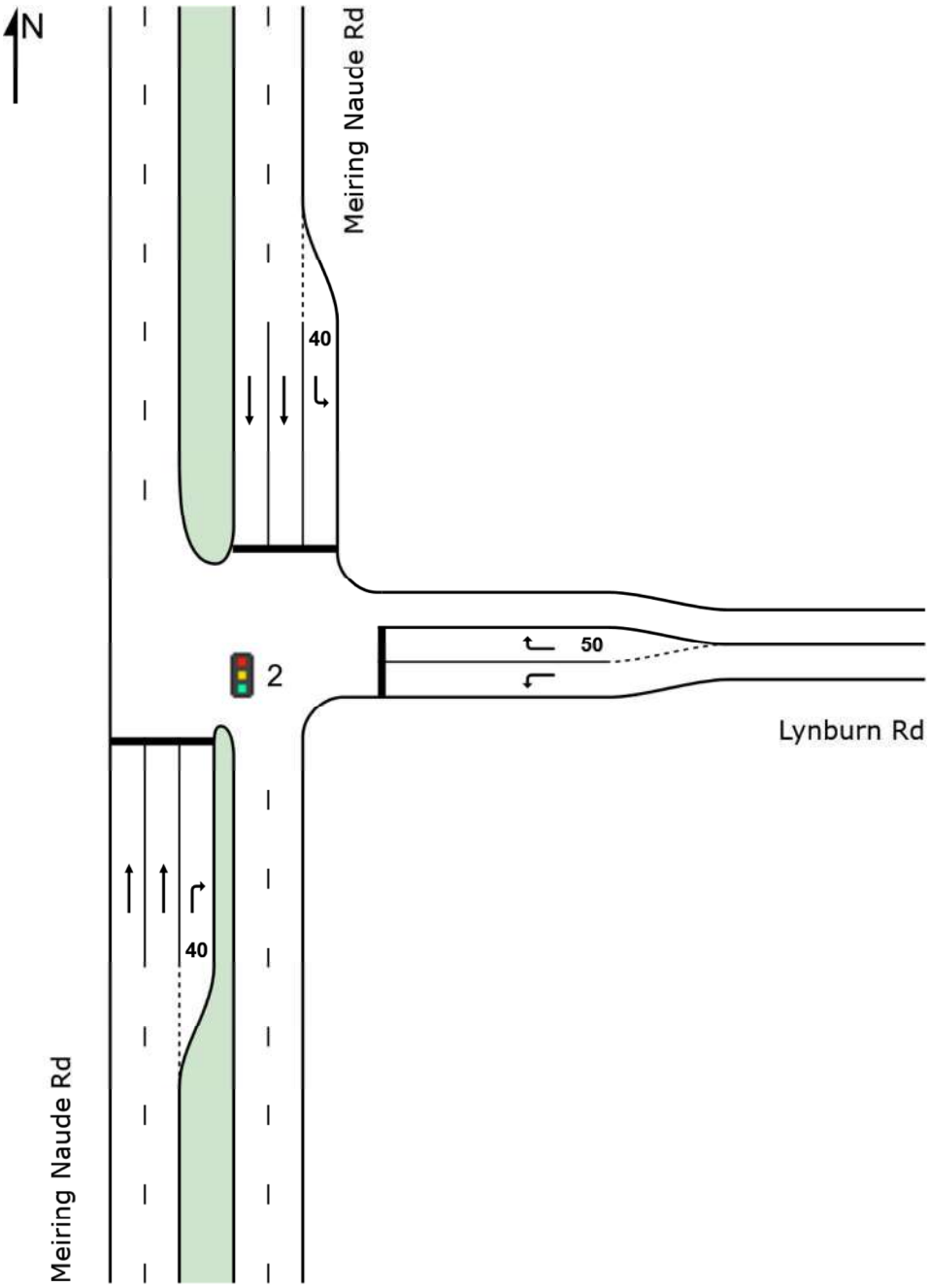
SITE LAYOUT

Site: 2 [02_2024 PM]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 09:59:21
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [02_2024 PM]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	745	2,0	0,306	7,4	LOS A	6,7	47,5	0,50	0,43	0,50	53,5
3	R2	347	2,0	0,746	27,1	LOS C	8,9	63,4	0,98	0,92	1,17	40,8
Approach		1091	2,0	0,746	13,7	LOS B	8,9	63,4	0,65	0,59	0,71	48,6
East: Lynburn Rd												
4	L2	214	2,0	0,487	34,6	LOS C	7,4	52,5	0,91	0,81	0,91	37,6
6	R2	360	2,0	0,858	45,6	LOS D	15,8	112,2	1,00	0,98	1,30	33,9
Approach		573	2,0	0,858	41,5	LOS D	15,8	112,2	0,97	0,91	1,15	35,2
North: Meiring Naude Rd												
7	L2	491	2,0	0,380	10,8	LOS B	7,8	55,2	0,44	0,71	0,44	49,7
8	T1	971	2,0	0,775	24,9	LOS C	21,2	151,0	0,89	0,84	0,98	42,6
Approach		1463	2,0	0,775	20,2	LOS C	21,2	151,0	0,74	0,80	0,80	44,7
All Vehicles		3128	2,0	0,858	21,8	LOS C	21,2	151,0	0,75	0,75	0,83	43,8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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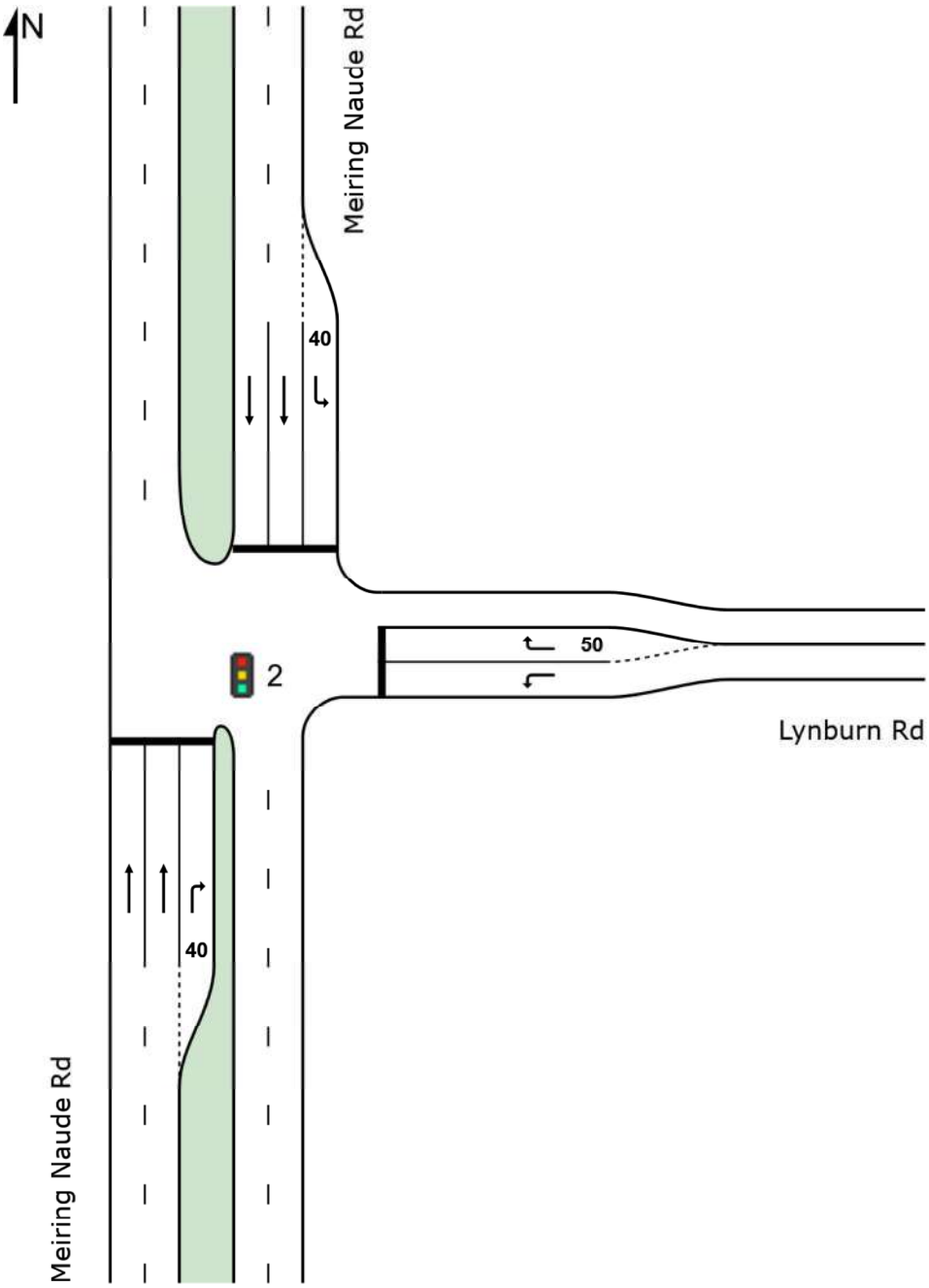
SITE LAYOUT

Site: 2 [03_2024 AM + Dev]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 2 [03_2024 AM + Dev]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1129	2,0	0,652	15,3	LOS B	18,4	130,9	0,76	0,68	0,76	47,9
3	R2	199	2,0	0,686	25,6	LOS C	4,9	34,7	0,99	0,84	1,08	41,4
Approach		1328	2,0	0,686	16,8	LOS B	18,4	130,9	0,80	0,70	0,81	46,8
East: Lynburn Rd												
4	L2	360	2,0	0,537	27,5	LOS C	11,3	80,2	0,84	0,82	0,84	40,5
6	R2	468	2,0	0,838	36,7	LOS D	18,5	131,4	0,91	0,93	1,12	36,9
Approach		828	2,0	0,838	32,7	LOS C	18,5	131,4	0,88	0,88	1,00	38,4
North: Meiring Naude Rd												
7	L2	413	2,0	0,283	8,0	LOS A	4,3	30,9	0,29	0,67	0,29	51,7
8	T1	992	2,0	0,871	35,5	LOS D	26,0	184,8	0,95	1,01	1,22	37,9
Approach		1404	2,0	0,871	27,4	LOS C	26,0	184,8	0,76	0,91	0,95	41,1
All Vehicles		3560	2,0	0,871	24,7	LOS C	26,0	184,8	0,80	0,83	0,91	42,3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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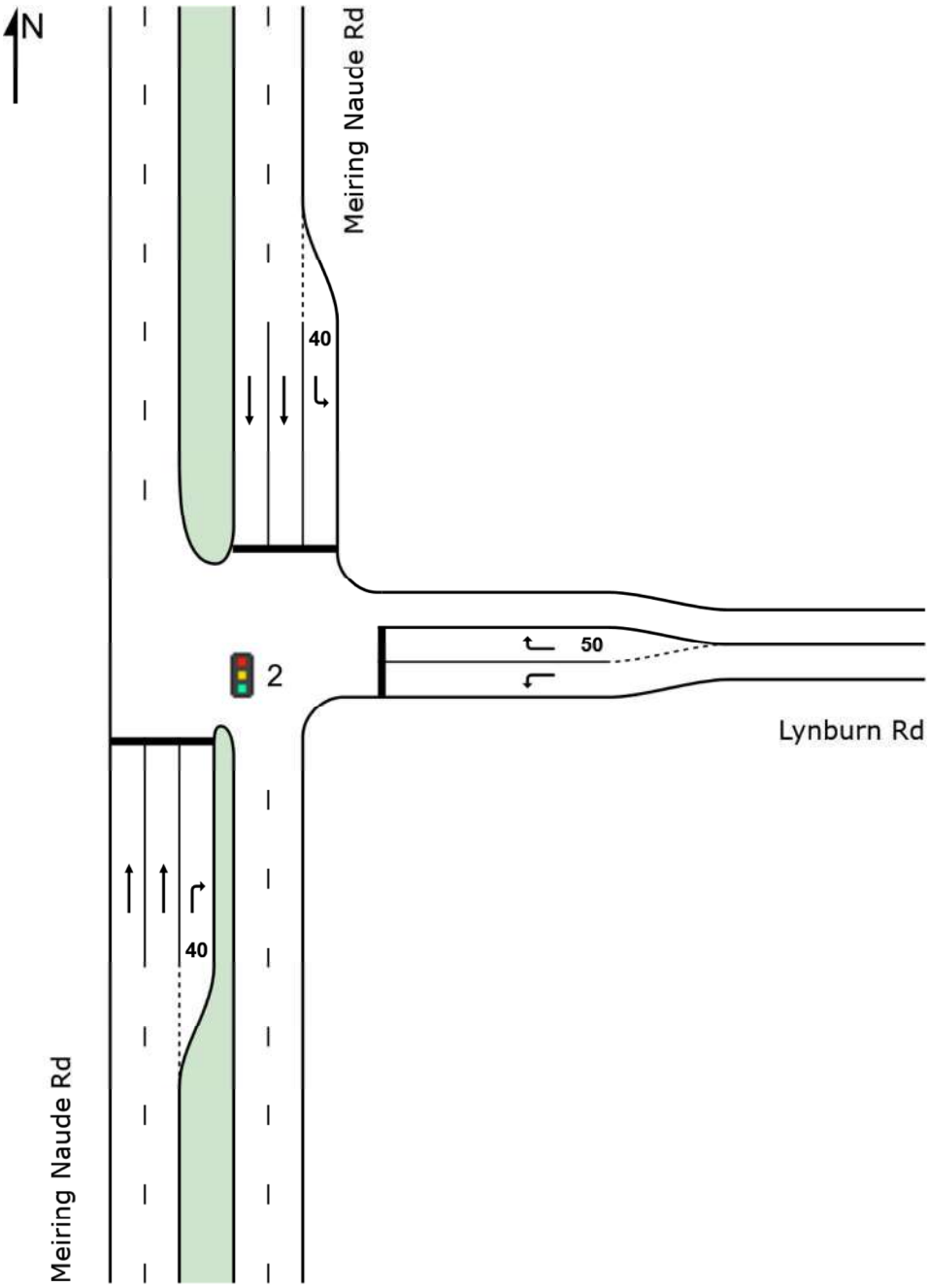
SITE LAYOUT

Site: 2 [04_2024 PM + Dev]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 2 [04_2024 PM + Dev]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	765	2,0	0,315	7,5	LOS A	6,9	49,1	0,50	0,44	0,50	53,4
3	R2	347	2,0	0,755	28,5	LOS C	9,3	66,1	0,98	0,93	1,21	40,1
Approach		1112	2,0	0,755	14,0	LOS B	9,3	66,1	0,65	0,59	0,72	48,4
East: Lynburn Rd												
4	L2	214	2,0	0,487	34,6	LOS C	7,4	52,5	0,91	0,81	0,91	37,6
6	R2	390	2,0	0,884	47,7	LOS D	17,6	125,1	1,00	1,00	1,35	33,2
Approach		604	2,0	0,884	43,1	LOS D	17,6	125,1	0,97	0,93	1,20	34,6
North: Meiring Naude Rd												
7	L2	528	2,0	0,407	10,9	LOS B	8,6	60,9	0,45	0,72	0,45	49,6
8	T1	1001	2,0	0,815	27,7	LOS C	23,8	169,4	0,91	0,89	1,05	41,2
Approach		1529	2,0	0,815	21,9	LOS C	23,8	169,4	0,75	0,83	0,84	43,8
All Vehicles		3245	2,0	0,884	23,1	LOS C	23,8	169,4	0,76	0,77	0,87	43,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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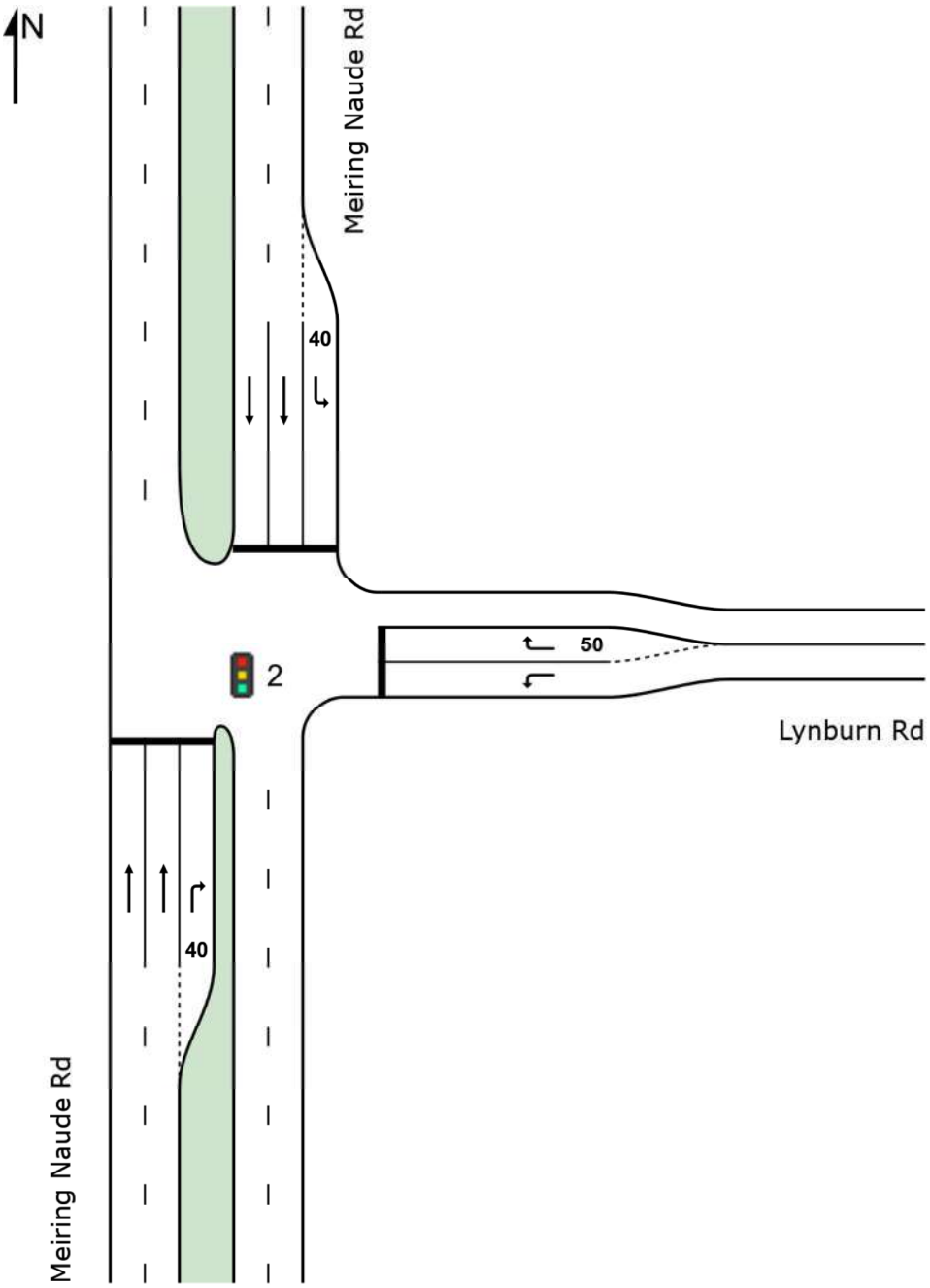
SITE LAYOUT

Site: 2 [05_2029 AM (fail)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 2 [05_2029 AM (fail)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1299	2,0	0,751	17,2	LOS B	23,1	164,4	0,82	0,75	0,84	46,8
3	R2	230	2,0	0,813	29,6	LOS C	6,2	43,9	1,00	0,90	1,26	39,6
Approach		1529	2,0	0,813	19,1	LOS B	23,1	164,4	0,85	0,77	0,90	45,5
East: Lynburn Rd												
4	L2	418	2,0	0,718	29,5	LOS C	14,0	99,7	0,88	0,85	0,92	39,6
6	R2	524	2,0	1,021	97,2	LOS F	38,2	272,1	1,00	1,29	1,98	22,8
Approach		942	2,0	1,021	67,2	LOS E	38,2	272,1	0,95	1,09	1,51	28,1
North: Meiring Naude Rd												
7	L2	463	2,0	0,317	8,1	LOS A	5,0	35,9	0,30	0,67	0,30	51,6
8	T1	1144	2,0	1,001	78,4	LOS E	45,0	320,2	1,00	1,44	1,82	26,2
Approach		1606	2,0	1,001	58,2	LOS E	45,0	320,2	0,80	1,22	1,38	30,5
All Vehicles		4077	2,0	1,021	45,6	LOS D	45,0	320,2	0,85	1,02	1,23	34,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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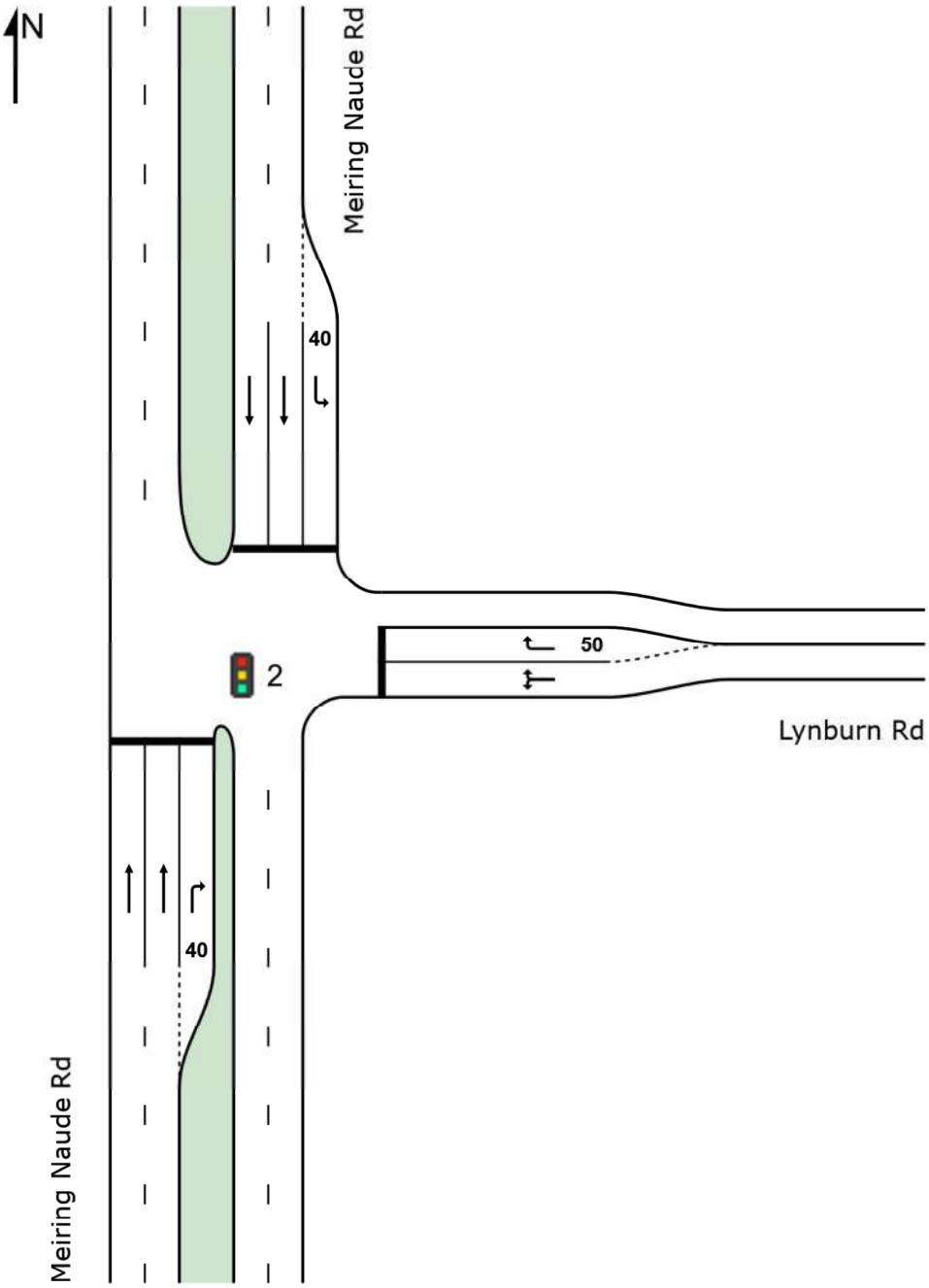
SITE LAYOUT

Site: 2 [06_2029 AM (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:00:35
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [06_2029 AM (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 55 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1299	2,0	0,699	10,5	LOS B	14,7	104,5	0,77	0,69	0,78	51,2
3	R2	230	2,0	0,679	19,8	LOS B	3,8	27,2	0,99	0,83	1,10	44,4
Approach		1529	2,0	0,699	11,9	LOS B	14,7	104,5	0,80	0,71	0,83	50,0
East: Lynburn Rd												
4	L2	418	2,0	0,933	45,2	LOS D	18,1	128,6	1,00	1,14	1,68	33,9
6	R2	524	2,0	0,933	45,2	LOS D	18,1	128,6	1,00	1,15	1,68	34,0
Approach		942	2,0	0,933	45,2	LOS D	18,1	128,6	1,00	1,15	1,68	33,9
North: Meiring Naude Rd												
7	L2	463	2,0	0,344	8,5	LOS A	4,5	32,1	0,39	0,69	0,39	51,3
8	T1	1144	2,0	0,958	45,5	LOS D	27,4	194,9	0,97	1,32	1,76	34,3
Approach		1606	2,0	0,958	34,9	LOS C	27,4	194,9	0,81	1,14	1,37	37,9
All Vehicles		4077	2,0	0,958	28,6	LOS C	27,4	194,9	0,85	0,98	1,24	40,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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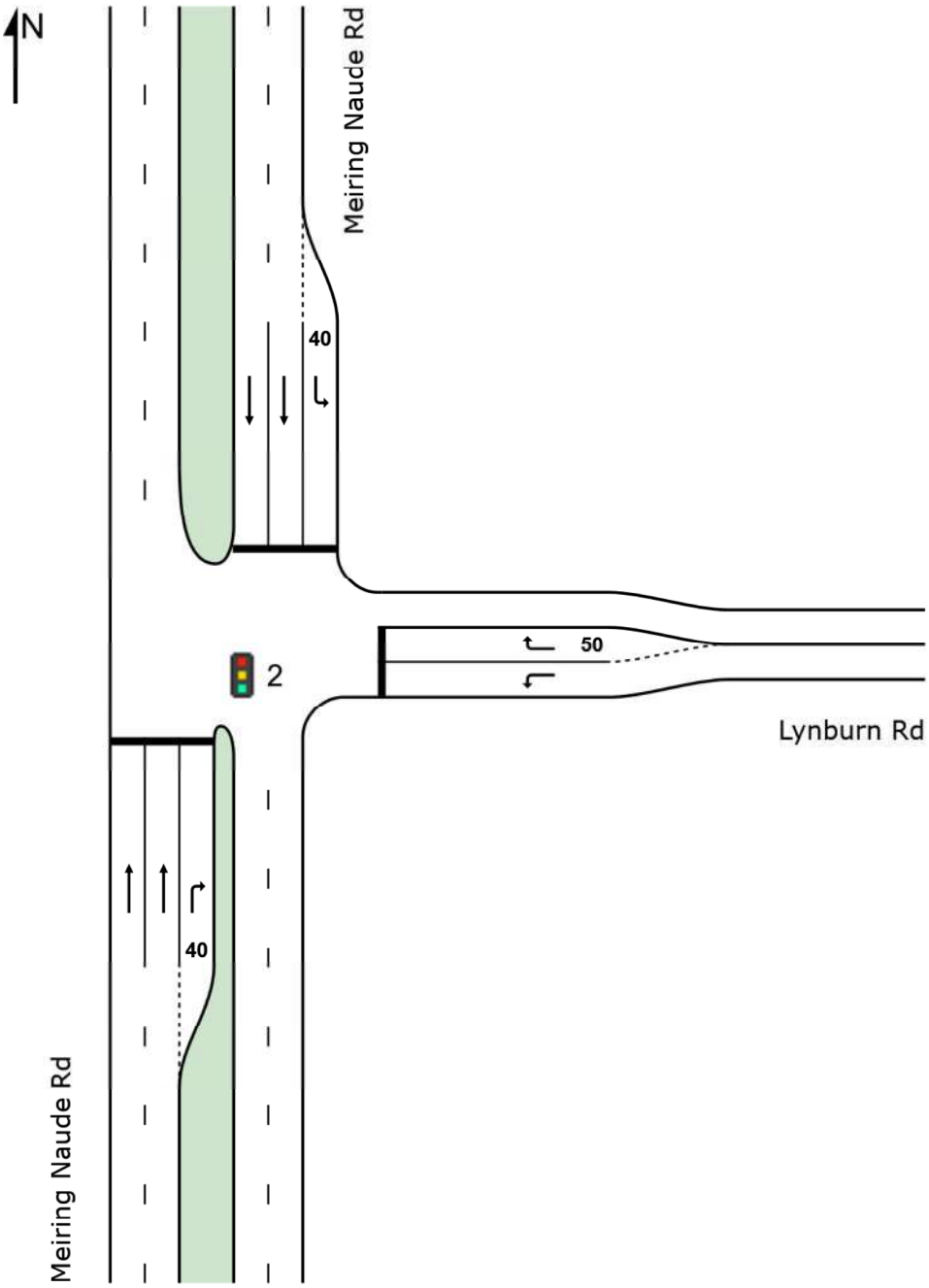
SITE LAYOUT

Site: 2 [07_2029 PM (fail)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 2 [07_2029 PM (fail)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	863	2,0	0,355	7,7	LOS A	8,0	57,2	0,52	0,45	0,52	53,3
3	R2	402	2,0	0,901	43,7	LOS D	15,3	108,8	1,00	1,07	1,59	34,4
Approach		1265	2,0	0,901	19,1	LOS B	15,3	108,8	0,67	0,65	0,86	45,3
East: Lynburn Rd												
4	L2	248	2,0	0,564	35,2	LOS D	8,7	62,3	0,93	0,82	0,93	37,3
6	R2	417	2,0	1,060	122,0	LOS F	33,3	236,9	1,00	1,40	2,29	19,6
Approach		665	2,0	1,060	89,6	LOS F	33,3	236,9	0,97	1,19	1,79	23,8
North: Meiring Naude Rd												
7	L2	570	2,0	0,440	11,1	LOS B	9,6	68,1	0,47	0,73	0,47	49,5
8	T1	1126	2,0	0,926	44,7	LOS D	35,2	250,6	0,94	1,12	1,36	34,6
Approach		1696	2,0	0,926	33,4	LOS C	35,2	250,6	0,78	0,99	1,06	38,5
All Vehicles		3626	2,0	1,060	38,8	LOS D	35,2	250,6	0,78	0,91	1,12	36,3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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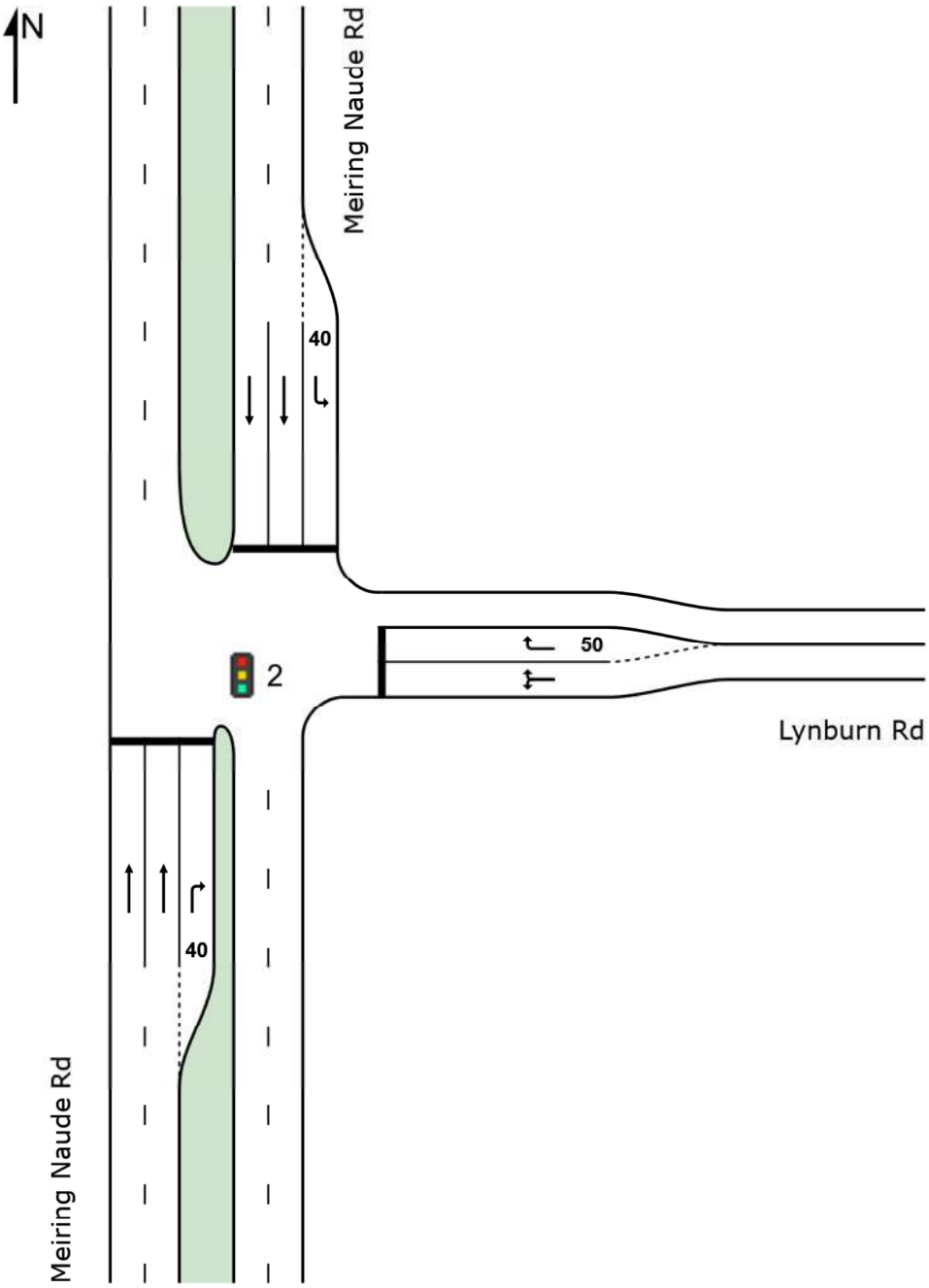
SITE LAYOUT

Site: 2 [08_2029 PM (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 2 [08_2029 PM (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	863	2,0	0,382	6,2	LOS A	5,7	40,8	0,58	0,50	0,58	54,5
3	R2	402	2,0	0,968	42,6	LOS D	11,8	83,8	1,00	1,22	2,07	34,8
Approach		1265	2,0	0,968	17,7	LOS B	11,8	83,8	0,71	0,73	1,05	46,1
East: Lynburn Rd												
4	L2	248	2,0	0,898	38,0	LOS D	10,5	75,0	1,00	1,10	1,63	36,3
6	R2	417	2,0	0,898	38,0	LOS D	10,5	75,0	1,00	1,11	1,63	36,4
Approach		665	2,0	0,898	38,0	LOS D	10,5	75,0	1,00	1,10	1,63	36,4
North: Meiring Naude Rd												
7	L2	570	2,0	0,453	9,6	LOS A	6,5	46,2	0,50	0,73	0,50	50,6
8	T1	1126	2,0	0,902	29,4	LOS C	20,4	145,2	0,96	1,14	1,48	40,5
Approach		1696	2,0	0,902	22,7	LOS C	20,4	145,2	0,81	1,00	1,15	43,4
All Vehicles		3626	2,0	0,968	23,8	LOS C	20,4	145,2	0,81	0,93	1,20	42,8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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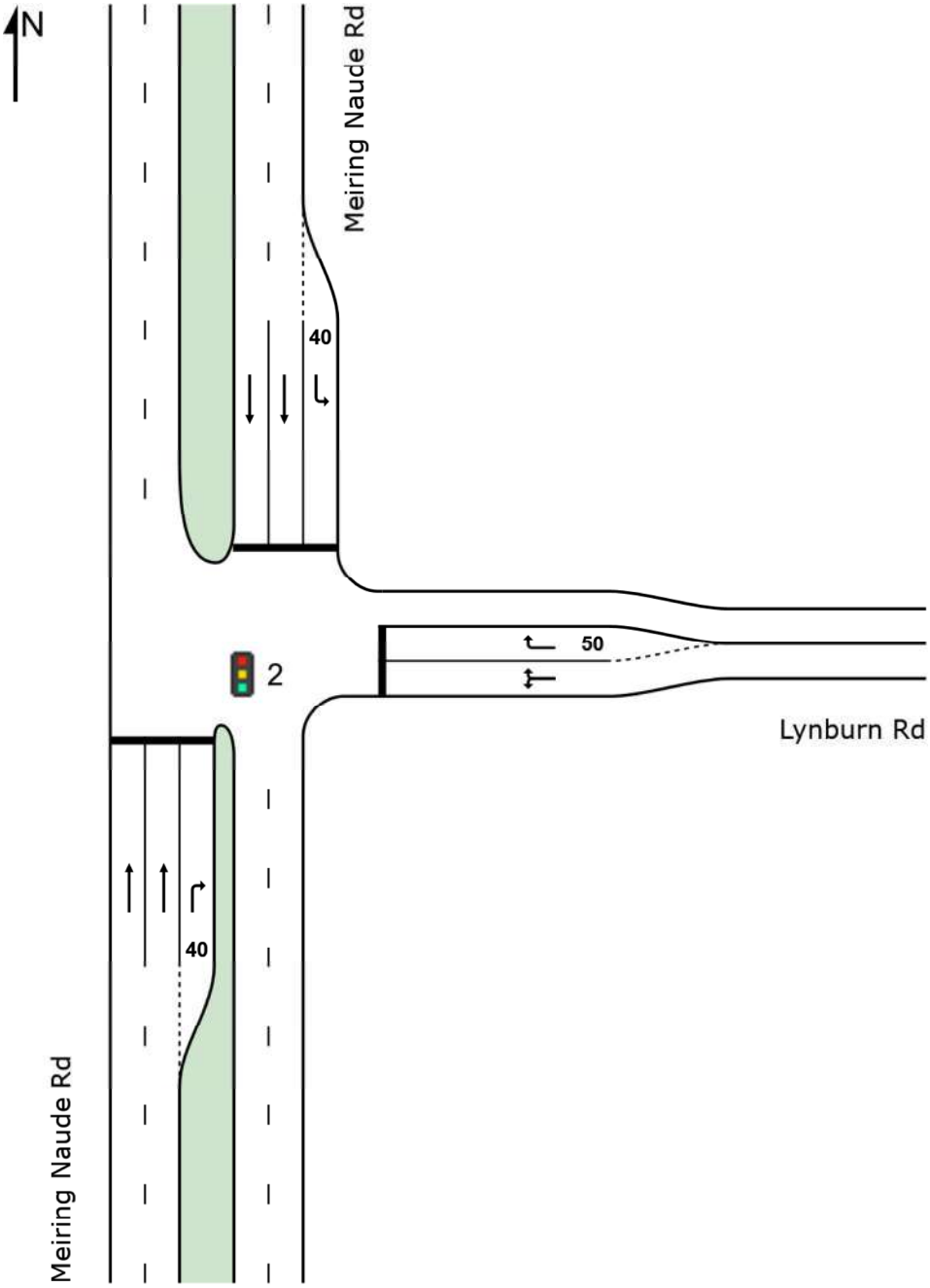
SITE LAYOUT

Site: 2 [09_2029 AM + Dev (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 2 [09_2029 AM + Dev (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1307	2,0	0,721	12,3	LOS B	16,8	119,5	0,79	0,72	0,82	49,9
3	R2	230	2,0	0,742	22,3	LOS C	4,4	31,1	1,00	0,86	1,18	43,1
Approach		1538	2,0	0,742	13,8	LOS B	16,8	119,5	0,82	0,74	0,87	48,8
East: Lynburn Rd												
4	L2	418	2,0	0,952	52,5	LOS D	20,9	148,5	1,00	1,17	1,75	31,7
6	R2	541	2,0	0,952	52,5	LOS D	20,9	148,5	1,00	1,18	1,75	31,8
Approach		958	2,0	0,952	52,5	LOS D	20,9	148,5	1,00	1,18	1,75	31,8
North: Meiring Naude Rd												
7	L2	477	2,0	0,344	8,3	LOS A	4,7	33,4	0,36	0,69	0,36	51,5
8	T1	1149	2,0	0,967	51,3	LOS D	31,0	220,9	0,97	1,33	1,76	32,6
Approach		1626	2,0	0,967	38,7	LOS D	31,0	220,9	0,79	1,14	1,35	36,5
All Vehicles		4122	2,0	0,967	32,6	LOS C	31,0	220,9	0,85	1,00	1,26	38,8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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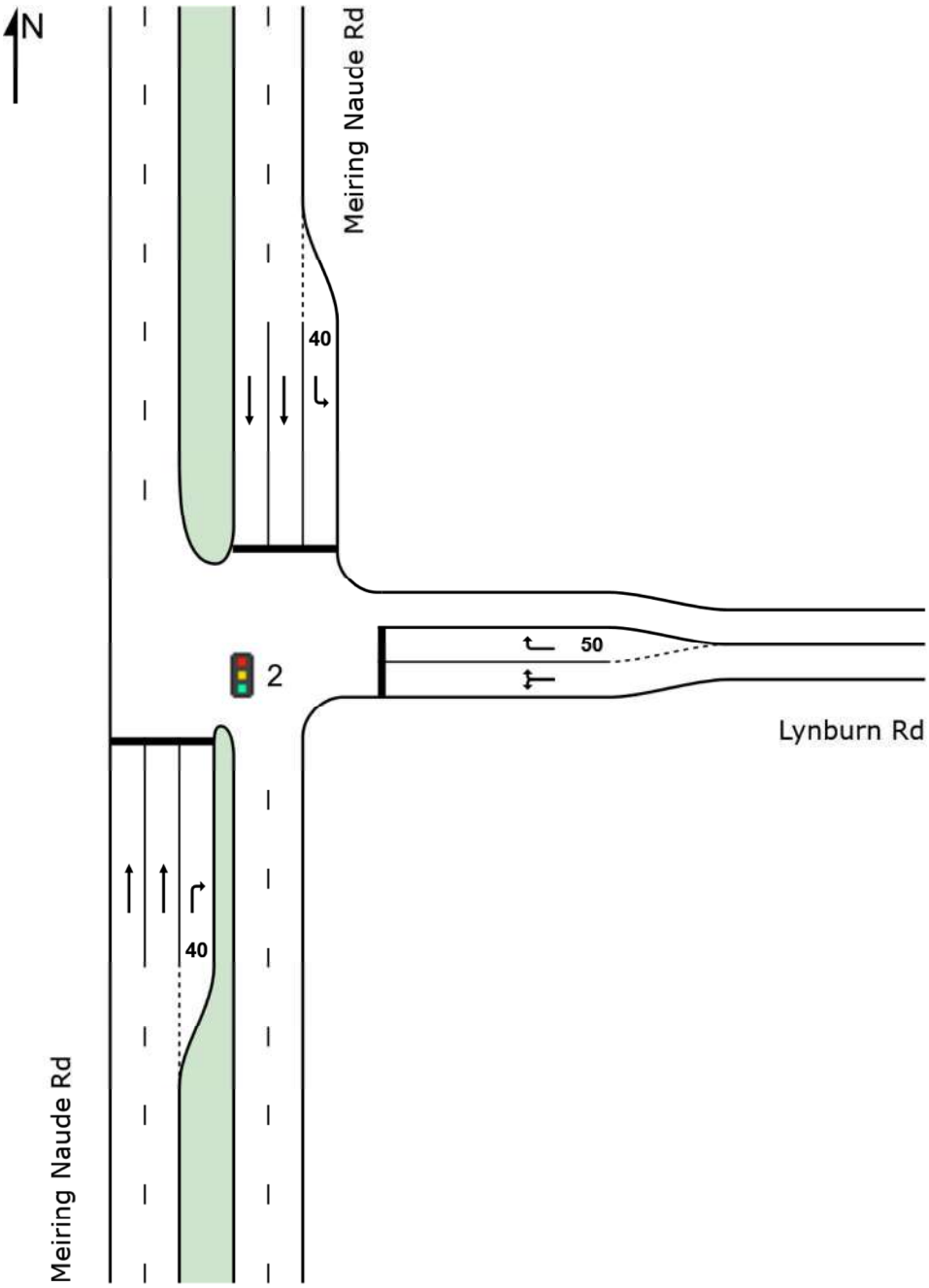
SITE LAYOUT

Site: 2 [10_2029 PM + Dev (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:02:18
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [10_2029 PM + Dev (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 45 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	883	2,0	0,398	6,2	LOS A	5,6	40,0	0,61	0,53	0,61	54,4
3	R2	402	2,0	0,954	33,8	LOS C	9,5	67,5	1,00	1,17	1,98	37,9
Approach		1285	2,0	0,954	14,9	LOS B	9,5	67,5	0,73	0,73	1,04	47,9
East: Lynburn Rd												
4	L2	248	2,0	0,918	38,0	LOS D	10,6	75,3	1,00	1,16	1,79	36,3
6	R2	449	2,0	0,918	38,0	LOS D	10,6	75,3	1,00	1,17	1,79	36,4
Approach		697	2,0	0,918	38,0	LOS D	10,6	75,3	1,00	1,17	1,79	36,4
North: Meiring Naude Rd												
7	L2	607	2,0	0,480	9,6	LOS A	6,6	47,1	0,53	0,74	0,53	50,6
8	T1	1155	2,0	0,954	39,2	LOS D	22,7	161,7	0,98	1,34	1,87	36,5
Approach		1763	2,0	0,954	29,0	LOS C	22,7	161,7	0,83	1,13	1,41	40,4
All Vehicles		3745	2,0	0,954	25,8	LOS C	22,7	161,7	0,83	1,00	1,35	41,8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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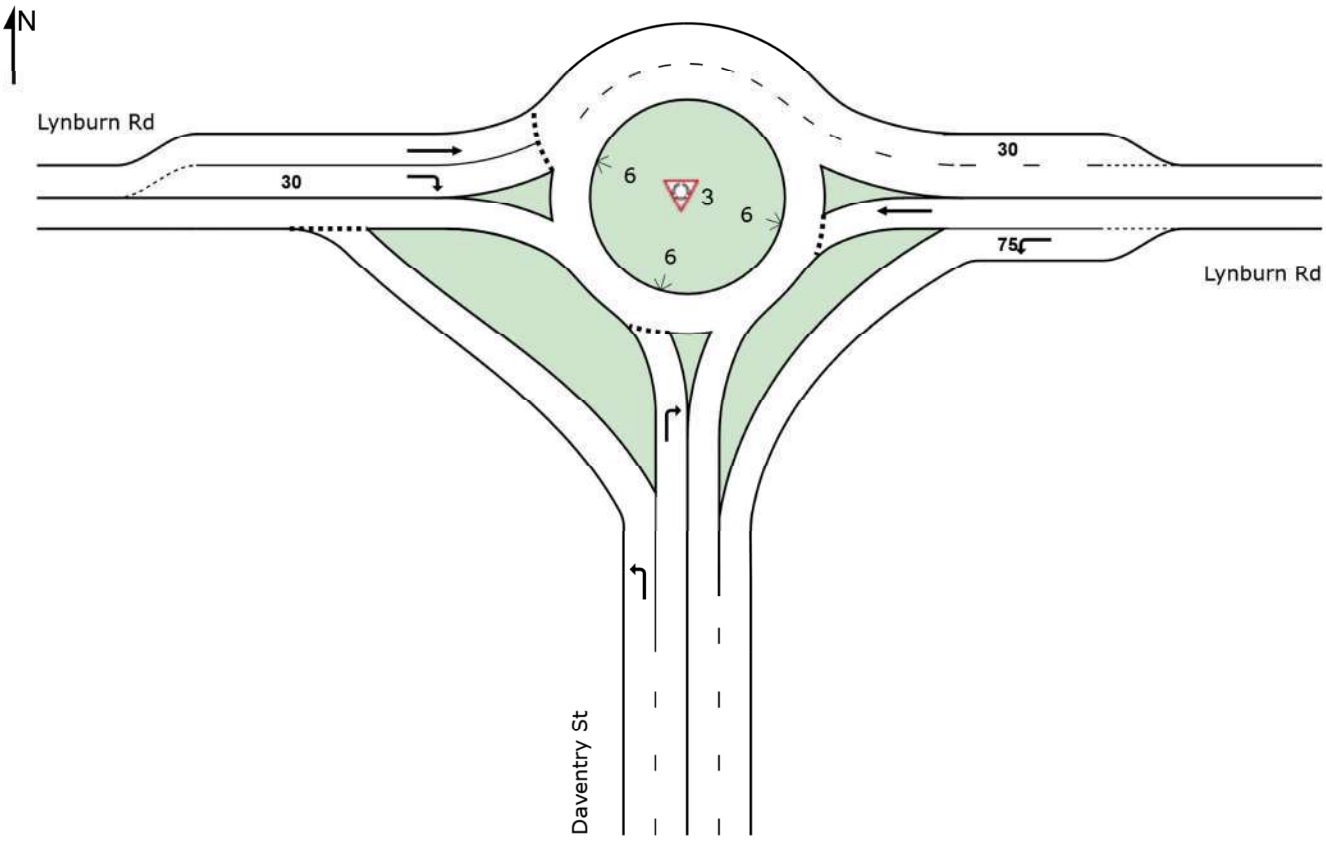
SITE LAYOUT

Site: 3 [01_2024 AM]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [01_2024 AM]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	352	2,0	0,502	10,5	LOS B	4,0	28,4	0,81	0,88	0,89	49,4
3	R2	284	2,0	0,405	11,4	LOS B	2,7	19,6	0,76	0,85	0,76	49,1
Approach		635	2,0	0,502	10,9	LOS B	4,0	28,4	0,78	0,87	0,83	49,3
East: Lynburn Rd												
4	L2	571	2,0	0,301	4,7	LOS A	0,0	0,0	0,00	0,56	0,00	54,0
5	T1	455	2,0	0,607	10,9	LOS B	5,7	40,8	0,83	0,91	0,99	49,6
Approach		1026	2,0	0,607	7,5	LOS A	5,7	40,8	0,37	0,71	0,44	52,0
West: Lynburn Rd												
11	T1	157	2,0	0,291	9,1	LOS A	1,6	11,7	0,63	0,74	0,63	50,9
12	R2	404	2,0	0,522	11,0	LOS B	4,1	29,2	0,72	0,80	0,74	49,4
Approach		561	2,0	0,522	10,4	LOS B	4,1	29,2	0,69	0,78	0,71	49,8
All Vehicles		2222	2,0	0,607	9,2	LOS A	5,7	40,8	0,57	0,78	0,62	50,7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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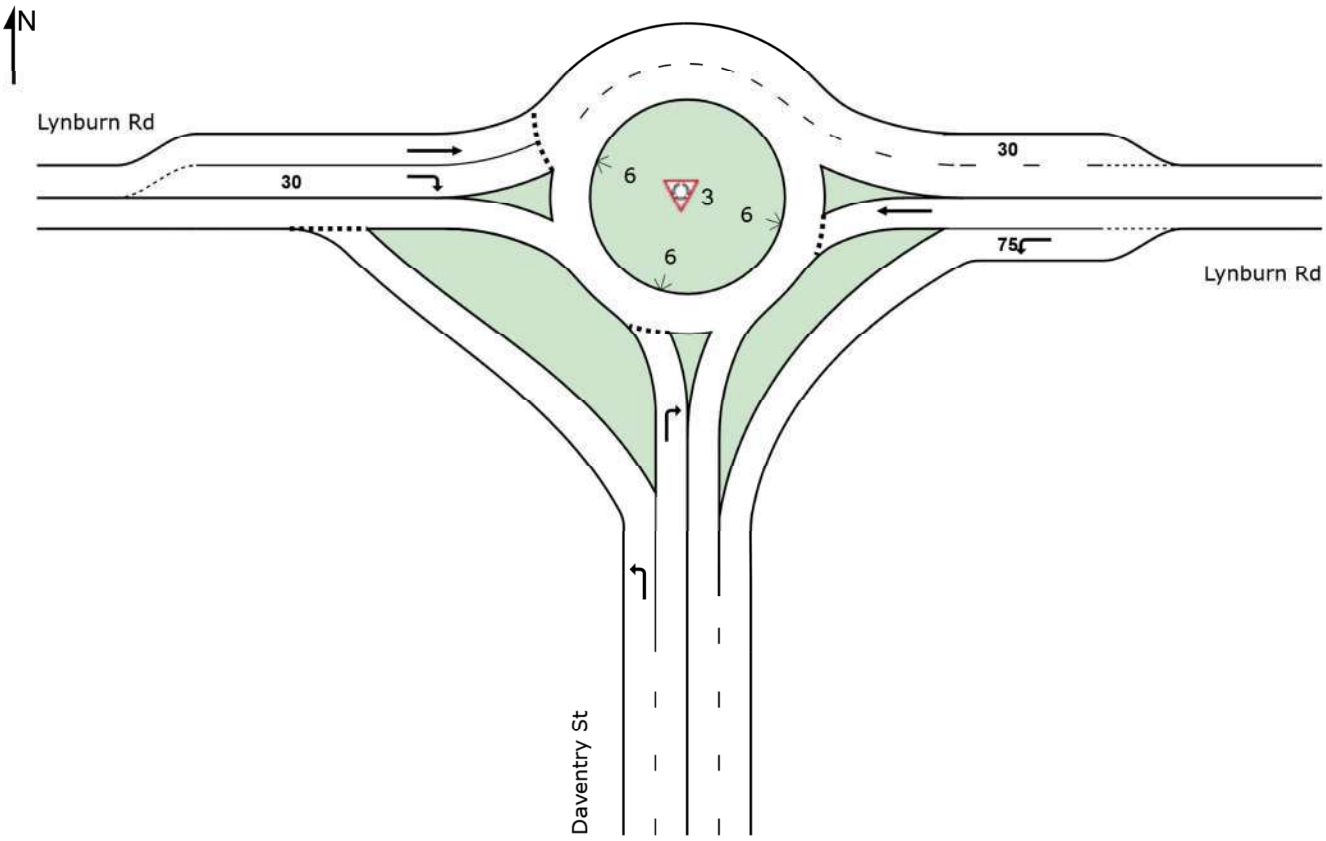
SITE LAYOUT

Site: 3 [02_2024 PM]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:07:28
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\03_Lynburn Rd_Daventry St.sip8

MOVEMENT SUMMARY

Site: 3 [02_2024 PM]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	346	2,0	0,376	7,2	LOS A	2,6	18,7	0,57	0,67	0,57	51,6
3	R2	510	2,0	0,537	9,6	LOS A	4,5	31,8	0,66	0,72	0,66	50,3
Approach		856	2,0	0,537	8,6	LOS A	4,5	31,8	0,63	0,70	0,63	50,8
East: Lynburn Rd												
4	L2	434	2,0	0,229	4,7	LOS A	0,0	0,0	0,00	0,56	0,00	54,1
5	T1	220	2,0	0,371	9,7	LOS A	2,5	17,9	0,82	0,87	0,82	50,5
Approach		654	2,0	0,371	6,4	LOS A	2,5	17,9	0,27	0,66	0,27	52,8
West: Lynburn Rd												
11	T1	229	2,0	0,552	16,6	LOS B	4,1	29,1	0,85	1,01	1,08	46,1
12	R2	568	2,0	0,955	46,1	LOS D	23,9	170,1	1,00	1,57	2,74	33,5
Approach		797	2,0	0,955	37,6	LOS D	23,9	170,1	0,96	1,41	2,26	36,4
All Vehicles		2307	2,0	0,955	18,0	LOS B	23,9	170,1	0,64	0,93	1,09	45,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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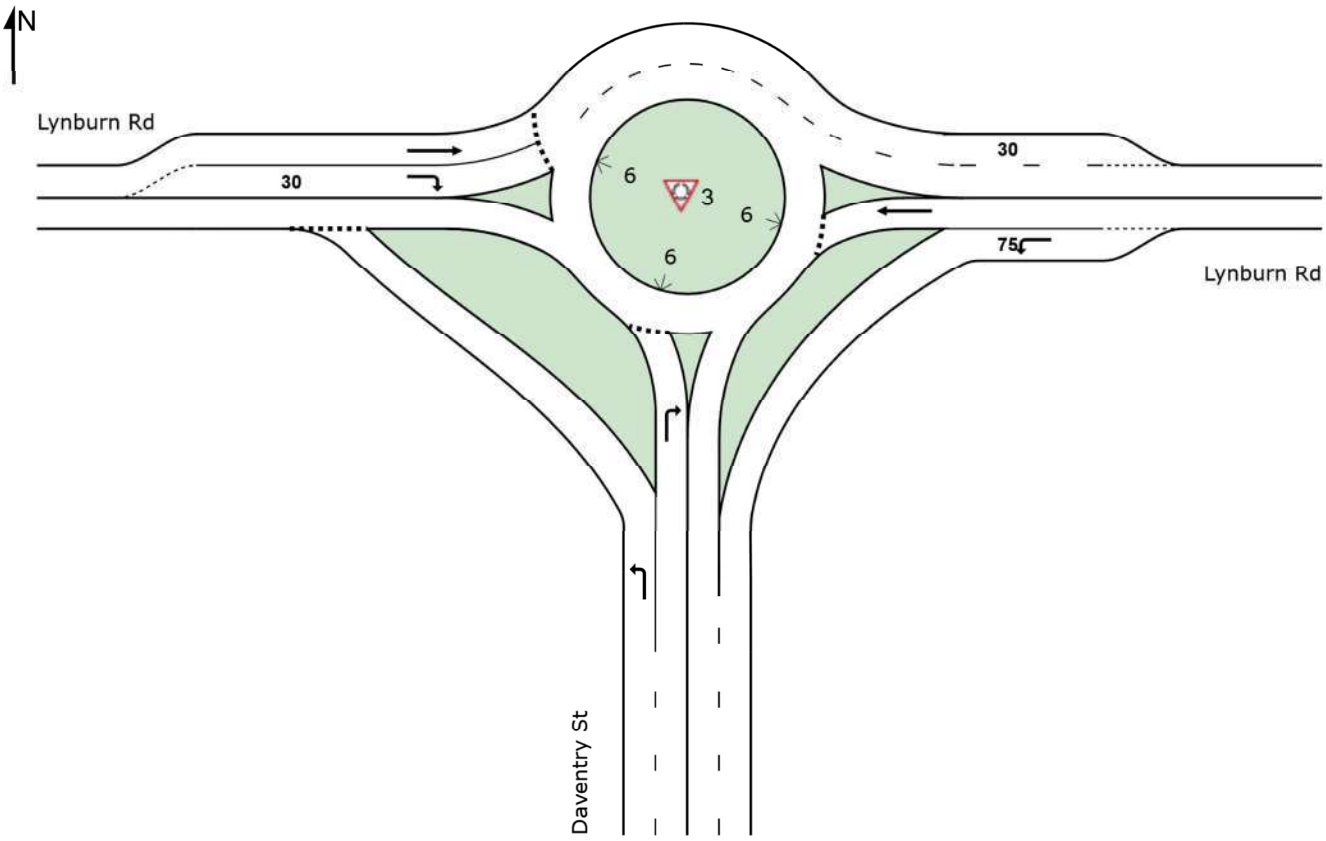
SITE LAYOUT

Site: 3 [03_2024 AM+ Dev]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [03_2024 AM+ Dev]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	354	2,0	0,507	10,6	LOS B	4,1	28,8	0,81	0,89	0,89	49,4
3	R2	284	2,0	0,406	11,4	LOS B	2,8	19,7	0,76	0,85	0,76	49,1
Approach		637	2,0	0,507	10,9	LOS B	4,1	28,8	0,79	0,87	0,83	49,3
East: Lynburn Rd												
4	L2	571	2,0	0,301	4,7	LOS A	0,0	0,0	0,00	0,56	0,00	54,0
5	T1	457	2,0	0,612	11,1	LOS B	5,8	41,6	0,84	0,92	1,00	49,6
Approach		1028	2,0	0,612	7,5	LOS A	5,8	41,6	0,37	0,72	0,44	52,0
West: Lynburn Rd												
11	T1	158	2,0	0,293	9,1	LOS A	1,7	11,8	0,63	0,74	0,63	50,9
12	R2	407	2,0	0,526	11,0	LOS B	4,2	29,6	0,72	0,80	0,75	49,4
Approach		565	2,0	0,526	10,5	LOS B	4,2	29,6	0,70	0,79	0,72	49,8
All Vehicles		2230	2,0	0,612	9,3	LOS A	5,8	41,6	0,57	0,78	0,62	50,6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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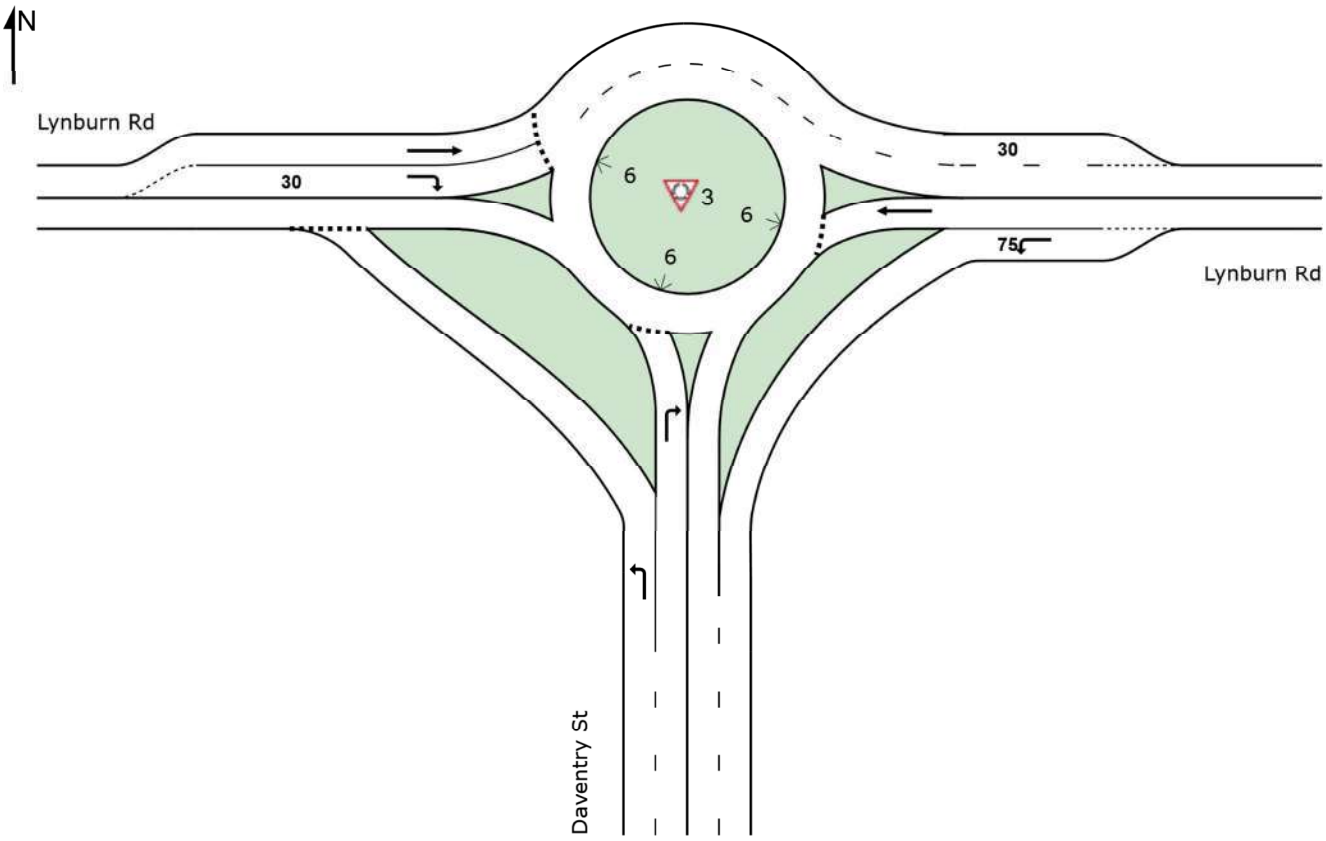
SITE LAYOUT

Site: 3 [04_2024 PM + Dev (fail)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [04_2024 PM + Dev (fail)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

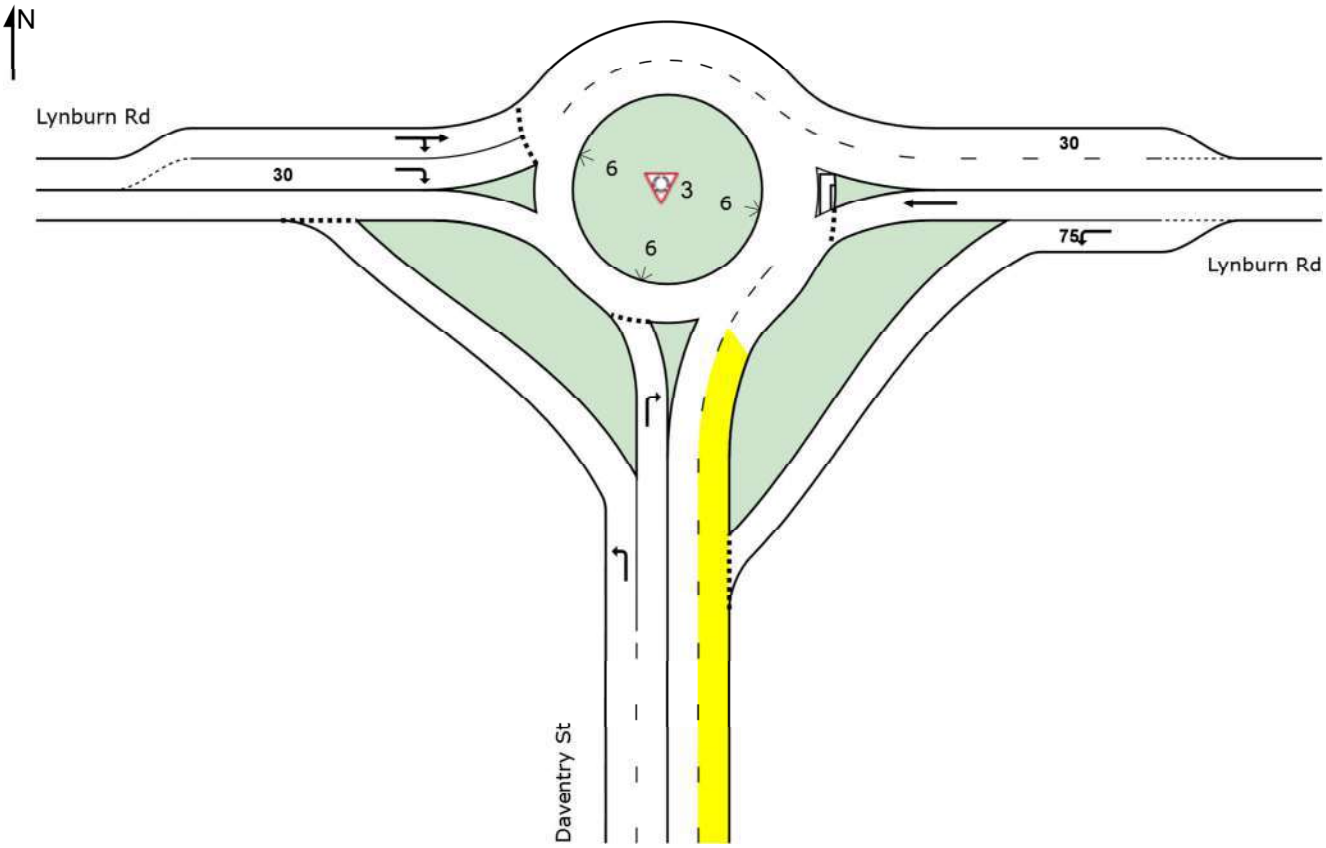
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	351	2,0	0,383	7,3	LOS A	2,7	19,2	0,58	0,67	0,58	51,6
3	R2	510	2,0	0,540	9,6	LOS A	4,5	32,1	0,67	0,73	0,67	50,3
Approach		861	2,0	0,540	8,7	LOS A	4,5	32,1	0,63	0,70	0,63	50,8
East: Lynburn Rd												
4	L2	434	2,0	0,229	4,7	LOS A	0,0	0,0	0,00	0,56	0,00	54,1
5	T1	223	2,0	0,388	10,1	LOS B	2,7	19,0	0,84	0,89	0,85	50,3
Approach		657	2,0	0,388	6,5	LOS A	2,7	19,0	0,28	0,67	0,29	52,7
West: Lynburn Rd												
11	T1	234	2,0	0,573	17,3	LOS B	4,3	30,9	0,86	1,03	1,11	45,7
12	R2	591	2,0	0,993	60,4	LOS E	30,9	220,3	1,00	1,77	3,38	29,7
Approach		825	2,0	0,993	48,2	LOS D	30,9	220,3	0,96	1,56	2,74	32,9
All Vehicles		2344	2,0	0,993	22,0	LOS C	30,9	220,3	0,65	1,00	1,28	43,0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 3 [05_2024 PM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\03_Lynburn Rd_Daventry St.sip8

MOVEMENT SUMMARY

Site: 3 [05_2024 PM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	351	2,0	0,382	7,3	LOS A	2,7	19,0	0,57	0,67	0,57	51,6
3	R2	510	2,0	0,538	9,6	LOS A	4,5	31,8	0,67	0,73	0,67	50,3
Approach		861	2,0	0,538	8,7	LOS A	4,5	31,8	0,63	0,70	0,63	50,8
East: Lynburn Rd												
4	L2	434	2,0	0,714	17,7	LOS B	8,0	57,0	0,97	1,14	1,39	45,0
5	T1	223	2,0	0,366	10,0	LOS A	2,4	16,9	0,79	0,86	0,79	50,3
Approach		657	2,0	0,714	15,1	LOS B	8,0	57,0	0,91	1,05	1,19	46,7
West: Lynburn Rd												
11	T1	234	2,0	0,695	16,2	LOS B	7,3	52,0	0,93	1,12	1,29	45,7
12	R2	591	2,0	0,695	18,8	LOS B	7,3	52,0	0,93	1,10	1,29	44,9
Approach		825	2,0	0,695	18,1	LOS B	7,3	52,0	0,93	1,11	1,29	45,1
All Vehicles		2344	2,0	0,714	13,8	LOS B	8,0	57,0	0,81	0,94	1,02	47,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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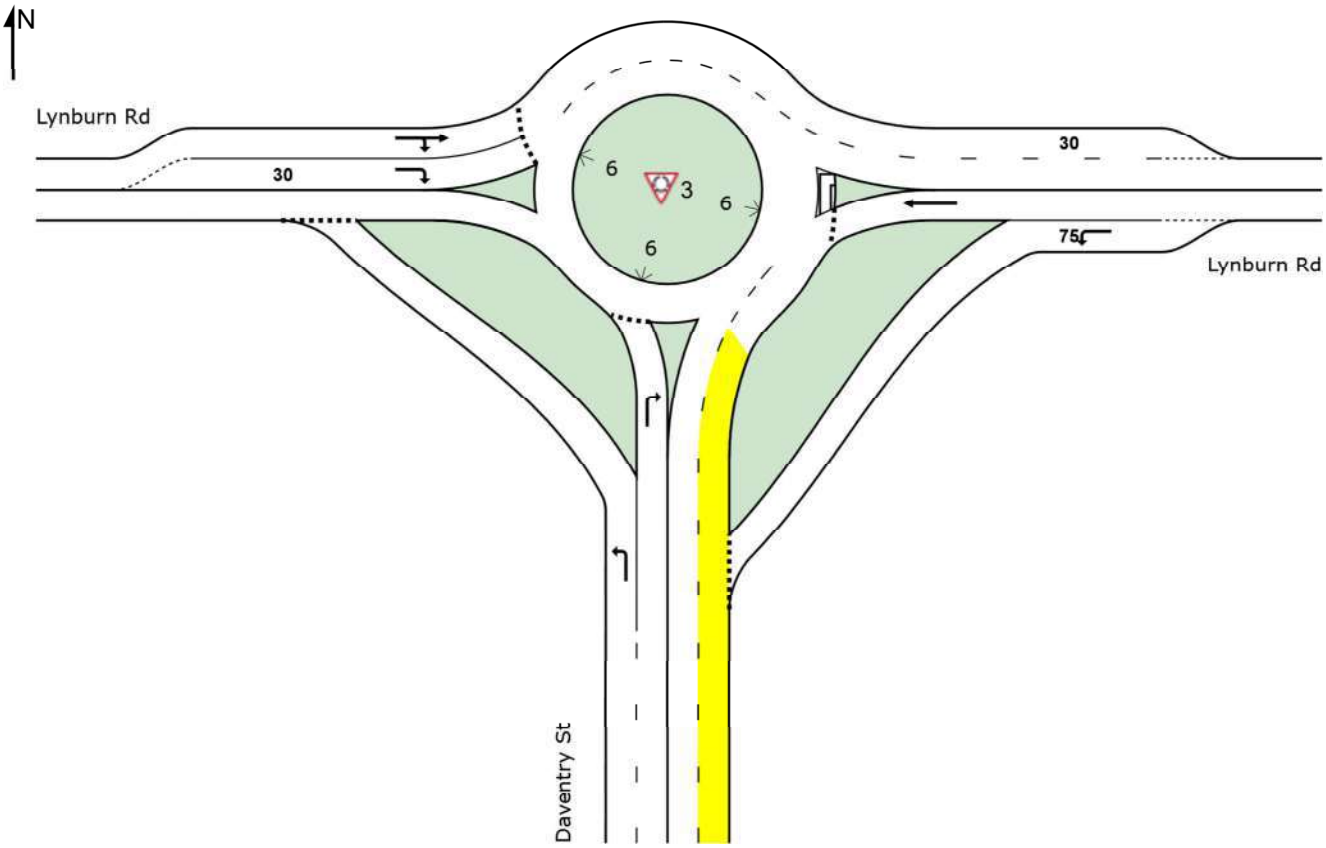
SITE LAYOUT

Site: 3 [06_2029 AM (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:08:58
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\03_Lynburn Rd_Daventry St.sip8

MOVEMENT SUMMARY

Site: 3 [06_2029 AM (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	407	2,0	0,647	14,3	LOS B	6,5	46,4	0,93	1,04	1,19	47,0
3	R2	329	2,0	0,522	13,8	LOS B	4,3	30,7	0,86	0,96	0,99	47,6
Approach		736	2,0	0,647	14,1	LOS B	6,5	46,4	0,90	1,01	1,10	47,3
East: Lynburn Rd												
4	L2	662	2,0	0,921	30,6	LOS C	21,2	150,9	1,00	1,42	2,20	38,8
5	T1	527	2,0	0,743	15,6	LOS B	9,2	65,3	0,95	1,10	1,34	46,7
Approach		1189	2,0	0,921	24,0	LOS C	21,2	150,9	0,98	1,28	1,82	42,0
West: Lynburn Rd												
11	T1	181	2,0	0,455	8,4	LOS A	3,2	22,6	0,72	0,79	0,72	50,7
12	R2	468	2,0	0,455	10,9	LOS B	3,2	22,6	0,72	0,81	0,72	49,7
Approach		649	2,0	0,455	10,2	LOS B	3,2	22,6	0,72	0,80	0,72	50,0
All Vehicles		2574	2,0	0,921	17,7	LOS B	21,2	150,9	0,89	1,08	1,34	45,2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
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Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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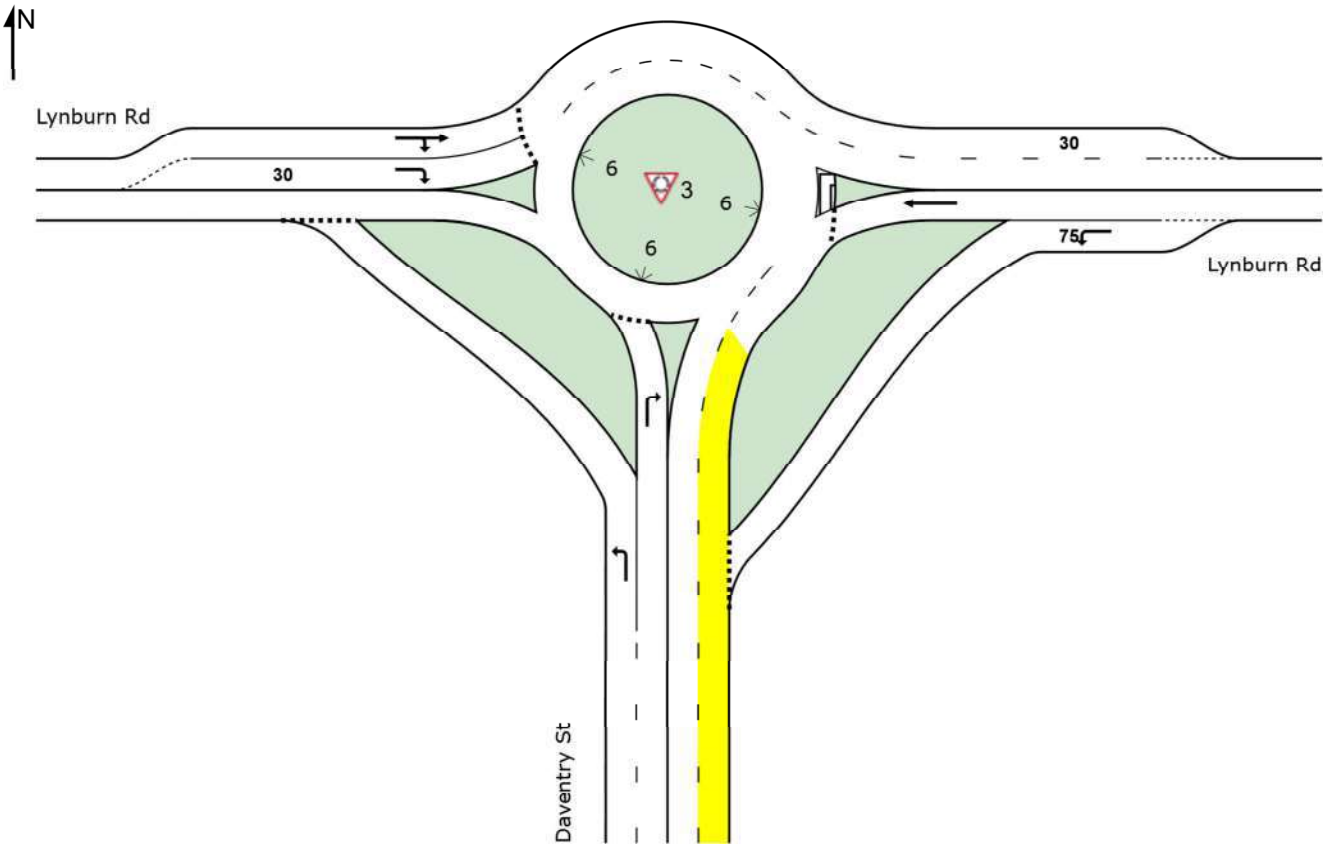
SITE LAYOUT

Site: 3 [07_2029 PM (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [07_2029 PM (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	401	2,0	0,454	7,7	LOS A	3,4	24,1	0,65	0,71	0,65	51,4
3	R2	592	2,0	0,648	11,3	LOS B	6,8	48,7	0,79	0,79	0,86	49,2
Approach		993	2,0	0,648	9,8	LOS A	6,8	48,7	0,73	0,76	0,78	50,1
East: Lynburn Rd												
4	L2	503	2,0	0,903	36,1	LOS D	17,0	121,1	1,00	1,48	2,31	36,7
5	T1	255	2,0	0,458	12,1	LOS B	3,4	24,2	0,86	0,97	0,97	48,9
Approach		758	2,0	0,903	28,0	LOS C	17,0	121,1	0,95	1,31	1,86	40,0
West: Lynburn Rd												
11	T1	266	2,0	0,877	31,2	LOS C	14,3	102,1	1,00	1,40	2,05	38,5
12	R2	658	2,0	0,877	33,7	LOS C	14,3	102,1	1,00	1,36	2,05	38,0
Approach		924	2,0	0,877	33,0	LOS C	14,3	102,1	1,00	1,37	2,05	38,1
All Vehicles		2675	2,0	0,903	23,0	LOS C	17,0	121,1	0,89	1,13	1,53	42,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Vehicle movement LOS values are based on average delay per movement.
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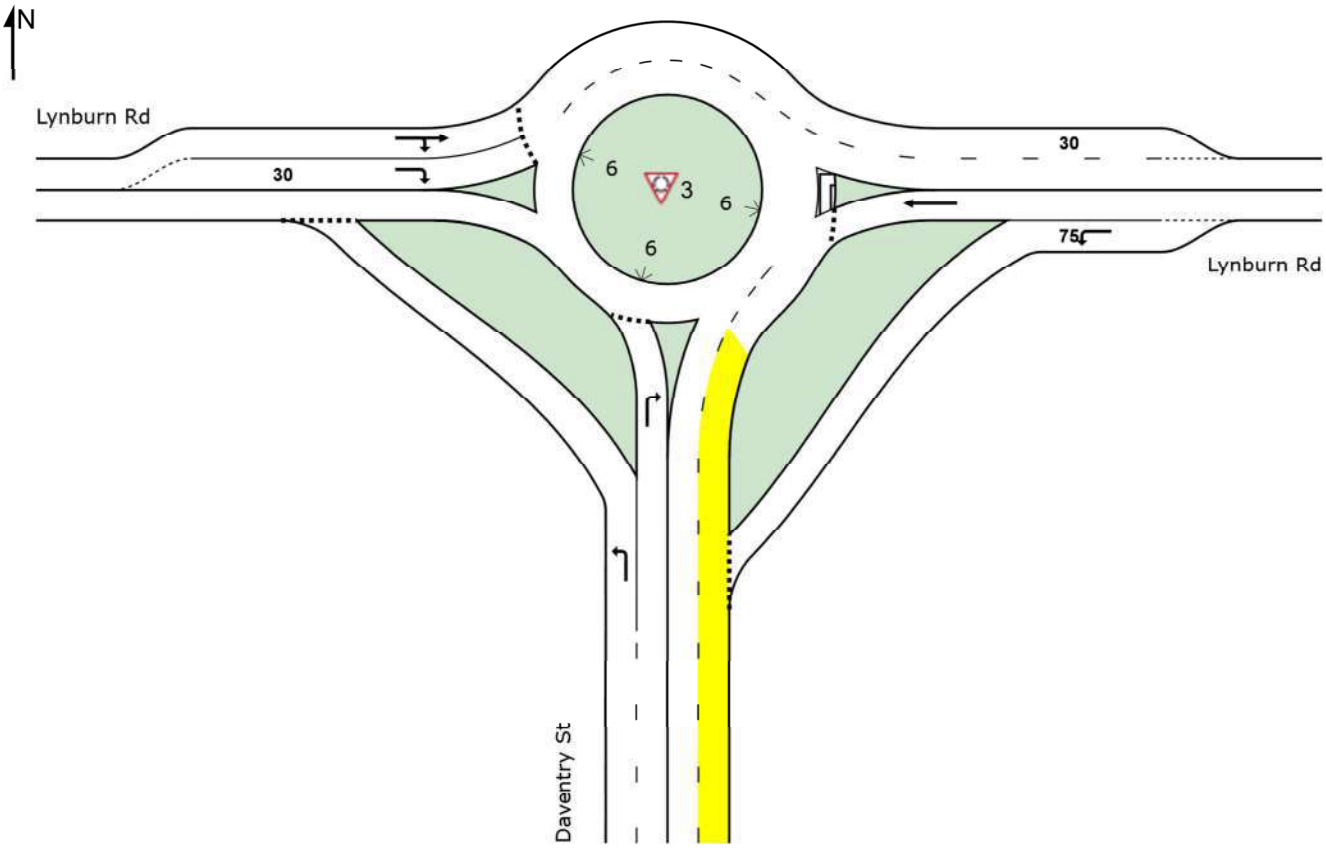
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 3 [08_2029 AM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [08_2029 AM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	409	2,0	0,652	14,5	LOS B	6,6	47,2	0,93	1,05	1,21	46,9
3	R2	329	2,0	0,524	13,9	LOS B	4,3	30,9	0,86	0,96	0,99	47,5
Approach		738	2,0	0,652	14,2	LOS B	6,6	47,2	0,90	1,01	1,11	47,2
East: Lynburn Rd												
4	L2	662	2,0	0,924	31,4	LOS C	21,6	153,9	1,00	1,43	2,24	38,5
5	T1	529	2,0	0,748	15,9	LOS B	9,3	66,5	0,95	1,11	1,36	46,5
Approach		1191	2,0	0,924	24,5	LOS C	21,6	153,9	0,98	1,29	1,85	41,7
West: Lynburn Rd												
11	T1	182	2,0	0,458	8,4	LOS A	3,2	22,9	0,72	0,80	0,72	50,6
12	R2	471	2,0	0,458	11,0	LOS B	3,2	22,9	0,72	0,81	0,72	49,7
Approach		654	2,0	0,458	10,3	LOS B	3,2	22,9	0,72	0,81	0,72	50,0
All Vehicles		2582	2,0	0,924	18,0	LOS B	21,6	153,9	0,89	1,09	1,35	45,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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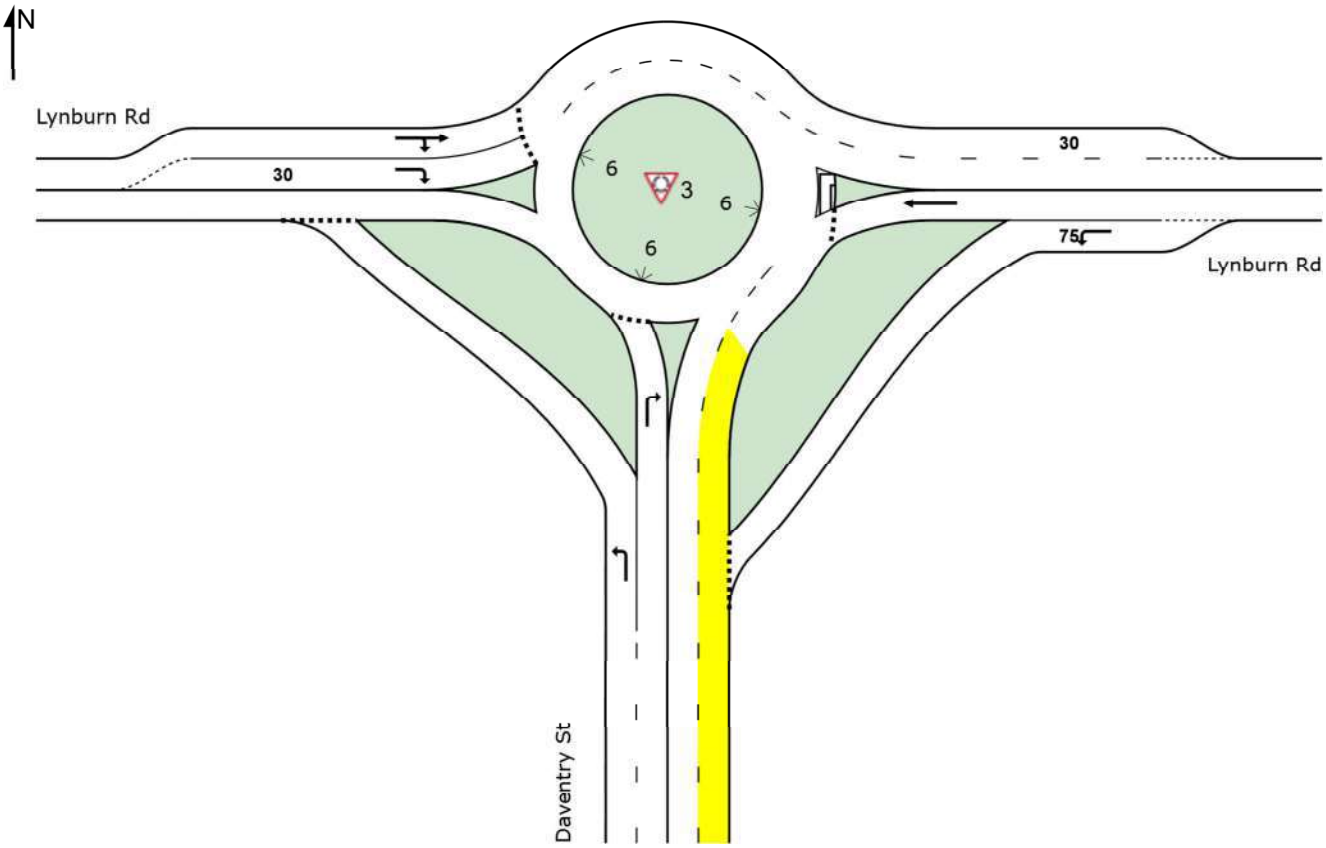
SITE LAYOUT

Site: 3 [09_2029 PM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [09_2029 PM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	406	2,0	0,462	7,7	LOS A	3,5	24,7	0,66	0,71	0,66	51,4
3	R2	592	2,0	0,652	11,4	LOS B	6,9	49,4	0,80	0,80	0,87	49,1
Approach		998	2,0	0,652	9,9	LOS A	6,9	49,4	0,74	0,76	0,79	50,0
East: Lynburn Rd												
4	L2	503	2,0	0,927	42,5	LOS D	19,3	137,4	1,00	1,58	2,59	34,4
5	T1	258	2,0	0,476	12,8	LOS B	3,6	25,8	0,88	0,99	1,01	48,4
Approach		761	2,0	0,927	32,4	LOS C	19,3	137,4	0,96	1,38	2,06	38,2
West: Lynburn Rd												
11	T1	271	2,0	0,905	35,7	LOS D	16,5	117,7	1,00	1,48	2,27	36,8
12	R2	681	2,0	0,905	38,2	LOS D	16,5	117,7	1,00	1,43	2,27	36,3
Approach		952	2,0	0,905	37,5	LOS D	16,5	117,7	1,00	1,45	2,27	36,4
All Vehicles		2711	2,0	0,927	25,9	LOS C	19,3	137,4	0,89	1,18	1,66	41,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

CIVILCONSULT
Consulting Engineers

CITY OF TSHWANE

REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR

SERVICES PROVISION DETAILS REPORT (PART 2)

ROADS AND STORM WATER

PROJECT NO. 3287

FEBRUARY 2026

CITY OF TSHWANE

REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR

SERVICES PROVISION DETAILS REPORT (PART 2)

ROADS AND STORM WATER

APS (#)

CITY OF TSHWANE : REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR : SERVICES PROVISION DETAILS REPORT (PART 2) FOR ROADS AND STORM WATER

1. APPLICANT / LAND OWNER :

Applicant / Land Owner	Darlington Road 5CC (Casa Toscana)
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E-mail	anette@casatoscana.co.za

2. FOR SUBMISSION TO :

Local Authority	City of Tshwane (Roads and Storm Water)
Contact Person	Johans Janse van Rensburg
Address	Roads and Transport Room CD028, C De Wet Building 175 Es'kia Mphahlele Drive Pretoria West 0002
Tel No. / Cell No.	012-358 8079 / 082 775 6465
E-mail	johansvR@tshwane.gov.za

3. COMPILED BY :

Company	CIVILCONSULT Consulting Engineers (Pty) Ltd
Contact Person	Leon Wentzel (ECSA 950052)
Address	541 Jorissen Street Sunnyside Pretoria 0002
Telephone No.	012-343 6297 / 0181 / 0845
E-mail	mail@civilconsult.co.za

CITY OF TSHWANE : REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR : SERVICES PROVISION DETAILS REPORT (PART 2) FOR ROADS AND STORM WATER

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CITY OF TSHWANE : REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR : SERVICES PROVISION DETAILS REPORT (PART 2) FOR ROADS AND STORM WATER

LIST OF ANNEXURES

ANNEXURE A	:	LOCALITY PLAN
ANNEXURE B	:	PRELIMINARY TOWNSHIP LAYOUT PLAN
ANNEXURE C	:	ENGINEERING LAYOUT DRAWINGS
ANNEXURE D	:	STORM WATER RUN-OFF CALCULATIONS
ANNEXURE E	:	EXISTING SERVICES
ANNEXURE F	:	COT ROADS AND STORM WATER MASTER PLAN
ANNEXURE G	:	'ANNEXURE L'
ANNEXURE H	:	TRAFFIC IMPACT ASSESSMENT
ANNEXURE I	:	MOTIVATIONAL MEMORANDUM
ANNEXURE J	:	CONSOLIDATION PLAN
ANNEXURE K	:	ZONING CERTIFICATES

CITY OF TSHWANE : REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR : SERVICES PROVISION DETAILS REPORT (PART 2) FOR ROADS AND STORM WATER

1. INTRODUCTION

CIVILCONSULT Consulting Engineers (Pty) Ltd was appointed by Anette Burden for the compilation of a Services Provision Details Report (Part 2) for Roads and Storm Water Engineering Services for the Rezoning and Consolidation of Erf 3, Erf 589 and the Remainder of Erf 532, Lynnwood Manor.

For the purposes of this report, we will refer to the Rezoning and Consolidation of Erf 3, Erf 589 and the Remainder of Erf 532, Lynnwood Manor.as the Proposed Development.

2. PROFESSIONAL TEAM

The professional team is as follows :

Professional Discipline	Name of Entity	Contact Person(s)
Client / Applicant	Darlington Road 5 CC (Casa Toscana)	Anette Burden
Town Planner	The Town Planning Hub CC	Beverley Oosthuizen
Traffic Engineer	CIVILCONSULT Consulting Engineers (Pty) Ltd	Pieter Jooste
Civil Engineer		Leon Wentzel / Ruan Beukes

3. LOCATION OF THE PROPOSED DEVELOPMENT AND FLOOD LINES

The Proposed Development is located on Erf 3, Erf 589 and the Remainder of Erf 532, Lynnwood Manor.

The north eastern boundary of the Proposed Development is formed by Darlington Road. The Proposed Development is bounded by the Remainder of Erf 4, Erf 5, Erf 13 Lynnwood Manor to the east. Oxford Lane forms the south eastern boundary of the Proposed Development. The southern boundary is formed by Erf 531 Lynnwood Manor and the western boundary of the Proposed Development is formed by Meiring Naude Road.

The Proposed Development will, to the best of our knowledge, not be affected by any 1:50 and 1:100-year flood lines.

Refer to Annexure A, Drawing No. 3287/100/01/00 for a Locality Plan.

4. LAND USES

The existing- and proposed land uses for the Proposed Development are shown in Tables 4.1 and 4.2 below.

Table 4.1 : Existing Land Uses

Erf No.	Zoning		Uses Permitted	Area (m²)	FAR / Coverage	Floor Area (m²)
3	Residential 1		Dwelling House	1 983.00	- / -	-
589	Part A	Special	Guesthouse limited to 16 guests (8 double rooms)	1 731.00	0.4 / 40%	692.40
	Part B	Special	Conference Centre, Social Hall (Limited to 100 Seats)	2 200.00	0.4 / 40%	880.00
	Part C	Residential 1	Dwelling House	828.00	- / -	-
R/532	Residential 1		Dwelling House	2 668.00	- / -	-
Total				**9 410.00**		

Table 4.2 : Proposed Land Uses

Erf No.	Zoning	Area (m²)	FAR / Coverage	Uses Permitted	Rooms / Seats / Area (m²)
Consolidated Erven	Special (Lodge, Guest House, Place of Refreshment, Theatre, including Ancillary and Subservient Uses)	9410.00	0.4 / 40%	Guest Rooms	Limited to 20 Rooms
				Theatre	Limited to 120 Seats
				Place of Refreshment	Limited to 60 Seats
				Administrative Office	Limited to 300m²
				Health Spa	Limited to 380m²

5. GEOTECHNICAL ASPECTS

A Geotechnical Report is currently not available for the Proposed Development.

6. TRAFFIC ASPECTS

CIVILCONSULT Consulting Engineers compile a Traffic Impact Assessment (TIA) for the Proposed Development dated February 2026.

The following is an extract from this report.

"Summary & Conclusions

The following summary and conclusions are made regarding the proposed consolidation and rezoning of the properties on which the Casa Toscana Lodge is located. The lodge is situated on Erf 3, the Remainder of Erf 532, and Erf 589 in Lynnwood Manor, City of Tshwane, Gauteng Province.

- *The report will form part if the town planning application which will consolidate and rezone the subject properties to allow the operation of current activities on the site, as well as limited future expansions*

- *The subject properties will be zoned for "Special" use with the following permitted uses: Lodge, Guest House, Place of Refreshment and Theatre (including ancillary and subservient uses) with a FAR of 0.4. The uses will be limited to the following extents :*

  - *Number of guest rooms: 20*
  - *Theatre: 120 seats*
  - *Place of refreshment: 60 seats*
  - *Administrative office: 300m²*
  - *Health spa: 380m²*

- *The subjected land use is expected to generate the following number of trips during critical peak traffic hours :*

  - *Weekday AM peak: 25 vehicles per hour*
  - *Weekday PM peak: 92 vehicles per hour*

- *The following three (3) intersections have been included in the scope of this study :*

  - *Darlington Road/Meiring Naude Road*
  - *Meiring Naude Road/Lynburn Road*
  - *Lynburn Road/Daventry Street*

- *To determine the existing traffic demand in the study area, traffic surveys were conducted at all study intersections on Monday 22 April 2024 during the AM (06:00-09:00) and PM (15:00-18:00) peak traffic hours*

- *The traffic analyses and site visit during peak traffic hours indicate that good traffic conditions are currently experienced at the study intersections, except for the following movements :*

  - *Darlington Road/Meiring Naude Road: Operating conditions for the Darlington Road approach right-turn movement are currently problematic during both the AM and PM peak traffic hours. This is due to the high traffic volumes on Meiring Naude Road, resulting in right-turning vehicles not being allowed sufficient gaps to cross both the north- and southbound traffic streams. Left-turning vehicles have adequate gaps to turn onto Meiring Naude Road but are often blocked by vehicle queuing on Darlington Road to turn right. This traffic issue is not experienced during off-peak traffic hours*

- *Lynburn Road/Daventry Street: Although the traffic operating conditions at this intersection are acceptable, the right-turn movement for the Lynburn Road western approach is currently operating at capacity during the PM peak traffic hour. An on-site investigation confirmed this, where a long rolling queue of vehicles is formed on the Lynburn Road western approaches during the peak PM traffic hour*

- *Access to the study site is provided off Darlington Road just outside the Lynnwood Manor Security Village, as shown in* ***Drawing D001****. An emergency access to the site is also provided on the southern boundary, which provides access to and from Oxford Lane inside the security village. This access is only used in case of an emergency. No changes regarding access to the development are required*

- *Considering the extent of the proposed development, the following assessment years were considered :*

  - *Short-term (base year): 2024*
  - *Long-term (horizon year): 2029*

- *The traffic analysis indicates that good traffic conditions are still expected at the Meiring Naude Road/Lynburn Road intersection with the development traffic. However, traffic mitigation will be required at the following two intersections :*

  - *Darlington Road/Meiring Naude Road: The existing traffic problem for vehicles turning right and northbound onto Meiring Naude Road during peak traffic hours will only worsen with the addition of the development traffic*

    It is proposed that the Darlington Road approach right-turn movement be prohibited during peak traffic hours (AM 06:30-08:30 and PM 15:30-17:30) by installing an action limit sign R210-502 on Darlington Road. Vehicles can then turn left on Meiring Naude Road, left in Lynburn Road and make a U-turn at the facility provided at the Lynburn Road/Daventry Street intersection to travel northbound on Meiring Naude Road. The impact of this diverted right-turn traffic is discussed below

  - *Lynburn Road/Daventry Street: With the addition of the diverted Darlington Road right-turn traffic through this intersection, traffic conditions for the already saturated Lynburn Road western approach will become problematic during the PM peak traffic hour. It is therefore proposed that an additional right-turn lane be constructed for this approach. The circulating width of the circle will also have to be increased to allow vehicles approaching from the west to effectively make a U-turn at the intersection*

- *The traffic analysis indicates that an increase in background traffic in the study are will result in problematic queue lengths and delays at all the study intersections, even without the proposed development traffic. The proposed road upgrades by the subjected development at the Darlington Road/Meiring Naude Road and the Lynburn Road/Daventry Street intersections will resolve these expected traffic problems. The following upgrades are further required at the Meiring Naude Road/Lynburn Road intersection to provide acceptable traffic operating conditions as a result of background traffic growth :*

  - *Road geometry: Convert the left-turn lane on the eastern Lynburn Road approach to a shared left- and right-turn lane*
  - *Traffic control: Update and optimise the existing traffic signal's timing plans*

- *With the above road upgrades in place, the traffic analysis indicates that good traffic conditions are expected at all study intersections in the future with the addition of the development traffic. An overview of the required road upgrades at the study intersections is shown in Table 8 on Page 22, with the details shown in* ***Drawings D004 and D005***

Based on the contents of this report, it is recommended that the proposed consolidation and rezoning of the properties on which the Casa Toscana Lodge is located be supported from a traffic engineering and transport planning point of view, provided that the recommendation made in the report are implemented."

Refer to Annexure H for a copy of the TIA.

7. CIVIL ENGINEERING SERVICES

7.1 Design Standards

The design standards to be followed for the design of the infrastructure will be based on the technical requirements of the Engineering Department of the City of Tshwane (CoT) for the provision of municipal services.

The design of all roads and storm water will be according to the latest edition of the Standard Construction Details and Design Standards for Roads and Storm Water Drainage Infrastructure as well as the Standard Specification for Municipal Civil Engineering Works, 3rd Edition, 2005.

7.2 Design Software

The design of the civil engineering services will be carried out with TechnoCad design programs.

7.3 Ownership of Services

The CoT will take over and be responsible for the maintenance of the external civil engineering services.

The owner of the Proposed Development or his successor(s) in title will be responsible for the maintenance of the internal engineering services.

8. STORM WATER DRAINAGE

8.1 General

The general drainage pattern of the Proposed Development is from north east to south west.

8.2 Existing Storm Water Infrastructure

An existing 450mm Ø storm water pipeline intersects the eastern portion of the Proposed Development from north to south. This existing 450mm Ø storm water pipeline is located within an existing servitude and continues parallel to, and inside the eastern boundary of the Proposed Development for a distance of approximately 60m. From here the existing 450mm Ø storm water pipeline turns in a south eastern direction, up to and crossing Oxford Lane and continue in a south eastern direction parallel to and on the south western side of Oxford Lane.

Refer to Annexure C, Drawing No. 3287/500/01/00 for details.

8.3 Storm Water Run-off

8.3.1 Pre- and Post-Development Storm Water Run-off

The pre- and post-development storm water run-off for the Proposed Development are shown in Table 8.3.1 below.

Table 8.3.1 : Storm Water Run-off

Flood Return Period (Years)	Erf		Pre-Development Factor	Pre-Development run-off (m^3/s)	Post-Development Factor	Post-Development run-off (m^3/s)
1:2	Erf 3		0.178	0.009	0.800	0.054
	Erf 589	Part A	0.800	0.047	0.800	0.047
		Part B	0.800	0.060	0.800	0.060
		Part C	0.178	0.004	0.800	0.022
	Remainder of Erf 532		0.178	0.012	0.800	0.072
1:5	Erf 3		0.196	0.013	0.800	0.074
	Erf 589	Part A	0.800	0.065	0.800	0.065
		Part B	0.800	0.082	0.800	0.082
		Part C	0.196	0.007	0.800	0.031
	Remainder of Erf 532		0.196	0.018	0.800	0.100
1:20	Erf 3		0.239	0.023	0.800	0.106
	Erf 589	Part A	0.800	0.092	0.800	0.092
		Part B	0.800	0.117	0.800	0.117
		Part C	0.239	0.012	0.800	0.044
	Remainder of Erf 532		0.239	0.031	0.800	0.142

8.3.2 Existing Development vs Proposed Development Storm Water Run-off

The Existing- and Proposed Development storm water run-off for the Proposed Development are shown in Table 8.3.2 below.

Table 8.3.2 : Storm Water Run-off

Flood Return Period (Years)	Erf		Existing Development Factor	Existing Development run-off (m^3/s)	Proposed Development Factor	Proposed Development run-off (m^3/s)	Difference in run-off (m^3/s)
1:2	Erf 3		0.178	0.009	0.800	0.054	0.045
	Erf 589	Part A	0.800	0.047	0.800	0.047	0.000
		Part B	0.800	0.060	0.800	0.060	0.000
		Part C	0.178	0.004	0.800	0.022	0.018
	Remainder of Erf 532		0.178	0.012	0.800	0.072	0.060
1:5	Erf 3		0.196	0.013	0.800	0.074	0.061
	Erf 589	Part A	0.800	0.065	0.800	0.065	0.000
		Part B	0.800	0.082	0.800	0.082	0.000
		Part C	0.196	0.007	0.800	0.031	0.024
	Remainder of Erf 532		0.196	0.018	0.800	0.100	0.082
1:20	Erf 3		0.239	0.023	0.800	0.106	0.083
	Erf 589	Part A	0.800	0.092	0.800	0.092	0.000
		Part B	0.800	0.117	0.800	0.117	0.000
		Part C	0.239	0.012	0.800	0.044	0.032
	Remainder of Erf 532		0.239	0.031	0.800	0.142	0.111

Refer to Annexure D for the storm water run-off calculations.

8.4 Hydrology

8.4.1 General

Hydrological data to be used in the design of the storm water drainage system for the Proposed Development is summarised in Tables 8.4.2 and 8.4.3 below.

8.4.2 Pre-Development Hydrologic Data

Hydrological data used in the calculation of flood peaks are summarized in Table 8.4.2 below.

Table 8.4.2 : Hydrological Data

Pre Development Hydrological Data			
Flood return period	1:5 years for storm water pipe systems		
	1:20 years for the combined storm water pipe and road systems		
Average yearly rainfall	±750mm		
a) Time of concentration	Erf 3		±10.67min
	Erf 589	Part A	±3.35min
		Part B	±3.40min
		Part C	±7.34min
	Remainder of Erf 532		±10.04min
b) Point Rainfall (1:2 years)	Erf 3		±15.76mm
	Erf 589	Part A	±6.81mm
		Part B	±6.92mm
		Part C	±13.12mm
	Remainder of Erf 532		±15.13mm
c) Point Rainfall (1:5 years)	Erf 3		±21.73mm
	Erf 589	Part A	±9.39mm
		Part B	±9.55mm
		Part C	±18.10mm
	Remainder of Erf 532		±20.86mm
d) Point Rainfall (1:20 years)	Erf 3		±31.05mm
	Erf 589	Part A	±13.42mm
		Part B	±13.64mm
		Part C	±25.86mm
	Remainder of Erf 532		±29.80mm
e) Design method	Rational method for smaller catchment areas		
Minimum time of concentration and run-off co-efficient according to : Tshwane Council requirements and Design Manual			

Refer to Annexure D for the storm water run-off calculations.

8.4.3 Post-Development Hydrologic Data

Hydrological data used in the calculation of flood peaks are summarized in Table 8.4.3 below.

Table 8.4.3 : Hydrological Data

Post Development Hydrological Data			
Flood return period	1:5 years for storm water pipe systems		
	1:20 years for the combined storm water pipe and road systems		
Average yearly rainfall	±750mm		
a) Time of concentration	Erf 3		±3.01min (5min was used)
	Erf 589	Part A	±3.35min (5min was used)
		Part B	±3.40min (5min was used)
		Part C	±2.07min (5min was used)
	Remainder of Erf 532		±2.83min (5min was used)
b) Point Rainfall (1:2 years)	Erf 3		±6.12mm
	Erf 589	Part A	±6.81mm
		Part B	±6.92mm
		Part C	±4.21mm
	Remainder of Erf 532		±5.76mm
c) Point Rainfall (1:5 years)	Erf 3		±8.45mm
	Erf 589	Part A	±9.39mm
		Part B	±9.55mm
		Part C	±5.81mm
	Remainder of Erf 532		±7.95mm
d) Point Rainfall (1:20 years)	Erf 3		±12.07mm
	Erf 589	Part A	±13.42mm
		Part B	±13.64mm
		Part C	±8.31mm
	Remainder of Erf 532		±11.36mm
e) Design method	Rational method for smaller catchment areas		
Minimum time of concentration and run-off co-efficient according to : Tshwane Council requirements and Design Manual			

Refer to Annexure D for the storm water run-off calculations.

8.5 Design Standards

Table 8.5 lists the standards to be used in the design of the storm water drainage system.

Table 8.5 : Storm Water Design Standards

Design Element	Specification
a) Minimum pipe size	Minimum of 450mm diameter (External)
	Minimum of 160mm diameter (Internal)
b) Pipe Type	Interlocking Joint Pipes. Pipe class will be specified according to, City of Tshwane Standard Details and Requirements, PLN003
c) Minimum pipe gradient	0.67%
d) Storm water details	In accordance with the latest edition of the Standard Construction Details and Design Standards for Roads and Storm Water Drainage Infrastructure as well as the Standard Specification for Municipal Civil Engineering Works, 3rd Edition, 2005

8.6 Proposed Internal Storm Water Infrastructure

8.6.1 General

The general drainage pattern of the Proposed Development is from north east to south west.

8.6.2 Development Storm Water Connection

Erf 3, Erf 589 and the Remainder of Erf 532, Lynnwood Manor will be consolidated and therefore only one storm water connection is proposed for the Proposed Development.

A proposed storm water grid inlet and junction box could be constructed in the south eastern corner of the Proposed Development. From the grid inlet and junction box, a new storm water pipeline could be installed which could connect to the existing 450mm Ø municipal storm water pipe located in Oxford Lane north east of the Proposed Development.

The internal storm water run-off from the Proposed Development could drain with concrete and paved areas to the south eastern corner of the Proposed Development and discharge into the new storm water grid inlet and junction box.

The external storm water system will be designed for a post-development 1:20-year flood return period and a run-off coefficient of 80% (C=0.8) will be allowed for the Proposed Development.

No Environmental Impact Assessment (EIA) or Water Use License Application will be required for the Proposed Development as the storm water generated by the Proposed Development.

The CoT wayleave process will have to be followed for work done within the municipal road reserve.

Refer to Annexure C, Drawing No. 3287/500/01/00 for details.

8.7 Storm Water Master Plan

The storm water master plan for the area of the Proposed Development has been received from Pieter Odendaal of CoT.

Given that the Proposed Development already has existing structures and paving, upgrading the current 450mm Ø storm water pipe to the required size to handle the 4,310.00ℓ/s run-off from the WNNR poses a challenge.

We propose that the CoT storm water master plan be revised to accommodate the 4,310.00ℓ/s run-off from the WNNR in a new storm water pipeline. This pipe can be installed parallel to and on the northern side of Darlington Road, draining in a north western direction up to Meiring Naude Road.

Refer to Annexure F, for a copy of the Storm Water Master Plan.

8.8 Boundary Road Storm Water

No storm water infrastructure needs to be constructed for the Boundary Road of the Proposed Development.

8.9 Storm Water from Higher Laying Properties

No storm water infrastructure needs to be constructed to accommodate storm water run-off from higher laying properties.

9. ROADS

9.1 Access to the Proposed Development

Erf 3, Erf 589 and the Remainder of Erf 532, Lynnwood Manor will be consolidated.

The Proposed Development is bounded by Meiring Naude Road to the west and bounded by Darlington Road to the north east.

Ingress and egress to the Proposed Development could be gained directly from Darlington Road, directly north east of the Proposed Development.

An existing 1.8m wide concrete walkway is located parallel to and on the eastern side of Meiring Naude Road, directly west of the Proposed Development. It is proposed that the existing walkway and paved area located parallel to and on the north western side of Darlington Road, directly north east of the Proposed Development be utilized.

The access to the Proposed Development and the internal roads and paved areas of the Proposed Development will be designed and constructed according to the relevant standards and specifications of CoT.

CIVILCONSULT Consulting Engineers was appointed to compile a Traffic Impact Assessment (TIA) for the Proposed Development. According to the traffic impact assessment, road upgrades are required to accommodate the traffic to be generated by the Proposed Development.

Wayleave approval will have to be acquired from CoT for all the work to be carried out within the municipal road reserve.

Refer to Annexure C, Drawing No. 3287/400/01/00 for details.

Refer to Annexure H, for a copy of the Traffic Impact Assessment Report.

Refer to Annexure F, for a copy of the CoT Roads Master Plan.

9.2 Classification of Roads

The classifications of roads are shown in Table 9.2 below.

Table 9.2 : Classification of Roads

Description	Class No.	Function
Darlington Road	Class U5(b)	Residential Local Street
Paved Accesses	Class U5(d)	Ingress and Egress

9.3 Geometric Design Standards

Details of the road classes are shown in the Tables 9.3.1 and 9.3.2 below.

Table 9.3.1 : Class U5(b) – Residential Local Street

Design speed	60km/h
Minimum centre line radii	190m
Minimum gradient	0,67%
Favoured maximum gradient	10%
Maximum grade/grade length	12,5% over 70m
Minimum Vertical Length	100m
Minimum K-value : Crest	16
Minimum K-value : Sag	8

Table 9.3.2 : Class U5(d) – Paved Access

Design speed	20km/h
Minimum centre line radii	9m
Minimum gradient	0,67%
Favoured maximum gradient	12%
Maximum grade/grade length	16% over 30m
Minimum Vertical Length	20m
Minimum K-value : Crest	1
Minimum K-value : Sag	2

9.4 Pavement Design

The proposed pavement design will be based on calculated traffic volumes and the in-situ material. The design life of the proposed pavement is 20 years on provision that the pavement will be maintained to sustain its skid resistance and permeability during the design life of the pavement.

The proposed pavement designs are shown in Tables 9.4.1 and 9.4.2 below.

Table 9.4.1 : Pavement Design of Road Class (5b)

Wearing Course	25mm thick continuously – graded medium grade asphalt – AC. (See note below)
Base	150mm thick graded crushed stone compacted to 86% of apparent density – G1. (See note below)
Sub Base	150mm thick stabilized natural gravel compacted to 95% of modified AASHTO density. Minimum UCS = 1 200kPa at 95% of modified AASHTO density – C4
Selected Sub Grade	150mm thick natural gravel compacted to 95% of modified AAHSTO density. Minimum CBR = 25 at 95% of modified AASHTO density – G6 (in-situ or imported)
Fill (where required)	150mm thick layers compacted to 93% of modified AASHTO density. Minimum CBR = 7 at 93% of modified AASHTO density – G9

Table 9.4.2 : Pavement Design of Road Class 5(d)

Paving	80mm interlocking paving blocks with 20mm compacted sand bedding
Sub Base	150mm sub base stabilised to C4
Selected Layer	150mm thick natural gravel compacted to 95% of modified AAHSTO density. Minimum CBR = 25 at 95% of modified AASHTO density – G6 (in-situ or imported)
Road Bed	150mm thick layers compacted to 93% of modified AASHTO density. Minimum CBR = 7 at 93% of modified AASHTO density – G9

10. SOLID WASTE DISPOSAL

10.1 Volume of Solid Waste

The estimated volume of solid waste to be generated by the Proposed Development on a weekly basis is shown Table 10.1.

Table 10.1 : Estimated Volume of Solid Waste

Erf Number	Zoning	Uses Permitted	Rooms / Seats / Area (m^2)	Volume of Solid Waste (m^3/Week)
Consolidated Erven	Special (Lodge, Guest House, Place of Refreshment, Theatre, including Ancillary and Subservient Uses)	Guest Rooms	Limited to 20 Rooms	1.00
		Theatre	Limited to 120 Seats	2.40
		Place of Refreshment	Limited to 60 Seats	3.00
		Administrative Office	Limited to 300m^2	0.66
		Health Spa	Limited to 380m^2	1.00
Total				**8.06**

10.2 The collection of solid waste inside the Proposed Development will be carried out by the Landowner and/or his successors in title.

10.3 The collection of solid waste in this area is a function of CoT. The solid waste will be collected and disposed of at the regional municipal waste site of CoT, either by CoT or a private contractor.

11. DEVELOPMENT CHARGES

The Development Charges for roads and storm water engineering services payable to the CoT, will be determined when comments are provided by CoT. The estimated Development Charges are shown in Table 11.1 below.

Table 11.1 : Estimated Development Charges for Roads and Storm Water

Description	Amount (R) (VAT Included)
Roads	510 781-28
Storm Water	79 566-04
Total	**590 347-32**

12. COST ESTIMATES

12.1 Roads and Storm Water

The cost estimates for the construction of the roads and storm water infrastructure are shown in Tables 12.1.1 to 12.1.5 below. All tariffs listed below includes Preliminary and General Costs, Professional Fees and VAT.

Table 12.1.1 : Total Services Provision Cost (Table 1)

Description	Size, Length and Number	Tariff (R)	Cost (R) (VAT Included)
Roads			
Sidewalk	0-00	0-00	0-00
Development Access	±76m² of 80mm Interlocking Paved Area with Kerbs	1 500-00 / m²	114 000-00
Road upgrading outside development boundary in terms of TIA			
Darlington Road/Meiring Naude Intersection	1-00	3 500-00 / per item	3 500-00
Meiring Naude Road/ Lynburn Road Intersection	1-00	157 700-00 / per item	157 700-00
Lynburn Road/Daventry Street	1-00	183 768-67 / per item	183 768-67
Internal Roads Network	0-00	0-00	0-00
Existing Boundary Road	0-00	0-00	0-00
Storm Water			
Storm Water Connection	±8m of 450mm Ø	4 000-00 / m	32 000-00
Master Plan Upgrades	0-00	0-00	0-00
Storm water system to provide for external (higher lying) storm water through the development	0-00	0-00	0-00
Internal storm water reticulation	0-00	0-00	0-00
Drainage of existing boundary road	0-00	0-00	0-00
Total Internal Services			**490 968-67**

Table 12.2.2 : Internal Services (Developer Cost) (Table 2)

Description	Size and Length	Tariff (R)	Cost (R) (VAT Included)
Roads			
Sidewalk	0-00	0-00	0-00
Development Access	±76m² of 80mm Interlocking Paved Area with Kerbs	1 500-00 / m²	114 000-00
Road upgrading outside development boundary in terms of TIA			
Darlington Road/Meiring Naude Intersection	1-00	3 500-00 / per item	3 500-00
Lynburn Road/Daventry Street	1-00	183 768-67 / per item	183 768-67
Internal Roads Network	0-00	0-00	0-00
Access road to development	0-00	0-00	0-00
Boundary Road Upgrades	0-00	0-00	0-00
Storm Water			
Storm Water Connection	±8m of 450mm Ø	4 000-00 / m	32 000-00
Storm water system to provide for external (higher lying) storm water through the development (up to 450 Φ)	0-00	0-00	0-00
Internal storm water reticulation	0-00	0-00	0-00
Drainage of existing boundary road	0-00	0-00	0-00
Total Internal Services			**333 268-67**

Table 12.2.3 : External Services (CoT Cost) (Table 3)

Description	Size and Length	Tariff (R)	Cost (R) (VAT Included)
Roads			
Access road to development	0-00	0-00	0-00
Class 3 roads, or other roads with access restrictions	0-00	0-00	0-00
Road upgrading outside development boundary in terms of TIA	0-00	0-00	0-00
Meiring Naude Road / Lynburn Road Intersection	1-00	157 700-00 / per item	157 700-00
Boundary Road Upgrades	0-00	0-00	0-00
Storm Water			
Storm water Connection	0-00	0-00	0-00
Pipe Jacking	0-00	0-00	0-00
Master Plan Upgrades	0-00	0-00	0-00
Storm water system to provide for external (higher lying) storm water through the development	0-00	0-00	0-00
Drainage of access road	0-00	0-00	0-00
Drainage of boundary roads (in excess of 450 Φ pipe)	0-00	0-00	0-00
Total External Services			**157 700-00**

Table 12.2.4 : Boundary Services (Shared Cost) (Table 4)

Description	Size and Length	Tariff (R)	CoT Cost (R) (VAT Included)	Developer Cost (R) (VAT Included)
Existing constructed boundary	0-00	0-00	0-00	0-00
New boundary road	0-00	0-00	0-00	0-00
Existing boundary road Drainage	0-00	0-00	0-00	0-00
Boundary Services			**0-00**	**0-00**
Total				**0-00**

Table 12.2.5 : Summary of Costs

Item	Developer Cost (R)	CoT Cost (R)
Internal Services (Developer) (as per Table 2)	333 268-67	0-00
External Services (CoT) (as per Table 3)	0-00	157 700-00
Boundary Services (Shared Developer & CoT) (as per Table 4)	**0-00**	**0-00**
Total	**333 268-67**	**157 700-00**

13. CONSTRUCTION PERIOD

The anticipated construction period for the external civil services will be determined once the scope of works is confirmed.

Construction will commence once the services agreement is signed by all affected parties and the construction drawings are approved.

14. CONCLUSION

We trust that the above report meets with your requirements. Please contact us should you require any additional information.

……..
Leon Wentzel (ECSA 950052)
for CIVILCONSULT Consulting Engineers (Pty) Ltd

05/02/2026
……
Date

ANNEXURE A

LOCALITY PLAN

NOTES AND SPECIFICATIONS

GENERAL

1 ALL MATERIAL AND WORKMANSHIP MUST COMPLY WITH THE REQUIREMENTS OF THE LATEST RELEVANT SABS REQUIREMENTS.

2 ALL DIMENSIONS ARE IN MILLIMETERS. (UNLESS OTHERWISE SPECIFIED)

3 DO NOT SCALE FROM THIS DRAWING.

4 ALL DIMENSIONS MUST BE CHECKED AND APPROVED ON SITE.

5 ALL CONSTRUCTION TO BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR MUNICIPAL CIVIL ENGINEERING WORKS, THIRD EDITION 2005 AND THE STANDARD CTMM DETAIL DRAWINGS

6 THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE ARCHITECT DRAWINGS. (IF APPLICABLE)

7 THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE STANDARD SPECIFICATIONS FOR MUNICIPAL CIVIL ENGINEERING WORKS, SERIES 4.

8 THE SIGNATURE OR INITIALS ON THIS DRAWING, OF ANY MANAGER OF THEROADS & TRANSPORT DEPARTMENT, IN NO WAY REMOVES ANY RESPONSIBILITY WHATSOEVER FROM THE CONSULTANT.

9 THE CONSULTANT REMAINS RESPONSIBLE TO ENSURE THAT ALL THE GUIDELINES, STANDARD DRAWINGS, STANDARDS AND SPECIFICATIONS OF THE ROADS & TRANSPORT DEPARTMENT HAVE BEEN MET AND ARE COMPLIED WITH.

10 FINAL POSITION OF SERVICES TO BE DETERMINED ON SITE.

ROADS:

1 KERBING TO BE AS PER STANDARD DETAIL PLANS A AND B AND SECTION 10 OF VOLUME 1 OF CONTRACT DOCUMENT.

2 TRAFFIC CONTROL MUST COMPLY WITH THE REQUIREMENTS OF THE SOUTH AFRICAN ROAD TRAFFIC SIGNS MANUAL (THIRD EDITION).

3 VERTICAL AND HORIZONTAL ALIGNMENT TO FOLLOW THE EXISTING ROAD SURFACE, WITH A MINIMUM

LEGEND:

DEVELOPMENT BOUNDARY

PROPOSED DEVELOPMENT

AMENDMENTS

NR.	DATE	APPROVED	DESCRIPTION	PAR.

DESIGNED R.C. BEUKES SIGNATURE: DATE: 05/02/2026	DRAWN R.C. BEUKES
DESIGN CHECKED BY L. WENTZEL SIGNATURE: DATE: 05/02/2026	INFRASTRUCTURE TECHNICAL INFORMATION MANAGEMENT S.H. AUDIE SIGNATURE: DATE:

PROJECT STATUS

● CONCEPT DRAWING ○ TENDER DRAWING ○ APPROVED FOR CONSTRUCTION DRAWING ○ AS BUILT DRAWING

PROJECT ENGINEER (CONSULTANT)		
L.WENTZEL	950052	05/02/2026
INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE
PROJECT ENGINEER (CITY OF TSHWANE)		
INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE
STRUCTURAL ENGINEER (CITY OF TSHWANE)		
INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE
OFFICIAL REPRESENTATIVE (CITY OF TSHWANE):		
INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE

CONSULTANT DETAIL

CIVILCONSULT Consulting Engineers

PO BOX 12645 HATFIELD 0028 | Tel 012-343 6297/0845 Fax 012-343 8929 | mail@civilconsult.co.za

CITY OF TSHWANE

ROADS AND TRANSPORT DEPARTMENT

GROUP HEAD
Mr Letlonkane P. (Pheko)
P.O. BOX 1409
PRETORIA
0001

DIVISIONAL HEAD
Mr Tlhagale M.K.P. (Mavern)
P.O. BOX 1409
PRETORIA
0001

DRAWING APPROVED BY DIVISIONAL HEAD
Mr Tlhagale M.K.P. (Mavern)

SIGNATURE: DATE:

LOCATION OF PROJECT:

ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR

DESCRIPTION OF PROJECT

LOCALITY PLAN

WAYLEAVE NO:

CONTRACT No. : 3287	PROJECT No. : 3287	
DATE : 05/02/2026	SCALE : N.T.S	ORIGINAL PAPER SIZE: A1
DRAWING NO. 3287-100-01-00	SHEET NO: SHEET 1 OF 1	1 REVISION

ANNEXURE B

PRELIMINARY TOWNSHIP LAYOUT PLAN

SCHEDULE OF RIGHTS

Property Description			
Erf/ Portion: 1309 Street Front: Darlington road Suburb: Lynnwood Manor Town/ City: Pretoria		Site Area: 9410m2	
ZONING INFORMATION			
Town planning Scheme	Pretoria Town-planning Scheme	Amended Scheme no.	Use Zone Geusthouse/ restaurant
UNIT AREAS			
unit	Area:	No. of	Total:
offices:	289m2	6	289m2
restaurant:	568m2	2 offices	568m2
geust rooms :	651.5m2	20	651.5m2
function halls:	417m2	4	417m2
Ablution:	127m2	5	127m2
Carports etc.:	97m2	2	97m2
spa	360m2	1	360m2
staff flat	21m2	1	21m2
TOTAL:		2530	

DEVELOPMENT CONTROLE MEASURES		
permissible	controle measure	Actual
2storeys	height of buildings	2 Storeys
40%	coverage	2073/ 9410 =22%
0.4	F.A.R.	2530/9410=0.27
	Density	
20 rooms	No. of rooms	21 currently

PARKING		
parking ratio as per use 1 parking bay / geust room 20 parking / 100m2 social hall 1 parking bay/office geustr managem. 1 parking / 5m2 lecture halls	number of rooms/ seats :	parking bays requiered
TOTAL PARKING BAYS PROVIDED		109 parkings because areas are not used simultaniously

PROJECT	AS-BUILD DRAWINGS OF ADDITIONS TO EXISTING GEUST HOUSE FOR MR. ANDREW BURDEN AT ERF 589 LYNWOOD MANOR DARLINGTON NO5
CLIENT	MR. ANDREW BURDEN
STAND No	ERF 570 LYNWOOD MANOR
ADDRESS	DARLINGTON RD NO5

DRAWING TITLE * TEKENINGTITEL

SITE DEVELOPMENT PLAN

DRAWING SCALE 1:200	DATE 2026/01/20	DRAWN Hendrik
CHECKED	DRAWING NO CASA-SDP	
DATE PRINTED 2026/01/20	REV 0	

OWNER

Mattheus Architects

CEL NO. 072 461 6620
SACAP 6546
e-mail: matt.architects@gmail.com

TOTAL SITE AREA: 9410m2

Drainage:
a. Provide resealing traps to all waste fittings.
b. Adequate access to piping will be provided.
c. Provide marked covers to paving above all cleaning eye's.
d. Provide cleaning eye's to all connections & changes in directions, CE's no more than 23m apart.
e. DIA 100mm cast iron under all buildings.
f. All waste pipes that extend 3 000mm in length must have dia 50 anti-vac traps.
g. Showers needs to have copper traps h.i.L.= 150mm min

Glazing:
All glazing must comply to SABS 0400-1990 part N

Nominal thickness and max. glass areas to comply with SABS 0137

4mm - to 1.5 SQR.m
5mm - 1.5 SQR.m to 2.1 SQR.m
6mm - 2.1 SQR.m to 3.2 SQR.m

Clear glass used in doors must be marked so that it is visible.

6mm safety glass must be used if the underside of a window is lower than 300mm above U.F.L.

If walkways lead straight to a window, use safety glass where the underside of the window is lower than 800mm above U.F.L.

NOTES :
All dimensions to be checked on site and on drawings, any discrepiancies to be reported to the architect before work is put in hand. Only figured dimensioned are to be taken. The drawing is the property of Mattheus Architects. Copyright is reserved by them and this drawing is issued on the condition that it is not copied, reproduced ,retained or disclosed to any authorised person, either wholly or in part without the written consent of Hendrik Mattheus.

All levels to be checked on site and on drawings, any discrepancies to be reported to the Architect before any work is put in hand. All levels shown are finished floor levels. All structural work is to be checked by an Engineer. Soil conditions to be approved by a Soil Engineer.
All work is to be in accordance with SABS-0400

Ablution:
Offices/ reception G1 1 person /15sqm
2 people 1Wc, 1Urinal & 1hwb

geustrooms H3 1person /room
20 people
1xWC's, 1xsh & 1hwb's/ room

Lecture rooms A3 1person /5m2
195m2/5=39 people

social halls 1person /4m2
table G page 70 townplanning scheme
55.5 people

men= 23 people 4xWC's, 7xUrinals & 6hwb's
ladies =23 people = 7xWC's & 6hwb's

REV	DATE	INIT.	DETAILS

ANNEXURE C

ENGINEERING LAYOUT DRAWINGS

PROPOSED EGRESS

EXISTING PAVING

LINE OF ACCESS CONTROL BOOMED OFF AREA

PROPOSED INGRESS

R5.0 R5.0 R5.0 6.0 6.0

RE/1 1/1 1/2 RE/3/627 RE/4 3 589 2/515 RE/532 RE/8 1/8 RE/527 566 1/17 16 13 12 11 10 9 7 6 5 4 531 530 764 765 766 767 768

MEIRING NAUDE ROAD

N1 TOWARDS POLOKWANE

N1 TOWARDS PRETORIA

DARLINGTON ROAD

OXFORD LANE

CHARBURT ROAD

BARNSTAPLE ROAD

1401m 1400m 1399m 1398m 1397m 1396m 1395m 1394m 1393m 1392m 1391m 1390m 1389m

X = 2850350 X = 2850400 X = 2850450

Y = 72700 Y = 72750 Y = 72650 Y = 72600 Y = 72550 Y = 72500 Y = 72450

LOCALITY PLAN
SCALE 1:2500

NOTES AND SPECIFICATIONS

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6 THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE ARCHITECT DRAWINGS. (IF APPLICABLE)

7 THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE STANDARD SPECIFICATIONS FOR MUNICIPAL CIVIL ENGINEERING WORKS, SERIES 4.

8 THE SIGNATURE OR INITIALS ON THIS DRAWING, OF ANY MANAGER OF THEROADS & TRANSPORT DEPARTMENT, IN NO WAY REMOVES ANY RESPONSIBILITY WHATSOEVER FROM THE CONSULTANT.

9 THE CONSULTANT REMAINS RESPONSIBLE TO ENSURE THAT ALL THE GUIDELINES, STANDARD DRAWINGS, STANDARDS AND SPECIFICATIONS OF THE ROADS & TRANSPORT DEPARTMENT HAVE BEEN MET AND ARE COMPLIED WITH.

10 FINAL POSITION OF SERVICES TO BE DETERMINED ON SITE.

ROADS:

1 KERBING TO BE AS PER STANDARD DETAIL PLANS A AND B AND SECTION 10 OF VOLUME 1 OF CONTRACT DOCUMENT.

2 TRAFFIC CONTROL MUST COMPLY WITH THE REQUIREMENTS OF THE SOUTH AFRICAN ROAD TRAFFIC SIGNS MANUAL (THIRD EDITION).

3 VERTICAL AND HORIZONTAL ALIGNMENT TO FOLLOW THE EXISTING ROAD SURFACE, WITH A MINIMUM

LEGEND:

- DEVELOPMENT BOUNDARY
- EXISTING ROAD
- PROPOSED ACCESS
- EXISTING 1.8m WIDE SIDEWALK
- EXISTING PAVING
- LINE OF ACCESS CONTROL BOOMED OF AREA

AMENDMENTS

NR.	DATE	APPROVED	DESCRIPTION	PAR.

DESIGNED: R.C. BEUKES — SIGNATURE: — DATE: 05/02/2026

DRAWN: R.C. BEUKES

DESIGN CHECKED BY: L. WENTZEL — SIGNATURE: — DATE: 05/02/2026

INFRASTRUCTURE TECHNICAL INFORMATION MANAGEMENT: S.H. AUDIE — SIGNATURE: — DATE:

PROJECT STATUS

● CONCEPT DRAWING ○ TENDER DRAWING ○ APPROVED FOR CONSTRUCTION DRAWING ○ AS BUILT DRAWING

PROJECT ENGINEER (CONSULTANT)

INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE
L.WENTZEL	950052	05/02/2026

PROJECT ENGINEER (CITY OF TSHWANE)

INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE

STRUCTURAL ENGINEER (CITY OF TSHWANE)

INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE

OFFICIAL REPRESENTATIVE (CITY OF TSHWANE):

INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE

CONSULTANT DETAIL

CIVILCONSULT
Consulting Engineers
PO BOX 12645 HATFIELD 0028
Tel 012-343 6297/0845
Fax 012-343 8929
mail@civilconsult.co.za

CITY OF TSHWANE
ROADS AND TRANSPORT DEPARTMENT

GROUP HEAD
Mr Letlonkane P. (Pheko)
P.O. BOX 1409
PRETORIA
0001

DIVISIONAL HEAD
Mr Tlhagale M.K.P. (Mavem)
P.O. BOX 1409
PRETORIA
0001

DRAWING APPROVED BY DIVISIONAL HEAD
Mr Tlhagale M.K.P. (Mavem)

SIGNATURE: DATE:

LOCATION OF PROJECT:
ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR

DESCRIPTION OF PROJECT
ROADS :
GENERAL LAYOUT

WAYLEAVE NO:

CONTRACT No. :	PROJECT No. :	
3287	3287	
DATE : 05/02/2026	SCALE : 1:500	ORIGINAL PAPER SIZE: A1
DRAWING NO. 3287-400-01-00	SHEET NO: SHEET 1 OF 1	0 REVISION

PROPOSED EGRESS

EXISTING PAVING

LINE OF ACCESS CONTROL BOOMED OFF AREA

PROPOSED INGRESS

R5.0 R5.0 R5.0 6.0 6.0

RE/1 1/1 1/2 RE/3/627 RE/4 3 589 2/515 RE/532 RE/8 1/8 RE/527 566 1/17 16 13 12 11 10 9 7 6 5 4 531 530 764 765 766 767 768

MEIRING NAUDE ROAD

N1 TOWARDS POLOKWANE

N1 TOWARDS PRETORIA

DARLINGTON ROAD

OXFORD LANE

CHARBURT ROAD

BARNSTAPLE ROAD

1401m 1400m 1399m 1398m 1397m 1396m 1395m 1394m 1393m 1392m 1391m 1390m 1389m

X = 2850350 X = 2850400 X = 2850450

Y = 72700 Y = 72750 Y = 72650 Y = 72600 Y = 72550 Y = 72500 Y = 72450

LOCALITY PLAN
SCALE 1:2500

NOTES AND SPECIFICATIONS

GENERAL

1 ALL MATERIAL AND WORKMANSHIP MUST COMPLY WITH THE REQUIREMENTS OF THE LATEST RELEVANT SABS REQUIREMENTS.

2 ALL DIMENSIONS ARE IN MILLIMETERS. (UNLESS OTHERWISE SPECIFIED)

3 DO NOT SCALE FROM THIS DRAWING.

4 ALL DIMENSIONS MUST BE CHECKED AND APPROVED ON SITE.

5 ALL CONSTRUCTION TO BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR MUNICIPAL CIVIL ENGINEERING WORKS, THIRD EDITION 2005 AND THE STANDARD CTMM DETAIL DRAWINGS

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- DEVELOPMENT BOUNDARY
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- EXISTING 1.8m WIDE SIDEWALK
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- LINE OF ACCESS CONTROL BOOMED OF AREA

AMENDMENTS

NR.	DATE	APPROVED	DESCRIPTION	PAR.

DESIGNED: R.C. BEUKES — SIGNATURE: — DATE: 05/02/2026

DRAWN: R.C. BEUKES

DESIGN CHECKED BY: L. WENTZEL — SIGNATURE: — DATE: 05/02/2026

INFRASTRUCTURE TECHNICAL INFORMATION MANAGEMENT: S.H. AUDIE — SIGNATURE: — DATE:

PROJECT STATUS

● CONCEPT DRAWING ○ TENDER DRAWING ○ APPROVED FOR CONSTRUCTION DRAWING ○ AS BUILT DRAWING

PROJECT ENGINEER (CONSULTANT)

INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE
L.WENTZEL	950052	05/02/2026

PROJECT ENGINEER (CITY OF TSHWANE)

INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE

STRUCTURAL ENGINEER (CITY OF TSHWANE)

INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE

OFFICIAL REPRESENTATIVE (CITY OF TSHWANE):

INITIALS AND SURNAME	SIGNATURE AND Pr. No.	DATE

CONSULTANT DETAIL

CIVILCONSULT
Consulting Engineers
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Tel 012-343 6297/0845
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CITY OF TSHWANE
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DIVISIONAL HEAD
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P.O. BOX 1409
PRETORIA
0001

DRAWING APPROVED BY DIVISIONAL HEAD
Mr Tlhagale M.K.P. (Mavem)

SIGNATURE: DATE:

LOCATION OF PROJECT:
ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR

DESCRIPTION OF PROJECT
ROADS :
GENERAL LAYOUT

WAYLEAVE NO:

CONTRACT No. :	PROJECT No. :	
3287	3287	
DATE : 05/02/2026	SCALE : 1:500	ORIGINAL PAPER SIZE: A1
DRAWING NO. 3287-400-01-00	SHEET NO: SHEET 1 OF 1	0 REVISION

ANNEXURE D

STORM WATER RUN-OFF CALCULATIONS

RATIONAL METHOD

Description of catchment	Erf 3 Lynnwood Manor		
River detail	Pre-Development Run-off : Total Catchment Area		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.001983	km^2	Rainfall region		INLAND
Longest watercourse (L)	0.0683721	km	**Area distribution factors**		
Average slope (S_{av})	0.0789796	m/m	Rural (α)	Urban (β)	Lakes (γ)
Dolimite area ($D_{\%}$)	0	%	100%	0%	0%
Mean annual rainfall (MAR)	750	mm			
Surface roughness coefficient (r)	0.3				

Rural (C_1)				**Urban (C_2)**			
Surface slope	**%**	**Factor**	**C_s**	**Description**	**%**	**Factor**	**C_2**
Vleis and pans	10	0.03	0.00	**Lawns**			
Flat areas	50	0.08	0.04	Sandy, flat (<2%)	0	0.1	0
Hilly	40	0.16	0.06	Sandy, steep (>7%)	0	0.2	0
Steep areas	0	0.26	0.00	Heavy soil, flat (<2%)	0	0.17	0
Total	100	-	0.11	Heavy soil, steep (<7%)	0	0.35	0
Permeability	**%**	**Factor**	**C_p**	**Residential areas**			
Very permeable	10	0.04	0.00	Houses	0	0.6	0
Permeable	50	0.08	0.04	Flats	0	0.7	0
Semi-permeable	35	0.16	0.06	**Industry**			
Impermeable	5	0.26	0.01	Light industry	0	0.8	0
Total	100	-	0.11	Heavy industry	0	0.8	0
Vegetation	**%**	**Factor**	**C_v**	**Business**			
Thick bush and plantation	30	0.04	0.01	City centre	0	0.7	0
Light bush and farm-lands	30	0.11	0.03	Suburban	0	0.7	0
Grass lands	30	0.21	0.06	Streets	0	0.95	0
No vegetation	10	0.28	0.03	Maximum flood	0	1	0
Total	100	-	0.14	Total (C_2)	0	-	0

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.178	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.356	0.356	0.356	0.356	0.356	0.356
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$	0.356	0.356	0.356	0.356	0.356	0.356
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.178	0.196	0.214	0.239	0.295	0.356
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.178	0.196	0.214	0.239	0.295	0.356

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	15.76	21.73	26.26	31.05	38.03	43.88
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	88.57	122.14	147.59	174.51	213.75	246.64
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour), I_T ($I_T=P_{iT} \times ARF_T$)	88.6	122.1	147.6	174.5	213.8	246.6
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.009	0.013	0.017	0.023	0.035	0.048

RATIONAL METHOD

Description of catchment	Erf 3 Lynnwood Manor		
River detail	Post-Developed Run-off : Total Catchment Area Internal		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.001983	km^2	Rainfall region	INLAND
Longest watercourse (L)	0.0683721	km	**Area distribution factors**	
Average slope (S_{av})	0.0789796	m/m	Rural (α)	0%
Dolimite area ($D_{\%}$)	0	%	Urban (β)	100%
Mean annual rainfall (MAR)	750	mm	Lakes (γ)	0%
Surface roughness coefficient (r)	0.02			

Rural (C_1)

Surface slope	**%**	**Factor**	**C_s**
Vleis and pans	0	0.03	0.00
Flat areas	0	0.08	0.00
Hilly	0	0.16	0.00
Steep areas	0	0.26	0.00
Total	0	-	0.00
Permeability	**%**	**Factor**	**C_p**
Very permeable	0	0.04	0.00
Permeable	0	0.08	0.00
Semi-permeable	0	0.16	0.00
Impermeable	0	0.26	0.00
Total	0	-	0.00
Vegetation	**%**	**Factor**	**C_v**
Thick bush and plantation	0	0.04	0.00
Light bush and farm-lands	0	0.11	0.00
Grass lands	0	0.21	0.00
No vegetation	0	0.28	0.00
Total	0	-	0.00

Urban (C_2)

Description	**%**	**Factor**	**C_2**
Lawns			
Sandy, flat (<2%)	0	0.1	0
Sandy, steep (>7%)	0	0.2	0
Heavy soil, flat (<2%)	0	0.17	0
Heavy soil, steep (<7%)	0	0.35	0
Residential areas			
Houses	0	0.6	0
Flats	0	0.7	0
Industry			
Light industry	100	0.8	0.8
Heavy industry	0	0.8	0
Business			
City centre	0	0.7	0
Suburban	0	0.7	0
Streets	0	0.95	0
Maximum flood	0	1	0
Total (C_2)	100	-	0.8

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.050	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$	0.000	0.000	0.000	0.000	0.000	0.000
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.000	0.000	0.000	0.000	0.000	0.000
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.800	0.800	0.800	0.800	0.800	0.800

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	6.12	8.45	10.21	12.07	14.79	17.06
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	121.90	168.20	203.20	240.30	294.40	339.60
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour),I_T ($I_T=P_{iT} \times ARF_T$)	121.9	168.2	203.2	240.3	294.4	339.6
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.054	0.074	0.090	0.106	0.130	0.150

RATIONAL METHOD

Description of catchment	Erf 589 Lynnwood Glen (Part A)		
River detail	Pre-Developed Run-off : Total Catchment Area Internal		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.001731	km^2	Rainfall region		INLAND
Longest watercourse (L)	0.0681784	km	**Area distribution factors**		
Average slope (S_{av})	0.0498692	m/m	Rural (α)	Urban (β)	Lakes (γ)
Dolimite area ($D_{\%}$)	0	%	0%	100%	0%
Mean annual rainfall (MAR)	750	mm			
Surface roughness coefficient (r)	0.02				

Rural (C_1) / Urban (C_2)

Surface slope	%	Factor	C_s	**Description**	%	Factor	C_2
Vleis and pans	0	0.03	0.00	**Lawns**			
Flat areas	0	0.08	0.00	Sandy, flat (<2%)	0	0.1	0
Hilly	0	0.16	0.00	Sandy, steep (>7%)	0	0.2	0
Steep areas	0	0.26	0.00	Heavy soil, flat (<2%)	0	0.17	0
Total	0	-	0.00	Heavy soil, steep (<7%)	0	0.35	0
Permeability	%	Factor	C_p	**Residential areas**			
Very permeable	0	0.04	0.00	Houses	0	0.6	0
Permeable	0	0.08	0.00	Flats	0	0.7	0
Semi-permeable	0	0.16	0.00	**Industry**			
Impermeable	0	0.26	0.00	Light industry	100	0.8	0.8
Total	0	-	0.00	Heavy industry	0	0.8	0
Vegetation	%	Factor	C_v	**Business**			
Thick bush and plantation	0	0.04	0.00	City centre	0	0.7	0
Light bush and farm-lands	0	0.11	0.00	Suburban	0	0.7	0
Grass lands	0	0.21	0.00	Streets	0	0.95	0
No vegetation	0	0.28	0.00	Maximum flood	0	1	0
Total	0	-	0.00	Total (C_2)	100	-	0.8

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.056	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$	0.000	0.000	0.000	0.000	0.000	0.000
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.000	0.000	0.000	0.000	0.000	0.000
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.800	0.800	0.800	0.800	0.800	0.800

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	6.81	9.39	11.35	13.42	16.44	18.97
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	121.90	168.20	203.20	240.30	294.40	339.60
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour),I_T ($I_T=P_{iT} \times ARF_T$)	121.9	168.2	203.2	240.3	294.4	339.6
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.047	0.065	0.078	0.092	0.113	0.131

RATIONAL METHOD

Description of catchment	Erf 589 Lynnwood Glen (Part A)				
River detail	Post-Developed Run-off : Total Catchment Area Internal				
Calculated by	R.C. Beukes		**Date**	2026-02-05	

Physical characteristics

Size of catchment (A)	0.001731	km^2	Rainfall region		INLAND
Longest watercourse (L)	0.0681784	km	**Area distribution factors**		
Average slope (S_{av})	0.0498692	m/m	Rural (α)	Urban (β)	Lakes (γ)
Dolimite area ($D_{\%}$)	0	%	0%	100%	0%
Mean annual rainfall (MAR)	750	mm			
Surface roughness coefficient (r)	0.02				

Rural (C_1)				**Urban (C_2)**			
Surface slope	**%**	**Factor**	**C_s**	**Description**	**%**	**Factor**	**C_2**
Vleis and pans	0	0.03	0.00	**Lawns**			
Flat areas	0	0.08	0.00	Sandy, flat (<2%)	0	0.1	0
Hilly	0	0.16	0.00	Sandy, steep (>7%)	0	0.2	0
Steep areas	0	0.26	0.00	Heavy soil, flat (<2%)	0	0.17	0
Total	0	-	0.00	Heavy soil, steep (<7%)	0	0.35	0
Permeability	**%**	**Factor**	**C_p**	**Residential areas**			
Very permeable	0	0.04	0.00	Houses	0	0.6	0
Permeable	0	0.08	0.00	Flats	0	0.7	0
Semi-permeable	0	0.16	0.00	**Industry**			
Impermeable	0	0.26	0.00	Light industry	100	0.8	0.8
Total	0	-	0.00	Heavy industry	0	0.8	0
Vegetation	**%**	**Factor**	**C_v**	**Business**			
Thick bush and plantation	0	0.04	0.00	City centre	0	0.7	0
Light bush and farm-lands	0	0.11	0.00	Suburban	0	0.7	0
Grass lands	0	0.21	0.00	Streets	0	0.95	0
No vegetation	0	0.28	0.00	Maximum flood	0	1	0
Total	0	-	0.00	Total (C_2)	100	-	0.8

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.056	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$	0.000	0.000	0.000	0.000	0.000	0.000
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.000	0.000	0.000	0.000	0.000	0.000
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.800	0.800	0.800	0.800	0.800	0.800

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	6.81	9.39	11.35	13.42	16.44	18.97
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	121.90	168.20	203.20	240.30	294.40	339.60
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour),I_T ($I_T=P_{iT} \times ARF_T$)	121.9	168.2	203.2	240.3	294.4	339.6
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.047	0.065	0.078	0.092	0.113	0.131

RATIONAL METHOD

Description of catchment	Erf 589 Lynnwood Glen (Part B)		
River detail	Pre-Developed Run-off : Total Catchment Area Internal		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.0022	km^2	Rainfall region		INLAND
Longest watercourse (L)	0.0833974	km	**Area distribution factors**		
Average slope (S_{av})	0.0695465	m/m	Rural (α)	Urban (β)	Lakes (γ)
Dolimite area ($D_{\%}$)	0	%	0%	100%	0%
Mean annual rainfall (MAR)	750	mm			
Surface roughness coefficient (r)	0.02				

Rural (C_1)

Surface slope	**%**	**Factor**	**C_s**
Vleis and pans	0	0.03	0.00
Flat areas	0	0.08	0.00
Hilly	0	0.16	0.00
Steep areas	0	0.26	0.00
Total	0	-	0.00
Permeability	**%**	**Factor**	**C_p**
Very permeable	0	0.04	0.00
Permeable	0	0.08	0.00
Semi-permeable	0	0.16	0.00
Impermeable	0	0.26	0.00
Total	0	-	0.00
Vegetation	**%**	**Factor**	**C_v**
Thick bush and plantation	0	0.04	0.00
Light bush and farm-lands	0	0.11	0.00
Grass lands	0	0.21	0.00
No vegetation	0	0.28	0.00
Total	0	-	0.00

Urban (C_2)

Description	**%**	**Factor**	**C_2**
Lawns			
Sandy, flat (<2%)	0	0.1	0
Sandy, steep (>7%)	0	0.2	0
Heavy soil, flat (<2%)	0	0.17	0
Heavy soil, steep (<7%)	0	0.35	0
Residential areas			
Houses	0	0.6	0
Flats	0	0.7	0
Industry			
Light industry	100	0.8	0.8
Heavy industry	0	0.8	0
Business			
City centre	0	0.7	0
Suburban	0	0.7	0
Streets	0	0.95	0
Maximum flood	0	1	0
Total (C_2)	100	-	0.8

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.057	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$)	0.000	0.000	0.000	0.000	0.000	0.000
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.000	0.000	0.000	0.000	0.000	0.000
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.800	0.800	0.800	0.800	0.800	0.800

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	6.92	9.55	11.54	13.64	16.71	19.28
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	121.90	168.20	203.20	240.30	294.40	339.60
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour),I_T ($I_T=P_{iT} \times ARF_T$)	121.9	168.2	203.2	240.3	294.4	339.6
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.060	0.082	0.099	0.117	0.144	0.166

RATIONAL METHOD

Description of catchment	Erf 589 Lynnwood Glen (Part B)		
River detail	Post-Developed Run-off : Total Catchment Area Internal		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.0022	km^2	Rainfall region		INLAND
Longest watercourse (L)	0.0833974	km	**Area distribution factors**		
Average slope (S_{av})	0.0695465	m/m	Rural (α)	Urban (β)	Lakes (γ)
Dolimite area ($D_{\%}$)	0	%	0%	100%	0%
Mean annual rainfall (MAR)	750	mm			
Surface roughness coefficient (r)	0.02				

Rural (C_1)

Surface slope	**%**	**Factor**	**C_s**
Vleis and pans	0	0.03	0.00
Flat areas	0	0.08	0.00
Hilly	0	0.16	0.00
Steep areas	0	0.26	0.00
Total	0	-	0.00
Permeability	**%**	**Factor**	**C_p**
Very permeable	0	0.04	0.00
Permeable	0	0.08	0.00
Semi-permeable	0	0.16	0.00
Impermeable	0	0.26	0.00
Total	0	-	0.00
Vegetation	**%**	**Factor**	**C_v**
Thick bush and plantation	0	0.04	0.00
Light bush and farm-lands	0	0.11	0.00
Grass lands	0	0.21	0.00
No vegetation	0	0.28	0.00
Total	0	-	0.00

Urban (C_2)

Description	**%**	**Factor**	**C_2**
Lawns			
Sandy, flat (<2%)	0	0.1	0
Sandy, steep (>7%)	0	0.2	0
Heavy soil, flat (<2%)	0	0.17	0
Heavy soil, steep (<7%)	0	0.35	0
Residential areas			
Houses	0	0.6	0
Flats	0	0.7	0
Industry			
Light industry	100	0.8	0.8
Heavy industry	0	0.8	0
Business			
City centre	0	0.7	0
Suburban	0	0.7	0
Streets	0	0.95	0
Maximum flood	0	1	0
Total (C_2)	100	-	0.8

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.057	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$	0.000	0.000	0.000	0.000	0.000	0.000
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.000	0.000	0.000	0.000	0.000	0.000
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.800	0.800	0.800	0.800	0.800	0.800

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	6.92	9.55	11.54	13.64	16.71	19.28
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	121.90	168.20	203.20	240.30	294.40	339.60
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour),I_T ($I_T=P_{iT} \times ARF_T$)	121.9	168.2	203.2	240.3	294.4	339.6
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.060	0.082	0.099	0.117	0.144	0.166

RATIONAL METHOD

Description of catchment	Erf 589 Lynnwood Glen (Part C)		
River detail	Pre-Development Run-off : Total Catchment Area		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.000828	km^2	Rainfall region		INLAND
Longest watercourse (L)	0.0377395	km	**Area distribution factors**		
Average slope (S_{av})	0.1192385	m/m	Rural (α)	Urban (β)	Lakes (γ)
Dolimite area ($D_{\%}$)	0	%	100%	0%	0%
Mean annual rainfall (MAR)	750	mm			
Surface roughness coefficient (r)	0.3				

Rural (C_1)				**Urban (C_2)**			
Surface slope	**%**	**Factor**	**C_s**	**Description**	**%**	**Factor**	**C_2**
Vleis and pans	10	0.03	0.00	**Lawns**			
Flat areas	50	0.08	0.04	Sandy, flat (<2%)	0	0.1	0
Hilly	40	0.16	0.06	Sandy, steep (>7%)	0	0.2	0
Steep areas	0	0.26	0.00	Heavy soil, flat (<2%)	0	0.17	0
Total	100	-	0.11	Heavy soil, steep (<7%)	0	0.35	0
Permeability	**%**	**Factor**	**C_p**	**Residential areas**			
Very permeable	10	0.04	0.00	Houses	0	0.6	0
Permeable	50	0.08	0.04	Flats	0	0.7	0
Semi-permeable	35	0.16	0.06	**Industry**			
Impermeable	5	0.26	0.01	Light industry	0	0.8	0
Total	100	-	0.11	Heavy industry	0	0.8	0
Vegetation	**%**	**Factor**	**C_v**	**Business**			
Thick bush and plantation	30	0.04	0.01	City centre	0	0.7	0
Light bush and farm-lands	30	0.11	0.03	Suburban	0	0.7	0
Grass lands	30	0.21	0.06	Streets	0	0.95	0
No vegetation	10	0.28	0.03	Maximum flood	0	1	0
Total	100	-	0.14	Total (C_2)	0	-	0

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.122	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.356	0.356	0.356	0.356	0.356	0.356
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$	0.356	0.356	0.356	0.356	0.356	0.356
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.178	0.196	0.214	0.239	0.295	0.356
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.178	0.196	0.214	0.239	0.295	0.356

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	13.12	18.10	21.87	25.86	31.68	36.54
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	107.17	147.84	178.62	211.22	258.75	298.51
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour), I_T ($I_T=P_{iT} \times ARF_T$)	107.2	147.8	178.6	211.2	258.7	298.5
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.004	0.007	0.009	0.012	0.018	0.024

RATIONAL METHOD

Description of catchment	Erf 589 Lynnwood Glen (Part C)		
River detail	Post-Developed Run-off : Total Catchment Area Internal		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.000828	km^2	Rainfall region		INLAND
Longest watercourse (L)	0.0377395	km	**Area distribution factors**		
Average slope (S_{av})	0.1192385	m/m	Rural (α)	Urban (β)	Lakes (γ)
Dolimite area ($D_{\%}$)	0	%	0%	100%	0%
Mean annual rainfall (MAR)	750	mm			
Surface roughness coefficient (r)	0.02				

Rural (C_1)

Surface slope	**%**	**Factor**	**C_s**
Vleis and pans	0	0.03	0.00
Flat areas	0	0.08	0.00
Hilly	0	0.16	0.00
Steep areas	0	0.26	0.00
Total	0	-	0.00
Permeability	**%**	**Factor**	**C_p**
Very permeable	0	0.04	0.00
Permeable	0	0.08	0.00
Semi-permeable	0	0.16	0.00
Impermeable	0	0.26	0.00
Total	0	-	0.00
Vegetation	**%**	**Factor**	**C_v**
Thick bush and plantation	0	0.04	0.00
Light bush and farm-lands	0	0.11	0.00
Grass lands	0	0.21	0.00
No vegetation	0	0.28	0.00
Total	0	-	0.00

Urban (C_2)

Description	**%**	**Factor**	**C_2**
Lawns			
Sandy, flat (<2%)	0	0.1	0
Sandy, steep (>7%)	0	0.2	0
Heavy soil, flat (<2%)	0	0.17	0
Heavy soil, steep (<7%)	0	0.35	0
Residential areas			
Houses	0	0.6	0
Flats	0	0.7	0
Industry			
Light industry	100	0.8	0.8
Heavy industry	0	0.8	0
Business			
City centre	0	0.7	0
Suburban	0	0.7	0
Streets	0	0.95	0
Maximum flood	0	1	0
Total (C_2)	100	-	0.8

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.035	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$	0.000	0.000	0.000	0.000	0.000	0.000
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.000	0.000	0.000	0.000	0.000	0.000
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.800	0.800	0.800	0.800	0.800	0.800

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	4.21	5.81	7.02	8.31	10.18	11.74
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	121.90	168.20	203.20	240.30	294.40	339.60
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour),I_T ($I_T=P_{iT} \times ARF_T$)	121.9	168.2	203.2	240.3	294.4	339.6
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.022	0.031	0.037	0.044	0.054	0.062

RATIONAL METHOD

Description of catchment	Remainder of Erf 532 Lynnwood Glen		
River detail	Pre-Development Run-off : Total Catchment Area		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.002668	km^2	Rainfall region		INLAND
Longest watercourse (L)	0.0602631	km	**Area distribution factors**		
Average slope (S_{av})	0.0796507	m/m	Rural (α)	Urban (β)	Lakes (γ)
Dolimite area ($D_{\%}$)	0	%	100%	0%	0%
Mean annual rainfall (MAR)	750	mm			
Surface roughness coefficient (r)	0.3				

Rural (C_1)				**Urban (C_2)**			
Surface slope	**%**	**Factor**	**C_s**	**Description**	**%**	**Factor**	**C_2**
Vleis and pans	10	0.03	0.00	**Lawns**			
Flat areas	50	0.08	0.04	Sandy, flat (<2%)	0	0.1	0
Hilly	40	0.16	0.06	Sandy, steep (>7%)	0	0.2	0
Steep areas	0	0.26	0.00	Heavy soil, flat (<2%)	0	0.17	0
Total	100	-	0.11	Heavy soil, steep (<7%)	0	0.35	0
Permeability	**%**	**Factor**	**C_p**	**Residential areas**			
Very permeable	10	0.04	0.00	Houses	0	0.6	0
Permeable	50	0.08	0.04	Flats	0	0.7	0
Semi-permeable	35	0.16	0.06	**Industry**			
Impermeable	5	0.26	0.01	Light industry	0	0.8	0
Total	100	-	0.11	Heavy industry	0	0.8	0
Vegetation	**%**	**Factor**	**C_v**	**Business**			
Thick bush and plantation	30	0.04	0.01	City centre	0	0.7	0
Light bush and farm-lands	30	0.11	0.03	Suburban	0	0.7	0
Grass lands	30	0.21	0.06	Streets	0	0.95	0
No vegetation	10	0.28	0.03	Maximum flood	0	1	0
Total	100	-	0.14	Total (C_2)	0	-	0

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.167	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.356	0.356	0.356	0.356	0.356	0.356
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$)	0.356	0.356	0.356	0.356	0.356	0.356
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.178	0.196	0.214	0.239	0.295	0.356
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.178	0.196	0.214	0.239	0.295	0.356

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	15.13	20.86	25.21	29.80	36.51	42.12
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	90.38	124.63	150.60	178.06	218.10	251.66
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour), I_T ($I_T=P_{iT} \times ARF_T$)	90.4	124.6	150.6	178.1	218.1	251.7
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.012	0.018	0.024	0.031	0.048	0.066

RATIONAL METHOD

Description of catchment	Remainder of Erf 532 Lynnwood Glen		
River detail	Post-Developed Run-off : Total Catchment Area Internal		
Calculated by	R.C. Beukes	**Date**	2026-02-05

Physical characteristics

Size of catchment (A)	0.002668	km^2	Rainfall region	INLAND
Longest watercourse (L)	0.0602631	km	**Area distribution factors**	
Average slope (S_{av})	0.0796507	m/m	Rural (α)	0%
Dolimite area ($D_{\%}$)	0	%	Urban (β)	100%
Mean annual rainfall (MAR)	750	mm	Lakes (γ)	0%
Surface roughness coefficient (r)	0.02			

Rural (C_1)

Surface slope	**%**	**Factor**	**C_s**
Vleis and pans	0	0.03	0.00
Flat areas	0	0.08	0.00
Hilly	0	0.16	0.00
Steep areas	0	0.26	0.00
Total	0	-	0.00
Permeability	**%**	**Factor**	**C_p**
Very permeable	0	0.04	0.00
Permeable	0	0.08	0.00
Semi-permeable	0	0.16	0.00
Impermeable	0	0.26	0.00
Total	0	-	0.00
Vegetation	**%**	**Factor**	**C_v**
Thick bush and plantation	0	0.04	0.00
Light bush and farm-lands	0	0.11	0.00
Grass lands	0	0.21	0.00
No vegetation	0	0.28	0.00
Total	0	-	0.00

Urban (C_2)

Description	**%**	**Factor**	**C_2**
Lawns			
Sandy, flat (<2%)	0	0.1	0
Sandy, steep (>7%)	0	0.2	0
Heavy soil, flat (<2%)	0	0.17	0
Heavy soil, steep (<7%)	0	0.35	0
Residential areas			
Houses	0	0.6	0
Flats	0	0.7	0
Industry			
Light industry	100	0.8	0.8
Heavy industry	0	0.8	0
Business			
City centre	0	0.7	0
Suburban	0	0.7	0
Streets	0	0.95	0
Maximum flood	0	1	0
Total (C_2)	100	-	0.8

Time of concentration (T_c)

Notes:

Overland Flow		Defined watercourse	
$T_C = 0{,}604\left(\frac{rL}{\sqrt{S_{av}}}\right)^{0{,}467}$		$T_C = \left(\frac{0{,}87L^2}{1000S_{av}}\right)^{0.385}$	
0.047	hours (min=0.0833)	0.000	hours

Run-off coefficient

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Run-off coefficient, C_1 ($C_1=C_S+C_P+C_V$)	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted for dolomitic areas, C_{1D} ($C_{1D}=C_1(1-D_{\%})+C_1D_{\%}(\Sigma(D_{factor} \times C_{S\%}))$	0.000	0.000	0.000	0.000	0.000	0.000
Adjustment factor for initial saturation, Ft	0.500	0.550	0.600	0.670	0.830	1.000
Adjusted run-off coefficient, C_{1T} ($C_{1T}=C_{1D} \times F_t$)	0.000	0.000	0.000	0.000	0.000	0.000
Combined run-off coefficient C_T ($C_T=\alpha C_{1T} + \beta C_2 + \gamma C_3$)	0.800	0.800	0.800	0.800	0.800	0.800

Rainfall

Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
Point rainfall (mm), PT	5.76	7.95	9.60	11.36	13.91	16.05
Point intenity (mm/hour), $P_{iT}(=P_T/T_C)$	121.90	168.20	203.20	240.30	294.40	339.60
Area reduction factor (%), ARFT	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Average intensity (mm/hour),I_T ($I_T=P_{iT} \times ARF_T$)	121.9	168.2	203.2	240.3	294.4	339.6
Return period (years), T	**2**	**5**	**10**	**20**	**50**	**100**
$Peak_flow(m^3/s), Q_T = \frac{C_T I_T A}{3{,}6}$	0.072	0.100	0.120	0.142	0.175	0.201

ANNEXURE E

EXISTING SERVICES

LYNNWOOD MANOR : ROAD & STORMWATER

N

471 401 261 603 308 307 306 309 305 254 602 317

BRAMPTONSTRAAT

FARNHAMWEG

SLUIT AAN BY BEST.

ELEKTRIESE SUBSTASIE

TRANSFORMERS

SWEMBAD

VLOEDLYN

MORELETA RUT

BROO

PUNT	KETTING	Y-KOORDINATE	X-KOORDINATE	BOOG DATA
	0,00	71 093,384	49 474,618	
BHB 1	64,967	71 035,364	49 445,388	R = 65m
EHB 1	136,485	70 967,636	49 451,053	T = 39,864 I = 63° 02' 28"
PI 1	—	70 999,763	49 427,452	
BHB 2	162,869	70 946,373	49 466,674	R = 75m
EHB 2	208,541	70 903,817	49 481,209	T = 23,569 I = 34° 53' 27"
PI 2	—	70 927,379	49 480,628	
BHB 3	225,068	70 887,295	49 481,616	R = 85m
EHB 3	272,462	70 842,650	49 495,594	T = 24,331 I = 31° 56' 49"
PI 3	—	70 862,972	49 482,215	
BHB 4	309,438	70 811,766	49 515,926	R = 1000m
EHB 4	369,375	70 762,721	49 550,364	T = 29,962m I = 3° 26' 02"
PI 4	—	70 786,727	49 532,410	
End Kont	380,000	70 754,212	49 556,728	
		FARNHAM		
	0,00	70 944,242	49 468,240	
	80,00	70 970,096	49 548,514	
		ALTHEA		
	0,00	70 791,652	49 529,167	
	60,00	70 758,976	49 478,844	

LYNNWOOD MANOR

OPGEMEET SURVEYED	GETEKEN DRAWN	ONTWERP DESIGNED	NAGESIEN CHECKED	DATUM DATE	STADSRAAD VAN PRETORIA STADSINGENIEURSAFDELING PAAIESEKSIE	CITY COUNCIL OF PRETORIA CITY ENGINEERS DEPARTMENT ROADS SECTION	STADSINGENIEUR CITY ENGINEER C. C. DURAND Pr.Ing.	HOOFPADINGENIEUR CHIEF ROADS ENGINEER M.M. DU TOIT Pr.Ing.	ROAD AND STORMWATER LAYOUT	KONTRAK nr. CONTRACT No. 78/ 52330	TEKENING nr. DRAWING No. 3

P2057/3

P2057/3

Lynnwood Manor

CITY COUNCIL / STADSRAAD OF/VAN PRETORIA

VLOEIWATERDREINERING / STORMWATER DRAINAGE

AMERSHAM STR. & LYNBURN ROAD

STADSINGENIEUR DATUM/DATE

PLAN

SKAAL/SCALE 1"=50'0"

LENGTESNIT
LONGITUDINAL SECTION
SKAAL/SCALE HOR. 1"=50'0" VER. 1"=5'0"

VIR TIPIESE DWARSSNITTE SIEN TEKENING SES. DRAWING

KONTRAK CONTRACT 1511

OPGEMEET SURVEYED STAG
DATUM/DIEPTE DATUM/DEPTH STAG
GETEKEN DRAWN STAG
NAGESIEN CHECKED

TEKENING DRAWING HZ 12/4

P2957/4

MS 42

NOTES:
1. EXISTING "K" KERB INLET TO BE BREAK AWAY AND PIPE TO JOIN UP WITH EXISTING PIPE.

LEGEND
CATCHPIT 10'0" LONG
VANGKUIL 10'0" LANK
JUNCTION BOX
KANDSTAPPE

NOTE
CLASS II BEDDING TO BE PROVIDED UNDER ALL ROADS

2/10'0" VANGKUILE / CATCH PITS

AMERSHAM STREET

LYNBURN ROAD

BRAMPTON ROAD

FARNHAM ROAD

CONSTRUCT REMOVAL SEE DWG NO 12/10/11

EXISTING 18"ø STORMWATER PIPE

PROPOSED 5'0"ø INLETS

EXISTING "K" KERB INLET

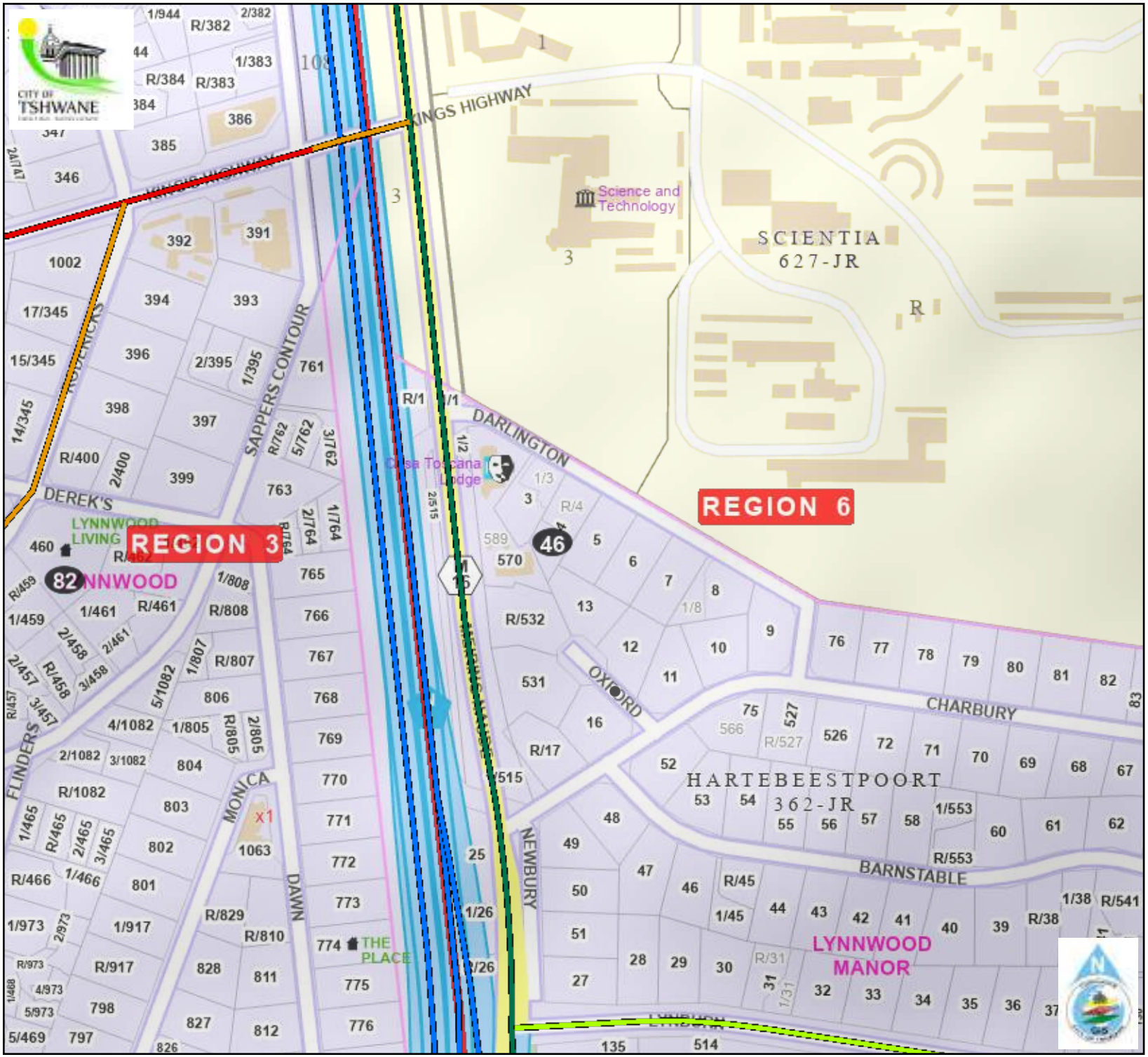
T.N.

124 125 126 193 194 195 240 241 328 327 326 325 324 323 322 294 281 280 353 352

| | | |

ANNEXURE F

COT ROADS AND STORM WATER MASTER PLAN



City of Tshwane - Web Map

Legend

Road Master Plan

- U1 Class 1_Primary metropolitan distributor
- U2 Class 2_Metropolitan distributor
- U3/A Class 3/A_ District distributor
- U3 Class 3_ District distributor
- U4 Class 4(a)_Collector (non-residential)
- U4 Class 4(b)_Collector (Residential)
- Class 5(a)_Local street (Non-residential)
- Class5(b)_Local street (Residential)
- De-Classification_U1
- De-Classification_U2
- De-Classification_U3
- De-Classification_U4(a)
- De-Classification_U4(b)
- De-Classification_U5(a)
- Proposed Class 3/A_ District distributor
- Proposed_U1 Class 1_Primary metropolitan distrubutor
- Proposed_U2 Class 2_ Metropolitan distrubutor
- Proposed_U3 Class 3_District distrubutor
- Proposed_U4 Class 4(a)_Collector (Non-residential
- Proposed_U4 Class 4(b)_Collector (Residential)
- Proposed_Class 5(a)_Local street (Non-residential)
- Proposed_Class 5(b)_Local street (Residential)

Base map

- Tshwane Regions
- Wards
- Municipal Boundary
- Suburb Boundary
- Farm Boundary
- Open Space
- Dam
- River
- Freeway
- Main Road
- Street
- Main Railway
- Gautrain

Compiled & Issued by: Corporate GIS, (egis@tshwane.gov.za)
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Date: 2024/08/22

Meters

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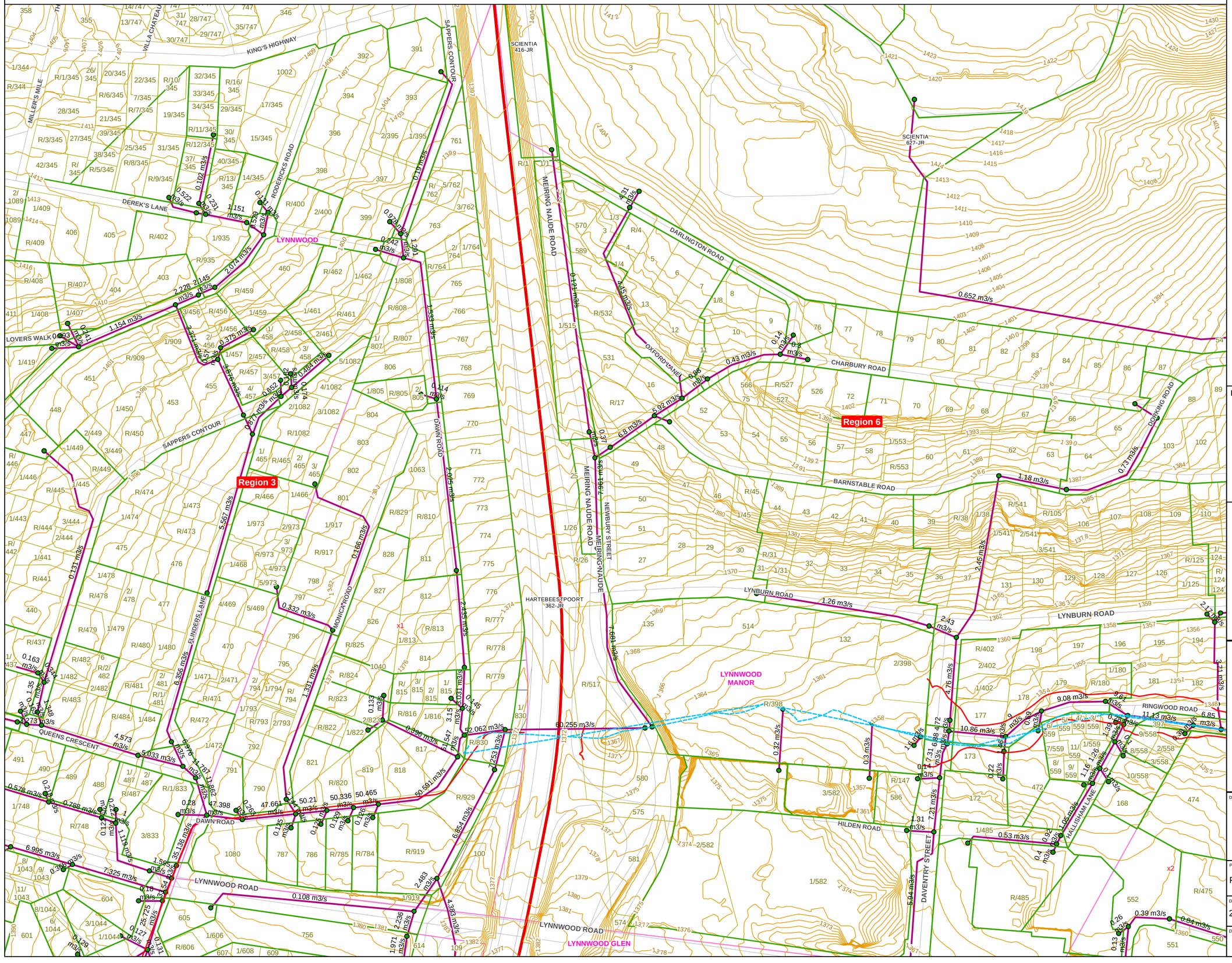
CITY OF TSHWANE

ROADS AND TRANSPORT DEPARTMENT

Section: Integrated Stormwater Planning



Legend

- Watercourse
- 1-in-50-year Floodline
- Stormwater_Catchments
- Stormwater_Nodes
- Stormwater_Routes (Q20)

NOTES:

1. All flow values indicated depicts the proposed 1-in-20-year design flow.
2. Final conduit sizing will depend on site survey and available road flow capacity, as applicable. All conduit sizing to be verified by the CoT.
3. SMP routes are an indication of proposed stormwater routes and not the final alignment of such systems. The actual alignment will be based on proper design.
4. Flood lines, where indicated, are shown for information purposes only. All flood lines must be certified by a professional engineer with development applications.

DISCLAIMER

This document is issued as a planning guideline, and is not an indication of existing or proposed services. All information must be verified with the Department: Roads and Transport.

Anyone using this document must take note that this is a planning document, and is subject to continuous change and updates. Although every care has been taken in the compilation of this document, the City of Tshwane will not be held liable for any damages as a result of any discrepancies, inaccuracies, or changes/amendments to this document.

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N

Coordinate System: WG29
Projection: Transvers Mecator
Datum: Hartebeesthoek 1994

0 15 30 60 90 120 Meters

DRAWING TITLE:

STORMWATER MASTER PLAN

PREPARED BY:

P. ODENDAAL

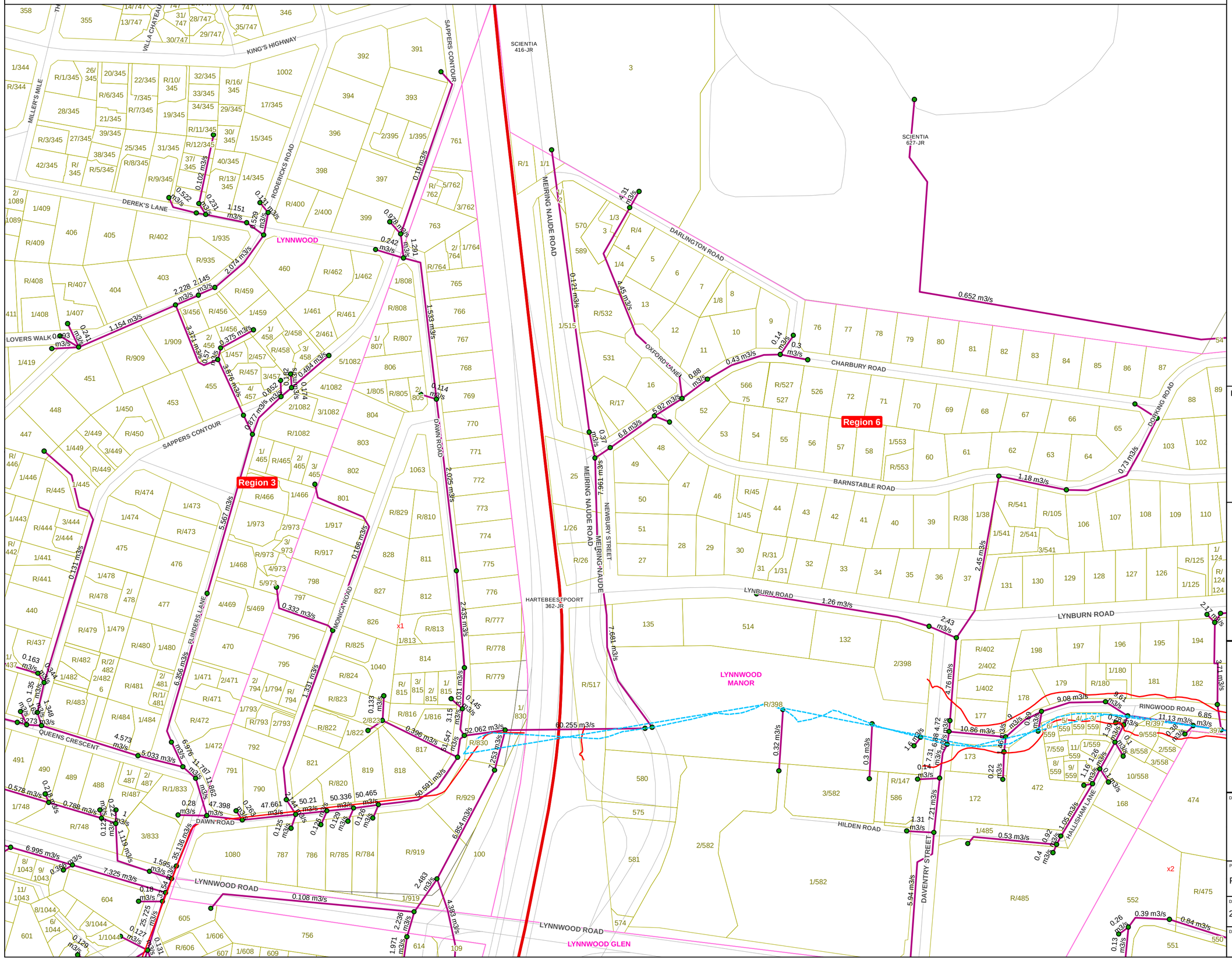
DATE:	SCALE:	ORIGINAL PAPER SIZE:
2024-02-29	1:2,815	A2

DRAWING NUMBER:	SHEET:	REVISION:
	1 of 1	0

CITY OF TSHWANE

ROADS AND TRANSPORT DEPARTMENT

Section: Integrated Stormwater Planning


KING'S HIGHWAY
MILLER'S MILE
VILLA CHATEAU
SAPPERS CONTOUR
RODERICKS ROAD
DEREK'S LANE
LYNNWOOD
LOVERS WALK
QUEENS CRESCENT
FLINDERS LANE
MONICA ROAD
DAWN ROAD
LYNNWOOD ROAD
LYNNWOOD GLEN
SCIENTIA 416-JR
SCIENTIA 627-JR
HARTEBEESTPOORT 362-JR
MEIRING NAUDE ROAD
NEWBURY STREET
DARLINGTON ROAD
OXFORD LANE
CHARBURY ROAD
DORKING ROAD
BARNSTABLE ROAD
LYNBURN ROAD
RINGWOOD ROAD
HILDEN ROAD
HALLISHAM LANE
DAVENTRY STREET
LYNNWOOD MANOR
Region 3
Region 6
0.652 m3/s
0.19 m3/s
0.104 m3/s
0.522 m3/s
0.231 m3/s
1.151 m3/s
0.529 m3/s
0.131 m3/s
0.242 m3/s
1.291 m3/s
2.074 m3/s
2.145 m3/s
2.228 m3/s
1.154 m3/s
0.241 m3/s
0.093 m3/s
0.375 m3/s
3.371 m3/s
3.676 m3/s
0.877 m3/s
0.852 m3/s
0.484 m3/s
0.174 m3/s
0.114 m3/s
1.533 m3/s
0.121 m3/s
4.31 m3/s
4.45 m3/s
0.14 m3/s
0.3 m3/s
0.43 m3/s
0.88 m3/s
5.92 m3/s
6.8 m3/s
0.37 m3/s
7.961 m3/s
7.681 m3/s
1.18 m3/s
0.73 m3/s
2.45 m3/s
1.26 m3/s
2.43 m3/s
2.17 m3/s
3.71 m3/s
9.08 m3/s
9.61 m3/s
11.13 m3/s
6.85 m3/s
10.86 m3/s
4.76 m3/s
4.72 m3/s
7.31 m3/s
7.21 m3/s
1.31 m3/s
0.53 m3/s
0.92 m3/s
1.05 m3/s
0.4 m3/s
5.94 m3/s
0.32 m3/s
0.3 m3/s
1.06 m3/s
0.22 m3/s
0.14 m3/s
0.17 m3/s
0.1 m3/s
0.26 m3/s
0.13 m3/s
0.39 m3/s
0.84 m3/s
0.26 m3/s
0.13 m3/s
60.255 m3/s
52.062 m3/s
50.591 m3/s
50.465 m3/s
50.336 m3/s
50.21 m3/s
47.661 m3/s
47.398 m3/s
6.854 m3/s
7.253 m3/s
6.995 m3/s
7.325 m3/s
5.567 m3/s
6.356 m3/s
6.976 m3/s
11.787 m3/s
11.862 m3/s
5.033 m3/s
4.573 m3/s
1.348 m3/s
1.35 m3/s
0.163 m3/s
0.273 m3/s
0.344 m3/s
0.578 m3/s
0.788 m3/s
0.28 m3/s
0.263 m3/s
0.144 m3/s
0.126 m3/s
0.129 m3/s
0.125 m3/s
0.127 m3/s
1.119 m3/s
0.131 m3/s
0.166 m3/s
0.332 m3/s
1.331 m3/s
2.435 m3/s
2.025 m3/s
0.131 m3/s
0.145 m3/s
0.133 m3/s
0.396 m3/s
3.15 m3/s
1.547 m3/s
2.483 m3/s
4.383 m3/s
2.236 m3/s
1.971 m3/s
0.108 m3/s
0.18 m3/s
25.725 m3/s
35.136 m3/s
1.595 m3/s
0.354 m3/s
0.129 m3/s
0.127 m3/s
0.131 m3/s
0.129 m3/s
0.163 m3/s
0.244

ANNEXURE G

‘ANNEXURE L’

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

1	Use Zone number	**28**
2	Use Zone	**SPECIAL**
3	Uses permitted	Lodge, Guest House, Place of Refreshment, Theater, including ancillary and subservient uses.
4	Uses with Consent Use	None
5	Uses not permitted	All other land uses
6	Definitions	Clause 5
7	Density	Not applicable
8	Floor Area Ratio	0.4 – permitting 3 764m^2 NFA, provided that: - Guest rooms restricted to 20 rooms - Theater restricted to 120 seats - Place of refreshment restricted to 60 seats - Administrative office restricted to 300m^2 - Health Spa restricted to 380m^2
9	Height	Clause 26 – 13 meters
10	Coverage	Clause 27 – 40%
11	Parking requirements	Clause 28, Table G
12	Street Building Lines	Clause 9
13	Side Building Lines and Rear Building Lines	Clause 12, Table A
14	Children's playground	Not applicable
15	Paving of traffic areas	All parts of the Property upon which motor vehicles are allowed to move or park shall be provided with a permanent dust free surface, which shall be maintained, to the satisfaction of the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

16	Access to the Property	Entrances to and exits from the Property shall be sited, constructed and maintained to the satisfaction of the Municipality.
17	Loading and off-loading facilities	Clause 29, Table H
18	Physical Barrier and screen wall	Clause 18(3)
19	Health measures	(1) Any requirement for air-pollution-, noise abatement- pr health measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any costs to the Municipality. (2) Air conditioning units or compressors shall not be mounted to the exterior walls of buildings without the prior approval of the Municipality.
20	Outdoor advertising	Clause 30(2)
21	Site Development Plan and Landscape Development Plan	(1) In addition to Clause 31 of the Scheme a Site Development Plan and a Landscape Development Plan, unless otherwise determined by the City of Tshwane Metropolitan Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans. (2) In addition to Clause 31 of the Scheme, special attention shall be given to the following elements such as, privacy of adjacent residential properties (overlooking, balconies and open passages), solar access to adjacent structures situated to the south (overshadowing), road reserve development (pedestrian walkways) and exterior finishes. (3) The approved Site Development Plan may only be amended with the Permission of the Municipality and no building plan which does not comply with the conditions as set out in the approved Site Development Plan, will be approved by the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

22	Geological conditions	Clause 19(2)
23	Open Space	Not applicable

24 General conditions:

(1) In addition to the above conditions, the Property and Buildings thereon are further subject to the general provisions of the Tshwane Land Use Scheme, 2024.

SIGNED BY **DATE**

ANNEXURE H

TRAFFIC IMPACT ASSESSMENT

CIVILCONSULT
Consulting Engineers

February 2026

TRAFFIC IMPACT ASSESSMENT

CASA TOSCANA LODGE

Erf 3, the Remainder of Erf 532, and Erf 589 Lynnwood Manor

ADDRESS: 541 Jorissen St, Sunnyside, Pretoria, 0002
TEL: 012 343 - 6297
E-MAIL: mail@civilconsult.co.za

Date:	Project No:	To:
4 February 2026	3287	City of Tshwane Roads and Transport Traffic Impact Assessment Management Room 312 Capitol Towers North 225 Madiba Street Pretoria 0001 ATTENTION: Ms Hellen Msiza Tel: 012 358 7996 Email: Hellenm@tshwane.gov.za

Dear Ms. Hellen Msiza

RE: TRAFFIC IMPACT ASSESSMENT, CASA TOSCANA LODGE

This traffic impact assessment was prepared for the Casa Toscana Lodge located on Erf 3, the Remainder of Erf 532, and Erf 589, Lynnwood Manor, City of Tshwane, Gauteng Province.

Please feel free to contact us should you have any queries.

Kind regards,

Pieter Jooste *Traffic Engineer*

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Annexure B: Site Layout Plan
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Annexure D: Traffic Analysis Summary Table
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List of Abbreviations

Abbreviation	Meaning
ADT	Average Daily Traffic
CoT	City of Tshwane
COTO	Committee of Transport Officials
Ext. / X	Extension
FAR	Floor Area Ratio
GDRT	Gauteng Department of Roads and Transport
GLA	Gross Leasable Area
GFA	Gross Floor Area
Ha/ha	Hectare
HCM	Highway Capacity Manual
JRA	Johannesburg Road Agency
LOS	Level of Service
LVO	Low Vehicle Ownership
MUD	Mixed Use Development
NLTTA	National Land Transport Transition Act
NMT	Non-motorised Transport
PHF	Peak Hour Factor
RCAM	South African Road Classification and Access Management Manual
SADC RTSM	Southern African Development Community Road Traffic Signs Manual
SANRAL	South African National Roads Agency SOC Limited
SDP	Site Development Plan
STA	Site Traffic Assessment
SU	Single Unit
TMH	Technical Method for Highways
TRH	Technical Recommendations for Highways
v/c	Vehicle Volume/ Capacity Ratio
VLVO	Very Low Vehicle Ownership
TIA	Traffic Impact Assessment

1 Introduction

1.1 Background

CIVILCONSULT Consulting Engineers was appointed to undertake a traffic impact assessment (TIA) for the proposed consolidation and rezoning of the properties on which the Casa Toscana Lodge is located. The lodge is situated on Erf 3, the Remainder of Erf 532, and Erf 589 in Lynnwood Manor, City of Tshwane, Gauteng Province. The location of the study site is shown in **Figure 1** on the next page, with an aerial view and key plan of the site shown in **Figure 2**.

This report was prepared in August 2024, but the consolidation of all the erven is now required, and the report has been updated to reflect this.

This report will form part of the town planning application, which will consolidate and rezone the subject properties to allow the operation of current activities on the site, as well as limited future expansions.

This study aims to:

- → Determine feasible access to the development.
- → Quantify the impact the proposed development will have on traffic operating conditions, future road planning, as well as public and non-motorised transport on the surrounding road network, and
- → Recommend measures to mitigate such impacts (if required).

The detailed scope of this study was determined by considering the requirements and guidelines set out in the following document:

- → *The South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual (TMH 16)*

1.2 Professional Team

The professional team for the proposed development is shown in **Table 1**.

Table 1: Professional Team

Professional Discipline	Name of Company	Contact Person(s)
Client	Darlington Road 5cc (Casa Toscana)	Anette Burden
Town Planner	The Town Planning Hub CC	Beverley Oosthuizen
Civil Engineer	CIVILCONSULT Consulting Engineers	Leon Wentzel
Traffic Engineer	CIVILCONSULT Consulting Engineers	Pieter Jooste

Figure 1: Locality Plan

Figure 2: Site Aerial View and Key Plan

2 DEVELOPMENT DETAILS

2.1 Property Details

Details of the subject property are provided in **Table 2** below.

Table 2: Property Details

Item	Detail
Property Description	Erf 3, the Remainder of Erf 532, and Erf 589, Lynnwood Manor
Municipality	City of Tshwane
Province	Gauteng
Size	9 410.0 m² (0.941 ha)
Current Zoning	Various land uses allowed
Development Status	Developed as a lodge with subservient land uses

2.2 Proposed Development

Details of the proposed development are provided in **Table 3** below.

A summary of the Town Planner's proposed land use table is attached as **Annexure A**, with the Architect's site layout attached as **Annexure B**.

Table 3: Property Details

Item	Detail
Proposed Land-Use	"Special" with the following permitted uses: Lodge, Guest House, Place of Refreshment, Theatre, including ancillary and subservient uses
Applicable Town Planning Scheme	*Tshwane Town Planning Scheme 2008 (Revised 2014)*
Development/Land-Use Extent	FAR of 0.4 (3 430 m² GFA) provided that: - The number of guest rooms is restricted to 20 - The theatre is restricted to 120 seats - The place of refreshment is restricted to 60 seats - The administrative office is restricted to 300 m² - The health spa is restricted to 380 m²

2.3 Development Trip Generation

The expected number of development trips is determined using the guidelines in the *South African Trip Data Manual (TMH17)*.

The trip data manual does not provide specific vehicle trip data for some of the land uses shown in **Table 3**. For the purpose of this study, and to determine the maximum number of vehicle trips the subject land uses can possibly generate, the land uses as per **Table 4** below were considered. It must be noted that the land uses in **Table 4** are only used for trip calculation purposes, as this is the most relevant data available.

Table 4: Land Uses Considered for Trip Generation Purposes

Land Use	Extent
Guest House	20 rooms
Restaurants	600 m²
Offices	300 m²
Places of Public Worship (Weekend)	120 seats

It is expected that a theatre will generate a similar number of vehicle trips as a place of public worship, but instead of generating trips on a Sunday, it will generate the maximum trips during weekday evenings or over weekends. This behaviour was also confirmed by investigating the traffic characteristics of the existing theatre currently operating on the subject site.

The "health spa" land use is expected to generate an insignificant volume of peak-hour traffic, and it is considered a subservient land use for the lodge and other activities on the site.

The maximum expected trip generation for the subject land uses is presented in **Table 5** below, with the detailed calculations attached as **Annexure C**.

Table 5: Expected Tip Generation

Peak Hour	In	Out	Total
Weekday AM	16	9	25
Weekday MD	35	35	70
Weekday PM	37	55	92
Weekday Evening	75	57	132
Weekends	78	59	137

As shown in **Table 5** above, it is expected that the subject land uses will generate the maximum number of vehicle trips during weekday evenings and over weekends. However, traffic volumes on the surrounding road network during these periods are insignificant compared to weekday AM and PM traffic volumes. This study therefore investigates the development's traffic impact during the critical weekday AM and PM peak traffic hours, and not during the weekday evenings or over weekends.

3 STUDY AREA

3.1 Surrounding Road Network

The relevant roads surrounding the development are indicated in **Table 6** below.

Table 6: Surrounding Road Network

Road Name	Road Type	Road Class*	Owner
Darlington Road	Municipal	5 (Local Street)	CoT
Meiring Naudé Road	Municipal	3 (Minor Arterial)	CoT
Lynburn Road	Municipal	3 (Minor Arterial)	CoT
Daventry Street	Municipal	4 (Collector Street)	CoT

*Functional classification as per the *South African Road Classification and Access Management Manual (TRH26)*

The CoT roads master plan in the study area is shown in **Figure 3** on the following page, with the GDRT road network shown in **Figure 4**.

Although some national and provincial roads (such as the N1 freeway and Lynnwood Road) are located near the subject development, none of these roads are affected.

3.2 Study Intersections

The following intersections have been considered for this study:

- → Darlington Road/Meiring Naudé Road
- → Meiring Naudé Road/Lynburn Road
- → Lynburn Road/Daventry Street

The locations of these study intersections are shown in **Figure 5** on Page 12. The existing layouts of these intersections are shown in **Drawings D001-D003** attached at the end of the report.

Figure 3: CoT Roads Master Plan

Figure 4: GDRT Roads Master Plan

Figure 5: Study Intersections and Existing 2024 Peak Hour Traffic Volumes

3.3 Existing Traffic Conditions

To determine the existing traffic demand in the study area, traffic surveys were conducted at all study intersections on Monday, 22 April 2024, during the AM (06:00-09:00) and PM (15:00-18:00) peak traffic hours. Existing 2024 traffic volumes are shown in **Figure 5**.

Information regarding peak hour traffic in the study area obtained from these surveys is provided in **Table 7** below.

Table 7: Peak Hour Traffic Characteristics

Peak	Peak Hour	Peak Hour Factor (PHF)
AM	07:00 – 08:00	0.96
PM	16:00 – 17:00	0.94

SIDRA INTERSECTION 8 traffic analysis software was used to analyse existing traffic conditions at the study intersections. A summary of the analysis results is attached as **Annexure D**, with detailed outputs attached as **Annexure E**.

The traffic analyses and a site visit during peak traffic hours indicate that good traffic conditions are currently experienced at the study intersections, except for the following movements:

- Darlington Road/Meiring Naudé Road: Operating conditions for the Darlington Road approach right-turn movement are currently problematic during both the AM and PM peak traffic hours. This is due to the high traffic volumes on Meiring Naudé Road, resulting in right-turning vehicles not being allowed sufficient gaps to cross both the north- and southbound traffic streams. Left-turning vehicles have adequate gaps to turn onto Mering Naudé Road, but are often blocked by a vehicle queuing on Darlington Road to turn right. This traffic issue is not experienced during off-peak traffic hours.
- Lynburn Road/Daventry Street: Although the traffic operating conditions at this intersection are acceptable, the right-turn movement for the Lynburn Road western approach is currently operating at capacity during the PM peak traffic hour. An on-site investigation confirmed this, where a long rolling queue of vehicles is formed on the Lynburg Road western approaches during the peak PM hour.

4 DEVELOPMENT ACCESS

As shown in **Figure 2** on Page 7, the study site is located directly to the west of, and outside, the Lynwood Manor Security Village. A small remote-controlled gate to the village is located on Darlington Road at the study site, but this access gate can only be used by residents. Public access to the village can only be gained via Lindfield Road, located east of the village.

Access to the study site is provided off Darlington Road just outside the Lynwood Manor Security Village, as indicated in **Figure 2** and shown in detail in **Drawing D001**. An emergency access to the site is also provided on the southern boundary, which provides access to and from Oxford Lane inside the security village. This access is only used in case of an emergency.

No changes regarding access to the development are required. The position of the development access is acceptable based on the following:

- The road classification of Darlington Road (discussed in **Section 3.1**) allows direct access to properties and developments, and
- With the staggered in:out access arrangement, as shown in **Drawing D001**, sufficient shoulder sight distances and stopping sight distances are provided at the access positions.

Both access gates on Darlington Road must be operational to allow vehicles to simultaneously enter and exit the site. An available width of at least 4.5 m, with a minimum vertical clearance of 5.2 m, must also be provided at the development access to allow emergency vehicles to enter the site.

5 TRAFFIC IMPACT

The *South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual (TMH 16)* requires a short-term (base year) and long-term (horizon year) traffic impact assessment.

Based on the extent of the proposed development, the following assessment years were considered:

- → Short-term: 2024
- → Long-term: 2029

The expected distribution and assignment of the development traffic are shown in **Figure 6** and **Figure 7** on the following pages.

5.1 Short-Term Impact

The existing 2024 PLUS development traffic volumes are shown in **Figure 8**.

It should be noted that current activities on the study site are already generating trips which should technically be excluded from the existing traffic volumes before the development traffic (as per **Figure 7**) is added. It was, however, decided not to exclude this existing development traffic due to the low volume of traffic currently generated by the site during peak traffic hours. The traffic volumes in **Figure 8** are therefore considered to be very conservative.

SIDRA INTERSECTION 8 traffic analysis software was used to analyse the expected traffic conditions at the study intersections once the development traffic had been added to the road network. A summary of the analysis results is attached as **Annexure D**, with detailed outputs attached as **Annexure E**.

The traffic analysis indicates that good traffic conditions are still expected at the Meiring Naudé Road/Lynburn Road intersection with the development traffic. However, traffic mitigation will be required at the following two intersections:

- → Darlington Road/ Meiring Naudé Road: The existing traffic problem for vehicles turning right and northbound onto Meiring Naudé Road during peak traffic hours will only worsen with the addition of the development traffic.

  It is proposed that the Darlington Road approach right-turn movement be prohibited during peak traffic hours (AM 06:30-08:30 and PM 15:30-17:30) by installing an action limit sign R210-502 on Darlington Road. Vehicles can then turn left on Meiring Naudé Road, left on Lynburn Road and make a U-turn at the facility provided at the Lynburn Road/Daventry Street intersection to travel northbound on Meiring Naudé Road. The impact of this diverted right-turn traffic is discussed below.
- → Lynburn Road / Daventry Street: With the addition of the diverted Darlington Road right-turn traffic through this intersection, traffic conditions for the already saturated Lynburn Road western approach will become problematic during the PM peak traffic hour. It is therefore proposed that an additional right-turn lane be constructed for this approach, as shown in **Drawing D004**. The circulating width of the circle will also have to be increased to allow vehicles approaching from the west to effectively make a U-turn at the intersection. This increased circulating width has also been included in **Drawing D004**.

With the implementation of the above measures, acceptable traffic operating conditions are expected at all the study intersections, as shown in the SIDRA analysis results tables attached as **Annexure D**.

Figure 6: Expected Distribution of the Development Traffic

Figure 7: Expected Assignment of the Development Traffic

Figure 8: Existing 2024 Plus Development Traffic Volumes

5.2 Long-Term Impact

5.2.1 Future Traffic Growth

At the time of writing this report, it was unclear if there were any approved future developments (latent rights) within the surrounding area that could have an impact on the subject development. An annual background traffic growth factor of 3% was applied to the existing traffic volumes over five years to accommodate any possible future developments. This is in accordance with the *South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual (TMH 16)*.

The expected future 2029 traffic volumes are shown in **Figure 9** on the next page.

5.2.2 Future Roads & Planned Road Upgrades

Considering the CoT and GDRT Roads Master Plans for the study area (**Figure 3** and **Figure 4**), there is no need for the subject development to make provision for future widening of the existing reserves of the roads bounding the study property (i.e., Darlington Road and Meiring Naudé Road). Other future roads or accesses to adjacent land parcels are also not planned over the study property.

At the time of writing this report, it was unclear if there were any planned road upgrades at any of the study intersections. Therefore, no planned future intersection upgrades were assumed.

5.2.3 Future Traffic Conditions

By considering the previous subsections, SIDRA INTERSECTION 8 traffic analysis software was used to analyse expected future traffic conditions, excluding the proposed development, at the study intersections. A summary of the analysis results is attached as **Annexure D**, with detailed outputs attached as **Annexure E**.

The traffic analysis indicates that an increase in background traffic in the study area will result in problematic queue lengths and delays at all the study intersections.

The proposed road upgrades by the subject development at the Darlington Road/Meiring Naudé Road and the Lynburn Road/Daventry Street intersections, as discussed in **Section 5.1**, will resolve these expected traffic problems, as shown in the SIDRA analysis results tables attached as **Annexure D**.

The following upgrades are further required at the Meiring Naudé Road/Lynburn Road intersection to provide acceptable traffic operating conditions as a result of background traffic growth:

- → Road geometry: Convert the left-turn lane on the eastern Lynburn Road approach to a shared left- and right-turn lane.
- → Traffic control: Update and optimise the existing traffic signal's timing plans.

The above road upgrades are shown in **Drawing D005**.

5.2.4 Development Impact on Future Traffic Conditions

The future 2029 PLUS development traffic volumes are shown in **Figure 10** on the next page.

SIDRA INTERSECTION 8 traffic analysis software was once again used to analyse the expected traffic conditions at the study intersections once the development traffic has been added to the road network in the future. A summary of the analysis results is attached as **Annexure D**, with detailed outputs attached as **Annexure E**.

With the proposed road upgrades discussed in **Section 5.1** and **Section 5.2.3** in place, the traffic analysis indicates that good traffic conditions are expected at all study intersections in the future, with the addition of the development traffic.

Figure 9: Future 2029 Traffic Volumes

Figure 10: Future 2029 Plus Development Traffic Volumes

5.3 Proposed Road Upgrades Summary

An overview of the required road upgrades at the study intersections is shown in **Table 8** below.

Table 8: Road Upgrade Summary

Intersection	Upgrades	Responsible Party
1 – Darlington Road/Meiring Naudé Road	1. Install an R210-502 action limit sign on Darlington Road to prohibit right-turning movements onto Meiring Naudé Road during peak traffic hours (AM 06:30-08:30 and PM 15:30-17:30).	Subject Development
2 – Meiring Naudé Road/Lynburn Road	1. Convert the left-turn lane on the eastern Lynburn Road approach to a shared left- and right-turn lane. 2. Update and optimise the existing traffic signal's timing plans	Roads Authority
3 - Lynburn Road/Daventry Street	1. Provide an additional right-turn lane for the Lynburn Road western approach. 2. Increase the circulating width of the circle to allow vehicles approaching from the west to effectively make a U-turn at the intersection.	Subject Development

The road upgrades above are shown in **Drawing D004** and **Drawing D005**.

6 PUBLIC & NON-MOTORISED TRANSPORT

6.1 Public Transport

The proposed development is not expected to generate a notable demand for public transport, and no new public transport facilities are recommended.

Public transport in the study area is mainly provided by minibus taxis and buses, with the closest routes operating along Meiring Naudé Road, less than 100 m from the access to the subject development.

6.2 Non-Motorised Transport

The *Guidelines for Human Settlement Planning and Design* document elaborates on the White Paper on national transport policy regarding acceptable walking distances to public transport facilities. It states that the White Paper has set a target to reduce this maximum walking distance to “less than about one (1) kilometre”. This is based on a walking time of 15 minutes. Given this guideline, the public transport services previously discussed are within acceptable walking distances from the study site.

7 SITE TRAFFIC ASSESSMENT

A site traffic assessment (STA) is required for the proposed development at site development plan (SDP) approval stage in accordance with the *TMH 16, Volume 2, South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual*. This requirement is, however, at the discretion of the local municipality.

The primary purpose of the STA is to evaluate proposed accesses in terms of required throat lengths (stacking distances), on-site roads for suitability of all design vehicles (including emergency vehicles), parking provision, functionality of loading facilities (if required), on-site public transport facilities (if any), pedestrian arrangements and other transportation facilities.

8 SUMMARY & CONCLUSIONS

The following summary and conclusions are made regarding the proposed consolidation and rezoning of the properties on which the Casa Toscana Lodge is located. The lodge is situated on Erf 3, the Remainder of Erf 532, and Erf 589 in Lynnwood Manor, City of Tshwane, Gauteng Province.

- → This report will form part of the town planning application, which will consolidate and rezone the subject properties to allow the operation of current activities on the site, as well as limited future expansions.
- → The subject properties will be zoned for "Special" use with the following permitted uses: Lodge, Guest House, Place of Refreshment and Theatre (including ancillary and subservient uses) with a FAR of 0.4. The uses will be limited to the following extents:
  - Number of guest rooms: 20
  - Theatre: 120 seats
  - Place of refreshment: 60 seats
  - Administrative office: 300 m²
  - Health spa: 380 m²
- → The subject land use is expected to generate the following number of trips during critical peak traffic hours:
  - Weekday AM peak: 25 vehicles per hour
  - Weekday PM peak: 92 vehicles per hour
- → The following three (3) intersections have been included in the scope of this study:
  - Darlington Road/Meiring Naudé Road
  - Meiring Naudé Road/Lynburn Road
  - Lynburn Road/Daventry Street
- → To determine the existing traffic demand in the study area, traffic surveys were conducted at all study intersections on Monday, 22 April 2024, during the AM (06:00-09:00) and PM (15:00-18:00) peak traffic hours.
- → The traffic analyses and a site visit during peak traffic hours indicate that good traffic conditions are currently experienced at the study intersections, except for the following movements:
  - Darlington Road/Meiring Naudé Road: Operating conditions for the Darlington Road approach right-turn movement are currently problematic during both the AM and PM peak traffic hours. This is due to the high traffic volumes on Meiring Naudé Road, resulting in right-turning vehicles not being allowed sufficient gaps to cross both the north- and southbound traffic streams. Left-turning vehicles have adequate gaps to turn onto Mering Naudé Road but are often blocked by a vehicle queuing on Darlington Road to turn right. This traffic issue is not experienced during off-peak traffic hours.
  - Lynburn Road/Daventry Street: Although the traffic operating conditions at this intersection are acceptable, the right-turn movement for the Lynburn Road western approach is currently

operating at capacity during the PM peak traffic hour. An on-site investigation confirmed this, where a long rolling queue of vehicles is formed on the Lynburg Road western approaches during the peak PM traffic hour.

- → Access to the study site is provided off Darlington Road just outside the Lynwood Manor Security Village, as shown in **Drawing D001**. An emergency access to the site is also provided on the southern boundary, which provides access to and from Oxford Lane inside the security village. This access is only used in case of an emergency. No changes regarding access to the development are required.
- → Considering the extent of the proposed development, the following assessment years were considered:
  - Short-term (base year): 2024
  - Long-term (horizon year): 2029
- → The traffic analysis indicates that good traffic conditions are still expected at the Meiring Naudé Road/Lynburn Road intersection with the development traffic. However, traffic mitigation will be required at the following two intersections:
  - Darlington Road/ Meiring Naudé Road: The existing traffic problem for vehicles turning right and northbound onto Meiring Naudé Road during peak traffic hours will only worsen with the addition of the development traffic.

    It is proposed that the Darlington Road approach right-turn movement be prohibited during peak traffic hours (AM 06:30-08:30 and PM 15:30-17:30) by installing an action limit sign R210-502 on Darlington Road. Vehicles can then turn left on Meiring Naudé Road, left on Lynburn Road and make a U-turn at the facility provided at the Lynburn Road/Daventry Street intersection to travel northbound on Meiring Naudé Road. The impact of this diverted right-turn traffic is discussed below.
  - Lynburn Road / Daventry Street: With the addition of the diverted Darlington Road right-turn traffic through this intersection, traffic conditions for the already saturated Lynburn Road western approach will become problematic during the PM peak traffic hour. It is therefore proposed that an additional right-turn lane be constructed for this approach. The circulating width of the circle will also have to be increased to allow vehicles approaching from the west to effectively make a U-turn at the intersection.
- → The traffic analysis indicates that an increase in background traffic in the study area will result in problematic queue lengths and delays at all the study intersections, even without the proposed development traffic. The proposed road upgrades by the subject development at the Darlington Road/Meiring Naudé Road and the Lynburn Road/Daventry Street intersections will resolve these expected traffic problems. The following upgrades are further required at the Meiring Naudé Road/Lynburn Road intersection to provide acceptable traffic operating conditions as a result of background traffic growth:
  - Road geometry: Convert the left-turn lane on the eastern Lynburn Road approach to a shared left- and right-turn lane.
  - Traffic control: Update and optimise the existing traffic signal's timing plans.
- → With the above road upgrades in place, the traffic analysis indicates that good traffic conditions are expected at all study intersections in the future, with the addition of the development traffic. An overview of the required road upgrades at the study intersections is shown in **Table 8** on Page 21, with the details shown in **Drawings D004 and D005**.
- → The proposed development is not expected to generate a notable demand for public transport, and no new public transport facilities are recommended.

Based on the contents of this report, it is recommended that the proposed consolidation and rezoning of the properties on which the Casa Toscana Lodge is located be supported from a traffic engineering and transportation planning point of view, provided that the recommendations made in this report are implemented.

9 References

1. Committee of Transport Officials. TMH 16, South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual. Version 1.0, August 2012. (Volumes 1 & 2)
2. City Planning and Development Department, City of Tshwane Metropolitan Municipality. Tshwane Town Planning Scheme 2008, (Revised 2014). 13 November 2014.
3. Committee of Transport Officials. TMH 17 Volume 1, South African Trip Data Manual. Version 1.0, September 2012.
4. Committee of Transport Officials. TRH 26, South African Road Classification and Access Management Manual. Version 1.0, August 2012.
5. National Department of Transport. South African Road Traffic Signs Manual, Volume 3: Traffic Signal Design. April 2001.
6. CSIR Building and Construction Technology. Guidelines for Human Settlement Planning and Design. Volume 1, 2000.
7. Google Maps, Google Earth, and Street View

Drawings:

- → Drawing D001: Existing Intersection Layout: Darlington Rd/Meiring Naude Rd
- → Drawing D002: Existing Intersection Layout: Meiring Naude Rd/Lynburn Rd
- → Drawing D003: Existing Intersection Layout: Lynburn Rd/Daventry St
- → Drawing D004: Proposed Intersection Layout: Lynburn Rd/Daventry St
- → Drawing D005: Proposed Intersection Layout: Meiring Naude Rd/Lynburn Rd

TRAFFIC SURVEYS
TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: EXISTING INTERSECTION LAYOUT: DARLINGTON RD/MEIRING NAUDE RD	PROJECT NO: 489	DRAWING NO: D001		REV: A

TRAFFIC SURVEYS
TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: EXISTING INTERSECTION LAYOUT: MEIRING NAUDE RD/LYNBURN RD	PROJECT NO: 489	DRAWING NO: D002		REV: A

TRAFFIC SURVEYS
TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: EXISTING INTERSECTION LAYOUT: LYNBURG RD/DAVENTRY ST	PROJECT NO: 489	DRAWING NO: D003		REV: A

LEGEND:

EXISTING ROAD SURFACE

LYNBURN ROAD

SHARED THROUGH- AND RIGHT-TURN LANE

ADDITIONAL CIRCULATING LANE

INCREASE CIRCULATING WIDTH TO A MIN. OF 5.75 M FOR U-TURNS

4.00

4.00

4.00

5.75

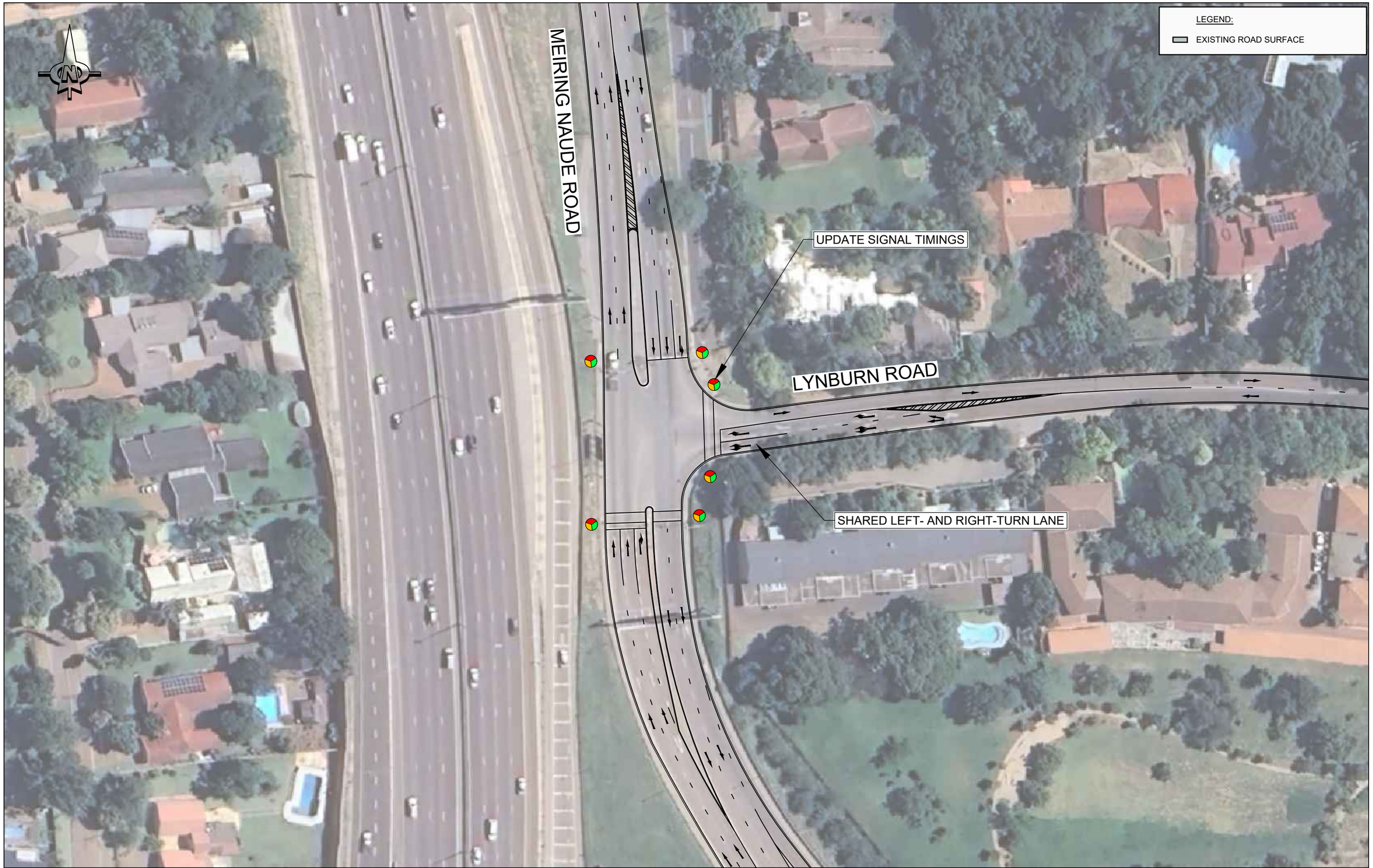
7.00

DAVENTRY STREET

TRAFFIC SURVEYS

TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: PROPOSED INTERSECTION LAYOUT: LYNBURG RD/DAVENTRY ST	PROJECT NO: 489	DRAWING NO: D004	REV: A	



TRAFFIC SURVEYS
TRAFFIC SURVEY & ANALYSIS SPECIALISTS

PROJECT: TRAFFIC IMPACT ASSESSMENT: CASA TOSCANA LODGE		SCALE: N.T.S	CHECKED: PJ	DRAWING TYPE: CONCEPTUAL
		DESIGN: PJ	DRAWN: PJ	DATE: 01/08/2024
TITLE: PROPOSED INTERSECTION LAYOUT: MEIRING NAUDE RD/LYNBURN RD	PROJECT NO: 489	DRAWING NO: D005		REV: A

Annexure A:
Land Use Application Table

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

1	Use Zone number	**28**
2	Use Zone	**SPECIAL**
3	Uses permitted	Lodge, Guest House, Place of Refreshment, Theater, including ancillary and subservient uses.
4	Uses with Consent Use	None
5	Uses not permitted	All other land uses
6	Definitions	Clause 5
7	Density	Not applicable
8	Floor Area Ratio	0.4 – permitting 3 764m^2 NFA, provided that: - Guest rooms restricted to 20 rooms - Theater restricted to 120 seats - Place of refreshment restricted to 60 seats - Administrative office restricted to 300m^2 - Health Spa restricted to 380m^2
9	Height	Clause 26 – 13 meters
10	Coverage	Clause 27 – 40%
11	Parking requirements	Clause 28, Table G
12	Street Building Lines	Clause 9
13	Side Building Lines and Rear Building Lines	Clause 12, Table A
14	Children's playground	Not applicable
15	Paving of traffic areas	All parts of the Property upon which motor vehicles are allowed to move or park shall be provided with a permanent dust free surface, which shall be maintained, to the satisfaction of the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

16	Access to the Property	Entrances to and exits from the Property shall be sited, constructed and maintained to the satisfaction of the Municipality.
17	Loading and off-loading facilities	Clause 29, Table H
18	Physical Barrier and screen wall	Clause 18(3)
19	Health measures	(1) Any requirement for air-pollution-, noise abatement- pr health measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any costs to the Municipality. (2) Air conditioning units or compressors shall not be mounted to the exterior walls of buildings without the prior approval of the Municipality.
20	Outdoor advertising	Clause 30(2)
21	Site Development Plan and Landscape Development Plan	(1) In addition to Clause 31 of the Scheme a Site Development Plan and a Landscape Development Plan, unless otherwise determined by the City of Tshwane Metropolitan Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans. (2) In addition to Clause 31 of the Scheme, special attention shall be given to the following elements such as, privacy of adjacent residential properties (overlooking, balconies and open passages), solar access to adjacent structures situated to the south (overshadowing), road reserve development (pedestrian walkways) and exterior finishes. (3) The approved Site Development Plan may only be amended with the Permission of the Municipality and no building plan which does not comply with the conditions as set out in the approved Site Development Plan, will be approved by the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

22	Geological conditions	Clause 19(2)
23	Open Space	Not applicable

24 General conditions:

(1) In addition to the above conditions, the Property and Buildings thereon are further subject to the general provisions of the Tshwane Land Use Scheme, 2024.

SIGNED BY **DATE**

Annexure B:
Site Layout Plan

SCHEDULE OF RIGHTS
Property Description
Erf/ Portion: 1309
Street Front: Darlington road
Suburb: Lynnwood Manor
Town/ City: Pretoria
Site Area: 9410m2
ZONING INFORMATION
Town planning Scheme
Pretoria Town-planning Scheme
Amended Scheme no.
Use Zone Gesothouse/ residential
UNIT AREAS
Area:
No. of
Total:
offices:
2x66m2
2
132m2
restaurant:
568m2
1
568m2
geust rooms :
651.5m2
20
651.5m2
function halls:
417m2
4
417m2
Ablutions:
127m2
5
127m2
Carports etc.:
97m2
1
97m2
Lapa:
309m2
1
309m2
staff flat
21m2
1
21m2
TOTAL:
2530
DEVELOPMENT CONTROLE MEASURES
permissible
controle measure
Actual
2storeys
40%
0.4
20 rooms
Height of buildings
coverage
F.A.R.
Density
No. of rooms
2storeys
2072/ 9410 =22%
2530/9410=0.27
21 currently
PARKING
parking ratio as per use
number of rooms/ seats
parking bays requiered
1 parking bay / geust room
20 parking / 100m2 social hall
1 parking bay/office geuste managem.
1 parking / 5m2 lecture halls
TOTAL PARKING BAYS PROVIDED
100 parkings because areas are not used simultaneously
DARLINGTON RD NOS
entrance no obstruction
SLIDING GATE
ERF 589
Portion 1 of Erf 2
Servitude
exist. swimming pool
DARLINGTON ROAD 15,74m
53
ERF 4
Remainder of Erf 4
Erf 5
ERF 5
ERF 13
Erf 13
Erf 12
Remainder of Erf 515
Portion 1 of Erf 515
Water Feature
SITE PLAN
scale 1:200
demolish carport
pool
emergency gate ONLY no obstruction
OXFORD AVENUE
Erf 531
OWNER
Mattheus Architects
TOTAL SITE AREA 9410m2
PROJECT
ADDITION TO EXISTING GEUST HOUSE FOR MR. ANDREW BURDEN AT ERF 589 LYNWOOD MANOR DARLINGTON RD
CLIENT
MR. ANDREW BURDEN
STAND No
ERF 1171 LYNWOOD MANOR
ADDRESS
DARLINGTON RD NOS
SITE DEVELOPMENT PLAN
DRAWING SCALE
1:200
DATE
2025/01/20
DRAWN
Hendrik
CHECKED
DRAWING NO.
CASA-SDP
DATE PRINTED
2025/01/20
REV
0
Drainage:
1. Provide revealing traps to all waste fittings.
2. Adequate access to piping will be provided.
3. Provide inspected covers to paving above all piping eyes.
4. Provide cleaning eyes to all connections & changes in directions. Cb's no more than 20m apart.
5. Provide concrete encasement under all buildings.
6. Adequate pipes that extend 3 000mm or length must have dia 50 anti-vac inlet.
7. Showers needs to have copper traps 0.11 - 100mm min
Glazing:
All glazing must comply to SABS 0400-1990 part N
Nominal thickness and max. glass areas to comply with SABS 0137
4mm - to 1.5 SQR.m
5mm - 1.5 SQR.m to 2.1 SQR.m
6mm - 2.1 SQR.m to 2.2 SQR.m
Clear glass used in doors must be marked so that it is visible.
6mm safety glass must be used if the underside of a window is lower than 300mm above U.F.L.
If walkways lead straight to a window, use safety glass where the underside of the window is lower than 800mm above U.F.L.
NOTES :
All dimensions to be checked on site and on drawings, any discrepancies to be reported to the architect before work is put in hand. All levels shown are finished floor levels. All structural work is to be checked by an Engineer. Soil conditions to be approved by a Soil Engineer.
All work is to be in accordance with SABS 0400
Ablution:
Offices/ reception G1 1 person /15sqm
2 people 1WC, 1Urinal & 1hwb
geustrooms H3 1person /room
20 people
1xWC's, 1xsh & 1hwb's/ room
Lecture rooms A3 1person /5m2
195m2/5=39 people
social halls 1person /4m2
table G page 70 townplanning scheme
55.5 people
men= 23 people 4xWC's, 7xUrinals & 6hwb's
ladies =23 people = 7xWC's & 6hwb's
REV
DATE
INIT
DETAILS

Annexure C:
Trip Generation Calculations

TRIP GENERATION CALCULATIONS

TRAFFIC SURVEYS

	LAND-USE (refer to next sheet for info)	EXTENT	UNIT	TRIP GENERATION REDUCTION FACTORS TO BE APPLIED										TRIPS GENERATED																					
				MIXED-USE	TRANSIT NODES OR CORRIDORS	VEHICLE OWNERSHIP		MIXED-USE		TRANSIT NODES		VEHICLE OWNERSHIP		WEEKDAY AM (veh/h)			WEEKDAY PM (veh/h)			FRIDAY PM (veh/h)			WEEKDAY MD (veh/h)			WEEKDAY EVENING (veh/h)			SATURDAY (veh/h)			SUNDAY (veh/h)			ANNUAL AVG. DAILY TRIPS (AADT)
						LOW	VERY LOW	MAX. ALLOWED	TO USE	MAX. ALLOWED	TO USE	MAX. ALLOWED	TO USE	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	350 Guest House	20	rooms	☐	☐	☐	☐	0%	0%	0%		0%	0%	5	5	9	5	5	9	-	-	-	-	-	-	-	-	-	3	3	5	3	3	5	60
2	560 Places of Public Worship (Weekend	120	seats	☐	☐	☐	☐	0%	0%	0%		0%	0%	3	3	6	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	43	35	78	78
3	931 Restaurant, Quality (Sit-down)	600	m² GLA	☐	☐	☐	☐	0%	0%	0%		0%	0%	3	1	5	28	42	71	-	-	-	35	35	71	32	22	54	40	26	66	32	22	54	540
4	710 Offices	300	m² GLA	☐	☐	☐	☐	0%		0%		0%		5	1	6	1	5	6	-	-	-	-	-	-	-	-		1	1	1	0	0	0	26
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
				☐	☐	☐	☐																												
													TOTAL:	16	9	26	37	55	92	-	-	-	35	35	71	32	22	54	43	30	72	78	59	137	704

Notes:
- Only fill in and check relevant ☐
- indicates error

SHOW CALCULATION DETAILS: ☑

CALCULATION DETAILS

	LAND-USE	COTO BASE TRIP RATE (veh/h)							COMBINED TRIP REDUCTION (%)	RETAIL SIZE ADJUSTMENT FACTOR (%)	TRIP RATE USED (veh/h)															
		AM	PM	FRIDAY PM	WEEKDAY MD	WEEKDAY EVENING	SATURDAY	SUNDAY			AM		PM		FRIDAY PM		WEEKDAY MD		WEEKDAY EVENING		SATURDAY		SUNDAY	
											RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT	RATE	IN/OUT
1	350 Guest House	0.45	0.45	0	0	0	0.25	0.25	-	-	0.45	50 / 50	0.45	50 / 50	-	-	-	-	-	-	0.25	50 / 50	0.25	50 / 50
2	560 Places of Public Worship (Weekend	0.05	0.05	0	0	0	0	0.65	-	-	0.05	55 / 45	0.05	50 / 50	-	-	-	-	-	-	-	-	0.65	55 / 45
3	931 Restaurant, Quality (Sit-down)	0.75	12	0	9.8	9	11	9	-	-	0.75	70 / 30	11.80	40 / 60	-	-	9.80	60 / 40	9.00	60 / 40	11.00	60 / 40	9.00	60 / 40
4	710 Offices	2.1	2.1	0	0	0	0.45	0.15	-	-	2.10	85 / 15	2.10	20 / 80	-	-	-	-	-	-	0.45	55 / 45	0.15	55 / 45

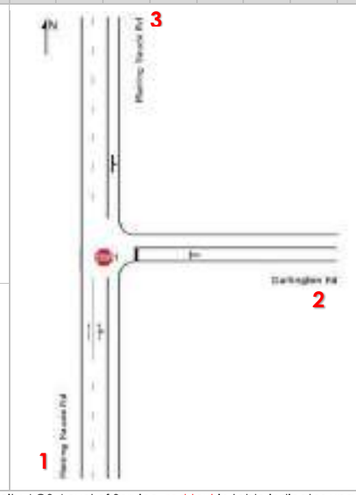
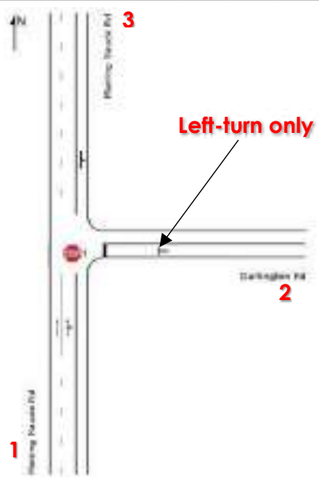
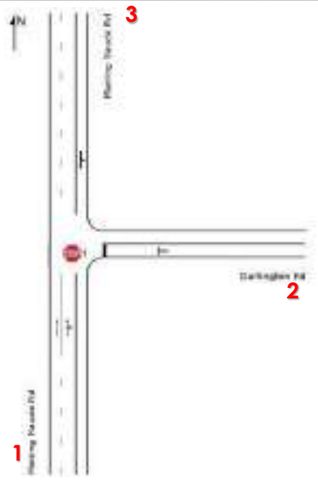
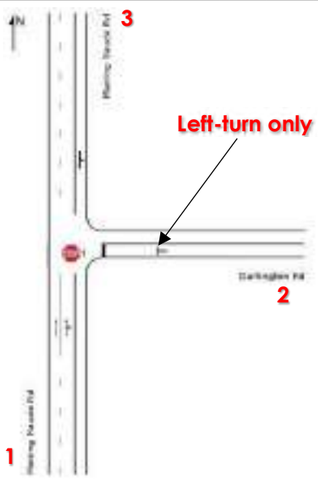
Annexure D:
Traffic Analysis Summary Table

TRAFFIC ANALYSIS RESULTS

INTERSECTION 1 – Meiring Naudé Road/Darlington Road

Peak hour	Parameter	2024 Traffic Volumes												2024 + Development Traffic Volumes											
		Meiring Naude Rd S (1)			Darlington Rd E (2)			Meiring Naude Rd N (3)			W (4)			Meiring Naude Rd S (1)			Darlington Rd E (2)			Meiring Naude Rd N (3)			W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	-	0.43	0.43	0.46	-	0.46	0.74	0.74	-	-	-	-	-	0.45	0.45	0.15	-	-	0.75	0.75	-	-	-	-
	Delay (s)	-	0	24	38	-	>120	6	0	-	-	-	-	-	1	24	18	-	-	6	0	-	-	-	-
	LOS	-	A	C	E	-	F	A	A	-	-	-	-	-	A	C	C	-	-	A	A	-	-	-	-
PM	V/C	-	0.31	0.31	0.20	-	0.20	0.77	0.77	-	-	-	-	-	0.37	0.37	0.35	-	-	0.77	0.77	-	-	-	-
	Delay (s)	-	1	23	22	-	71	6	0	-	-	-	-	-	2	23	22	-	-	6	0	-	-	-	-
	LOS	-	A	C	C	-	F	A	A	-	-	-	-	-	A	C	C	-	-	A	A	-	-	-	-

Peak hour	Parameter	2029 Traffic Volumes												2029 + Development Traffic Volumes											
		Meiring Naude Rd S (1)			Darlington Rd E (2)			Meiring Naude Rd N (3)			W (4)			Meiring Naude Rd S (1)			Darlington Rd E (2)			Meiring Naude Rd N (3)			W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	-	0.50	0.50	1.90	-	1.90	0.86	0.86	-	-	-	-	-	0.52	0.52	0.37	-	-	0.86	0.86	-	-	-	-
	Delay (s)	-	1	30	>120	-	>120	6	1	-	-	-	-	-	1	29	25	-	-	6	1	-	-	-	-
	LOS	-	A	D	F	-	F	A	A	-	-	-	-	-	A	D	D	-	-	A	A	-	-	-	-
PM	V/C	-	0.40	0.40	0.78	-	0.78	0.89	0.89	-	-	-	-	-	0.44	0.44	0.50	-	-	0.89	0.89	-	-	-	-
	Delay (s)	-	1	29	>120	-	>120	6	1	-	-	-	-	-	3	29	28	-	-	6	1	-	-	-	-
	LOS	-	A	D	F	-	F	A	A	-	-	-	-	-	A	D	D	-	-	A	A	-	-	-	-

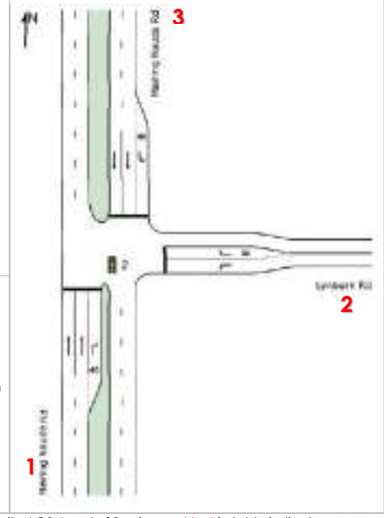
Intersection Layout	Existing		Existing		Existing		Existing	
Traffic Control	Existing (priority stop)		**Upgraded (priority stop with left-turn only during peak traffic hours)**		Existing (priority stop)		**Upgraded (priority stop with left-turn only during peak traffic hours)**	

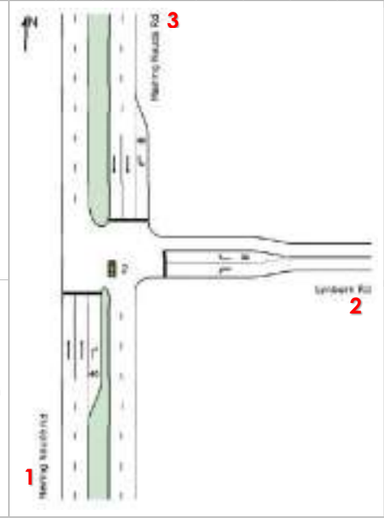
Notes: L=left, T=through, R=right, V/C=volume/capacity, LOS=Level of Service, red text in table indicates unacceptable performance

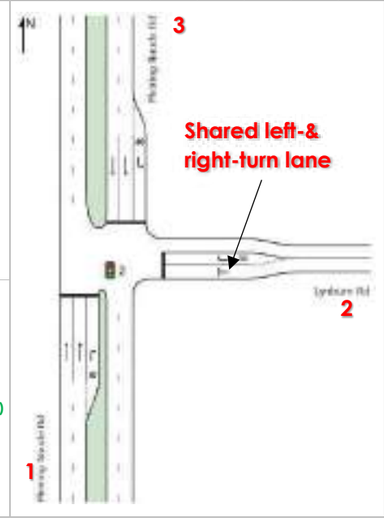
INTERSECTION 2 – Meiring Naudé Road/Lynburn Road

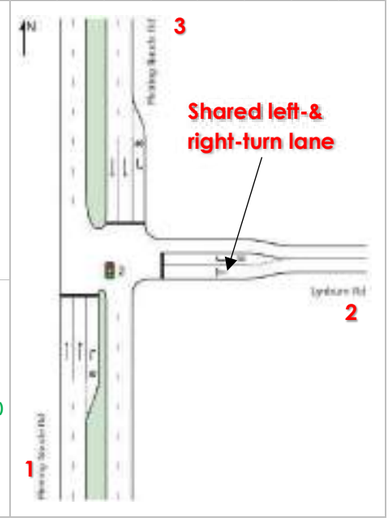
Peak hour	Parameter	2024 Traffic Volumes												2024 + Development Traffic Volumes											
		Meiring Naude Rd S (1)			Lynburn Rd E (2)			Meiring Naude Rd N (3)			W (4)			Meiring Naude Rd S (1)			Lynburn Rd E (2)			Meiring Naude Rd N (3)			W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	-	0.65	0.68	0.54	-	0.79	0.27	0.86	-	-	-	-	-	0.65	0.69	0.54	-	0.84	0.28	0.87	-	-	-	-
	Delay (s)	-	15	26	28	-	33	8	35	-	-	-	-	-	15	26	28	-	37	8	36	-	-	-	-
	LOS	-	B	C	C	-	C	A	C	-	-	-	-	-	B	C	C	-	D	A	D	-	-	-	-
PM	V/C	-	0.31	0.75	0.49	-	0.86	0.38	0.78	-	-	-	-	-	0.32	0.76	0.49	-	0.88	0.41	0.82	-	-	-	-
	Delay (s)	-	7	27	35	-	46	11	25	-	-	-	-	-	8	29	35	-	48	11	28	-	-	-	-
	LOS	-	A	C	C	-	D	B	C	-	-	-	-	-	A	C	C	-	D	B	C	-	-	-	-
Intersection Layout		Existing												Existing											
Traffic Control		Existing (traffic signal with existing timing plans)												Existing (traffic signal with existing timing plans)											

Peak hour	Parameter	2029 Traffic Volumes												2029 + Development Traffic Volumes											
		Meiring Naude Rd S (1)			Lynburn Rd E (2)			Meiring Naude Rd N (3)			W (4)			Meiring Naude Rd S (1)			Lynburn Rd E (2)			Meiring Naude Rd N (3)			W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	-	0.70	0.68	0.93	-	0.93	0.34	0.96	-	-	-	-	-	0.72	0.74	0.95	-	0.95	0.34	0.97	-	-	-	-
	Delay (s)	-	11	20	45	-	45	9	46	-	-	-	-	-	12	22	53	-	53	8	51	-	-	-	-
	LOS	-	B	B	D	-	D	A	D	-	-	-	-	-	B	C	D	-	D	A	D	-	-	-	-
PM	V/C	-	0.38	0.97	0.90	-	0.90	0.45	0.90	-	-	-	-	-	0.40	0.95	0.92	-	0.92	0.48	0.95	-	-	-	-
	Delay (s)	-	6	43	38	-	38	10	29	-	-	-	-	-	6	34	38	-	38	10	39	-	-	-	-
	LOS	-	A	D	D	-	D	A	C	-	-	-	-	-	A	C	D	-	D	A	D	-	-	-	-
Intersection Layout		Upgraded												Upgraded											
Traffic Control		Upgraded (updated traffic signal timing plans)												Upgraded (updated traffic signal timing plans)											







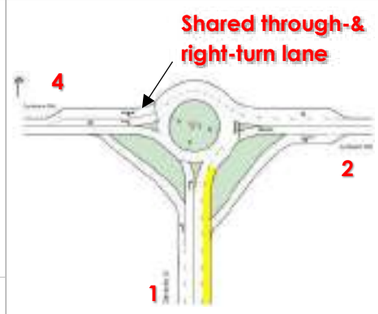


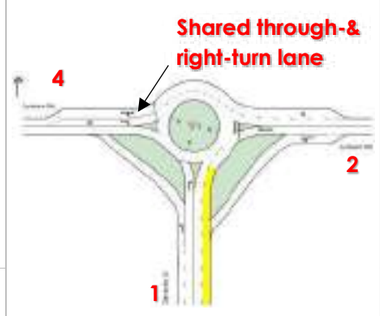
Notes: L=left, T=through, R=right, V/C=volume/capacity, LOS=Level of Service, red text in table indicates unacceptable performance

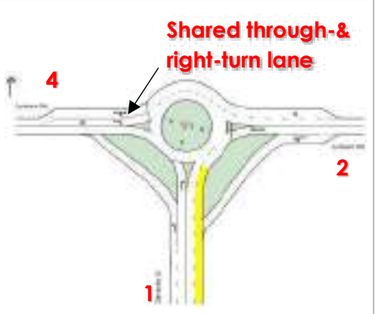
INTERSECTION 3 – Lynburn Road/Daventry Street

Peak hour	Parameter	2024 Traffic Volumes												2024 + Development Traffic Volumes											
		Daventry St S (1)			Lynburn Rd E (2)			N (3)			Lynburn Rd W (4)			Daventry St S (1)			Lynburn Rd E (2)			N (3)			Lynburn Rd W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	0.50	-	0.41	0.30	0.61	-	-	-	-	-	0.29	0.52	0.51	-	0.41	0.30	0.61	-	-	-	-	-	0.29	0.53
	Delay (s)	11	-	11	5	11	-	-	-	-	-	9	11	11	-	11	5	11	-	-	-	-	-	9	11
	LOS	B	-	B	A	B	-	-	-	-	-	A	B	B	-	B	A	B	-	-	-	-	-	A	B
PM	V/C	0.38	-	0.54	0.23	0.37	-	-	-	-	-	0.55	0.96	0.38	-	0.54	0.71	0.37	-	-	-	-	-	0.70	0.70
	Delay (s)	7	-	10	5	10	-	-	-	-	-	17	146	7	-	10	18	10	-	-	-	-	-	16	19
	LOS	A	-	A	A	A	-	-	-	-	-	B	D	A	-	A	B	A	-	-	-	-	-	B	B
Intersection Layout		Existing												Upgraded											
Traffic Control		Existing (mini-circle)												Existing (mini-circle)											

Peak hour	Parameter	2029 Traffic Volumes												2029 + Development Traffic Volumes											
		Daventry St S (1)			Lynburn Rd E (2)			N (3)			Lynburn Rd W (4)			Daventry St S (1)			Lynburn Rd E (2)			N (3)			Lynburn Rd W (4)		
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
AM	V/C	0.65	-	0.52	0.92	0.74	-	-	-	-	-	0.46	0.46	0.65	-	0.52	0.92	0.75	-	-	-	-	-	0.46	0.46
	Delay (s)	14	-	14	31	16	-	-	-	-	-	8	11	15	-	14	31	16	-	-	-	-	-	8	11
	LOS	B	-	B	C	B	-	-	-	-	-	A	B	B	-	B	C	B	-	-	-	-	-	A	B
PM	V/C	0.45	-	0.65	0.90	0.46	-	-	-	-	-	0.88	0.88	0.46	-	0.65	0.93	0.48	-	-	-	-	-	0.91	0.91
	Delay (s)	8	-	11	36	12	-	-	-	-	-	31	34	8	-	11	43	13	-	-	-	-	-	36	38
	LOS	A	-	B	D	B	-	-	-	-	-	C	C	A	-	B	D	B	-	-	-	-	-	D	D
Intersection Layout		Upgraded												Upgraded											
Traffic Control		Existing (mini-circle)												Existing (mini-circle)											







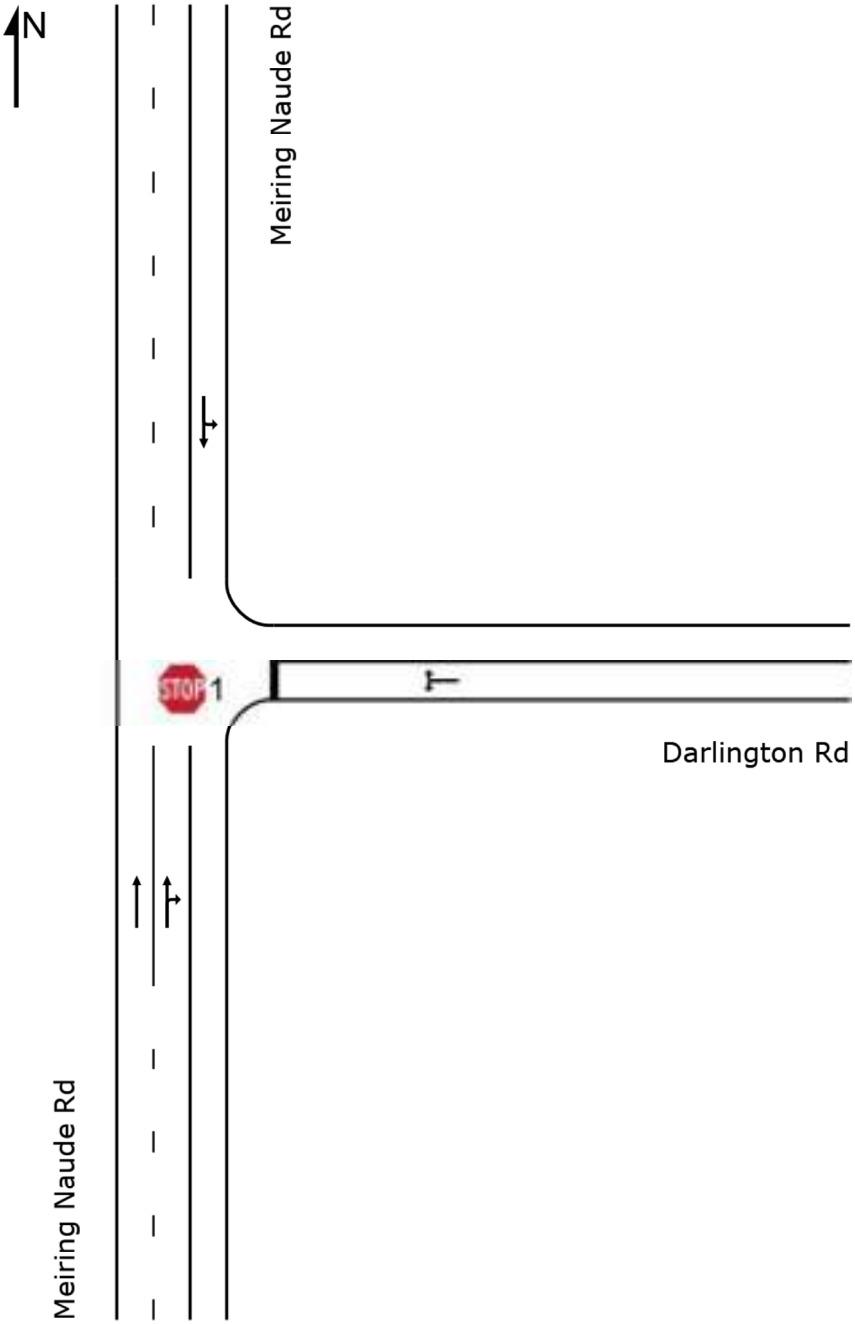
Notes: L=left, T=through, R=right, V/C=volume/capacity, LOS=Level of Service, red text in table indicates unacceptable performance

Annexure E:
Detailed Traffic Analysis SIDRA Outputs

SITE LAYOUT

Site: 1 [01_2024 AM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [01_2024 AM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

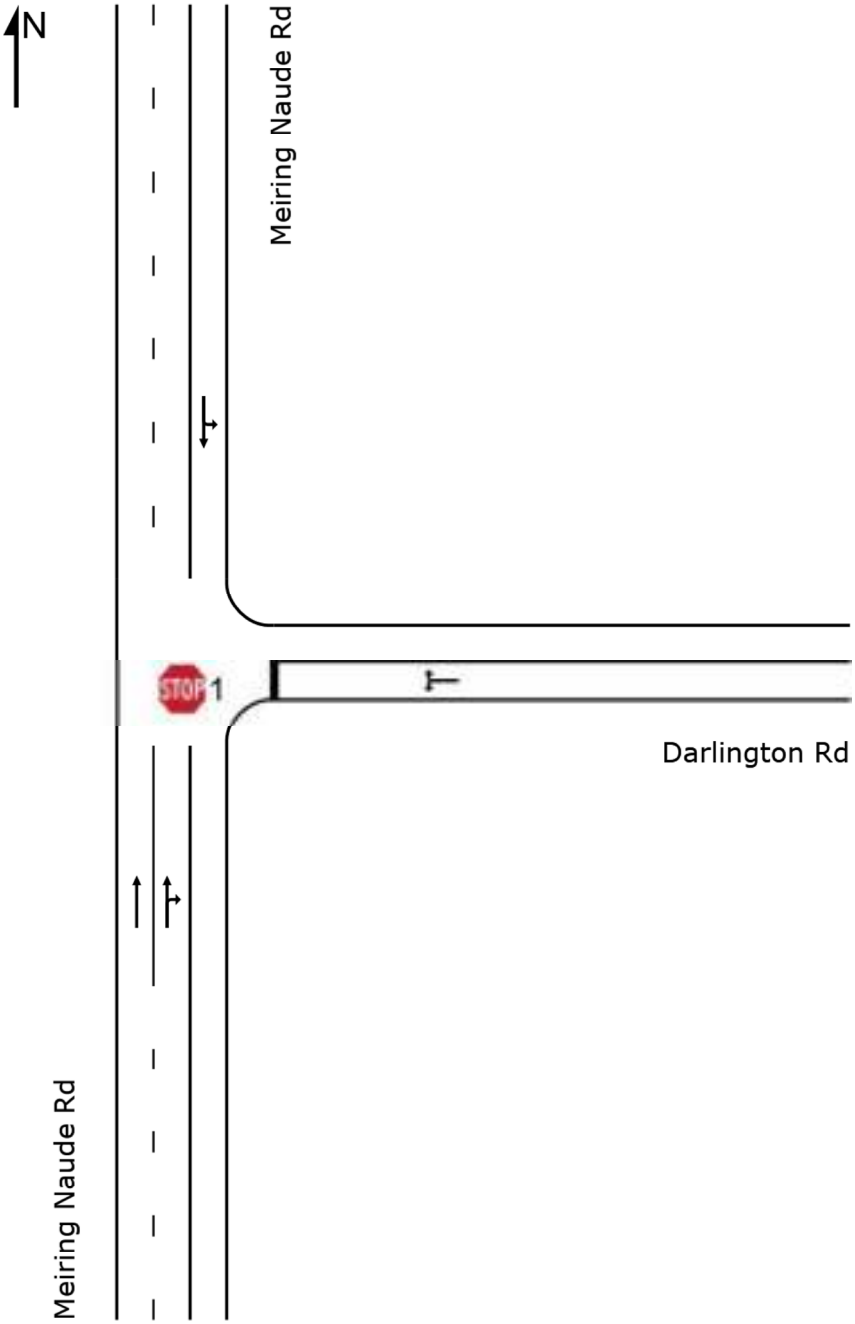
Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1617	2,0	0,425	0,3	LOS A	0,4	2,5	0,02	0,00	0,03	59,7
3	R2	5	2,0	0,425	24,4	LOS C	0,4	2,5	0,04	0,00	0,06	57,1
Approach		1623	2,0	0,425	0,3	NA	0,4	2,5	0,02	0,00	0,03	59,7
East: Darlington Rd												
4	L2	11	2,0	0,456	37,7	LOS E	1,0	7,1	0,98	1,03	1,11	24,3
6	R2	10	2,0	0,456	146,5	LOS F	1,0	7,1	0,98	1,03	1,11	24,2
Approach		20	2,0	0,456	89,3	LOS F	1,0	7,1	0,98	1,03	1,11	24,3
North: Meiring Naude Rd												
7	L2	15	2,0	0,743	5,8	LOS A	0,0	0,0	0,00	0,01	0,00	57,8
8	T1	1430	2,0	0,743	0,2	LOS A	0,0	0,0	0,00	0,01	0,00	59,5
Approach		1445	2,0	0,743	0,3	NA	0,0	0,0	0,00	0,01	0,00	59,5
All Vehicles		3088	2,0	0,743	0,9	NA	1,0	7,1	0,02	0,01	0,02	59,0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [02_2024 PM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [02_2024 PM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

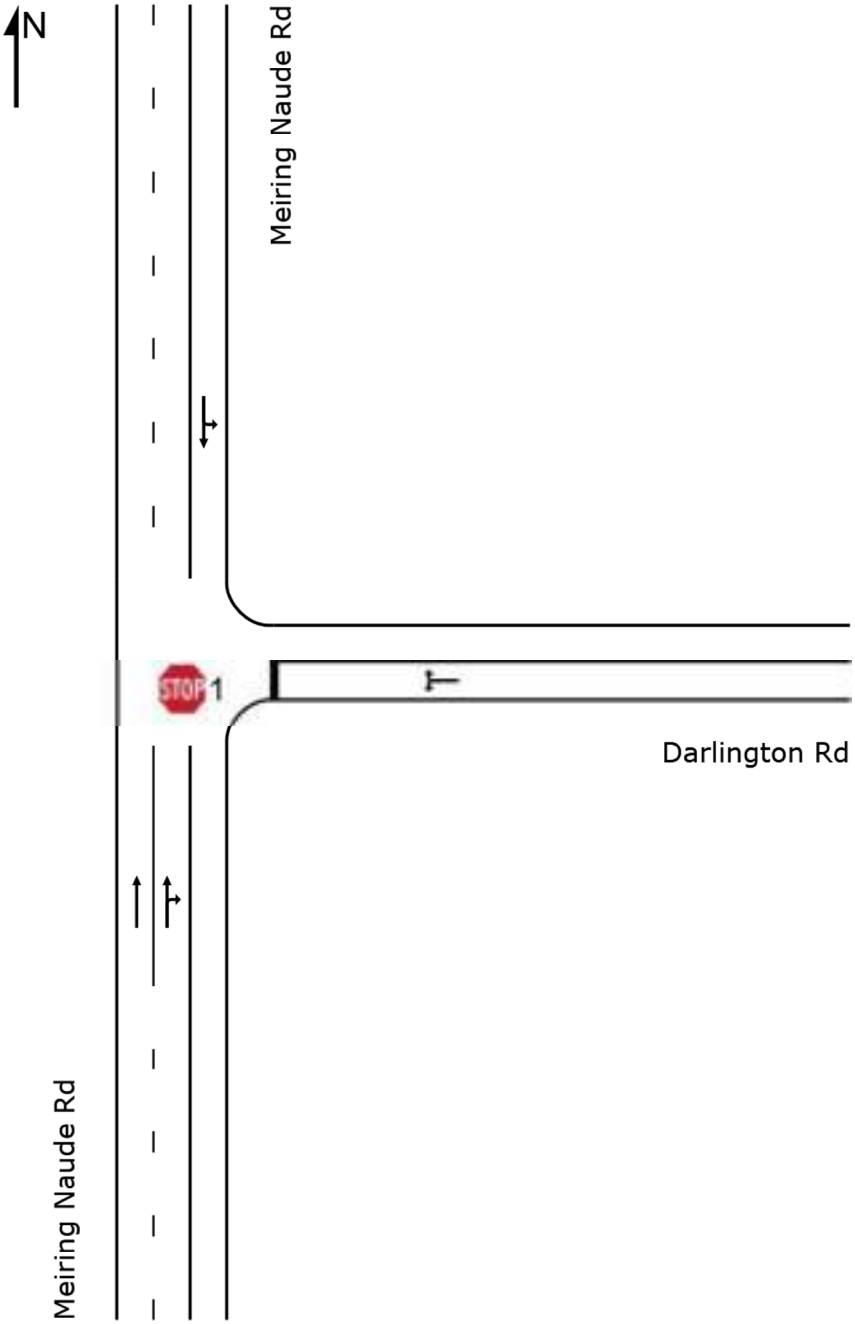
Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1110	2,0	0,305	0,6	LOS A	0,6	4,6	0,05	0,01	0,06	59,2
3	R2	10	2,0	0,305	23,2	LOS C	0,6	4,6	0,10	0,01	0,13	56,2
Approach		1120	2,0	0,305	0,8	NA	0,6	4,6	0,05	0,01	0,06	59,2
East: Darlington Rd												
4	L2	8	2,0	0,200	21,6	LOS C	0,4	3,1	0,95	1,01	0,99	34,1
6	R2	8	2,0	0,200	70,8	LOS F	0,4	3,1	0,95	1,01	0,99	33,9
Approach		15	2,0	0,200	46,2	LOS E	0,4	3,1	0,95	1,01	0,99	34,0
North: Meiring Naude Rd												
7	L2	12	2,0	0,766	5,8	LOS A	0,0	0,0	0,00	0,00	0,00	57,8
8	T1	1478	2,0	0,766	0,3	LOS A	0,0	0,0	0,00	0,00	0,00	59,4
Approach		1490	2,0	0,766	0,3	NA	0,0	0,0	0,00	0,00	0,00	59,4
All Vehicles		2625	2,0	0,766	0,8	NA	0,6	4,6	0,03	0,01	0,03	59,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [03_2024 AM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [03_2024 AM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

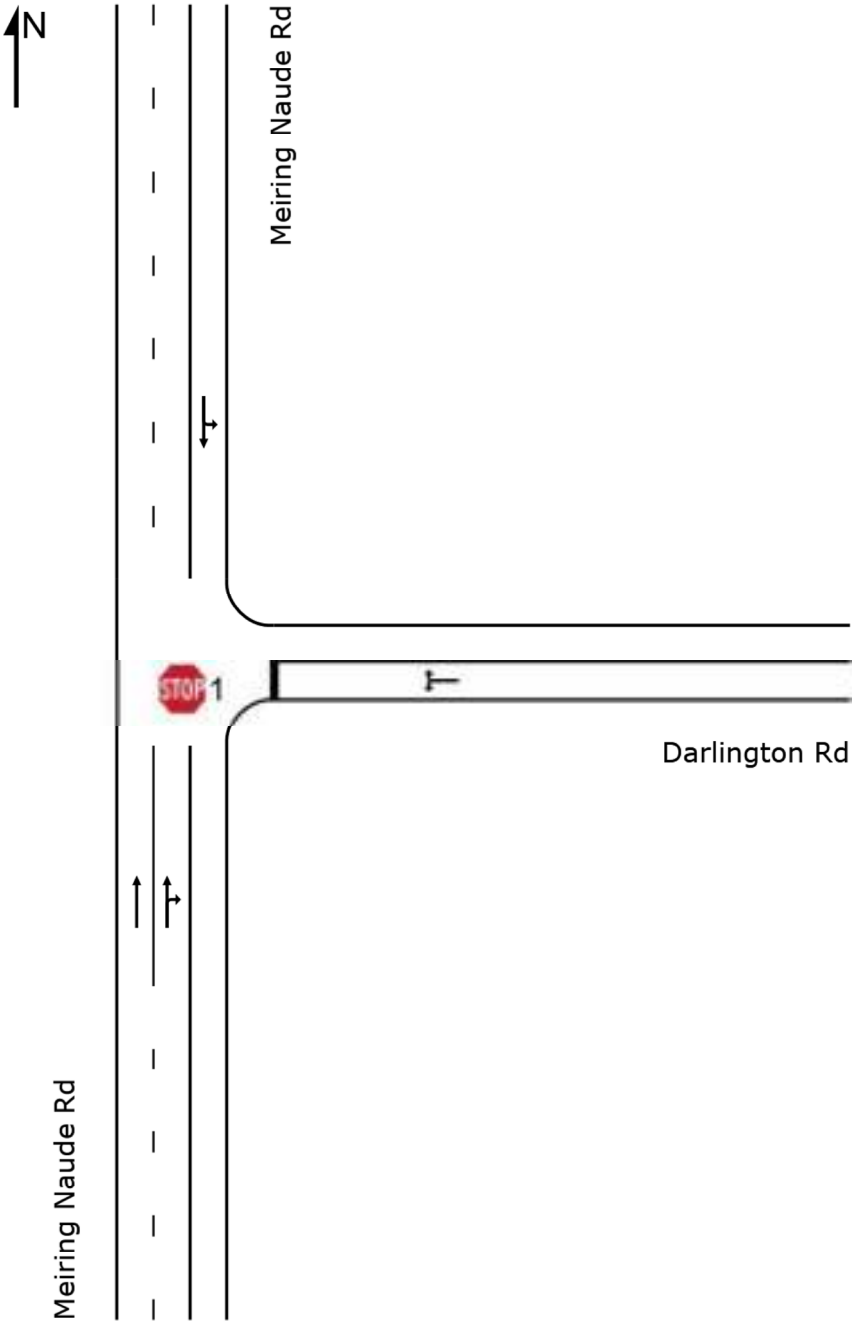
Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1629	2,0	0,449	0,7	LOS A	1,1	8,1	0,06	0,01	0,09	59,1
3	R2	18	0,0	0,449	23,7	LOS C	1,1	8,1	0,14	0,02	0,19	56,0
Approach		1647	2,0	0,449	1,0	NA	1,1	8,1	0,06	0,01	0,09	59,0
East: Darlington Rd												
4	L2	30	0,0	0,154	17,8	LOS C	0,3	2,4	0,87	1,00	0,89	44,3
6	R2	1	0,0	0,154	130,4	LOS F	0,3	2,4	0,87	1,00	0,89	44,0
Approach		31	0,0	0,154	21,6	LOS C	0,3	2,4	0,87	1,00	0,89	44,3
North: Meiring Naude Rd												
7	L2	19	0,0	0,746	5,7	LOS A	0,0	0,0	0,00	0,01	0,00	57,9
8	T1	1430	2,0	0,746	0,2	LOS A	0,0	0,0	0,00	0,01	0,00	59,5
Approach		1449	2,0	0,746	0,3	NA	0,0	0,0	0,00	0,01	0,00	59,4
All Vehicles		3128	2,0	0,746	0,9	NA	1,1	8,1	0,04	0,02	0,06	59,0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [04_2024 PM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [04_2024 PM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

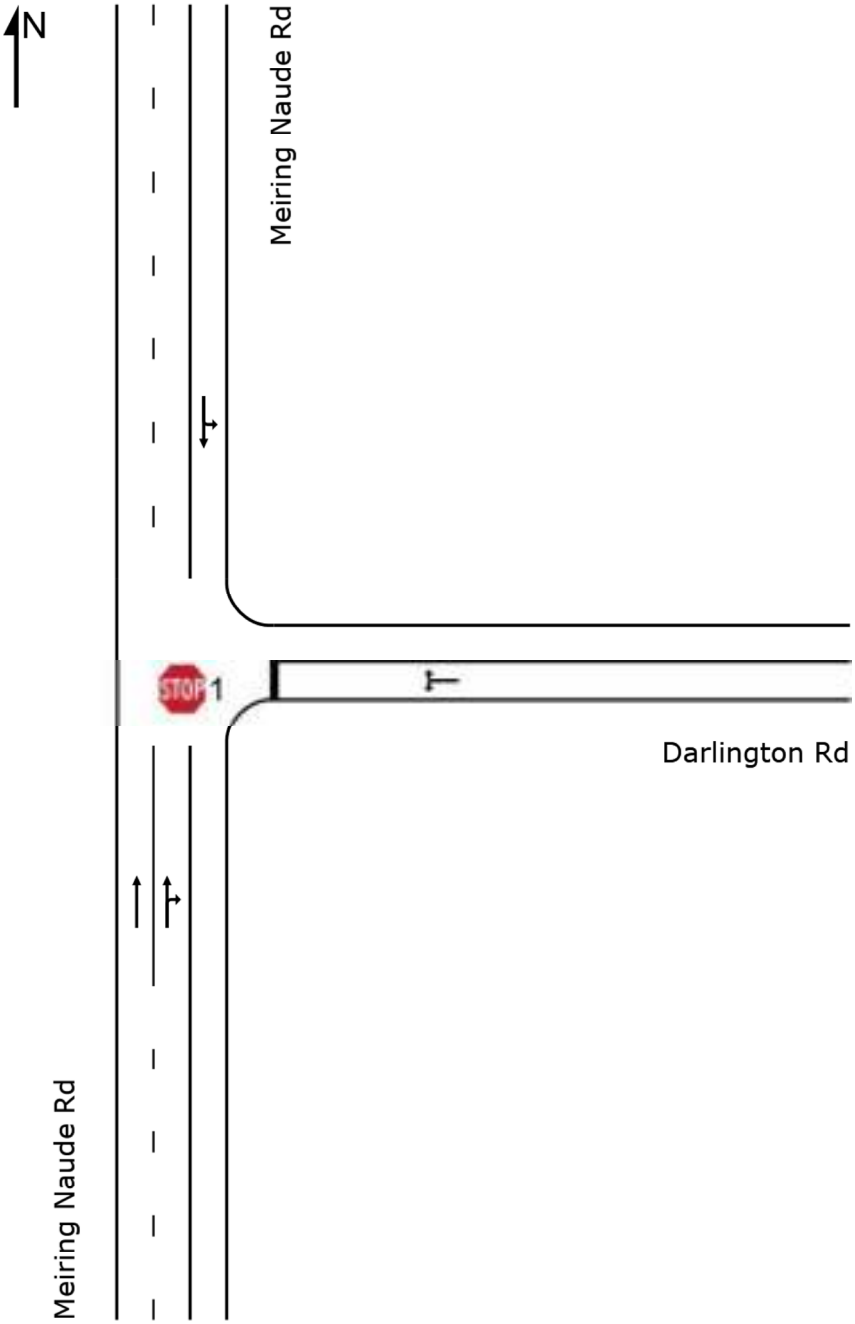
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1132	2,0	0,369	2,1	LOS A	2,4	17,4	0,15	0,03	0,20	57,4
3	R2	40	2,0	0,369	23,2	LOS C	2,4	17,4	0,42	0,07	0,55	51,7
Approach		1172	2,0	0,369	2,9	NA	2,4	17,4	0,16	0,03	0,21	57,2
East: Darlington Rd												
4	L2	75	2,0	0,348	22,1	LOS C	0,9	6,1	0,89	1,03	1,05	43,6
6	R2	1	2,0	0,348	85,9	LOS F	0,9	6,1	0,89	1,03	1,05	43,3
Approach		76	2,0	0,348	23,0	LOS C	0,9	6,1	0,89	1,03	1,05	43,6
North: Meiring Naude Rd												
7	L2	22	2,0	0,772	5,8	LOS A	0,0	0,0	0,00	0,01	0,00	57,7
8	T1	1478	2,0	0,772	0,3	LOS A	0,0	0,0	0,00	0,01	0,00	59,4
Approach		1500	2,0	0,772	0,4	NA	0,0	0,0	0,00	0,01	0,00	59,4
All Vehicles		2748	2,0	0,772	2,0	NA	2,4	17,4	0,09	0,05	0,12	57,9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [05_2029 AM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [05_2029 AM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

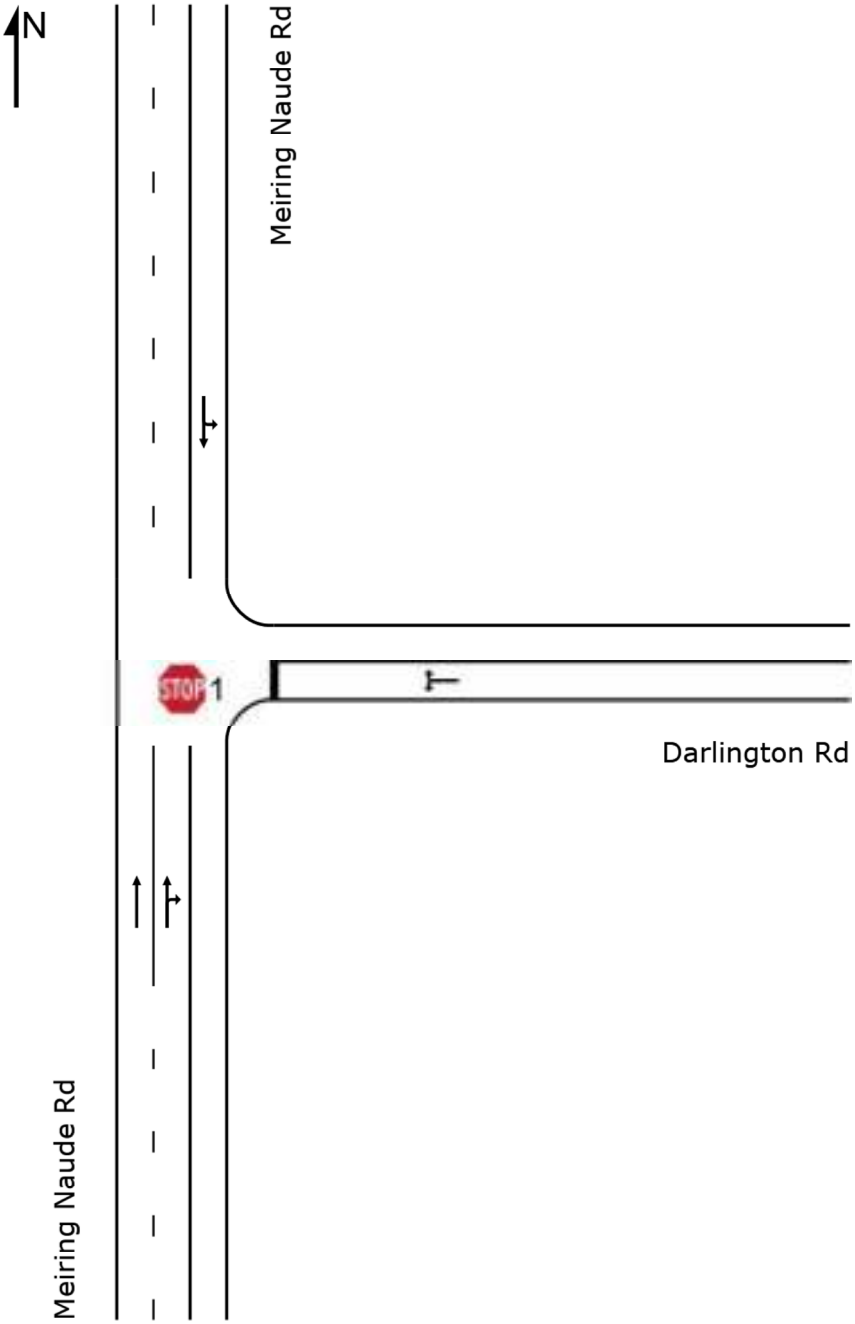
Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1875	2,0	0,494	0,4	LOS A	0,5	3,8	0,03	0,00	0,04	59,6
3	R2	6	2,0	0,494	29,5	LOS D	0,5	3,8	0,05	0,00	0,08	56,9
Approach		1882	2,0	0,494	0,5	NA	0,5	3,8	0,03	0,00	0,04	59,5
East: Darlington Rd												
4	L2	13	2,0	1,896	998,5	LOS F	10,8	76,9	1,00	1,48	3,36	2,9
6	R2	11	2,0	1,896	1212,1	LOS F	10,8	76,9	1,00	1,48	3,36	2,9
Approach		24	2,0	1,896	1095,6	LOS F	10,8	76,9	1,00	1,48	3,36	2,9
North: Meiring Naude Rd												
7	L2	17	2,0	0,862	6,0	LOS A	0,0	0,0	0,00	0,01	0,00	57,4
8	T1	1658	2,0	0,862	0,5	LOS A	0,0	0,0	0,00	0,01	0,00	59,0
Approach		1675	2,0	0,862	0,6	NA	0,0	0,0	0,00	0,01	0,00	58,9
All Vehicles		3581	2,0	1,896	7,7	NA	10,8	76,9	0,02	0,01	0,04	52,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [06_2029 PM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [06_2029 PM]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

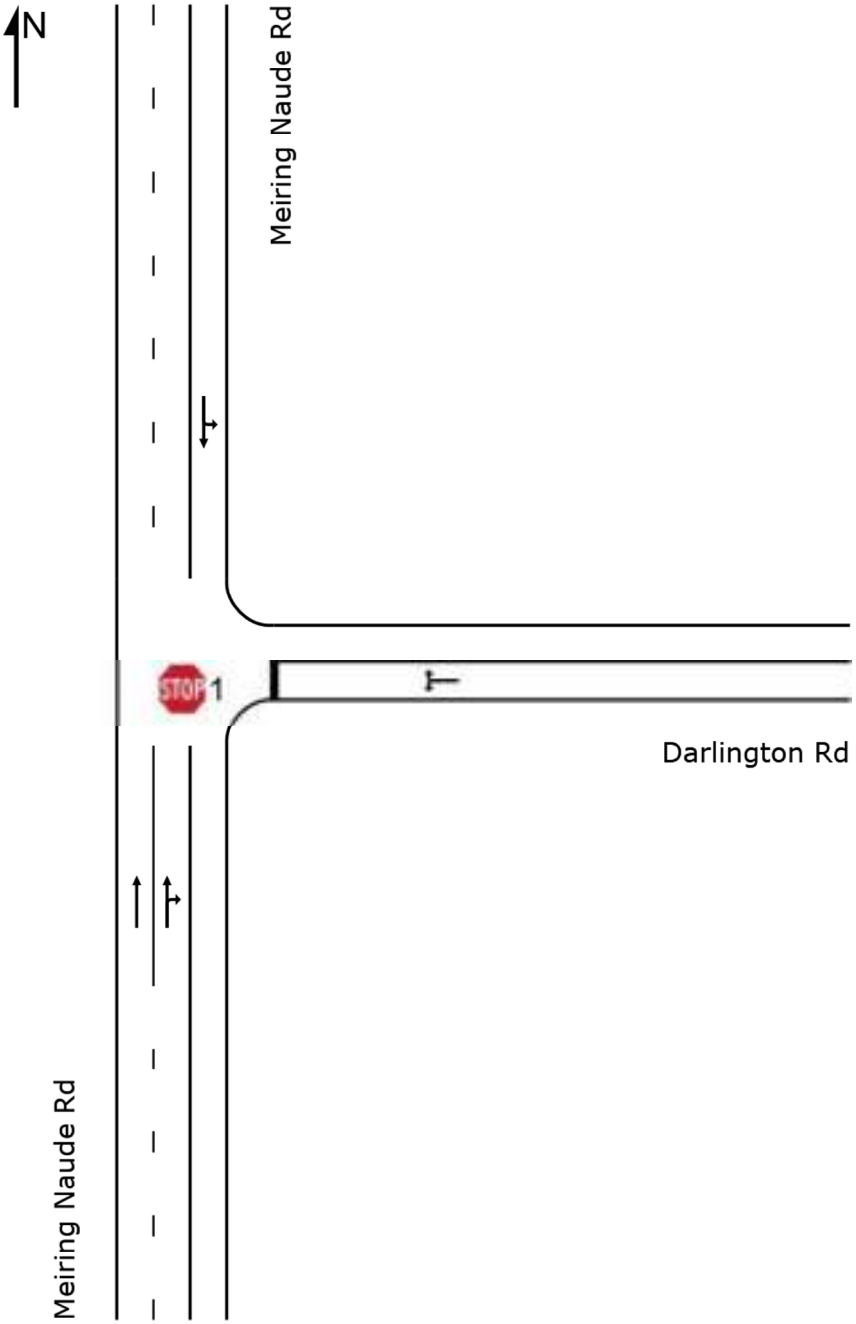
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1287	2,0	0,357	0,9	LOS A	1,0	7,2	0,06	0,01	0,07	58,9
3	R2	11	2,0	0,357	28,9	LOS D	1,0	7,2	0,12	0,01	0,16	55,6
Approach		1298	2,0	0,357	1,1	NA	1,0	7,2	0,06	0,01	0,08	58,9
East: Darlington Rd												
4	L2	9	2,0	0,780	166,2	LOS F	1,8	12,9	1,00	1,06	1,29	11,5
6	R2	9	2,0	0,780	344,7	LOS F	1,8	12,9	1,00	1,06	1,29	11,5
Approach		17	2,0	0,780	255,5	LOS F	1,8	12,9	1,00	1,06	1,29	11,5
North: Meiring Naude Rd												
7	L2	14	2,0	0,889	6,1	LOS A	0,0	0,0	0,00	0,00	0,00	57,2
8	T1	1714	2,0	0,889	0,7	LOS A	0,0	0,0	0,00	0,00	0,00	58,7
Approach		1728	2,0	0,889	0,7	NA	0,0	0,0	0,00	0,00	0,00	58,7
All Vehicles		3043	2,0	0,889	2,3	NA	1,8	12,9	0,03	0,01	0,04	57,4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [07_2029 AM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [07_2029 AM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

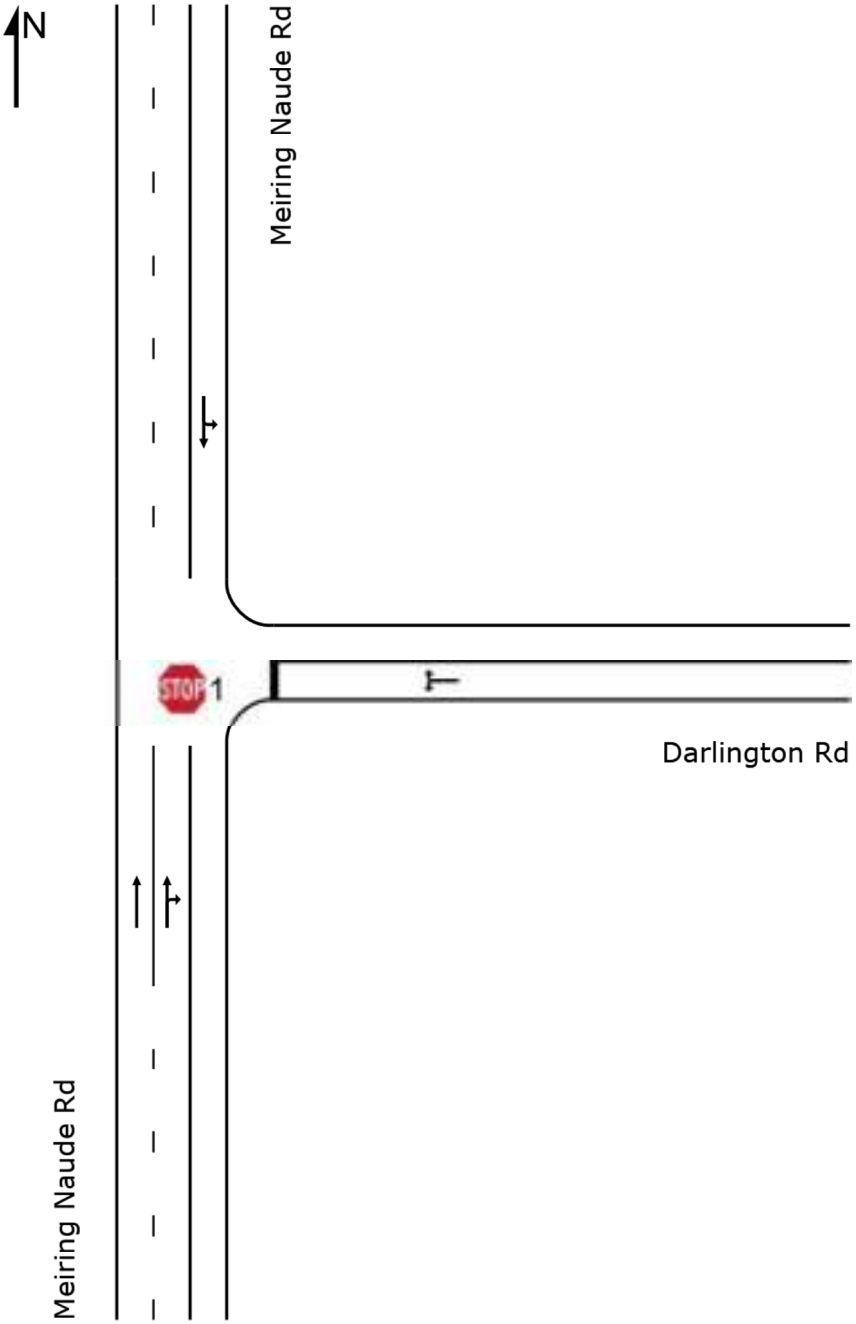
Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1888	2,0	0,522	1,0	LOS A	1,6	11,4	0,07	0,01	0,11	58,8
3	R2	19	2,0	0,522	29,4	LOS D	1,6	11,4	0,16	0,01	0,23	55,4
Approach		1908	2,0	0,522	1,3	NA	1,6	11,4	0,07	0,01	0,11	58,8
East: Darlington Rd												
4	L2	33	2,0	0,370	25,1	LOS D	0,8	5,7	0,96	1,03	1,08	35,2
6	R2	1	2,0	0,370	607,1	LOS F	0,8	5,7	0,96	1,03	1,08	35,0
Approach		34	2,0	0,370	43,2	LOS E	0,8	5,7	0,96	1,03	1,08	35,2
North: Meiring Naude Rd												
7	L2	22	2,0	0,864	6,0	LOS A	0,0	0,0	0,00	0,01	0,00	57,3
8	T1	1658	2,0	0,864	0,5	LOS A	0,0	0,0	0,00	0,01	0,00	58,9
Approach		1680	2,0	0,864	0,6	NA	0,0	0,0	0,00	0,01	0,00	58,9
All Vehicles		3622	2,0	0,864	1,3	NA	1,6	11,4	0,05	0,02	0,07	58,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [08_2029 PM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 1 [08_2029 PM + Dev]

Meiring Naude Rd/Darlington Rd
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

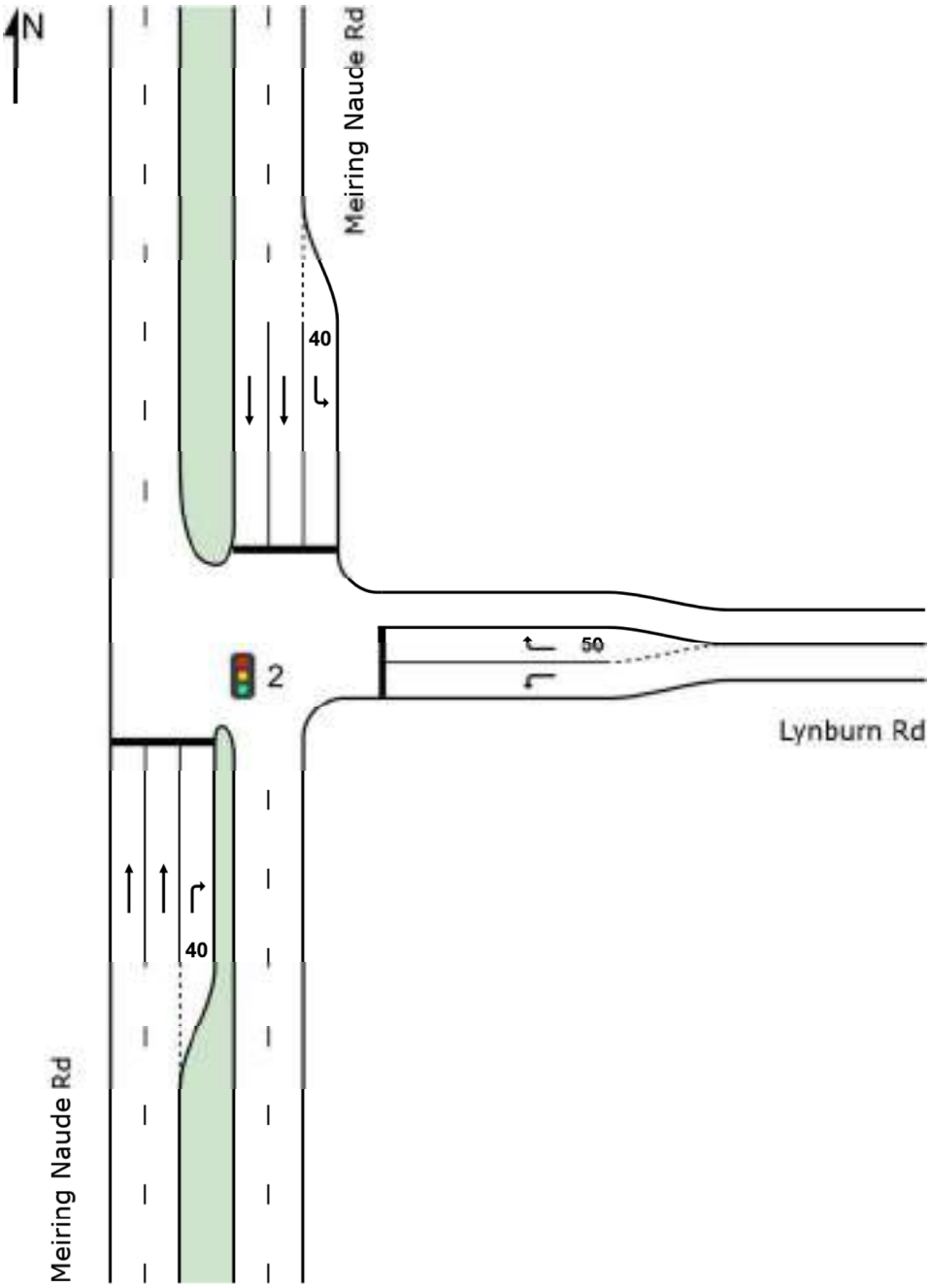
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1310	2,0	0,436	2,9	LOS A	6,9	49,4	0,35	0,03	0,42	56,7
3	R2	41	2,0	0,436	28,8	LOS D	6,9	49,4	1,00	0,09	1,18	49,9
Approach		1351	2,0	0,436	3,7	NA	6,9	49,4	0,37	0,03	0,44	56,5
East: Darlington Rd												
4	L2	78	2,0	0,501	27,7	LOS D	1,2	8,7	0,95	1,05	1,18	39,7
6	R2	1	2,0	0,501	299,0	LOS F	1,2	8,7	0,95	1,05	1,18	39,4
Approach		79	2,0	0,501	31,5	LOS D	1,2	8,7	0,95	1,05	1,18	39,7
North: Meiring Naude Rd												
7	L2	24	2,0	0,894	6,1	LOS A	0,0	0,0	0,00	0,01	0,00	57,1
8	T1	1714	2,0	0,894	0,7	LOS A	0,0	0,0	0,00	0,01	0,00	58,6
Approach		1738	2,0	0,894	0,8	NA	0,0	0,0	0,00	0,01	0,00	58,6
All Vehicles		3168	2,0	0,894	2,8	NA	6,9	49,4	0,18	0,04	0,22	57,0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 2 [01_2024 AM]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 09:58:52
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [01_2024 AM]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1121	2,0	0,648	15,2	LOS B	18,2	129,6	0,76	0,68	0,76	48,0
3	R2	199	2,0	0,683	25,6	LOS C	4,9	34,6	0,99	0,84	1,07	41,5
Approach		1320	2,0	0,683	16,8	LOS B	18,2	129,6	0,80	0,70	0,81	46,9
East: Lynburn Rd												
4	L2	360	2,0	0,537	27,5	LOS C	11,3	80,2	0,84	0,82	0,84	40,5
6	R2	452	2,0	0,791	33,0	LOS C	16,6	117,9	0,90	0,89	1,03	38,3
Approach		813	2,0	0,791	30,6	LOS C	16,6	117,9	0,88	0,86	0,95	39,2
North: Meiring Naude Rd												
7	L2	399	2,0	0,274	8,0	LOS A	4,2	29,6	0,29	0,66	0,29	51,7
8	T1	986	2,0	0,864	34,5	LOS C	25,3	180,5	0,95	1,00	1,20	38,3
Approach		1385	2,0	0,864	26,9	LOS C	25,3	180,5	0,76	0,90	0,94	41,4
All Vehicles		3518	2,0	0,864	24,0	LOS C	25,3	180,5	0,80	0,82	0,89	42,7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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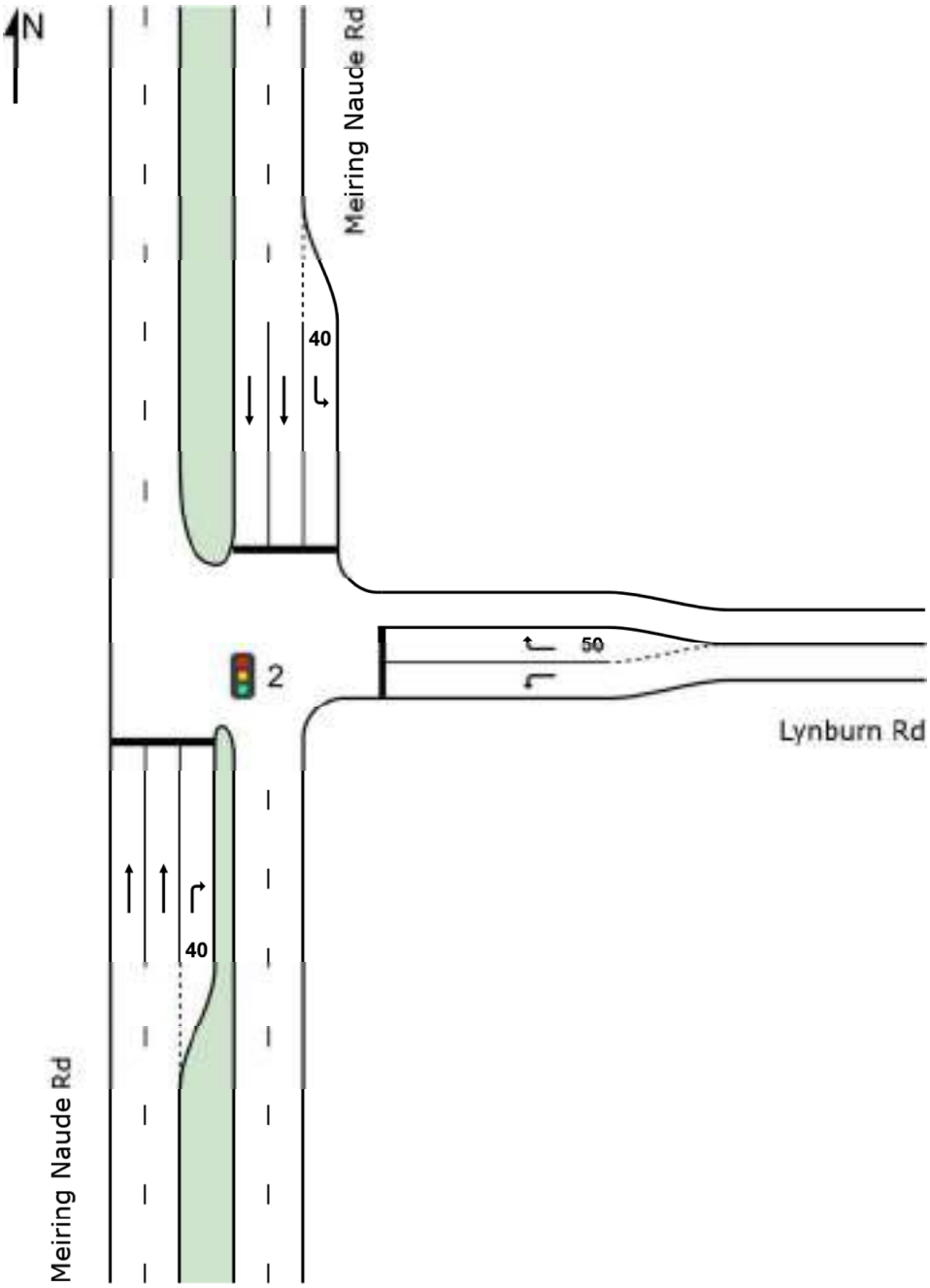
SITE LAYOUT

Site: 2 [02_2024 PM]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 09:59:21
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [02_2024 PM]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	745	2,0	0,306	7,4	LOS A	6,7	47,5	0,50	0,43	0,50	53,5
3	R2	347	2,0	0,746	27,1	LOS C	8,9	63,4	0,98	0,92	1,17	40,8
Approach		1091	2,0	0,746	13,7	LOS B	8,9	63,4	0,65	0,59	0,71	48,6
East: Lynburn Rd												
4	L2	214	2,0	0,487	34,6	LOS C	7,4	52,5	0,91	0,81	0,91	37,6
6	R2	360	2,0	0,858	45,6	LOS D	15,8	112,2	1,00	0,98	1,30	33,9
Approach		573	2,0	0,858	41,5	LOS D	15,8	112,2	0,97	0,91	1,15	35,2
North: Meiring Naude Rd												
7	L2	491	2,0	0,380	10,8	LOS B	7,8	55,2	0,44	0,71	0,44	49,7
8	T1	971	2,0	0,775	24,9	LOS C	21,2	151,0	0,89	0,84	0,98	42,6
Approach		1463	2,0	0,775	20,2	LOS C	21,2	151,0	0,74	0,80	0,80	44,7
All Vehicles		3128	2,0	0,858	21,8	LOS C	21,2	151,0	0,75	0,75	0,83	43,8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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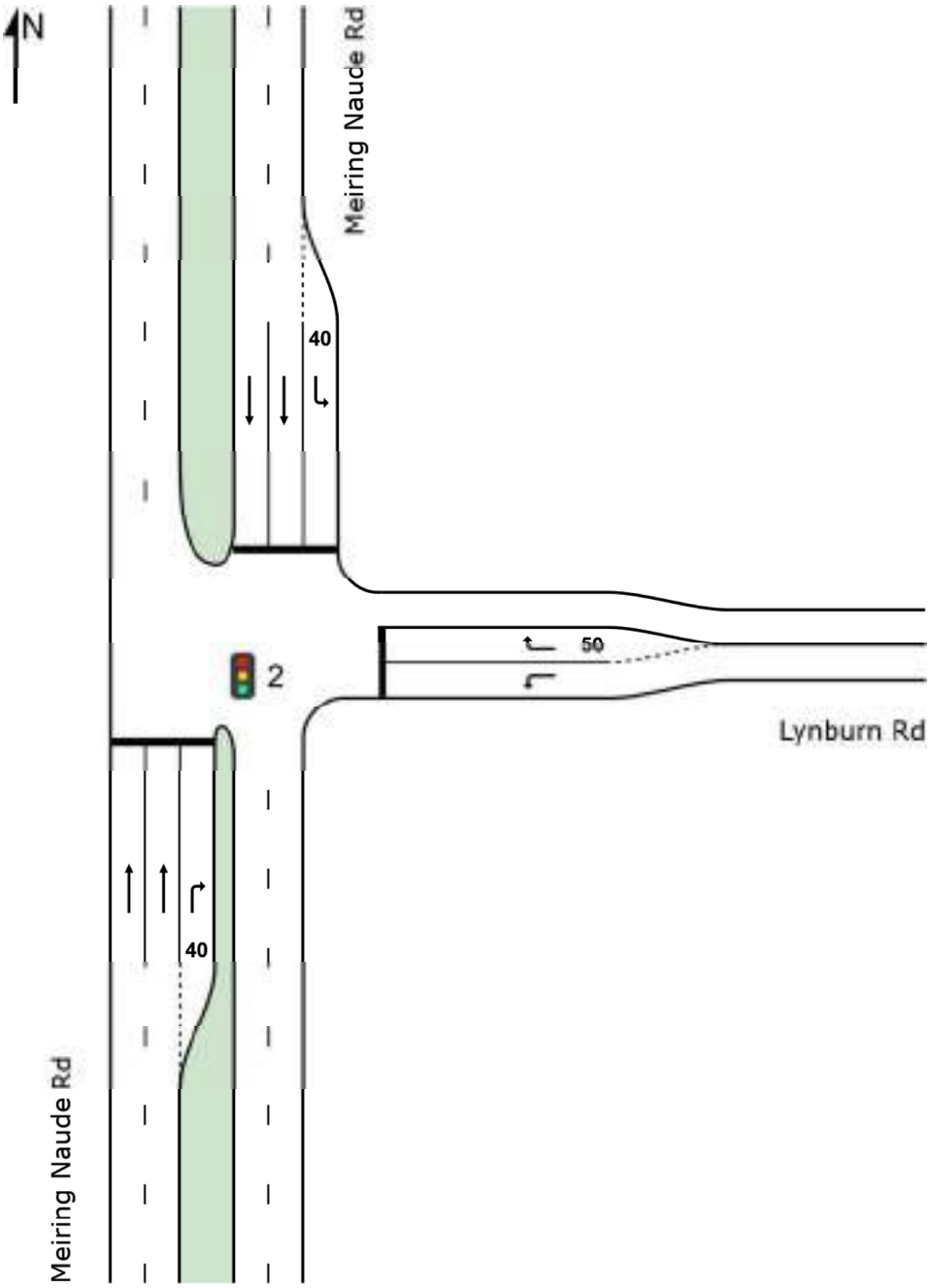
SITE LAYOUT

Site: 2 [03_2024 AM + Dev]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 09:59:52
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [03_2024 AM + Dev]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1129	2,0	0,652	15,3	LOS B	18,4	130,9	0,76	0,68	0,76	47,9
3	R2	199	2,0	0,686	25,6	LOS C	4,9	34,7	0,99	0,84	1,08	41,4
Approach		1328	2,0	0,686	16,8	LOS B	18,4	130,9	0,80	0,70	0,81	46,8
East: Lynburn Rd												
4	L2	360	2,0	0,537	27,5	LOS C	11,3	80,2	0,84	0,82	0,84	40,5
6	R2	468	2,0	0,838	36,7	LOS D	18,5	131,4	0,91	0,93	1,12	36,9
Approach		828	2,0	0,838	32,7	LOS C	18,5	131,4	0,88	0,88	1,00	38,4
North: Meiring Naude Rd												
7	L2	413	2,0	0,283	8,0	LOS A	4,3	30,9	0,29	0,67	0,29	51,7
8	T1	992	2,0	0,871	35,5	LOS D	26,0	184,8	0,95	1,01	1,22	37,9
Approach		1404	2,0	0,871	27,4	LOS C	26,0	184,8	0,76	0,91	0,95	41,1
All Vehicles		3560	2,0	0,871	24,7	LOS C	26,0	184,8	0,80	0,83	0,91	42,3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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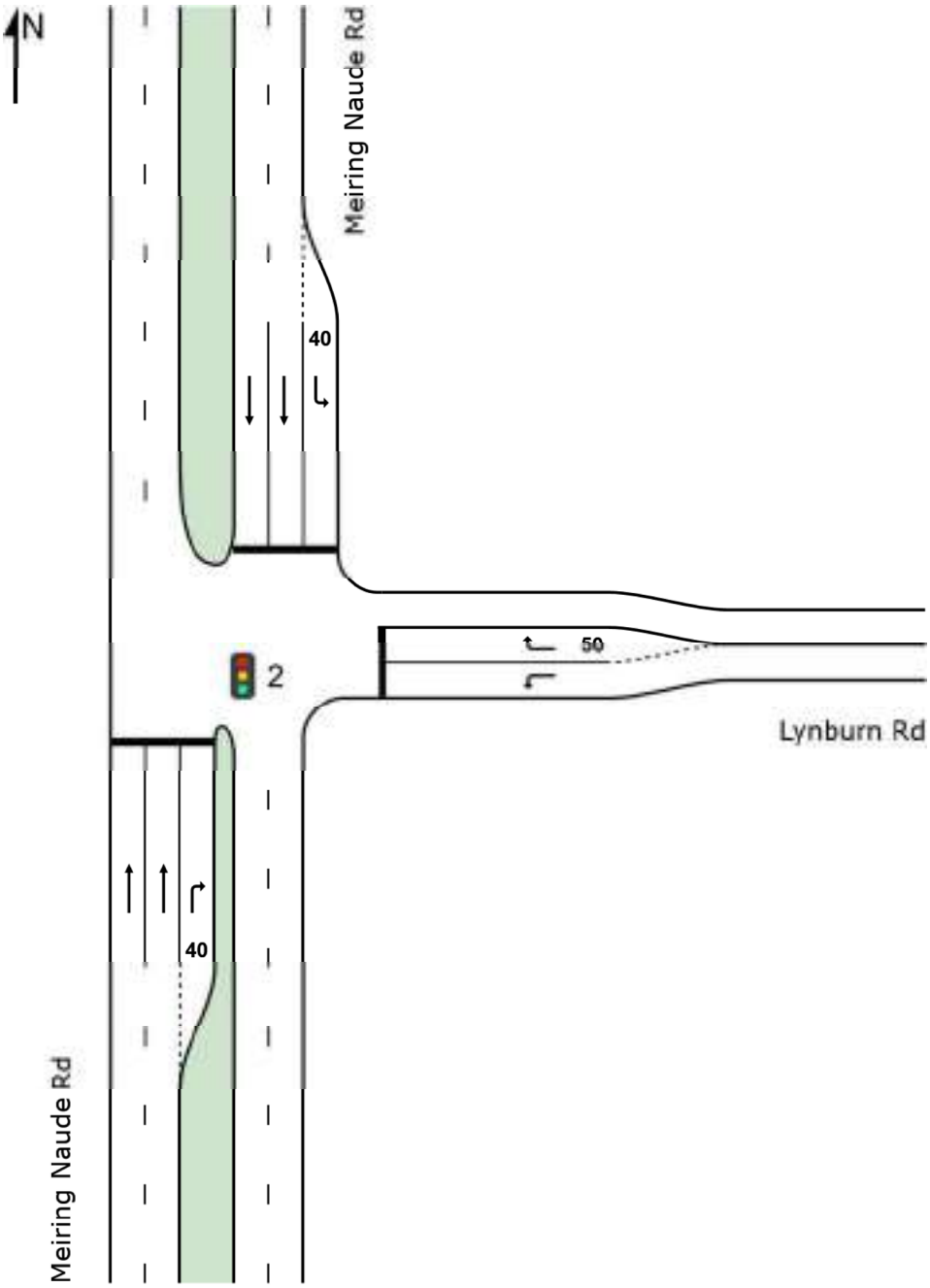
SITE LAYOUT

Site: 2 [04_2024 PM + Dev]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:00:12
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [04_2024 PM + Dev]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	765	2,0	0,315	7,5	LOS A	6,9	49,1	0,50	0,44	0,50	53,4
3	R2	347	2,0	0,755	28,5	LOS C	9,3	66,1	0,98	0,93	1,21	40,1
Approach		1112	2,0	0,755	14,0	LOS B	9,3	66,1	0,65	0,59	0,72	48,4
East: Lynburn Rd												
4	L2	214	2,0	0,487	34,6	LOS C	7,4	52,5	0,91	0,81	0,91	37,6
6	R2	390	2,0	0,884	47,7	LOS D	17,6	125,1	1,00	1,00	1,35	33,2
Approach		604	2,0	0,884	43,1	LOS D	17,6	125,1	0,97	0,93	1,20	34,6
North: Meiring Naude Rd												
7	L2	528	2,0	0,407	10,9	LOS B	8,6	60,9	0,45	0,72	0,45	49,6
8	T1	1001	2,0	0,815	27,7	LOS C	23,8	169,4	0,91	0,89	1,05	41,2
Approach		1529	2,0	0,815	21,9	LOS C	23,8	169,4	0,75	0,83	0,84	43,8
All Vehicles		3245	2,0	0,884	23,1	LOS C	23,8	169,4	0,76	0,77	0,87	43,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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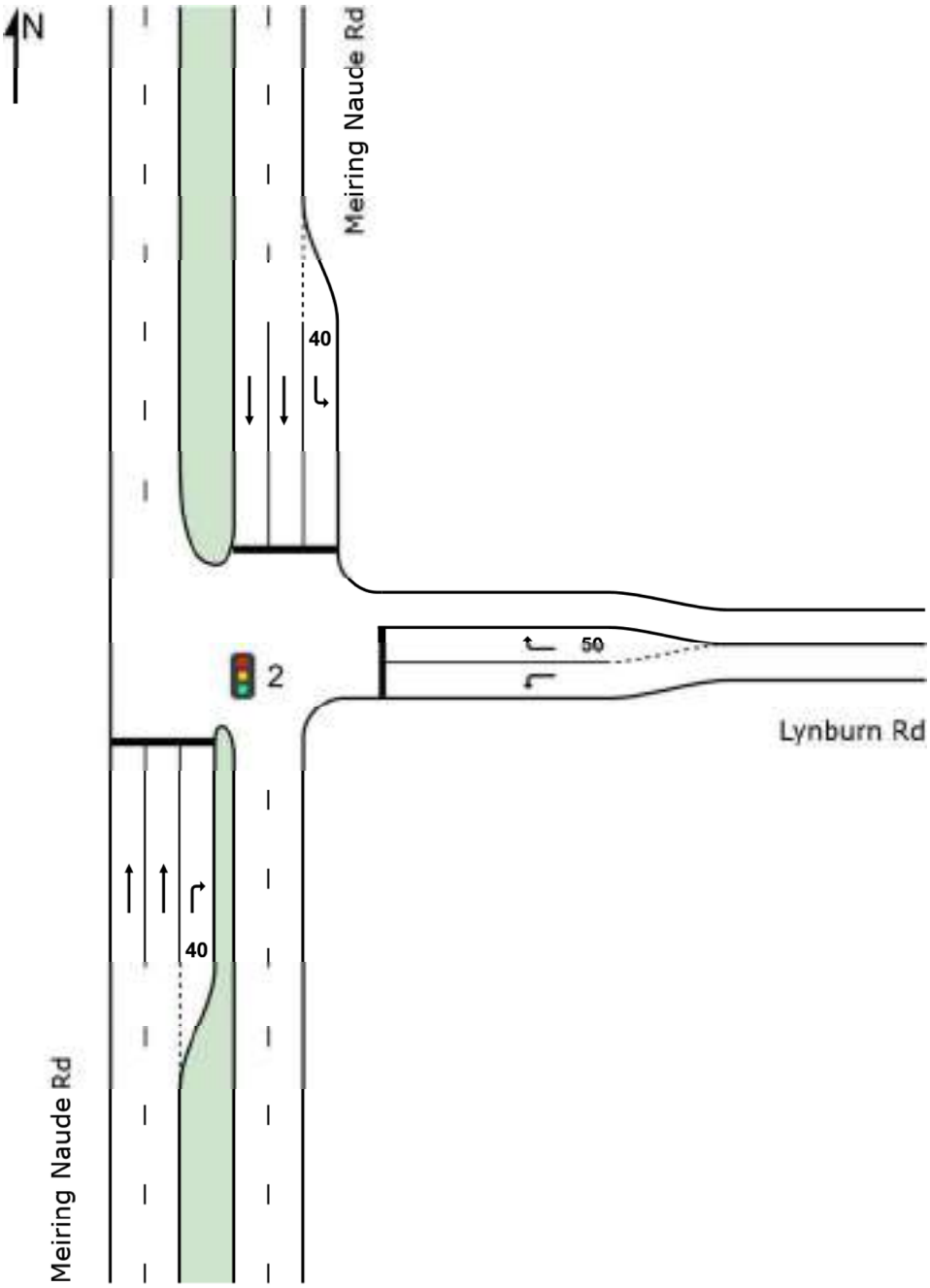
SITE LAYOUT

Site: 2 [05_2029 AM (fail)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 2 [05_2029 AM (fail)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1299	2,0	0,751	17,2	LOS B	23,1	164,4	0,82	0,75	0,84	46,8
3	R2	230	2,0	0,813	29,6	LOS C	6,2	43,9	1,00	0,90	1,26	39,6
Approach		1529	2,0	0,813	19,1	LOS B	23,1	164,4	0,85	0,77	0,90	45,5
East: Lynburn Rd												
4	L2	418	2,0	0,718	29,5	LOS C	14,0	99,7	0,88	0,85	0,92	39,6
6	R2	524	2,0	1,021	97,2	LOS F	38,2	272,1	1,00	1,29	1,98	22,8
Approach		942	2,0	1,021	67,2	LOS E	38,2	272,1	0,95	1,09	1,51	28,1
North: Meiring Naude Rd												
7	L2	463	2,0	0,317	8,1	LOS A	5,0	35,9	0,30	0,67	0,30	51,6
8	T1	1144	2,0	1,001	78,4	LOS E	45,0	320,2	1,00	1,44	1,82	26,2
Approach		1606	2,0	1,001	58,2	LOS E	45,0	320,2	0,80	1,22	1,38	30,5
All Vehicles		4077	2,0	1,021	45,6	LOS D	45,0	320,2	0,85	1,02	1,23	34,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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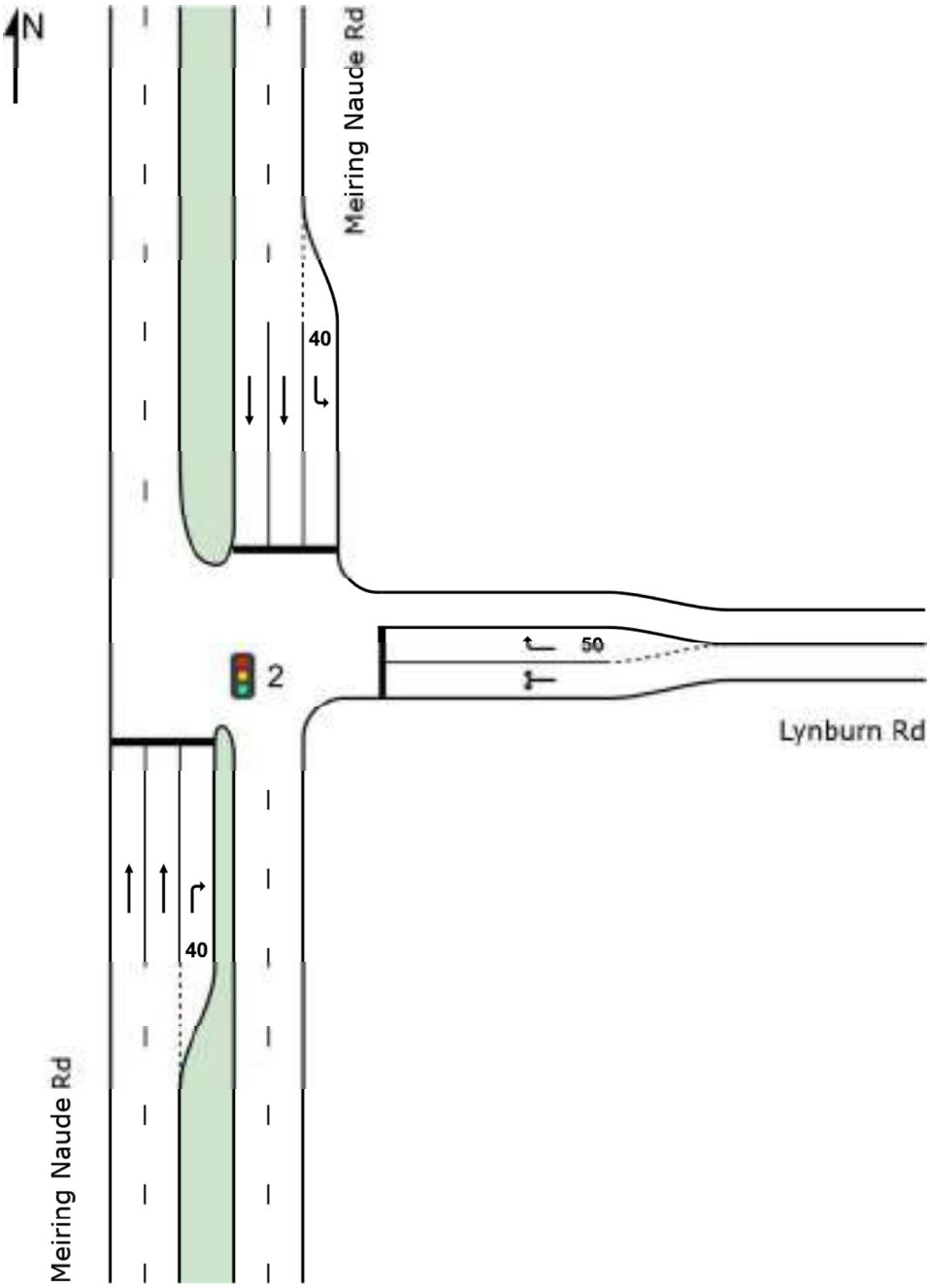
SITE LAYOUT

Site: 2 [06_2029 AM (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 2 [06_2029 AM (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 55 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1299	2,0	0,699	10,5	LOS B	14,7	104,5	0,77	0,69	0,78	51,2
3	R2	230	2,0	0,679	19,8	LOS B	3,8	27,2	0,99	0,83	1,10	44,4
Approach		1529	2,0	0,699	11,9	LOS B	14,7	104,5	0,80	0,71	0,83	50,0
East: Lynburn Rd												
4	L2	418	2,0	0,933	45,2	LOS D	18,1	128,6	1,00	1,14	1,68	33,9
6	R2	524	2,0	0,933	45,2	LOS D	18,1	128,6	1,00	1,15	1,68	34,0
Approach		942	2,0	0,933	45,2	LOS D	18,1	128,6	1,00	1,15	1,68	33,9
North: Meiring Naude Rd												
7	L2	463	2,0	0,344	8,5	LOS A	4,5	32,1	0,39	0,69	0,39	51,3
8	T1	1144	2,0	0,958	45,5	LOS D	27,4	194,9	0,97	1,32	1,76	34,3
Approach		1606	2,0	0,958	34,9	LOS C	27,4	194,9	0,81	1,14	1,37	37,9
All Vehicles		4077	2,0	0,958	28,6	LOS C	27,4	194,9	0,85	0,98	1,24	40,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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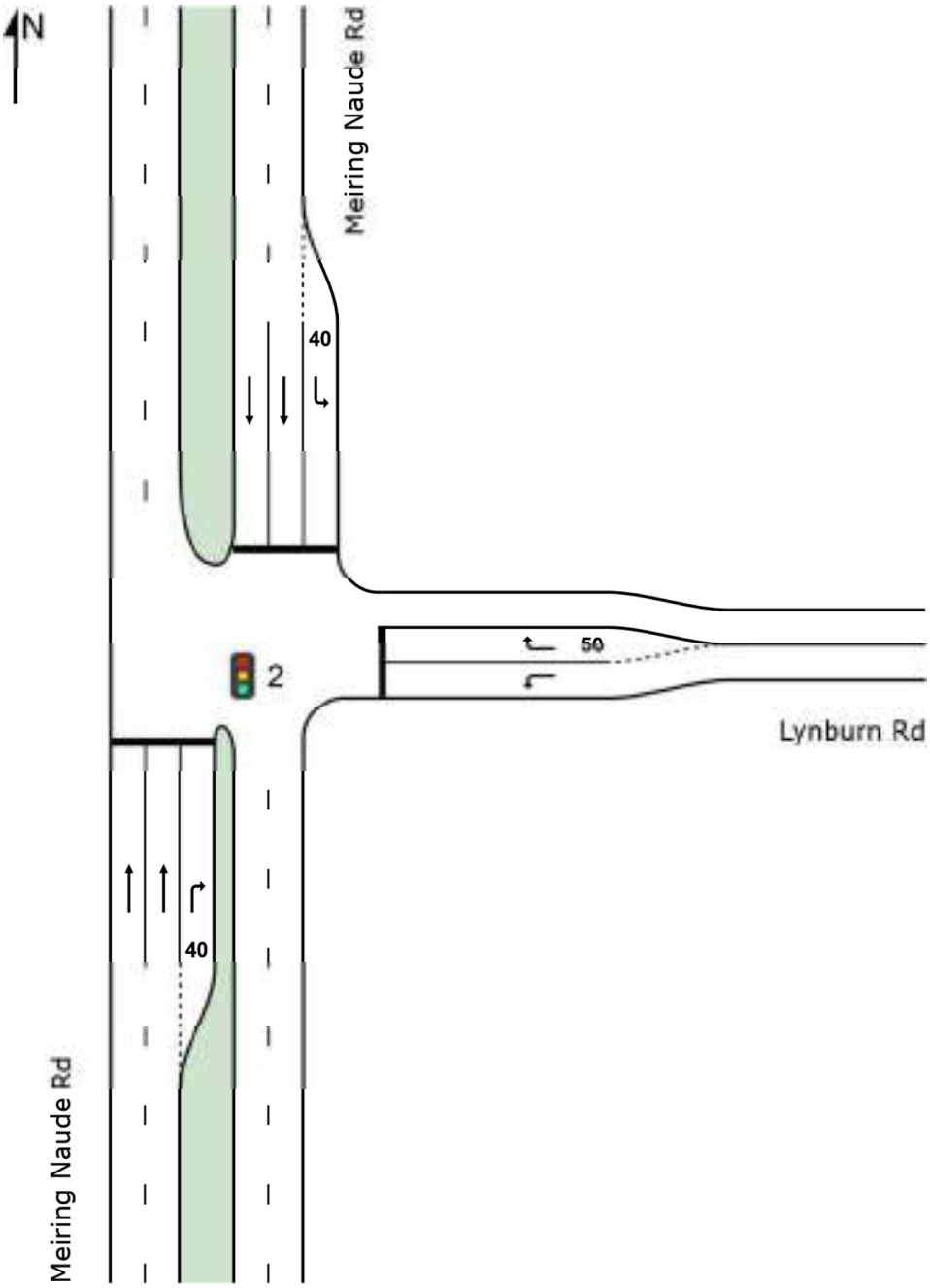
SITE LAYOUT

Site: 2 [07_2029 PM (fail)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [07_2029 PM (fail)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	863	2,0	0,355	7,7	LOS A	8,0	57,2	0,52	0,45	0,52	53,3
3	R2	402	2,0	0,901	43,7	LOS D	15,3	108,8	1,00	1,07	1,59	34,4
Approach		1265	2,0	0,901	19,1	LOS B	15,3	108,8	0,67	0,65	0,86	45,3
East: Lynburn Rd												
4	L2	248	2,0	0,564	35,2	LOS D	8,7	62,3	0,93	0,82	0,93	37,3
6	R2	417	2,0	1,060	122,0	LOS F	33,3	236,9	1,00	1,40	2,29	19,6
Approach		665	2,0	1,060	89,6	LOS F	33,3	236,9	0,97	1,19	1,79	23,8
North: Meiring Naude Rd												
7	L2	570	2,0	0,440	11,1	LOS B	9,6	68,1	0,47	0,73	0,47	49,5
8	T1	1126	2,0	0,926	44,7	LOS D	35,2	250,6	0,94	1,12	1,36	34,6
Approach		1696	2,0	0,926	33,4	LOS C	35,2	250,6	0,78	0,99	1,06	38,5
All Vehicles		3626	2,0	1,060	38,8	LOS D	35,2	250,6	0,78	0,91	1,12	36,3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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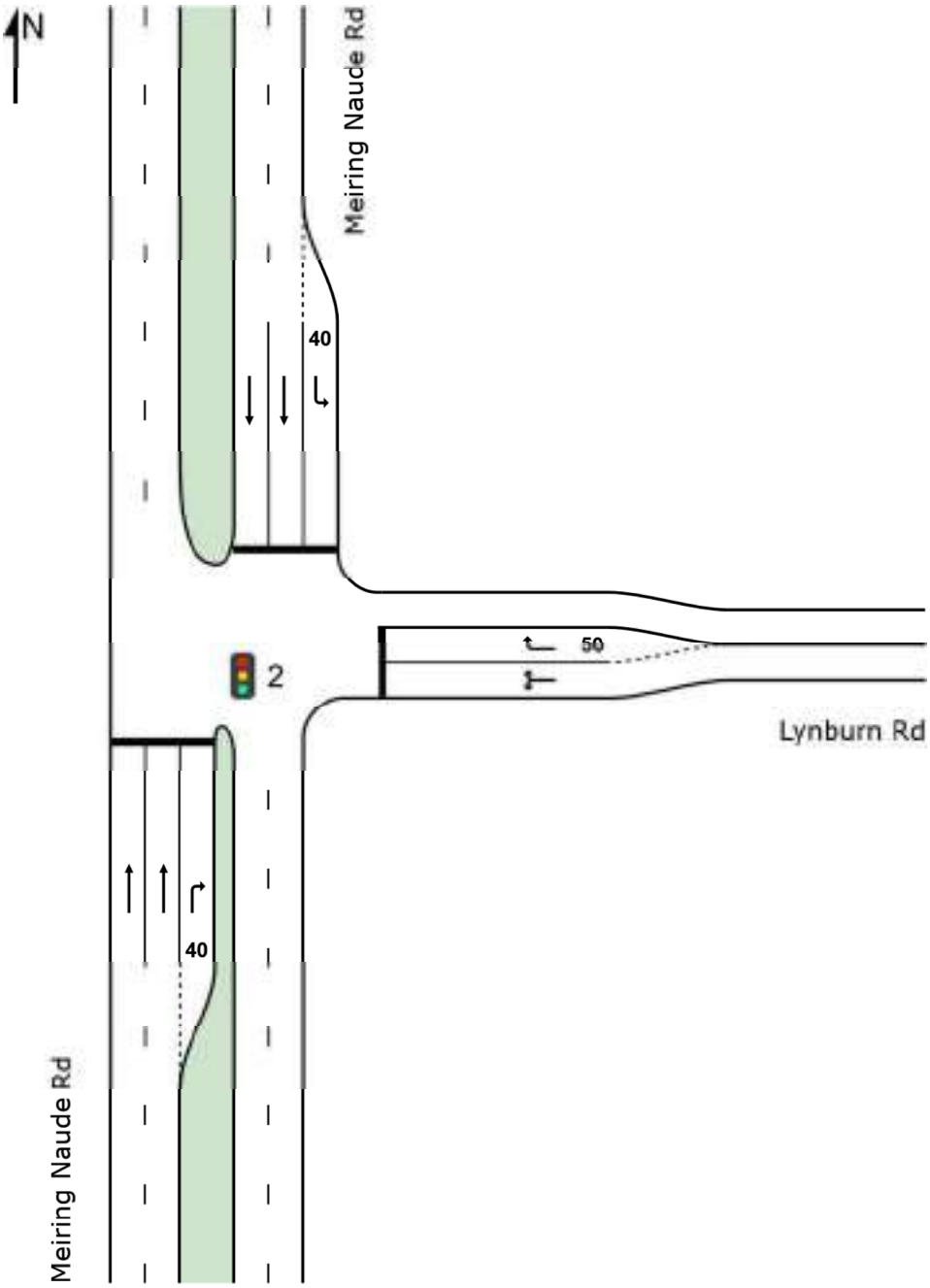
SITE LAYOUT

Site: 2 [08_2029 PM (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 2 [08_2029 PM (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	863	2,0	0,382	6,2	LOS A	5,7	40,8	0,58	0,50	0,58	54,5
3	R2	402	2,0	0,968	42,6	LOS D	11,8	83,8	1,00	1,22	2,07	34,8
Approach		1265	2,0	0,968	17,7	LOS B	11,8	83,8	0,71	0,73	1,05	46,1
East: Lynburn Rd												
4	L2	248	2,0	0,898	38,0	LOS D	10,5	75,0	1,00	1,10	1,63	36,3
6	R2	417	2,0	0,898	38,0	LOS D	10,5	75,0	1,00	1,11	1,63	36,4
Approach		665	2,0	0,898	38,0	LOS D	10,5	75,0	1,00	1,10	1,63	36,4
North: Meiring Naude Rd												
7	L2	570	2,0	0,453	9,6	LOS A	6,5	46,2	0,50	0,73	0,50	50,6
8	T1	1126	2,0	0,902	29,4	LOS C	20,4	145,2	0,96	1,14	1,48	40,5
Approach		1696	2,0	0,902	22,7	LOS C	20,4	145,2	0,81	1,00	1,15	43,4
All Vehicles		3626	2,0	0,968	23,8	LOS C	20,4	145,2	0,81	0,93	1,20	42,8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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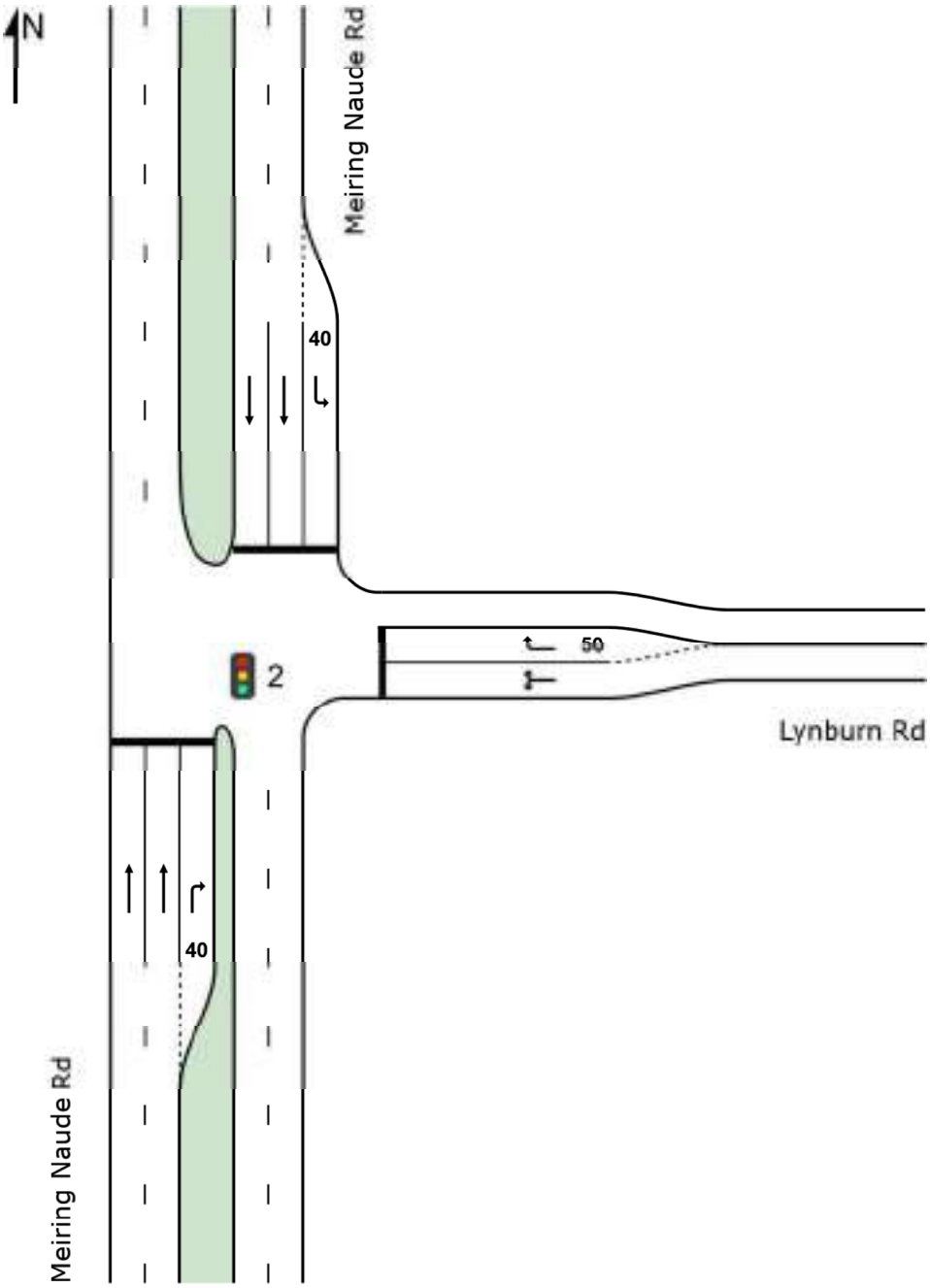
SITE LAYOUT

Site: 2 [09_2029 AM + Dev (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:02:00
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [09_2029 AM + Dev (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	1307	2,0	0,721	12,3	LOS B	16,8	119,5	0,79	0,72	0,82	49,9
3	R2	230	2,0	0,742	22,3	LOS C	4,4	31,1	1,00	0,86	1,18	43,1
Approach		1538	2,0	0,742	13,8	LOS B	16,8	119,5	0,82	0,74	0,87	48,8
East: Lynburn Rd												
4	L2	418	2,0	0,952	52,5	LOS D	20,9	148,5	1,00	1,17	1,75	31,7
6	R2	541	2,0	0,952	52,5	LOS D	20,9	148,5	1,00	1,18	1,75	31,8
Approach		958	2,0	0,952	52,5	LOS D	20,9	148,5	1,00	1,18	1,75	31,8
North: Meiring Naude Rd												
7	L2	477	2,0	0,344	8,3	LOS A	4,7	33,4	0,36	0,69	0,36	51,5
8	T1	1149	2,0	0,967	51,3	LOS D	31,0	220,9	0,97	1,33	1,76	32,6
Approach		1626	2,0	0,967	38,7	LOS D	31,0	220,9	0,79	1,14	1,35	36,5
All Vehicles		4122	2,0	0,967	32,6	LOS C	31,0	220,9	0,85	1,00	1,26	38,8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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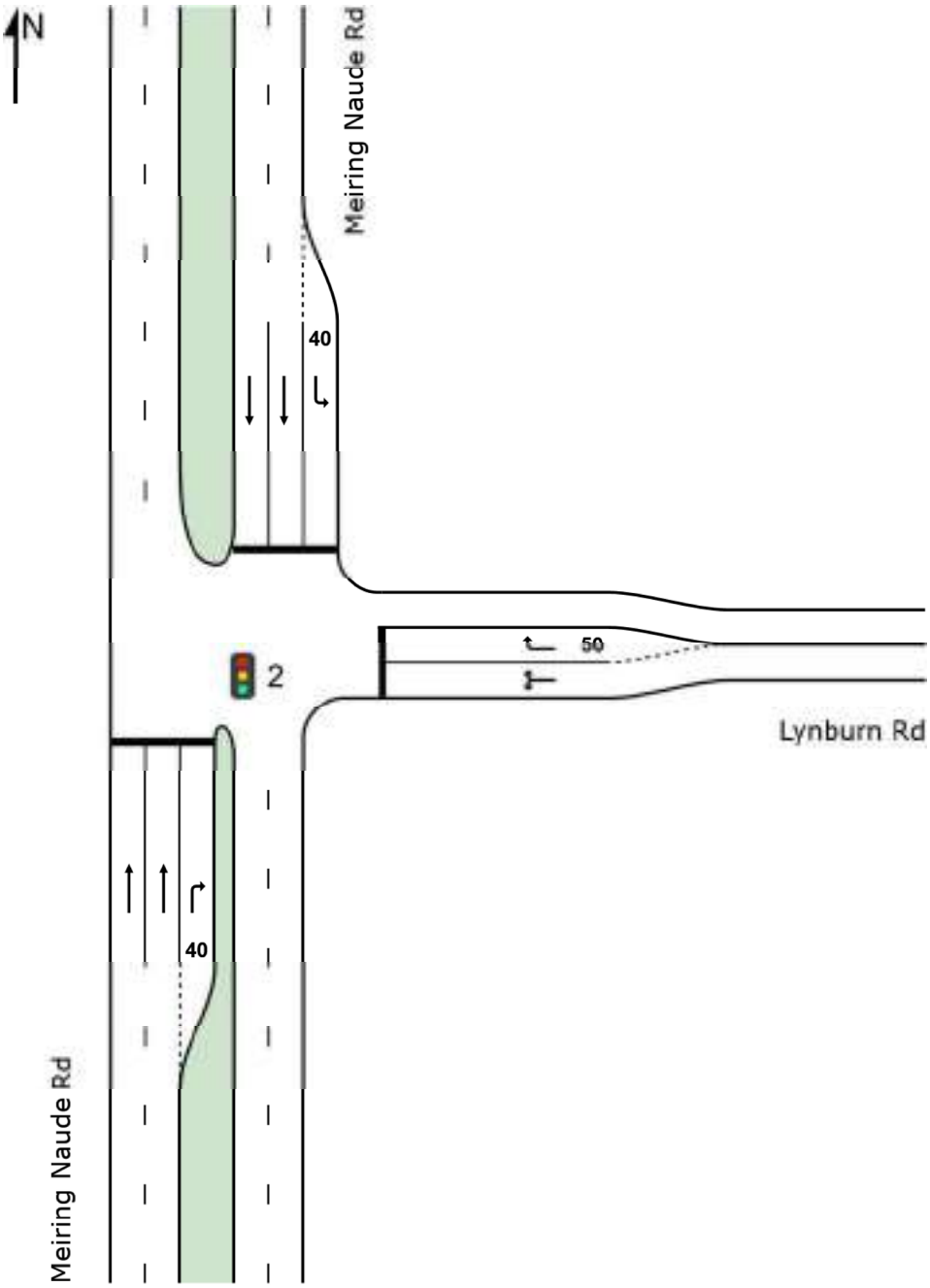
SITE LAYOUT

Site: 2 [10_2029 PM + Dev (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:02:18
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\02_Meiring Naude Rd_Lynburn Rd.sip8

MOVEMENT SUMMARY

Site: 2 [10_2029 PM + Dev (upgraded)]

Meiring Naude Rd/Lynburn Rd
Site Category: -
Signals - Fixed Time Isolated Cycle Time = 45 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Meiring Naude Rd												
2	T1	883	2,0	0,398	6,2	LOS A	5,6	40,0	0,61	0,53	0,61	54,4
3	R2	402	2,0	0,954	33,8	LOS C	9,5	67,5	1,00	1,17	1,98	37,9
Approach		1285	2,0	0,954	14,9	LOS B	9,5	67,5	0,73	0,73	1,04	47,9
East: Lynburn Rd												
4	L2	248	2,0	0,918	38,0	LOS D	10,6	75,3	1,00	1,16	1,79	36,3
6	R2	449	2,0	0,918	38,0	LOS D	10,6	75,3	1,00	1,17	1,79	36,4
Approach		697	2,0	0,918	38,0	LOS D	10,6	75,3	1,00	1,17	1,79	36,4
North: Meiring Naude Rd												
7	L2	607	2,0	0,480	9,6	LOS A	6,6	47,1	0,53	0,74	0,53	50,6
8	T1	1155	2,0	0,954	39,2	LOS D	22,7	161,7	0,98	1,34	1,87	36,5
Approach		1763	2,0	0,954	29,0	LOS C	22,7	161,7	0,83	1,13	1,41	40,4
All Vehicles		3745	2,0	0,954	25,8	LOS C	22,7	161,7	0,83	1,00	1,35	41,8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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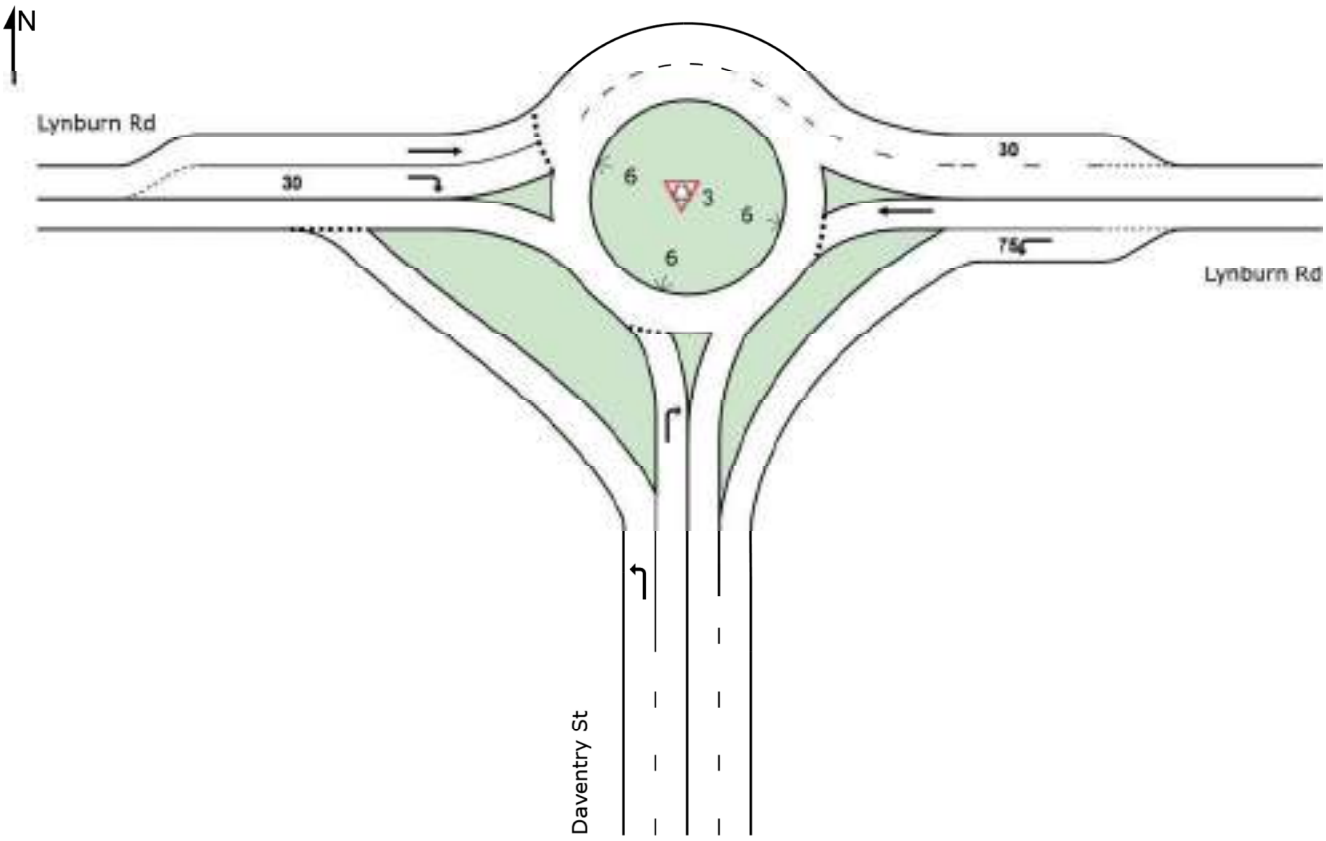
SITE LAYOUT

Site: 3 [01_2024 AM]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [01_2024 AM]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	352	2,0	0,502	10,5	LOS B	4,0	28,4	0,81	0,88	0,89	49,4
3	R2	284	2,0	0,405	11,4	LOS B	2,7	19,6	0,76	0,85	0,76	49,1
Approach		635	2,0	0,502	10,9	LOS B	4,0	28,4	0,78	0,87	0,83	49,3
East: Lynburn Rd												
4	L2	571	2,0	0,301	4,7	LOS A	0,0	0,0	0,00	0,56	0,00	54,0
5	T1	455	2,0	0,607	10,9	LOS B	5,7	40,8	0,83	0,91	0,99	49,6
Approach		1026	2,0	0,607	7,5	LOS A	5,7	40,8	0,37	0,71	0,44	52,0
West: Lynburn Rd												
11	T1	157	2,0	0,291	9,1	LOS A	1,6	11,7	0,63	0,74	0,63	50,9
12	R2	404	2,0	0,522	11,0	LOS B	4,1	29,2	0,72	0,80	0,74	49,4
Approach		561	2,0	0,522	10,4	LOS B	4,1	29,2	0,69	0,78	0,71	49,8
All Vehicles		2222	2,0	0,607	9,2	LOS A	5,7	40,8	0,57	0,78	0,62	50,7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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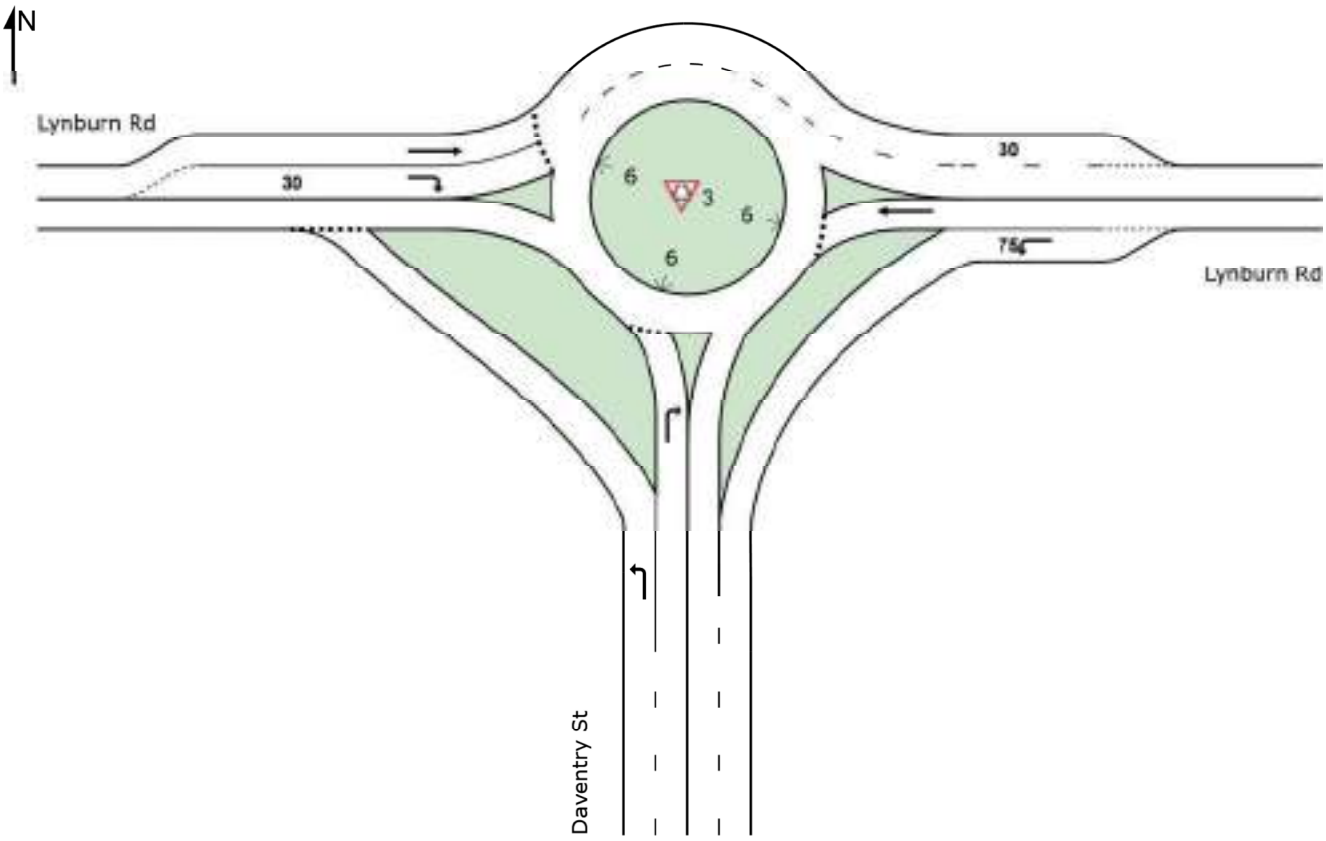
SITE LAYOUT

Site: 3 [02_2024 PM]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [02_2024 PM]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	346	2,0	0,376	7,2	LOS A	2,6	18,7	0,57	0,67	0,57	51,6
3	R2	510	2,0	0,537	9,6	LOS A	4,5	31,8	0,66	0,72	0,66	50,3
Approach		856	2,0	0,537	8,6	LOS A	4,5	31,8	0,63	0,70	0,63	50,8
East: Lynburn Rd												
4	L2	434	2,0	0,229	4,7	LOS A	0,0	0,0	0,00	0,56	0,00	54,1
5	T1	220	2,0	0,371	9,7	LOS A	2,5	17,9	0,82	0,87	0,82	50,5
Approach		654	2,0	0,371	6,4	LOS A	2,5	17,9	0,27	0,66	0,27	52,8
West: Lynburn Rd												
11	T1	229	2,0	0,552	16,6	LOS B	4,1	29,1	0,85	1,01	1,08	46,1
12	R2	568	2,0	0,955	46,1	LOS D	23,9	170,1	1,00	1,57	2,74	33,5
Approach		797	2,0	0,955	37,6	LOS D	23,9	170,1	0,96	1,41	2,26	36,4
All Vehicles		2307	2,0	0,955	18,0	LOS B	23,9	170,1	0,64	0,93	1,09	45,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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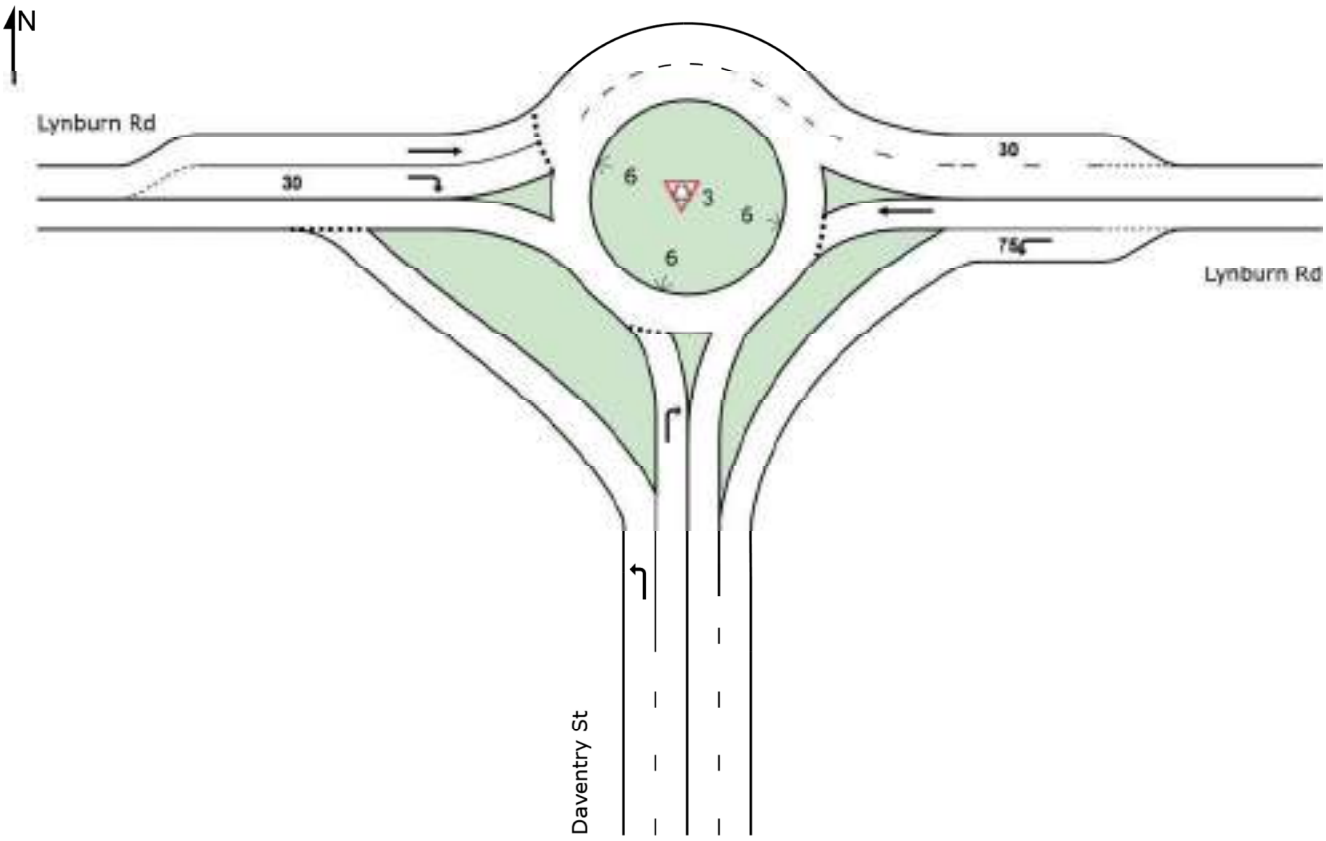
SITE LAYOUT

Site: 3 [03_2024 AM+ Dev]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [03_2024 AM+ Dev]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	354	2,0	0,507	10,6	LOS B	4,1	28,8	0,81	0,89	0,89	49,4
3	R2	284	2,0	0,406	11,4	LOS B	2,8	19,7	0,76	0,85	0,76	49,1
Approach		637	2,0	0,507	10,9	LOS B	4,1	28,8	0,79	0,87	0,83	49,3
East: Lynburn Rd												
4	L2	571	2,0	0,301	4,7	LOS A	0,0	0,0	0,00	0,56	0,00	54,0
5	T1	457	2,0	0,612	11,1	LOS B	5,8	41,6	0,84	0,92	1,00	49,6
Approach		1028	2,0	0,612	7,5	LOS A	5,8	41,6	0,37	0,72	0,44	52,0
West: Lynburn Rd												
11	T1	158	2,0	0,293	9,1	LOS A	1,7	11,8	0,63	0,74	0,63	50,9
12	R2	407	2,0	0,526	11,0	LOS B	4,2	29,6	0,72	0,80	0,75	49,4
Approach		565	2,0	0,526	10,5	LOS B	4,2	29,6	0,70	0,79	0,72	49,8
All Vehicles		2230	2,0	0,612	9,3	LOS A	5,8	41,6	0,57	0,78	0,62	50,6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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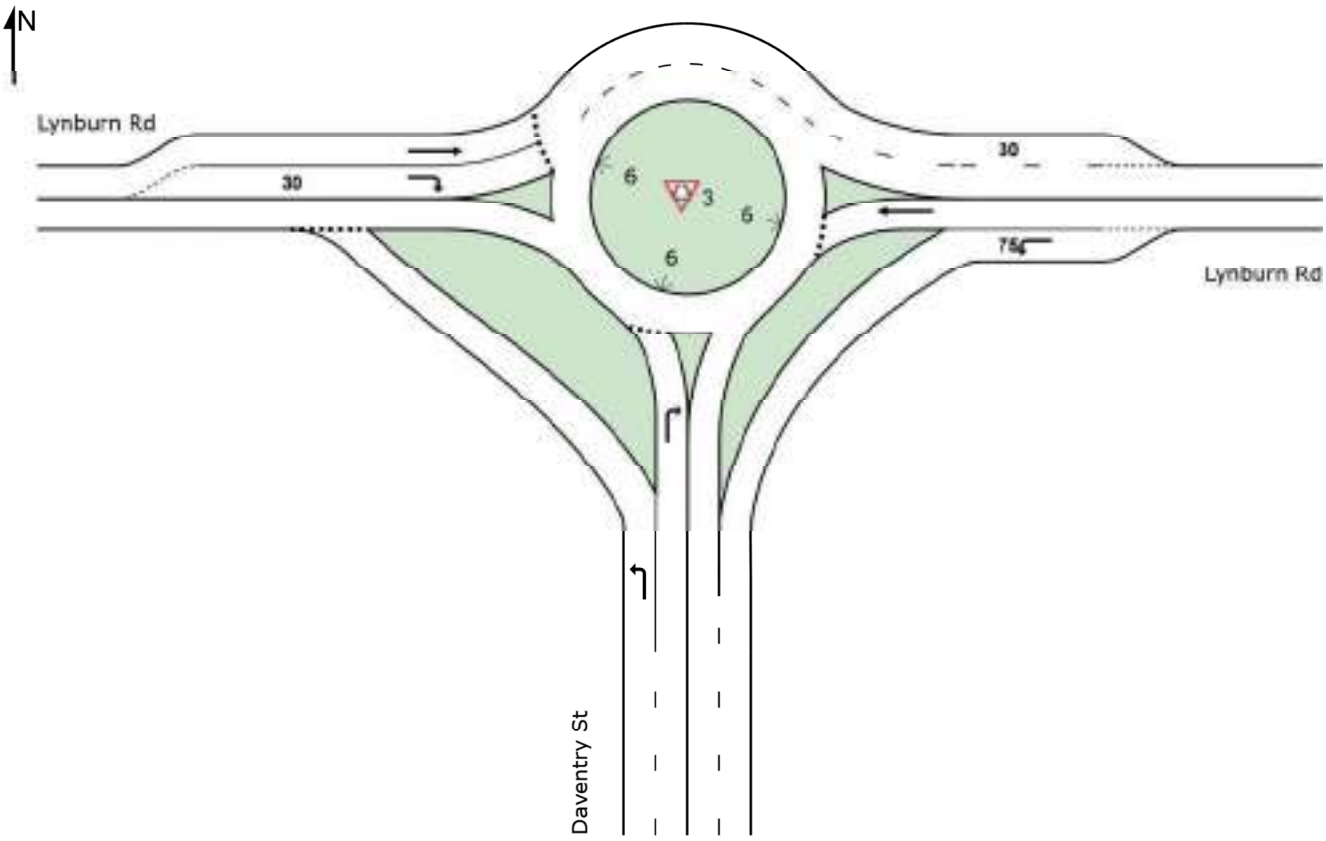
SITE LAYOUT

Site: 3 [04_2024 PM + Dev (fail)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [04_2024 PM + Dev (fail)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

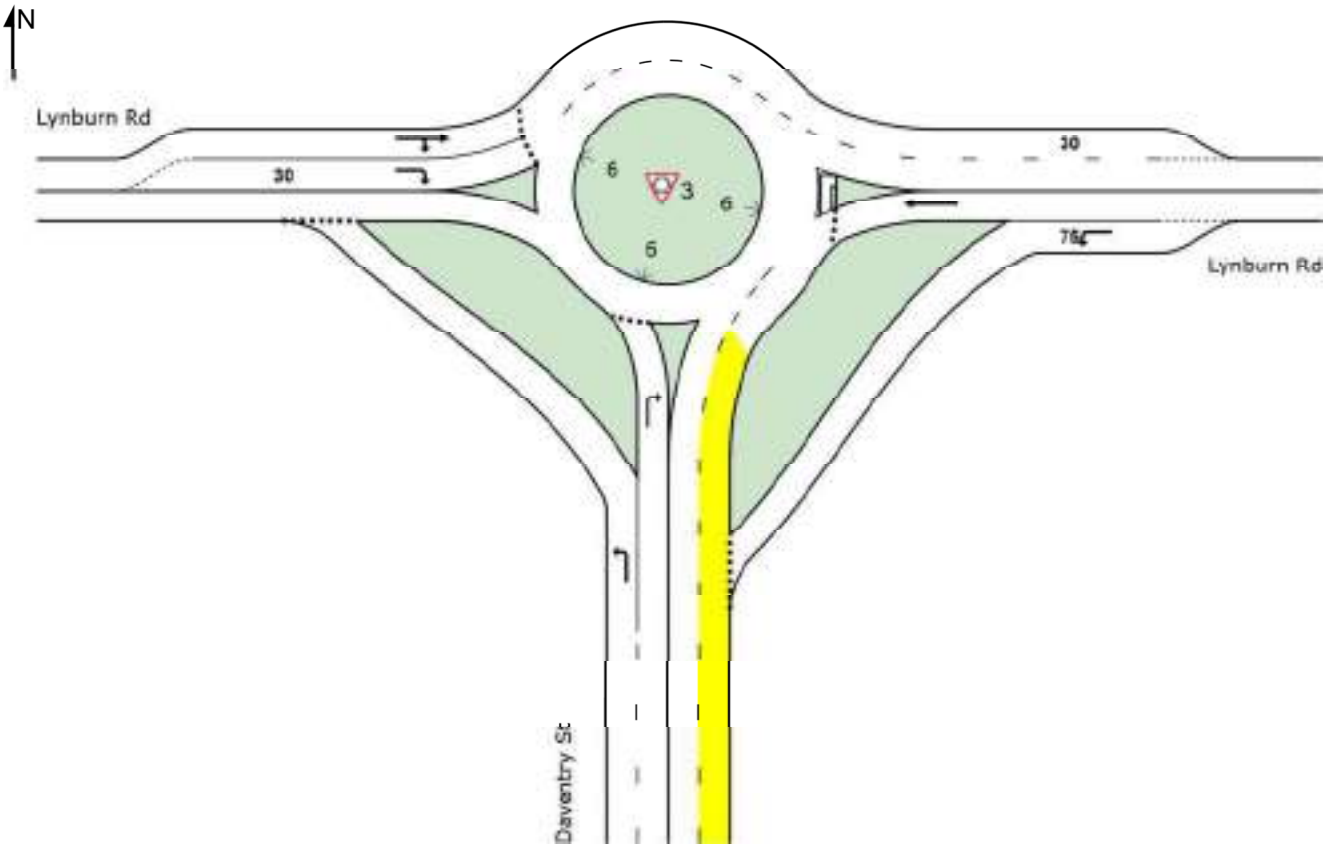
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	351	2,0	0,383	7,3	LOS A	2,7	19,2	0,58	0,67	0,58	51,6
3	R2	510	2,0	0,540	9,6	LOS A	4,5	32,1	0,67	0,73	0,67	50,3
Approach		861	2,0	0,540	8,7	LOS A	4,5	32,1	0,63	0,70	0,63	50,8
East: Lynburn Rd												
4	L2	434	2,0	0,229	4,7	LOS A	0,0	0,0	0,00	0,56	0,00	54,1
5	T1	223	2,0	0,388	10,1	LOS B	2,7	19,0	0,84	0,89	0,85	50,3
Approach		657	2,0	0,388	6,5	LOS A	2,7	19,0	0,28	0,67	0,29	52,7
West: Lynburn Rd												
11	T1	234	2,0	0,573	17,3	LOS B	4,3	30,9	0,86	1,03	1,11	45,7
12	R2	591	2,0	0,993	60,4	LOS E	30,9	220,3	1,00	1,77	3,38	29,7
Approach		825	2,0	0,993	48,2	LOS D	30,9	220,3	0,96	1,56	2,74	32,9
All Vehicles		2344	2,0	0,993	22,0	LOS C	30,9	220,3	0,65	1,00	1,28	43,0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 3 [05_2024 PM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:08:29
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\03_Lynburn Rd_Daventry St.sip8

MOVEMENT SUMMARY

Site: 3 [05_2024 PM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	351	2,0	0,382	7,3	LOS A	2,7	19,0	0,57	0,67	0,57	51,6
3	R2	510	2,0	0,538	9,6	LOS A	4,5	31,8	0,67	0,73	0,67	50,3
Approach		861	2,0	0,538	8,7	LOS A	4,5	31,8	0,63	0,70	0,63	50,8
East: Lynburn Rd												
4	L2	434	2,0	0,714	17,7	LOS B	8,0	57,0	0,97	1,14	1,39	45,0
5	T1	223	2,0	0,366	10,0	LOS A	2,4	16,9	0,79	0,86	0,79	50,3
Approach		657	2,0	0,714	15,1	LOS B	8,0	57,0	0,91	1,05	1,19	46,7
West: Lynburn Rd												
11	T1	234	2,0	0,695	16,2	LOS B	7,3	52,0	0,93	1,12	1,29	45,7
12	R2	591	2,0	0,695	18,8	LOS B	7,3	52,0	0,93	1,10	1,29	44,9
Approach		825	2,0	0,695	18,1	LOS B	7,3	52,0	0,93	1,11	1,29	45,1
All Vehicles		2344	2,0	0,714	13,8	LOS B	8,0	57,0	0,81	0,94	1,02	47,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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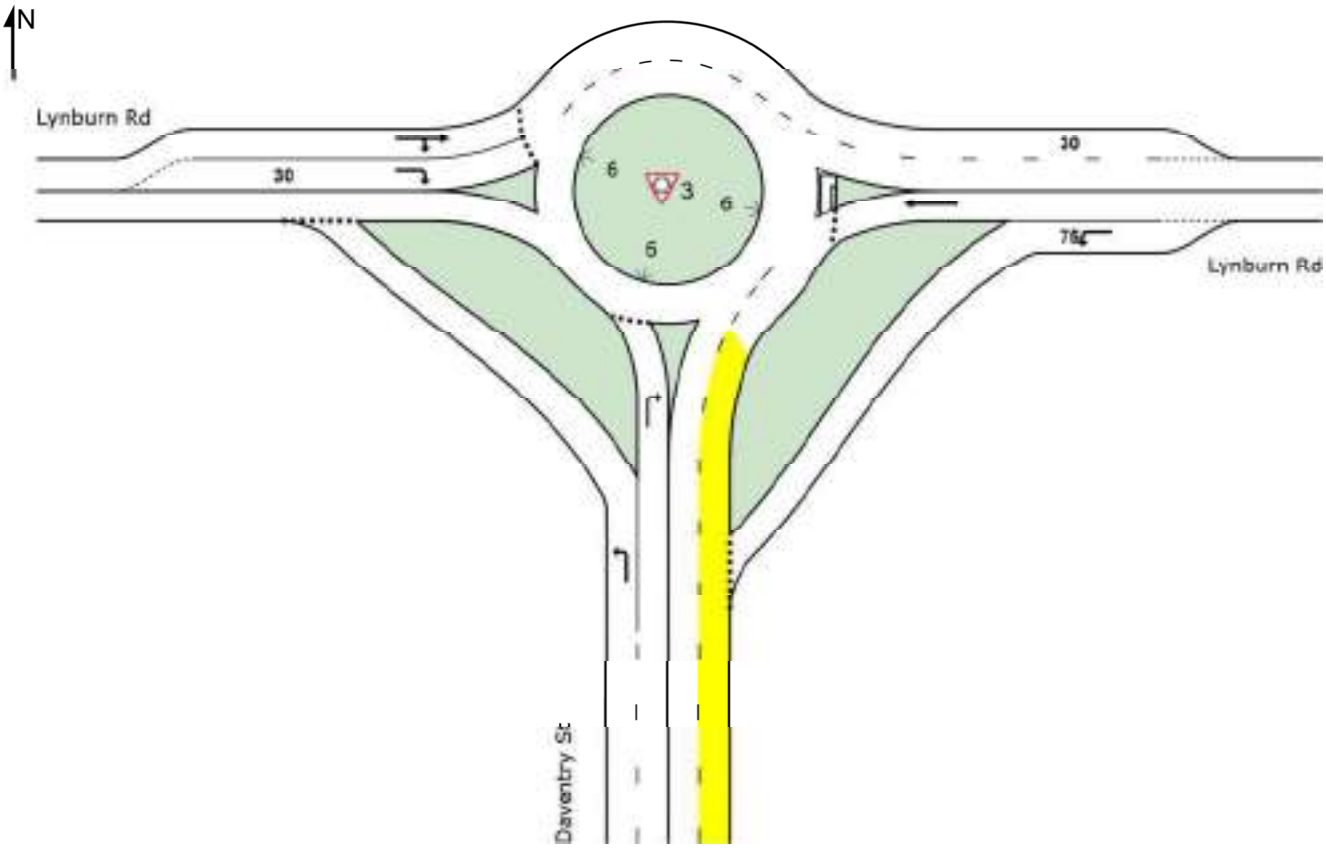
SITE LAYOUT

Site: 3 [06_2029 AM (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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Organisation: INFRATRANS TRAFFIC AND TRANSPORTATION ENGINEERING | Created: Monday, 05 August 2024 10:08:58
Project: C:\Users\chamo\Dropbox\2_Projects\489_Casa Toscana Lodge, Lynnwood Manor, Tshwane TIA\01_Report\Work Files\Sidras\03_Lynburn Rd_Daventry St.sip8

MOVEMENT SUMMARY

Site: 3 [06_2029 AM (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	407	2,0	0,647	14,3	LOS B	6,5	46,4	0,93	1,04	1,19	47,0
3	R2	329	2,0	0,522	13,8	LOS B	4,3	30,7	0,86	0,96	0,99	47,6
Approach		736	2,0	0,647	14,1	LOS B	6,5	46,4	0,90	1,01	1,10	47,3
East: Lynburn Rd												
4	L2	662	2,0	0,921	30,6	LOS C	21,2	150,9	1,00	1,42	2,20	38,8
5	T1	527	2,0	0,743	15,6	LOS B	9,2	65,3	0,95	1,10	1,34	46,7
Approach		1189	2,0	0,921	24,0	LOS C	21,2	150,9	0,98	1,28	1,82	42,0
West: Lynburn Rd												
11	T1	181	2,0	0,455	8,4	LOS A	3,2	22,6	0,72	0,79	0,72	50,7
12	R2	468	2,0	0,455	10,9	LOS B	3,2	22,6	0,72	0,81	0,72	49,7
Approach		649	2,0	0,455	10,2	LOS B	3,2	22,6	0,72	0,80	0,72	50,0
All Vehicles		2574	2,0	0,921	17,7	LOS B	21,2	150,9	0,89	1,08	1,34	45,2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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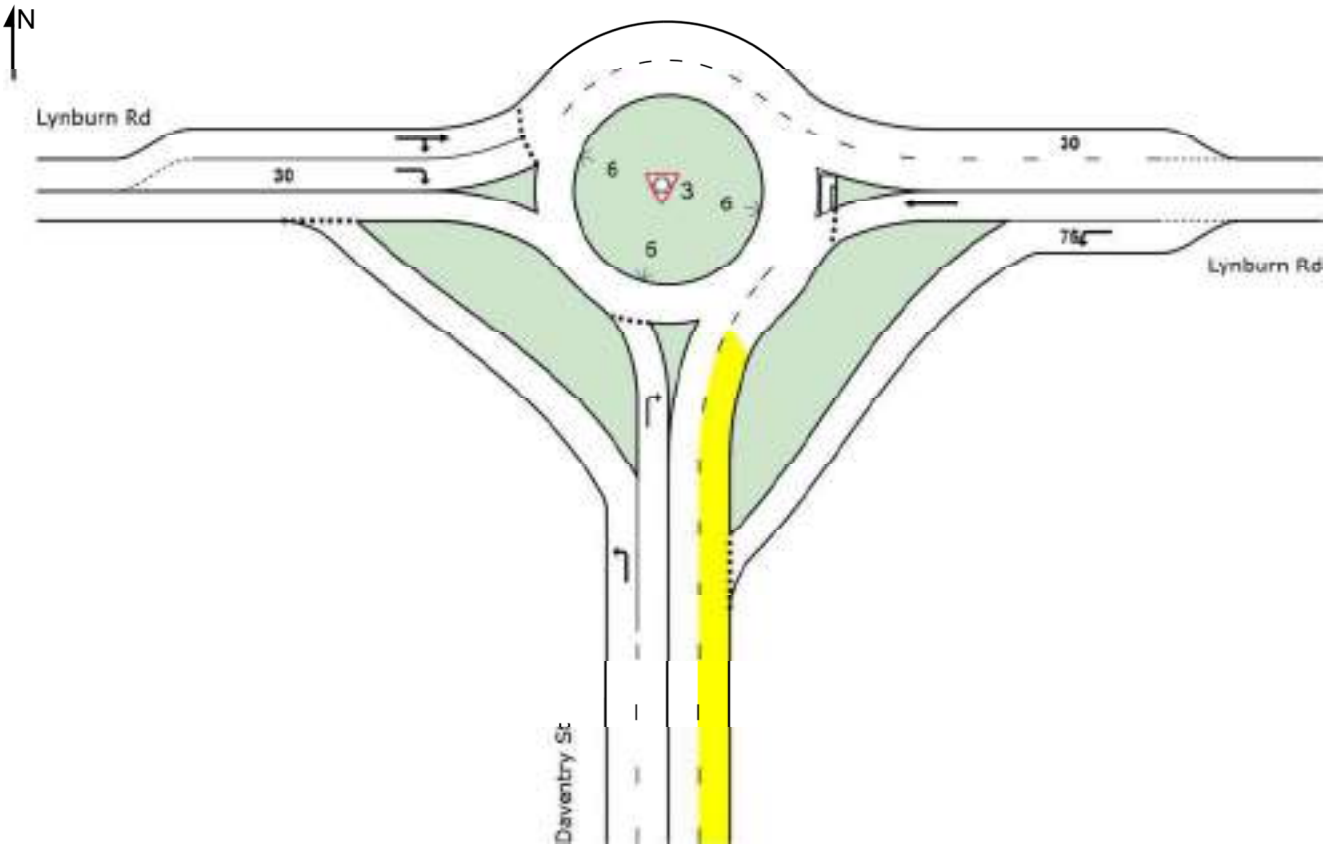
SITE LAYOUT

Site: 3 [07_2029 PM (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [07_2029 PM (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

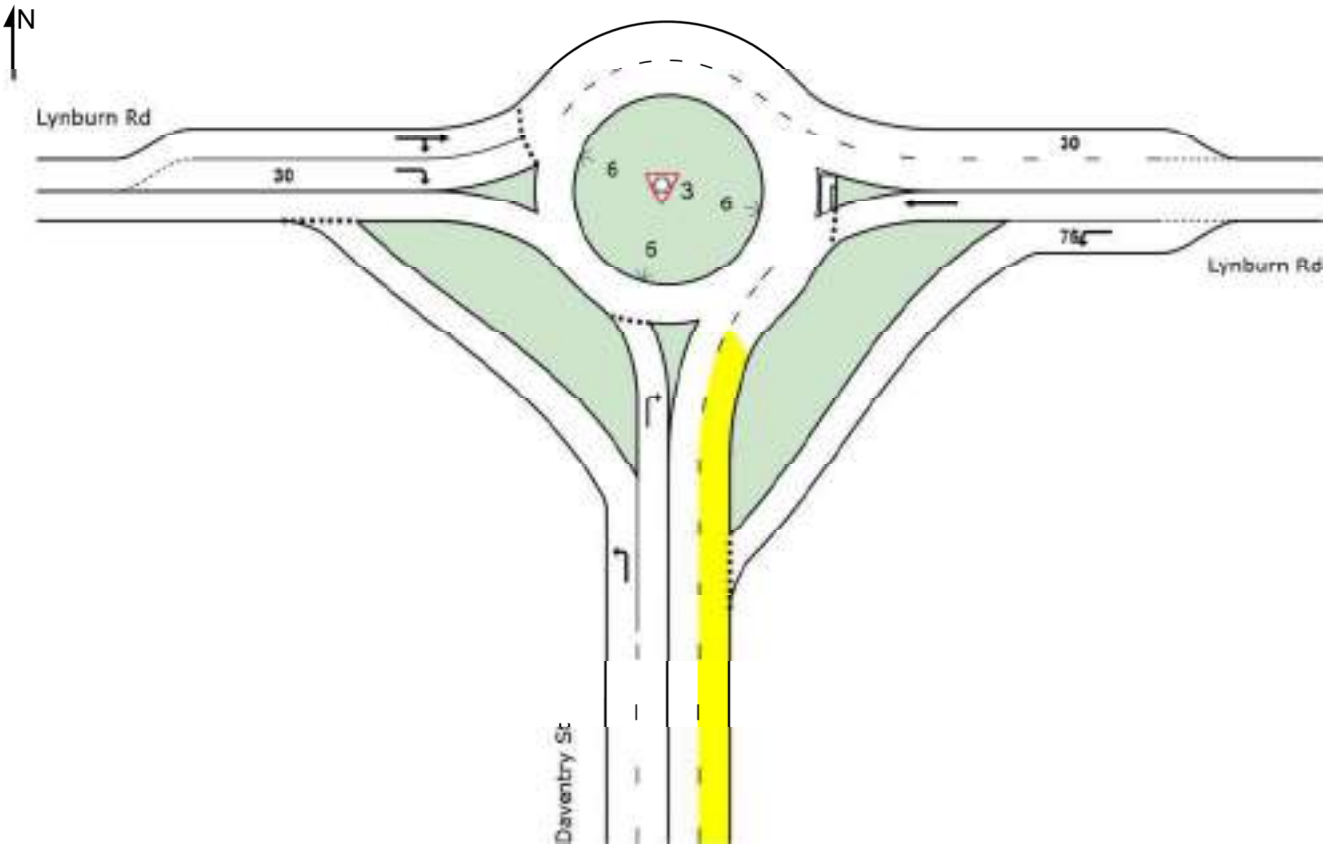
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	401	2,0	0,454	7,7	LOS A	3,4	24,1	0,65	0,71	0,65	51,4
3	R2	592	2,0	0,648	11,3	LOS B	6,8	48,7	0,79	0,79	0,86	49,2
Approach		993	2,0	0,648	9,8	LOS A	6,8	48,7	0,73	0,76	0,78	50,1
East: Lynburn Rd												
4	L2	503	2,0	0,903	36,1	LOS D	17,0	121,1	1,00	1,48	2,31	36,7
5	T1	255	2,0	0,458	12,1	LOS B	3,4	24,2	0,86	0,97	0,97	48,9
Approach		758	2,0	0,903	28,0	LOS C	17,0	121,1	0,95	1,31	1,86	40,0
West: Lynburn Rd												
11	T1	266	2,0	0,877	31,2	LOS C	14,3	102,1	1,00	1,40	2,05	38,5
12	R2	658	2,0	0,877	33,7	LOS C	14,3	102,1	1,00	1,36	2,05	38,0
Approach		924	2,0	0,877	33,0	LOS C	14,3	102,1	1,00	1,37	2,05	38,1
All Vehicles		2675	2,0	0,903	23,0	LOS C	17,0	121,1	0,89	1,13	1,53	42,5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 3 [08_2029 AM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [08_2029 AM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	409	2,0	0,652	14,5	LOS B	6,6	47,2	0,93	1,05	1,21	46,9
3	R2	329	2,0	0,524	13,9	LOS B	4,3	30,9	0,86	0,96	0,99	47,5
Approach		738	2,0	0,652	14,2	LOS B	6,6	47,2	0,90	1,01	1,11	47,2
East: Lynburn Rd												
4	L2	662	2,0	0,924	31,4	LOS C	21,6	153,9	1,00	1,43	2,24	38,5
5	T1	529	2,0	0,748	15,9	LOS B	9,3	66,5	0,95	1,11	1,36	46,5
Approach		1191	2,0	0,924	24,5	LOS C	21,6	153,9	0,98	1,29	1,85	41,7
West: Lynburn Rd												
11	T1	182	2,0	0,458	8,4	LOS A	3,2	22,9	0,72	0,80	0,72	50,6
12	R2	471	2,0	0,458	11,0	LOS B	3,2	22,9	0,72	0,81	0,72	49,7
Approach		654	2,0	0,458	10,3	LOS B	3,2	22,9	0,72	0,81	0,72	50,0
All Vehicles		2582	2,0	0,924	18,0	LOS B	21,6	153,9	0,89	1,09	1,35	45,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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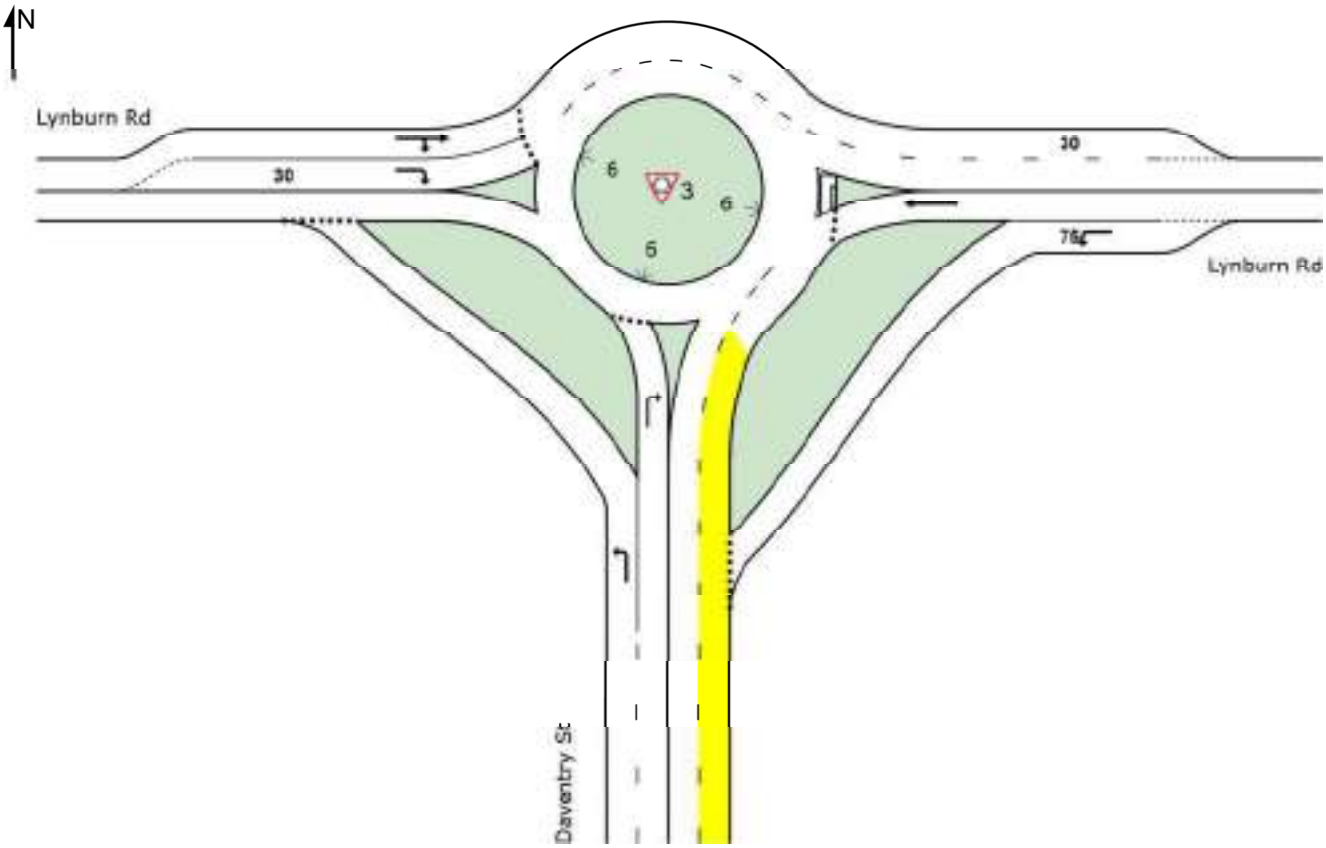
SITE LAYOUT

Site: 3 [09_2029 PM + Dev (upgraded)]

Lynburn Rd/Daventry St
Site Category: -
Roundabout



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MOVEMENT SUMMARY

Site: 3 [09_2029 PM + Dev (upgraded)]

Lynburn Rd/Daventry St
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Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Daventry St												
1	L2	406	2,0	0,462	7,7	LOS A	3,5	24,7	0,66	0,71	0,66	51,4
3	R2	592	2,0	0,652	11,4	LOS B	6,9	49,4	0,80	0,80	0,87	49,1
Approach		998	2,0	0,652	9,9	LOS A	6,9	49,4	0,74	0,76	0,79	50,0
East: Lynburn Rd												
4	L2	503	2,0	0,927	42,5	LOS D	19,3	137,4	1,00	1,58	2,59	34,4
5	T1	258	2,0	0,476	12,8	LOS B	3,6	25,8	0,88	0,99	1,01	48,4
Approach		761	2,0	0,927	32,4	LOS C	19,3	137,4	0,96	1,38	2,06	38,2
West: Lynburn Rd												
11	T1	271	2,0	0,905	35,7	LOS D	16,5	117,7	1,00	1,48	2,27	36,8
12	R2	681	2,0	0,905	38,2	LOS D	16,5	117,7	1,00	1,43	2,27	36,3
Approach		952	2,0	0,905	37,5	LOS D	16,5	117,7	1,00	1,45	2,27	36,4
All Vehicles		2711	2,0	0,927	25,9	LOS C	19,3	137,4	0,89	1,18	1,66	41,1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ANNEXURE I

MOTIVATIONAL MEMORANDUM

MOTIVATING MEMORANDUM

MOTIVATION IN SUPPORT OF AN APPLICATION SUBMITTED IN TERMS OF SECTION 16(1) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF -

ERF 3 LYNNWOOD MANOR
ERF 589 LYNNWOOD MANOR
REMAINDER OF ERF 532 LYNNWOOD MANOR

PREPARED FOR: 5 DARLINGTON ROAD CC

BY: THE TOWN PLANNING HUB CC

Tel: (012) 809 2229
E-mail: bea@tph.co.za

PO Box 11437
Silver Lakes
0054

Lombardy Corporate Park
Block B, 1st Floor
Cole Road
Shere AH
0084

tph
THE TOWN PLANNING HUB cc
changing landscapes

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2.7 Existing Land Use
2.8 Deed of Transfer
2.9 Bond

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3.2 Immediate area / surroundings
3.3 Need and Desirability
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- 3.3.2 Gauteng Spatial Development Framework, 2030 (GSDF)
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MOTIVATION IN SUPPORT OF AN APPLICATION SUBMITTED IN TERMS OF SECTION 16(1) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR

1. THE APPLICATION

Application is made in terms of Section 16(1) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024) for the rezoning of **ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR** from various zonings to "Special" for a Lodge, Guest House, Place of Refreshment, Theatre including ancillary and subservient uses.

The intention of the application is to legalise the Casa Toscana lodge that is operating from the application sites.

The application is submitted together with an application for the consolidation of the application sites to form a single cadastral entity in terms of Section 16(12)(a)(ii) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024), as well as the simultaneous removal of restrictive Title Conditions.

2. GENERAL INFORMATION

2.1 Local Authority

City of Tshwane Metropolitan Municipality.

2.2 Property Description

Erf 3 Lynnwood Manor
Erf 589 Lynnwood Manor
Remainder of Erf 532 Lynnwood Manor.

2.3 Registered Owner

The properties are registered in the following entities:

Property Description	Owner
Erf 3 Lynnwood Manor	5 Darlington Road CC
Erf 589 Lynnwood Manor	5 Darlington Road CC
Remainder of Erf 532 Lynnwood Manor	5 Darlington Road CC

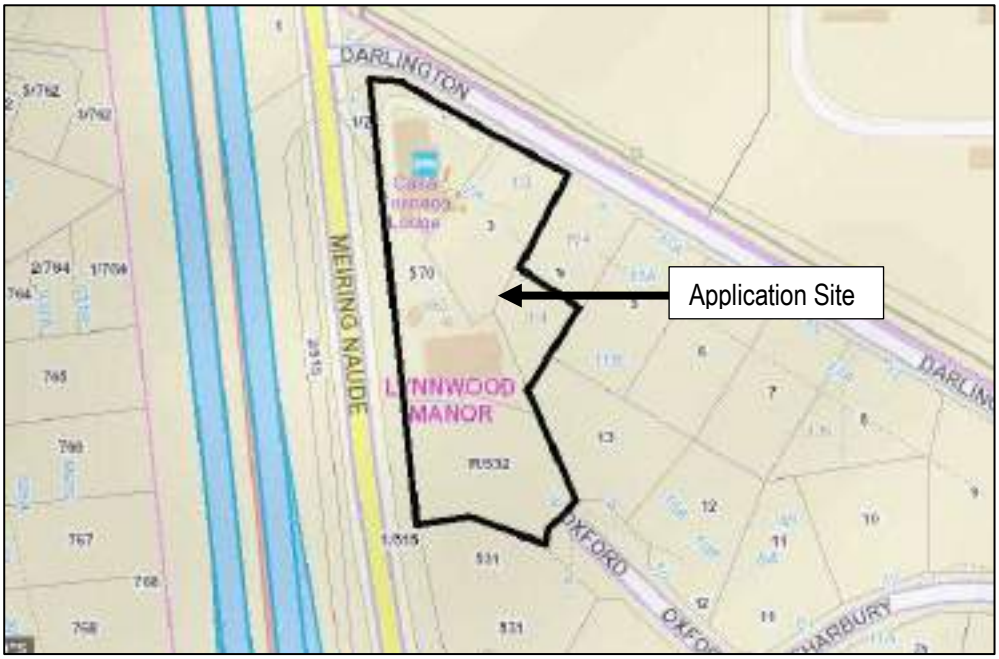
2.4 Property Size

The properties sizes are as follows:

Property Description	Size
Erf 3 Lynnwood Manor	1 983 m²
Erf 589 Lynnwood Manor	4 759 m²
Remainder of Erf 532 Lynnwood Manor	2 668 m²
Consolidated Area	**9 410 m²**

2.5 Locality

The application site is located south of Darlington Road and east of Meiring Naude Road in Lynnwood Manor.



2.6 Existing Zoning

The properties are zoned as follows:

Property Description	Zoning
Erf 3 Lynnwood Manor	"Residential 1"
Erf 589 Lynnwood Manor (Part A)	"Special" for a guest house and/or one dwelling house and a cellular antenna
Erf 589 Lynnwood Manor (Part B)	"Special" for a conference centre and social hall
Erf 589 Lynnwood Manor (Part C)	"Residential 1"
Remainder of Erf 532 Lynnwood Manor	"Residential 1"

2.7 Existing Land Use

The Casa Toscana Lodge is situated on the application site.

2.8 Deed of Transfer

The properties are registered in the following title deeds:

Property Description	Deed of Transfer
Erf 3 Lynnwood Manor	T83714/2014
Erf 589 Lynnwood Manor	T74186/2025
Remainder of Erf 532 Lynnwood Manor	T66268/2017

2.9 Bond

The following bonds are registered over the properties:

Property Description	Bondholders
Erf 3 Lynnwood Manor	No bondholder
Erf 589 Lynnwood Manor	No bondholder
Remainder of Erf 532 Lynnwood Manor	Standard Bank

3. MOTIVATION

3.1 Background

Casa Toscana ("the Lodge") was historically developed on Erf 2 Lynnwood Manor. The lodge then extended over to Erf 532 Lynnwood Manor. These properties were consolidated to form Erf 570. Erf 2 was zoned for the guest house and Erf 532 was rezoned to include the conference centre and social hall. When these properties were consolidated in 2007 the new property received a split zoning.

The additional properties were added as the potential of the business was realized and parking became a problem.

With the new consolidation submitted with this application the new property shape makes more sense and the property can be developed optimally with one zoning over all the properties.

From there this application.

3.2 Immediate area / surroundings

The application site is situated on the southeastern corner of Meiring Naude Road and Darlington Road, with the N1 Highway just to the west of the application site.

The CSIR is north of the application site and the enclosed Lynnwood Manor residential township is south-east of the site.

Kindly refer to the land use plan attached.

3.3 Need and Desirability

> *Nothing in this world is more simple and more cheap than making cities that provide better for people.*
> *- Jan Gehl*

Even though we do not live in the ideal world, we live in a world full of possibilities. With development potential on a site always limited to the right client, at the right time within the policy framework of the Municipality – it is very exciting when developments such as these can be developed spontaneously over time. With applications such as these possibilities comes to the city and its people at no cost to the Municipality and its Citizens.

The application site is developed as a lodge and theatre. The lodge is a prominent landmark in the area and very successful and sustainable. Even though the lodge had rights when first developed, the lodge extended so much that additional sites were acquired to support the parking requirements in terms of the Tshwane Land Use Scheme, 2024. The expansion and acquisition of additional erven resulted in the need for a rezoning application and consolidation application to ensure that the land uses are operated on a single erf in accordance with the prevailing Scheme.

The need and desirability of the application will be measured against the following policy documentation.

- Spatial Planning and Land Use Management Act, Act 16 of 2013
- Gauteng Spatial Development Framework, 2030
- Tshwane Integrated Development Plan, 2017/21
- City of Tshwane Metropolitan Spatial Development Framework, 2012
- Regional Spatial Development Framework 2025: Region 6

3.3.1 <u>Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)</u>

The introduction of the SPLUMA requires for all land development applications to comply and be motivated in accordance with same.

This application complies with the objectives and development principles of SPLUMA which will be elaborated on further below.

Section 7

7. The following principles apply to spatial planning, land development and land use management:

(a) The Principle of spatial justice, whereby –

(i) Past spatial and other development imbalances must be redressed through improved access to and use of land;
(ii) Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;
(iii) Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantages communities and persons;
(iv) Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;
(v) Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and
(vi) A Municipal Planning Tribunal considering an application before it may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land of property is affected by the outcome of the application;

The approval of this application will indicate the support of the City of Tshwane towards planning practices that support the need to be more flexible and inclusionary. The application site is in close proximity to regional and national roads and is highly accessible to the people of the city.

(b) The principle of spatial sustainability, whereby spatial planning and land use management systems must –

(i) Promote land development that is within the fiscal, institutional and administrative means of the Republic;
(ii) Ensure that special consideration is given to the protection of prime and unique agricultural land;

(iii) Uphold consistency of land use measures in accordance with environmental management instruments;

(iv) Promote and stimulate the effective and equitable functioning of land markets;

(v) Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;

(vi) Promote land development in locations that are sustainable and limit urban sprawl; and

(vii) Result in communities that are viable;

This application complies with the above principle. The application site is centrally located, close to highways and have been in operation for years. The lodge is very successful and attracts tourist from far. The application site is not sensitive in nature.

(c) The principle of efficiency, whereby –

(i) Land development optimises the use of existing resources and infrastructure;

(ii) Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and

(iii) ***Development application procedures are efficient and streamlined and timeframes are adhered to by all parties;***

With the submission of the application all the required documentation is submitted to ensure that the application can progress to a decision phase as soon as possible without unnecessary delays.

(d) The principle of spatial resilience, whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks; and

The Regional Spatial Development Frameworks available to applicants allow for the change in land use within the City of Tshwane, allowing for applications such as these. Although the site does not fall within an environmentally sensitive area and is fully developed, its support will allow for sound economic affairs in the city.

(e) The principle of good administration, whereby –

(i) All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems embodied in this Act;

(ii) All government departments must provide their sector inputs and comply with any prescribed requirements during the preparation or amendment of spatial development frameworks;

(iii) The requirements of any law relating to land development frameworks;

(iv) The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and

(v) Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.

This application complies with the above principle; the development is in line with the land uses provided for in the Regional Spatial Development Framework, as will be discussed under point 3.3.5. All the required internal departments will have the opportunity to provide comments on the application.

Section 42

42.(1) In considering and deciding an application a Municipal Planning Tribunal must-

(c) (i) the public interest;
(ii) the constitutional and transformation imperatives and the related duties of the State;
(iii) the facts and circumstances relevant to the application;
(iv) the respective rights and obligations of all those affected;
(v) the state and impact of engineering services, social infrastructure and open space requirements; and
(vi) the effect of the land development application on the environment.

- Public interest:
  The application site is in operation for years with no objections or complains from the residence that we are aware of.

  The site will be accessible to most people in the city. The required advertising procedures will be adhered to, should any person be aggrieved by the application they will be able to lodge comments thereon.

- Constitutional and transformation imperatives and the related duties of the State:
  The application has no bearing on the State.

- Facts and circumstances relevant to the application:
  The application site is situated in an area earmarked for "mixed-use" development. The existing lodge and conference centre and social hall has been operational on a portion of the site for numerous years. Due to the expansion and parking requirements additional properties have been acquired. The application is considered to be in line with the future spatial planning of the city.

- Respective rights and obligation of all those affected:
  The application will be duly advertised, and anyone aggrieved by the application will be afforded the opportunity to give their input.

- State and impact of engineering services, social infrastructure and open space requirements:
  Attached please find engineering reports that address the engineering services in the area.

- The effect of the land development application on the environment:
  This point can be seen as omissible as the application site is situated within a built-up area and no sensitive environmental areas will be affected.

In general, the rights of the surrounding property owners will be taken into account. The required advertising will take place timeously together with the site notices to be placed on the property. The required registered letters will be sent out to the surrounding property owners where after our office will remain open for any discussion and input from the affected parties.

3.3.2 Gauteng Spatial Development Framework, 2030 (GSDF)

The Gauteng Spatial Development Framework, 2030 has been adopted and is a development tool that proposed to align development, not only within the City of Tshwane but across the Province.

> *"The Gauteng Spatial Development Framework (GSDF) 2011 was the first attempt at an integrated, coherent vision of settlement form, transportation and economic development for the province. However, it was not implemented as intended, resulting in a slow pace of spatial, economic and social transformation in the province. In 2015, the Gauteng Provincial Government decided to review the GSDF 2011, a decision that was also prompted by the Spatial Planning and Land Use Management Act (SPLUMA) (Act 16 of 2013), which came into force on 1 July 2015. This resulted in the*

> *GSDF 2030, which seeks to (i) direct, guide, focus and (ii) align, coordinate and harmonise all development spending in the province, to ensure rapid, sustainable and inclusive provincial economic growth and township redevelopment, therefore enabling decisive spatial transformation."* Page viii, GSDF 2030
>
> *"The Spatial Development Vision*
>
> *The Gauteng of 2030 is an integrated, connected space that provides for the needs of all who are born in or drawn to the province. Economic growth is spread widely, beyond the core areas, to nodes and multi-modal activity corridors. These nodes and corridors provide safe, high-intensity and high-density mixed land-use settlements, where the young and old are able to walk, cycle and relax in public spaces. A range of public transport modes ensures affordable, province-wide interconnectedness and access to the full spectrum of economic, cultural and educational opportunities, placing the province on a far more sustainable growth trajectory. …"* Page ix, GSDF 2030

When looking at the above principle, the application site is the ideal situation where this tool can be implemented to the advantage of both the City and the residents of the area. A mixed-use entertainment focussed development is proposed on site which is situated north of the Lynnwood Bridge node and within a demarcated mixed use area.

In order to make the above spatial vision a reality, various spatial development principles were identified of which one is that of 'concentration' and the subsequent need to increase economic development / potential in the city.

> *"To realise the spatial development vision, all developments in the province need to adhere to six spatial development principles: (i) liveability, (ii) concentration, (iii) connectivity, (iv) conservation, (v) diversity, and (vi) viability."* Page ix, GSDF 2030

This application supports the vision by conforming to the development principles, i.e.:

Liveability: The expansion of an existing lodge and social hall on the site, will add to the liveability of the City.

Concentration: The development will consist of four primary land uses being a lodge, guest house, place of refreshment and a theatre.

Connectivity: The development will provide additional lodge/ guest house/ place of refreshment/ theatre options in an already developed node.

Conservation: The site is not home to any endangered fauna or flora species.

Diversity: The area in itself is diverse in characteristic; and allowing for the development on site also to be diverse and vibrant will add a positive feeling to the look and feel of the area.

Viability: The development will support the surrounding nodes thereby stimulating the economic growth of the City. The proposed zoning is restricted to the existing land uses but allows for expansion thereby ensuring the viability of the development and land use in the long run.

In short it can be concluded that the Gauteng Spatial Development Framework of 2030 has very strong views on the densification of the cities located in the province, where these developments' intention should be to create a more sustainable and integrated Gauteng City Region. The application site is situated in a predominantly residential area. The proposed land uses will not impact the character of the area and will result in the creation of a vibrant and lively node, thereby encouraging both local residents and tourists to flock to the area.

In general, the application site conforms to the vision and principles set out in the policy document. Not only will the Municipality not have to provide additional services and infrastructure due to independent investment in the area, the application is to meet the needs of the city by providing a mixed use development that supports the existing residential area and growing tourism industry (lodge and guest house) and entertainment industry (theatre).

The limitation of urban sprawl is not only a provincial problem, but also applies specifically to Local Municipalities. Their actions and decisions directly affect the form and shape of cities in terms of its sustainability and liveability. With this application, where public transport facilities are prominent, applications such as these must be supported to contribute to the sustainability of the city.

The application is in line with the views and proposal of the policy document, the compliance and deviated motivated with the Regionalized Municipal Spatial Development Framework under 3.3.5 is however more applicable and site specific to this type of application.

3.3.3 Tshwane Integrated Development Plan, 2017/21

The vision for the City of Tshwane has been relooked and adapted over recent years –

> *"A prosperous capital city through fairness, freedom and opportunity.*
>
> *Strategy implementation towards achieving the new vision for 2030 is anchored around service delivery excellence and innovation; growing the economy and*

> *creating jobs; promoting a safe and healthy city; promoting social cohesion, inclusion and diversity; and fostering participation, collaboration and diversity."* Page 4, IDP 2017/21

Through the approval of this application, the City of Tshwane will be implementing its objectives in terms of providing integrated and sustainable developments, vibrant communities that are safer due to compaction of the urban form.

In order to achieve the above, certain strategic pillars are set in place for guidance. Of specific relevance is Pillar 2 and its' subsequent priority/ies;

> *"**Priority 8: Building integrated communities.***
> *All residents should feel confident and of equal importance when engaging with the City and the broader local community.*
> *Thus the City is striving to create integrated communities where people of all walks of life can live and work together.*
>
> *The City will achieve this by:*
>
> ***Action 1: Creating spaces and housing opportunities that bring people together.***
> - *Ensuring that urban planning and zoning densify and better integrate Tshwane as well as providing adequate public spaces;*
> - *Encouraging and facilitating mixed-use and mixed-income housing developments; ..."* Page 41, IDP 2017/21

This application adheres to the above as it is specifically opening up the possibility of a more sustainable mixed-use development. Tourism opportunities will be reinforced, opening possibilities in an area that was historically a residential township.

This development will also enhance growth of the City of Tshwane's economy as a free market is encouraged where development can take place according to the needs of the community.
In terms of the IDP 2017/21, there is no reason why this mixed use development cannot be supported.

3.3.4 City of Tshwane Metropolitan Spatial Development Framework, 2012

> *"Spatial Vision*
>
> *A Spatially Efficient Capital City that is Sustainable, Competitive and Resilient:*
>
> *Sustainability: Optimising the use of land through densification, infill and consolidation, resulting in a city with spatially integrated equal opportunities, correcting spatial imbalances, creating sustainable settlements and advancing social equity."* Page 45, MSDF 2012

The spatial directive above will be achieved by this development through the locality of the development. The existing tourism and accommodation offerings on site will be enhanced in the area where the need has already been established. The proposed development is in a vibrant area which is easily accessible.

> *"It is imperative that available infrastructure within the nodes are used optimally. This requires densification and intensification of land uses through compaction and infill developments."* Page 58, MSDF 2012
>
> *"Densification goes hand-in-hand with this approach to intensification and is also structured around the Metropolitan Activity Areas, Corridors and Activity Spines. The purpose of such higher density residential development is to provide residential opportunities in environments that are high-intensity, mixed use, pedestrian friendly and supported by public transport where a number of economic and social opportunities are available within a relatively compact geographical area."* Page 60, MSDF 2012

This application fully complies with the above directives of the MSDF as the application will result in a more **viable development**.

3.3.5 Regionalized Municipal Spatial Development Framework, 2025: Region 6 (RSDF)

According to the RSDF the property falls within an area earmarked as a Mixed-Use Development:

> *"Mixed Uses*
>
> - *Refers to land uses such as offices/ commercial/ residential /industrial/ retail/ entertainment/*

institutional etc. It also refers to a mix of uses within a specific area (node or corridor). The advantage of mixed uses is that access and convenience are increased as transportation distances are decreased." Page 78-79, RSDF 2025, Region 6

The application site is situated north of the Lynnwood Bridge node in the Mixed-Use area where tourism and entertainment uses are encouraged. The larger area is predominantly residential in nature. The proposed land uses are supplementary to a residential development and will not detract from the existing character.

The application properties are situated east adjacent to a "Mobility Road" as categorised in the RSDF.

"Mobility Roads (Class III and IV)

Primarily serves intra-metropolitan traffic. While this route is characterised by through traffic, trends indicate pockets of mixed use development locate alongside."

The land uses supported alongside these roads are:

- *"Residential densification as per densification map along corridor/road.*
- *Nodal development with a mixed use character.*
- *Mixed uses along the roads with the*
- *focus on the intersections."*
  Page 74, RSDF 2025 Region 6

With the proposed development the above is achieved through the combination of the four land uses on the property being a lodge, guest house, place of refreshment and a theatre. The theatre and lodge have existed on site for approximately ten (10) years without any nuisance or impact on the surrounding residential development.

The application site falls within an area that is earmarked for mixed use which is further encouraged by the west adjacent mobility road.

3.5 Engineering Services

CivilConsult Consutling Engineers were appointed to investigate and compile Services Report for Civil and Electrical Services.

Water & Sanitation

Water:

An Existing 160mmØ uPVC Class 12 water pipeline is located parallel to and on the north eastern side of Darlington Road.

An existing 160mmØ uPVC Class 12 water pipeline is located parallel to an on the eastern side id Meiring Naude Road.

An existing fire hydrant is located on the north western corner of the proposed development connecting to the existing 160mmØ uPVC Class 12 water pipeline located on the south western side of Darlington Road.

It is proposed that the existing house connections of Erf 570, Erf 3, Portion 1 of Erf and the Remainder of Erf 532 be removed and a new 110mm uPVC bulk connection be provided on the western boundary of the proposed development, which could connect directly to the existing 160mmØ uPVC Class 12 water pipe located parallel to and on the easter side of Meiring Naude Road.

A new bulk water meter and isolating valve will have to be installed for the proposed development.

Sanitation:

The general drainage pattern of the proposed development is north east to south west.

An existing 150mmØ midblock sewerage pipeline intersects the proposed development from south east to north west connecting to the existing 150mmØ sewerage pipeline located parallel an on the north western side of Oxford Lane.

It is proposed that the existing sewerage house connections be utilized. Sewer slips will be provided for each individual sewerage connection.

The existing municipal sewerage pipeline within the proposed development will become a private sewerage pipeline.

Electricity

There is an existing CoT 207.8kVA (300A) LV connection on Erf 570, Lynnwood Manor.

The Engineers propose an upgrade of the exiting bulk supply by either installing a new dedicated 315kVA miniature substation near the border of the proposed development and by cutting in on the existing CoT MV network or by installing 2 x 185mm², 4-cor Al cables from an existing miniature substation with spare capacity. The proposed development could then be supplied directly from a new maximum demand board to be installed on the border of the proposed development.

Roads & Stormwater

An existing 450mm Ø stormwater peipeline intersects the eastern portion of the proposed development from north to south. The existing 450mm Ø stormwater pripeline is located within an existing servitude and continues parallel to, and inside the eastern boundary of the proposed development for a distance of approximately 60m. From here the existing 450mm Ø stormwater pipeline turns in a south eastern direction, up to and crossing Oxford Lane and continues in a south eastern direction parallel to and on the south western side of Oxford Lane.

A proposed stormwater grid inlet and junction box could be constructed in the south eastern corner of the proposed development. From the grid inlet and junction box, a new storm water peipeline could be installed which could connect to the existing 450mm Ø municipal stormwater pipe located in Oxford Lane north east of the proposed development. The internal stormwater run-ff from the proposed development could drain with concrete and paved areas to the south eastern corner of the proposed development and discharge into the new stormwater grid inlet and junction box.

4. DEVELOPMENT PROPOSAL

The following development controls are proposed:

Zoning:	"Special"
Uses:	Lodge, Guest House, Place of Refreshment, Theatre, including ancillary and subservient uses.
Coverage:	Clause 27 – 40%

FAR: 0.4 – permitting 3 764m^2, provided that:

- Guest rooms restricted to 20 rooms
- Theatre restricted to 120 seats
- Place of refreshment restricted to 60 seats
- Administrative office restricted to 300m^2
- Health Spa restricted to 380m^2

Height: Clause 26 – 13 meters

Parking: Clause 28, Table G

Building lines: Clause 9 and Clause 12

These development controls can easily be accommodated on site, with sufficient parking space.

Parking provision proposed in terms of the Land Use Scheme, 2024 as follows:

Parking shall be provided, to the satisfaction of the Municipality at the following ratios:

LAND USE	PARKING REQUIRED	TOTAL PARKING BAYS
1. Lodge and Guest House	20 rooms @ 2 bays for manager PLUS 1 bay per bedroom	22 bays
2. Theatre	120 seater (Rubica building) @ 1 bay per 4 seats	30 bays
3. Restaurant	60 seater @ 1 bay per 2 seats	30 bays
4. Health Spa/ Salon	@ 4 bays per 100m^2	15 bays
5. Offices	@ 4 bays per 100m^2	12 bays
		Total: 109 bays

Below please find architects sections of the proposed development:

5. CONCLUSION

Application is made in terms of Section 16(1) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024) for the rezoning of **ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR** from various zonings to "Special" for a Lodge, Guest House, Place of Refreshment, Theatre including ancillary and subservient uses.

The intention of the application is to allow for the expansion of the existing Casa Toscana lodge thereby legalising the current land uses that are operating from the application sites.

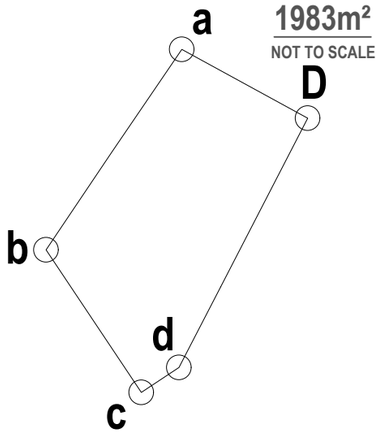
The Municipality's approval of this application will be appreciated.

ANNEXURE J

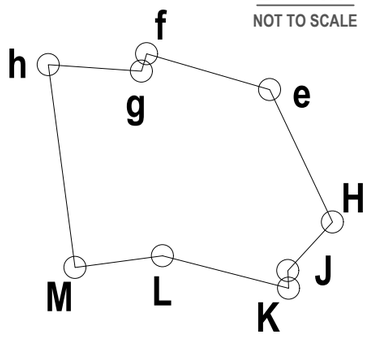
CONSOLIDATION PLAN

PROPOSED CONSOLIDATION PLAN: ERVEN 3, R/532 AND 589, LYNNWOOD MANOR

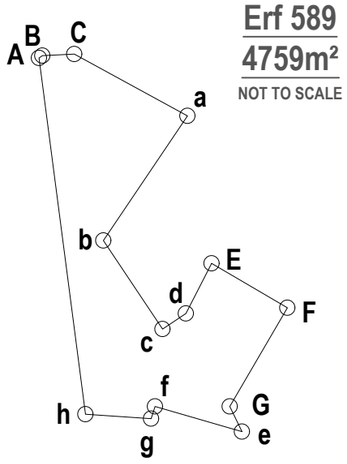
Erf 3
1983m²
NOT TO SCALE

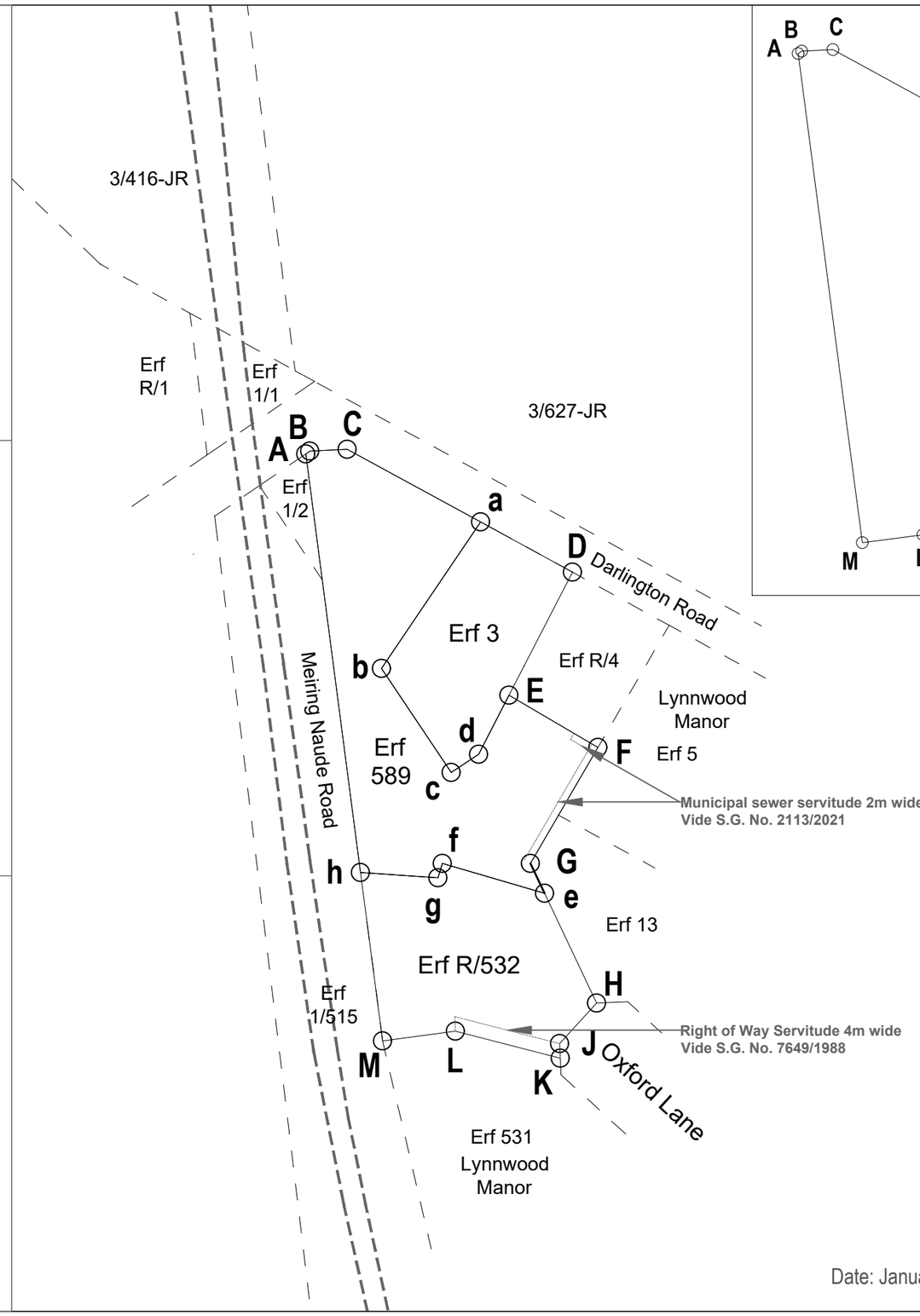


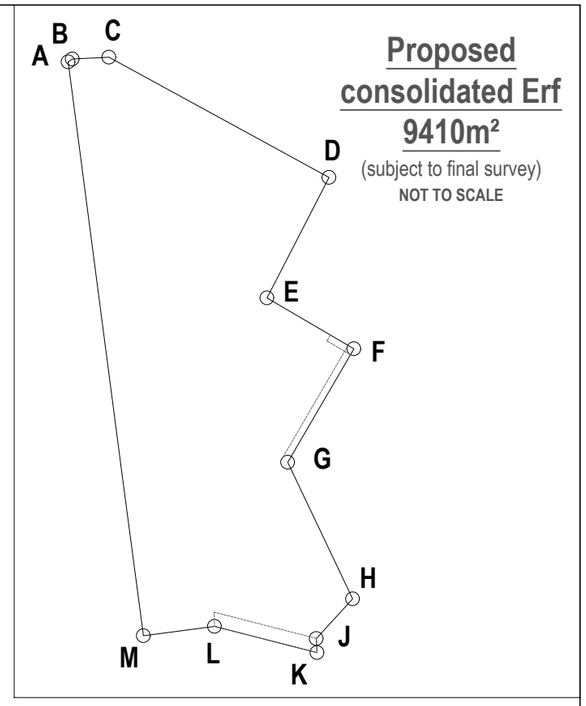
Remainder of Erf 532
2668m²
NOT TO SCALE



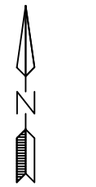
Erf 589
4759m²
NOT TO SCALE







Proposed consolidated Erf
9410m²
(subject to final survey)
NOT TO SCALE



Scale: 1:1500 (A3)

Date: January 2026 (Rev 0)

Notes:

1. All distances and areas are approximate and subject to final survey.
2. New erf number still to be reserved at the Surveyor General Office.
3. Proposed consolidated erf is affected by servitudes as indicated.

2. Before Consolidation:

2.1. Figure aDdcba is Erf 3, Lynnwood Manor before consolidation and measures 1983m² in extent.

2.2 Figure hgfeHJKLMh is Remainder of Erf 532, Lynnwood Manor before consolidation and measures 2668m² in extent.

2.4 Figure ABCabcdEFGefghA is Erf 589, Lynnwood Manor before consolidation and measures 4759m² in extent.

3. The **consolidation lines** are indicated by points abcdE and efgh.

4. After Consolidation:

4.1. Figure ABCDEFGHJKLMA is the proposed consolidated Erf and measures 9410m² in extent (subject to final survey).

5. The properties are home to the Casa Toscana establishment and ancilliary uses.

6. Please refer to the rezoning and removal of restrictive Title Conditions applications submitted on the properties simultaneously with this application.

TPH24593

THE TOWN PLANNING HUB cc
changing landscapes

ANNEXURE K

ZONING CERTIFICATES

CITY OF TSHWANE
IGNITING EXCELLENCE

Economic Development and Spatial Planning

3rd Floor I Middestad Building I 252 Thabo Sehume Street I Pretoria | 0002
PO Box 440 I Pretoria I 0001
Tel: 012 358 7988
Email: geoinfoservice@tshwane.gov.za I www.tshwane.gov.za.| www.facebook.com/CityOf Tshwane

Generated by: TSHWANE\BerniceS

Date 2026/01/16

TO WHOM IT MAY CONCERN

ZONING CERTIFICATE IN TERMS OF THE TSHWANE LAND USE SCHEME, 2024 (TLUS)

PROPERTY LIS KEY (GIS KEY): 038800589
ZONING KEY: 038800589
SPLIT ZONING: A (1 of 3)

PROPERTY DESCRIPTION: Erf 589 LYNNWOOD MANOR (5 DARLINGTON ROAD)(Part A)

The following zoning information must be read with the Clauses and Schedules of the Tshwane Land Use Scheme, 2024 (TLUS).

A. USE ZONE 28: SPECIAL

USES PERMITTED IN TERMS OF TABLE B (COLUMN 3) OF THE TLUS	USES WITH CONSENT USE IN TERMS OF TABLE B (COLUMN 4) OF THE TLUS	USES NOT PERMITTED IN TERMS OF TABLE B (COLUMN 5) OF THE TLUS
All uses only as specified in an Annexure L	All uses only as specified in an Annexure L	All other uses only as specified in an Annexure L or all other uses not specified in an Annexure L

B	ANNEXURE L	6140.PDF
C	MINIMUM ERF SIZE	Not Applicable
D	UNITS PER HA	Not Applicable
E	DENSITY	Not Applicable
F	FLOOR AREA RATIO	Annexure L, subject to Clause 25
G	HEIGHT	Annexure L, subject to Clause 26
H	COVERAGE	Annexure L, subject to Clause 27
I	OTHER APPROVALS	Not Applicable
J	BUILDING LINES	Streets: Subject to Annexure L (6140.PDF)
		Rear and Side: Subject to Annexure L (6140.PDF)
K	SCHEDULE 5	Page 21
L	ATTACHED DOCUMENTS	6140.PDF,Schedule 1-P19,Schedule 5-P21

In case of any discrepancy on the property description of the Zoning Certificate, Annexure L, Other Approvals and Schedules 1 and 5, relevant SG diagrams should be obtained for proper interpretation.

Disclaimer:
In the case of any other approval linked to this zoning certificate and numbered in row "I" the validity of this document(s) need to be verified as the rights may have lapsed.

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

Kind regards

f: GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

On request, this document can be provided in another official language.

Document Ref: 038800589_20260116_112843748_1

6140	8238	2	5

RESTANT VAN ERF 2, LYNNWOOD MANOR

GEBRUIKSONE XIV: SPESIAAL

Die erf moet slegs gebruik word vir die doeleindes van een gastehuis en/of een woonhuis en ‘n sellulêre antennamas; onderworpe aan die volgende voorwaardes:

1. Vir die doeleindes van hierdie skema beteken 'n gastehuis 'n privaat woning wat deur die eienaar en/of opsigter bewoon word en waarin 'n aantal kamers vir gaste beskikbaar gestel word. Dit kan ook 'n eetfasiliteit bevat vir die alleenlike gebruik van inwonende gaste.

2. 'n Maksimum van 8 dubbelkamers vir 16 gaste moet in die gastehuis toegelaat word.

3. Die totale dekking van geboue moet in ooreenstemming met die goedge-keurde terreinontwikkelingsplan wees.

4. Die hoogte van geboue moet nie 2 verdiepings oorskry nie en die hooget van die sellulêre mas moet nie 25 m oorskry nie.

5. Die vloerruimteverhouding moet nie 0,4 oorskry nie.

6. Die bestaande geboue in ooreenstemming met die bouplanne soos goedgekeur voor die afkondiging van hierdie wysigingskema moet tot tevredenheid van die Stadsraad behou word: Met dien verstande dat aanbouings, verbouings of eksterne veranderings aan die hand van 'n goedgekeurde terreinontwikkelingsplan aan die bestaande geboue aangebring kan word. Die veranderings en uitbreidings wat aan die geboue (afdakke ingesluit) aangebring word moet in simpatie en ooreenstemming met die oorspronklike karakter en argitektuur van die bestaande geboue uitgevoer word.

7. (1) 'n Terreinontwikkelingsplan en 'n landskapontwikkelingsplan, tensy anders deur die Stadsraad bepaal, opgestel deur 'n persoon wat tot tevredenheid van die Stadsraad toepaslik gekwalifiseer is, moet aan die Stadsraad voorgelê word vir goedkeuring voor die indiening van bouplanne.

   (2) Die belandskapping ingevolge die landskapontwikkelingsplan moet met voltooiing van die ontwikkeling, of enige fase daarvan, voltooi wees. Die volgehoue instandhouding van die landskapontwikkeling moet tot tevredenheid van die Stadsraad wees.

City of Tshwane
8 16 JAN 2026 8
28/02/2001
Geo-Spatial Information 28/02/2001
CITY PLANNING AND DEVELOPMENT

RESTANT VAN ERF 2, LYNNWOOD MANOR

8. Een afgemerkte parkeerruimte per gastekamer en minstens een parkeerruimte vir die woonhuis, met 'n permanente stofvrye oppervlak, tesame met die nodige beweegruimte, moet tot tevredenheid van die Stadsraad op die erf voorsien en in stand gehou word.

9. Alle dele van die erf waarop motorvoertuie mag beweeg of parkeer, moet van 'n permanente stofvrye oppervlak voorsien word, welke oppervlak tot tevredenheid van die Stadsraad geplavei, gedreineer en in stand gehou moet word.

10. Ingange na en uitgange vanaf die erf moet tot tevredenheid van die Stadsraad geplaas, gebou en in stand gehou word.

11. Alle oplaai- en aflaai-aktiwiteite moet op die erf geskied.

12. Omdraairuimte vir ligte voertuie moet tot tevredenheid van die Stadsraad op die erf voorsien word.

13. 'n Permanente nie-verwyderbare fisiese versperring moet tot tevredenheid van die Stadsraad op die straatgrens van die erf (goedgekeurde in- en uitgange uitgesluit), opgerig en in stand gehou word.

City of Tshwane
16 JAN 2026
28/02/2001
28/02/2001
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

6140 8238 4 5

REMAINDER OF ERF 2, LYNNWOOD MANOR

USE ZONE XIV: SPECIAL

The erf shall be used only for the purposes of one guest house and/or one dwelling-houseand a cellular telephone mast; subject to the following conditions:

1. For the purpose of this scheme a guest house means a private dwelling-house which is occupied by the owner and/or a caretaker and in which a number of rooms are available for guests. It can also include a dining facility for the exclusive use of resident guests.

2. A maximum of 8 double suites for 16 guests shall be permitted in the guest house.

3. The total coverage of buildings shall be in accordance with the approved site development plan.

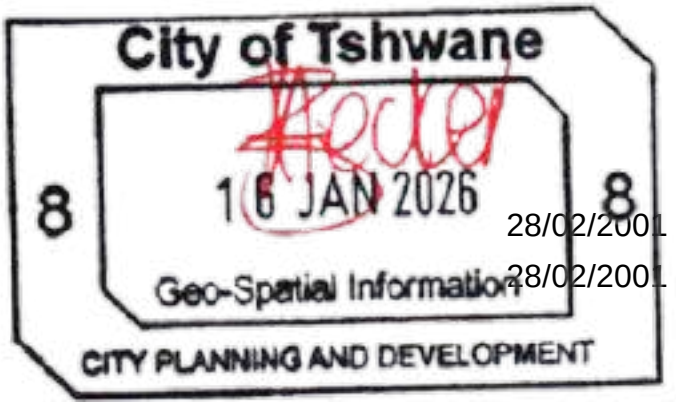
4. The height of buildings shall not exceed 2 storeys and the height of the cellular mast shall not exceed 25 m.

5. The floor space ratio shall not exceed 0,4.

6. The existing buildings in accordance with the building plans as approved before the promulgation of this amendment scheme shall be retained to the satisfaction of the City Council: Provided that alterations, amendments or external additions to the existing buildings shall be permitted in accordance with the approved site development plan. The additions and alterations to the buildings (lean-to's included) shall be in sympathy and in accordance with the original character and architecture of the existing buildings.

7. (1) A site development plan and a landscape development plan, unless otherwise determined by the City Council, compiled by a person suitably qualified to the satisfaction of the City Council, shall be submitted to the City Council for approval prior to the submission of building plans.

   (2) The landscaping, in terms of the landscape development plan, shall be completed by completion of the development or any phase thereof. The continued maintenance of the landscape development shall be to the satisfaction of the City Council.



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REMAINDER OF ERF 2, LYNNWOOD MANOR

8. One demarcated parking space per guest suite and at least one parking space for the dwelling-house, with a permanent dust-free surface, together with the necessary manoeuvring space, shall be provided and maintained on the erf to the satisfac-tion of the City Council.

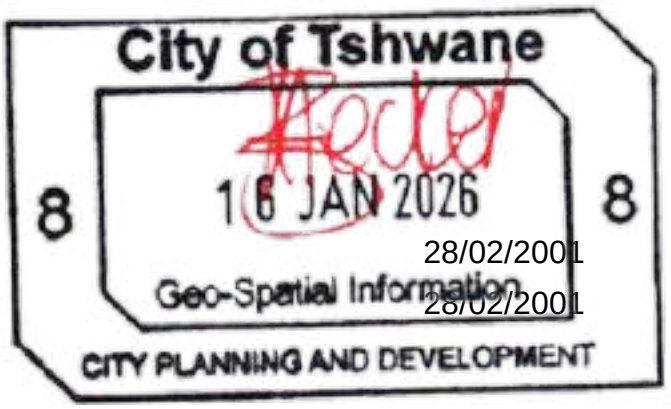
9. All parts of the erf upon which motor vehicles may move or park, shall be provided with a permanent dust-free surface, which surface shall be paved, drained and maintained to the satisfaction of the City Council.

10. Entrances to and exits from the erf shall be located, constructed and maintained to the satisfaction of the City Council.

11. All loading and off-loading activities shall take place on the erf.

12. Turning space for light vehicles shall be provided on the erf to the satisfaction of the City Council.

13. A permanent non-removable physical barrier shall be erected and maintained on the street boundary of the erf (approved entrances and exits excluded) to the satisfaction of the City Council.



Township, Agricultural Holdings or Farms	Erf/ Property	Position applicable	Building line(s) in Metres for all storeys except where otherwise indicated	Road / boundary where access is not permitted	Boundaries to which access is limited	Boundaries: Physical barrier required
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Lynnwood X1		Road P128/1	12			
		Lynnwood Road	12			
		All other streets	10			
Lynnwood Glen		Lynnwood Road	12			
		Road M1312	12			
		All other streets	7,5			
Lynnwood Manor		All streets	7,5			
		Residential 4 erven	10,668			
Lynnwood Manor X1		All streets	8			
Lynnwood Manor X3		All streets	5			
Lynnwood Park		All streets	6			
Lynnwood Ridge		All streets	7			
Lynnwood Ridge X1		All streets	16			
Lyttelton Manor	7-64, 158-181, 225-232, 235, 241-243, 250, 254-257, 259-293, 295-303, 306/R	Street	5			
		Other boundaries	2			
	251	Botha Ave	8			
	258	Street	8			
		Other boundaries	2			
	359/R	Western boundary	10			
		Southern boundary	13			
	387	Street	10			
Lyttelton Manor X1	785, 786, 789-822, 825, 827, 829, 831-850, 855, RE & Ptns 1, 2, 3, of 857, 983-992, 993/R, 1011, 1013, 1015, 1016, Ptns 1 and 4 of 1515, 2100, 2111	Street	5			
		Other boundaries	2			
	1010, 1012, 1014, 1016	Street	5		Chief Ave	
		Other boundaries	2			
	830	Street	5			
		Other boundaries	1,89			
	1517	Street	10			
	2113	South Eastern boundary	12,59			

City of Tshwane
Received
16 JAN 2026
8 8
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

LOTUS GARDENS

Proposals to overcome possible detrimental soil conditions on the erf to the satisfaction of the Municipality shall be contained in all building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

LYNNWOOD MANOR

1. The owner of any erf shall be obliged to accept such material as is necessary for the proper support of, and to provide the slope to, ground works bordering on the street frontage if such erf is below the design level of the street; and if the erf is above the design level of the street he shall similarly allow a safe slope to the street cutting except that he may, in either case, build a retaining wall to the satisfaction of and within a time limit set by the Municipality.

2. On any residential erf roofs of all buildings and structures shall be of tiles, slate, thatch or concrete except with the approval of the Municipality.

MAGALIESKRUIN EXTENSION 12

In order to overcome the proven detrimental soil conditions, the foundations and other structural aspects of the buildings shall be designed by a competent professional engineer and the details of such design shall be shown on the building plans submitted to the Municipality for approval.

MENLYN EXTENSION 9

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MENLYN EXTENSION 10

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK

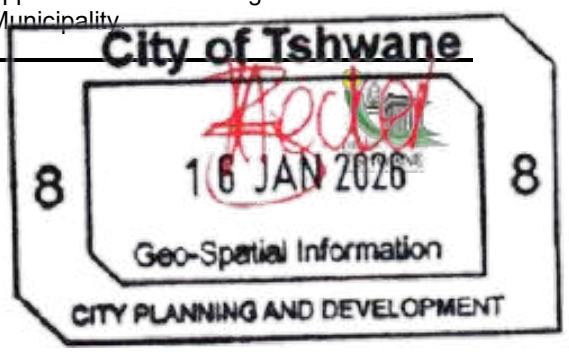
Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK EXTENSION 5

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK EXTENSION 13

Proposals to overcome the detrimental soil conditions to the satisfaction of the Municipality shall be contained in the building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.



CITY OF TSHWANE
IGNITING EXCELLENCE

Economic Development and Spatial Planning

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Date 2026/01/16

TO WHOM IT MAY CONCERN

ZONING CERTIFICATE IN TERMS OF THE TSHWANE LAND USE SCHEME, 2024 (TLUS)

PROPERTY LIS KEY (GIS KEY): 038800589
ZONING KEY: 038800589
SPLIT ZONING: B (1 of 3)

PROPERTY DESCRIPTION: Erf 589 LYNNWOOD MANOR (5 DARLINGTON ROAD)(Part B)

The following zoning information must be read with the Clauses and Schedules of the Tshwane Land Use Scheme, 2024 (TLUS).

A. USE ZONE 28: SPECIAL

USES PERMITTED IN TERMS OF TABLE B (COLUMN 3) OF THE TLUS	USES WITH CONSENT USE IN TERMS OF TABLE B (COLUMN 4) OF THE TLUS	USES NOT PERMITTED IN TERMS OF TABLE B (COLUMN 5) OF THE TLUS
All uses only as specified in an Annexure L	All uses only as specified in an Annexure L	All other uses only as specified in an Annexure L or all other uses not specified in an Annexure L

B	ANNEXURE L	9010.PDF
C	MINIMUM ERF SIZE	Not Applicable
D	UNITS PER HA	Not Applicable
E	DENSITY	Annexure L
F	FLOOR AREA RATIO	Annexure L, subject to Clause 25
G	HEIGHT	Annexure L, subject to Clause 26
H	COVERAGE	Annexure L, subject to Clause 27
I	OTHER APPROVALS	Not Applicable
J	BUILDING LINES	Streets: Subject to Annexure L (9010.PDF)
		Rear and Side: Subject to Annexure L (9010.PDF)
K	SCHEDULE 5	Page 21
L	ATTACHED DOCUMENTS	9010.PDF,Schedule 1-P19,Schedule 5-P21

In case of any discrepancy on the property description of the Zoning Certificate, Annexure L, Other Approvals and Schedules 1 and 5, relevant SG diagrams should be obtained for proper interpretation.

Disclaimer:
In the case of any other approvals listed to this zoning certificate and numbered in row "I" the validity of this document(s) need to be verified as the rights may have lapsed.

Kind regards

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

f: GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

On request, this document can be provided in another official language.

Document Ref: 038800589_20260116_112858816_1

PRETORIA TOWN-PLANNING SCHEME, 1974.

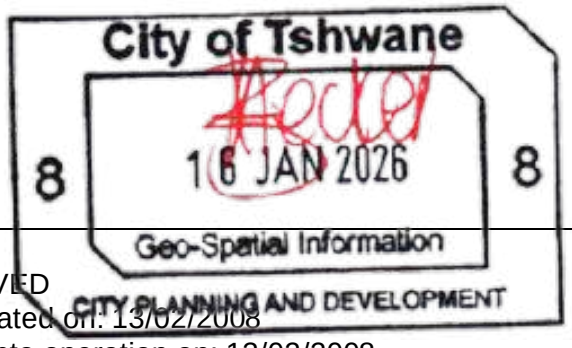
AMENDMENT SCHEME 11234.

The Pretoria Town-planning Scheme, 1974, approved by virtue of Administrator's Notice 2027, dated 20 November, 1974, is hereby amended in the following manner:

1. THE MAP, as shown on Map 3, Amendment Scheme 11234.

2. PART VIII, Schedule XIV, under the heading "Lynnwood Manor: A minimum erf size of 2000 m² for two dwelling-houses", by the deletion of the number "532".

3. By the addition of Annexure B 9010 to the Scheme.



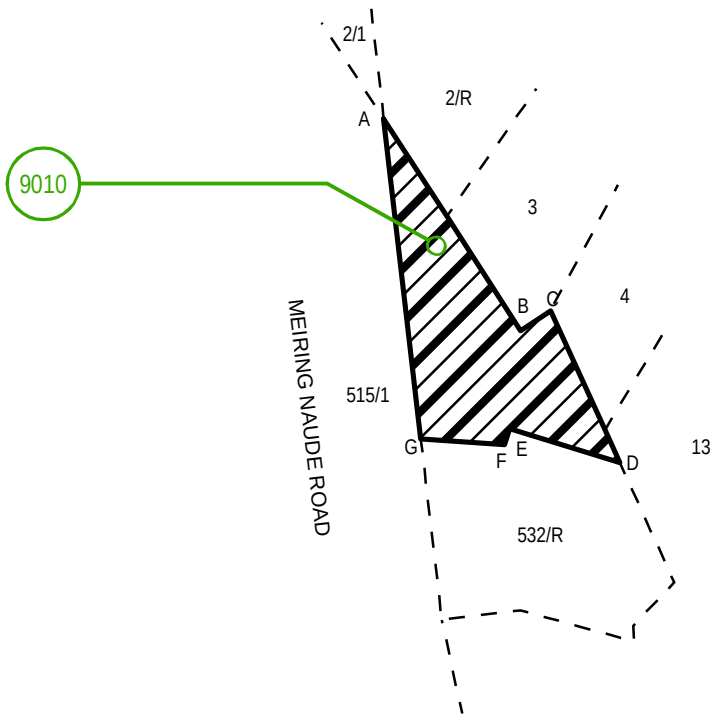
APPROVED
Promulgated on: 13/02/2008
Comes into operation on: 13/02/2008

f GENERAL MANAGER: CITY PLANNING

CODE 3 # PRETORIA TOWN PLANNING SCHEME 1974

MAP 3 AMENDMENT SCHEME 11234 SHEET 1 OF 1 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR



SCALE : 1:2,000

REFERENCE

USE ZONE

SPECIAL

GENERAL

9010 REFERENCE TO ANNEXURE B

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

APPROVED

PROMULGATED ON: 13/02/2008

COME INTO OPERATION ON: 13/02/2008

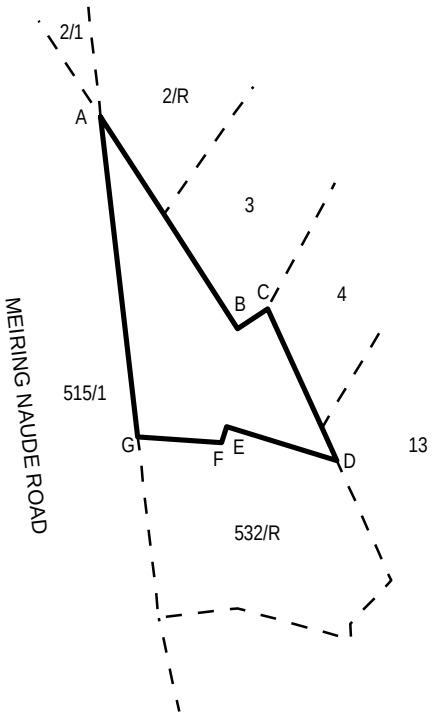
f. GENERAL MANAGER: CITY PLANNING AND DEVELOPMENT

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 1 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR



SCALE : 1:2,000

City of Tshwane
8 16 JAN 2026 8
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT
f. GENERAL MANAGER: CITY PLANNING

APPROVED

PROMULGATED ON: 13/02/2008

COME INTO OPERATION ON: 13/02/2008

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

PRETORIA TOWN-PLANNING SCHEME, 1974.

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1. THE MAP, as shown on Map 3, Amendment Scheme 11234.

2. PART VIII, Schedule XIV, under the heading "Lynnwood Manor: A minimum erf size of 2000 m² for two dwelling-houses", by the deletion of the number "532".

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City of Tshwane

16 JAN 2026

Geo Spatial Information

CITY PLANNING AND DEVELOPMENT

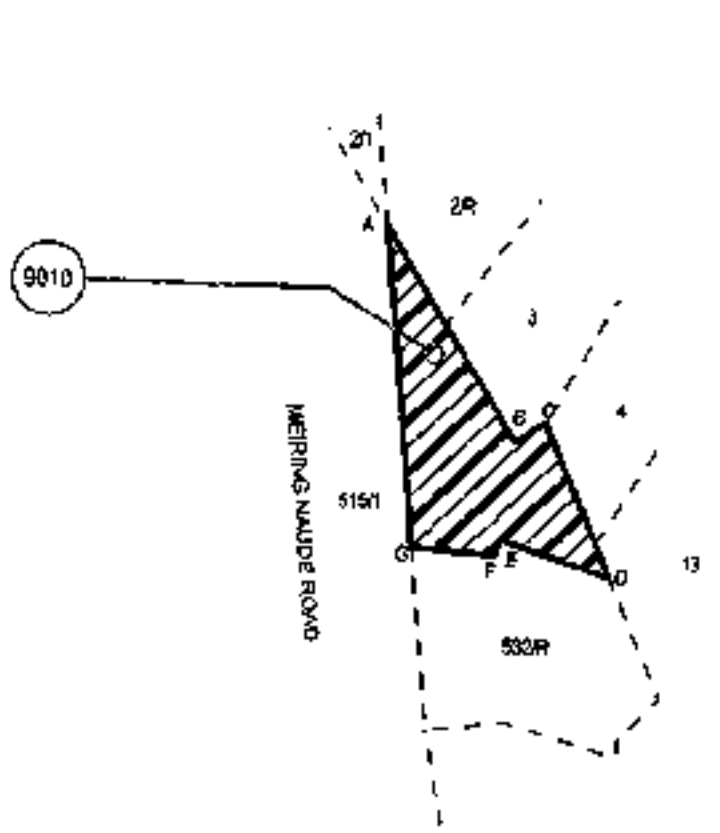
APPROVED
Promulgated on: 13/02/2008
Comes into operation on: 13/02/2008

f GENERAL MANAGER: CITY PLANNING

CODE 3 **PRETORIA** TOWN PLANNING SCHEME **1974**

MAP 3 AMENDMENT SCHEME 11234 SHEET 1 OF 1 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR



SCALE : 1:2,000

REFERENCE

USE ZONE

SPECIAL

GENERAL

9010 — REFERENCE TO ANNEXURE B

City of Tshwane
16 JAN 2026
Geo-Spatial Information

APPROVED

PROMULGATED ON: 13/02/2008

COME INTO OPERATION ON: 13/02/2008

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

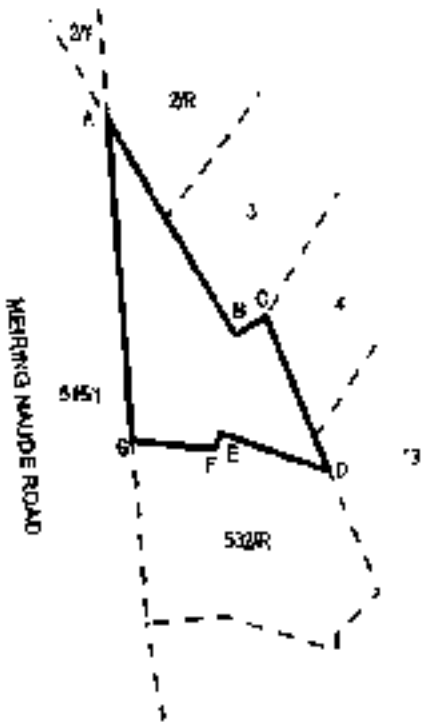
CITY PLANNING AND DEVELOPMENT

F. GENERAL MANAGER: CITY PLANNING

CODE 3 **PRETORIA** TOWN PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 1 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR



SCALE : 1:2,000

City of Tshwane
16 JAN 2026
Geo-Spatial Information

I, GENERAL MANAGER: CITY PLANNING
CITY PLANNING AND DEVELOPMENT

APPROVED

PROMULGATED ON: 13/02/2008

COME INTO OPERATION ON: 13/02/2008

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN-PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 2 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR

1	Use Zone	XIV: SPECIAL
2	Uses permitted	Conference centre, Social hall.
3	Uses with consent	None.
4	Uses not permitted	All other uses.
5	Definitions	(1) For the purposes of this scheme a conference centre means land and a building designed or used for conference or seminar purposes with an ancillary dining facility for the exclusive use of the conferees, but does not include uses as defined under "place of amusement", "place of refreshment" and "place of public worship". (2) For the purposes of this scheme a social hall means land and buildings used for, inter alia, social gatherings, and wedding receptions, and may include a bride's dressing room and a chapel, but does not include uses as defined under "place of amusement", "place of refreshment" and "place of public worship".
6	Density	Not applicable
7	Coverage	40%.
8	Height	2 storeys: Provided that the second storey shall only be allowed if the Municipality is satisfied that such storey will not detrimentally affect the privacy of the adjoining property owners.
9	Floor space ratio	0,4: Provided that the number of seats shall be limited to 100 seats, if sufficient parking could be provided.
10	Site development plan and landscape development plan	(1) A site development plan and a landscape development plan, unless otherwise determined by the Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans.

City of Tshwane
Received
16 JAN 2026
Geo-Spatial Information

8 8 APPROVED

PROMULGATED ON 13/02/2008

COME INTO OPERATION ON 13/02/2008

I. STRATEGIC PLANNING AND DEVELOPMENT
CITY PLANNING AND DESIGN: CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN-PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 3 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR

		(2) The landscaping, in terms of the landscape development plan, shall be completed by completion of the development or any phase thereof. The continued maintenance of the landscape development shall be to the satisfaction of the Municipality. (3) A landscaped buffer zone, at least 2.0 m wide, shall be provided for visual screening on the erf boundary, abutting to residential erven, in accordance with the approved landscape development plan and to the satisfaction of the Municipality.
11	Building lines	In accordance with an approved site development plan.
12	Parking requirements	1) Demarcated parking spaces (minimum 2,5 m x 5,0 m) with a permanent dust-free surface, together with the necessary manouvering space, shall be provided and maintained on the erf to the satisfaction of the Municipality as follows: 0,7 Parking spaces per seat. (Clause 25.(6) of the scheme excluded). 2) The owner shall take the necessary actions to discourage possible overflow parking in the street reserve, to the satisfaction of the Municipality. Such measures shall be indicated on the site development plan.
13	Paving of traffic areas	All parts of the erf upon which motor vehicles are allowed to move or park, shall be provided with a permanent dust-free surface, which surface shall be paved, drained and maintained to the satisfaction of the Municipality.
14	Access to the erf	(1) Entrances to and exits from the erf shall be located, constructed and maintained to the satisfaction of the Municipality.

City of Tshwane
8 16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

APPROVED

PROMULGATED ON : 13/02/2008

COME INTO OPERATION ON : 13/02/2008

1. STRATEGIC EXECUTIVE DIRECTOR: CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN-PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 4 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR

		(2) Any panhandle must provide for two way traffic, i.e at least 6 m wide or 7 m if walls are to be provided on both sides. Should a one-way system be considered the entrance and exits must be at least 4 m wide.
15	Loading and off-loading facilities	All loading and off-loading activities shall take place on the erf.
16	Turning facilities	Turning facilities for small/medium vehicles must be provided and maintained on site
17	Physical barriers	(1) A permanent non-removable physical barrier shall be erected and maintained on the street boundary of the erf (approved entrances and exits excluded) to the satisfaction of the Municipality. (2) A screen wall (brick wall minimum 2,1 m high), if required by the Municipality, shall be erected and maintained on the boundaries of the erf, to the satisfaction of the Municipality. The design, height and finish of the screen wall shall be to the satisfaction of the Municipality.
18	Health measures	(1) Any requirements for air pollution-, noise abatement- or health control measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any costs to the Municipality. (2) No air conditioning units or compressors may be mounted to the exterior walls of buildings without the prior consent of the Municipality. (3) Flood lights or spot lights used to illuminate buildings or signs, should be positioned as such that none of the light spills onto adjacent properties or shines into the eyes of motorists or pedestrians. Lights may also not shine higher than 0,5 m beneath the top of the building to prevent light pollution.

City of Tshwane
Received
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

APPROVED

PROMULGATED ON : 13/02/2008

COME INTO OPERATION ON : 13/02/2008

STRATEGIC EXECUTIVE DIRECTOR: CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN-PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 5 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR

19	Outdoor advertising	Advertisements and/or sign boards shall not be erected or displayed on the erf without the written consent of the Municipality first being obtained in terms of municipal by-laws for outdoor advertising.

20 General

1) The erf may not be subdivided and the conference centre/social hall shall be operated as a single, integrated facility with Remainder of Erf 2, Lynnwood Manor (guest house).

2) No retail activities, retail industries and/or the exhibition of goods shall be permitted on the erf whatsoever.

3) Bar facilities, trade in wine, beer or any other spirituous liquors shall only be permitted on the erf for the exclusive use by conferees.

4) No music or any other sound shall be audible outside the property boundaries.

5) In addition to the above conditions the erf and buildings thereon are further subject to the general provisions of the Pretoria Town-planning Scheme, 1974.

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING & DEVELOPMENT

APPROVED

PROMULGATED ON : 13/02/2008

COME INTO OPERATION ON : 13/02/2008

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

I. STRATEGIC EXECUTIVE DIRECTOR: CITY PLANNING, DEVELOPMENT AND REGIONAL DEVELOPMENT

Township, Agricultural Holdings or Farms	Erf/ Property	Position applicable	Building line(s) in Metres for all storeys except where otherwise indicated	Road / boundary where access is not permitted	Boundaries to which access is limited	Boundaries: Physical barrier required
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Lynnwood X1		Road P128/1	12			
		Lynnwood Road	12			
		All other streets	10			
Lynnwood Glen		Lynnwood Road	12			
		Road M1312	12			
		All other streets	7,5			
Lynnwood Manor		All streets	7,5			
		Residential 4 erven	10,668			
Lynnwood Manor X1		All streets	8			
Lynnwood Manor X3		All streets	5			
Lynnwood Park		All streets	6			
Lynnwood Ridge		All streets	7			
Lynnwood Ridge X1		All streets	16			
Lyttelton Manor	7-64, 158-181, 225-232, 235, 241-243, 250, 254-257, 259-293, 295-303, 306/R	Street	5			
		Other boundaries	2			
	251	Botha Ave	8			
	258	Street	8			
		Other boundaries	2			
	359/R	Western boundary	10			
		Southern boundary	13			
	387	Street	10			
Lyttelton Manor X1	785, 786, 789-822, 825, 827, 829, 831-850, 855, RE & Ptns 1, 2, 3, of 857, 983-992, 993/R, 1011, 1013, 1015, 1016, Ptns 1 and 4 of 1515, 2100, 2111	Street	5			
		Other boundaries	2			
	1010, 1012, 1014, 1016	Street	5		Chief Ave	
		Other boundaries	2			
	830	Street	5			
		Other boundaries	1,89			
	1517	Street	10			
	2113	South Eastern boundary	12,59			

City of Tshwane
8 16 JAN 2026 8
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

LOTUS GARDENS

Proposals to overcome possible detrimental soil conditions on the erf to the satisfaction of the Municipality shall be contained in all building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

LYNNWOOD MANOR

1. The owner of any erf shall be obliged to accept such material as is necessary for the proper support of, and to provide the slope to, ground works bordering on the street frontage if such erf is below the design level of the street; and if the erf is above the design level of the street he shall similarly allow a safe slope to the street cutting except that he may, in either case, build a retaining wall to the satisfaction of and within a time limit set by the Municipality.

2. On any residential erf roofs of all buildings and structures shall be of tiles, slate, thatch or concrete except with the approval of the Municipality.

MAGALIESKRUIN EXTENSION 12

In order to overcome the proven detrimental soil conditions, the foundations and other structural aspects of the buildings shall be designed by a competent professional engineer and the details of such design shall be shown on the building plans submitted to the Municipality for approval.

MENLYN EXTENSION 9

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MENLYN EXTENSION 10

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK

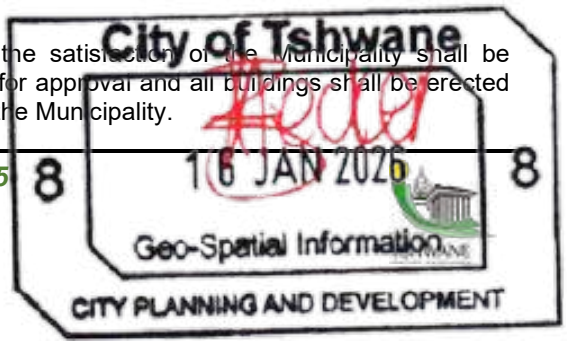
Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK EXTENSION 5

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK EXTENSION 13

Proposals to overcome the detrimental soil conditions to the satisfaction of the Municipality shall be contained in the building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.



Economic Development and Spatial Planning

3rd Floor I Middestad Building I 252 Thabo Sehume Street I Pretoria | 0002
PO Box 440 I Pretoria I 0001
Tel: 012 358 7988
Email: geoinfoservice@tshwane.gov.za I www.tshwane.gov.za.| www.facebook.com/CityOf Tshwane

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Date 2026/01/16

TO WHOM IT MAY CONCERN

ZONING CERTIFICATE IN TERMS OF THE TSHWANE LAND USE SCHEME, 2024 (TLUS)

PROPERTY LIS KEY (GIS KEY): 038800589
ZONING KEY: 038800589
SPLIT ZONING: C (1 of 3)

PROPERTY DESCRIPTION: Erf 589 LYNNWOOD MANOR (5 DARLINGTON ROAD)(Part C)

The following zoning information must be read with the Clauses and Schedules of the Tshwane Land Use Scheme, 2024 (TLUS).

A. USE ZONE 1: RESIDENTIAL 1

USES PERMITTED IN TERMS OF TABLE B (COLUMN 3) OF THE TLUS	USES WITH CONSENT USE IN TERMS OF TABLE B (COLUMN 4) OF THE TLUS	USES NOT PERMITTED IN TERMS OF TABLE B (COLUMN 5) OF THE TLUS
Consulate Dwelling House Additional Dwelling House in areas described in Schedule 11, Schedule 12, Schedule 13 and Schedule 14 Embassy Home Enterprise subject to Schedule 9	Apartment Building Backpackers Commune Guest House Institution Medical Consulting Room which does not comply with Schedule 9 Parking Site adjacent to Use Zone 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 18 and 28 Place of Day Care for the Aged which does not comply with Schedule 9 Place of Child Care which does not comply with Schedule 9 Place of Instruction which does not comply with Schedule 9 Place of Public Worship Retail Industry which does not comply with Schedule 9 Retirement Centre Social Hall Sport and Recreation Ground Veterinary Clinic which does not comply with Schedule 9 Veterinary Hospital Wall of Remembrance in conjunction with a Place of Public Worship	All other uses not listed in Columns (3) and (4)

B	**ANNEXURE L**	Not Applicable
C	**MINIMUM ERF SIZE**	1000
D	**UNITS PER HA**	Not Applicable
E	**DENSITY**	Schedule 14

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

Economic Development and Spatial Planning • Ekonomiese Ontwikkeling en Ruimtelike Beplanning • Lefapha la Tsweletsopele ya Ekonomi le Polano ya Sebaka • UmNyango wezokuThuthuthukiswa kwezomNotho namaPlani weeNdawo • Kgoro ya Tlhabollo ya Ikonomi le Thulaganyo ya Mafelo • Muhasho wa Mveledziso ya Ekonomi na Vhupulani ha Fhethu • Ndzawulo ya Nhluvukiso wa Ikhonomi na Vupulani bya Ndhawu • Umnyango Wezokuthuthukiswa Komnotho Nokuhlelwa Kwendawo

On request, this document can be provided in another official language.

Document Ref: 038800589_20260116_112902450_1

F	**FLOOR AREA RATIO**	Table C, FAR Zone 21, subject to Clause 25
G	**HEIGHT**	Table D, Height Zone 10, subject to Clause 26
H	**COVERAGE**	Table E, Coverage Zone 5, subject to Clause 27
I	**OTHER APPROVALS**	Not Applicable
J	**BUILDING LINES**	Streets: Subject to Schedule 1
		Rear and Side: Subject to Clause 12
K	**SCHEDULE 5**	Page 21
L	**ATTACHED DOCUMENTS**	Schedule 1-P19,Schedule 5-P21

In case of any discrepancy on the property description of the Zoning Certificate, Annexure L, Other Approvals and Schedules 1 and 5, relevant SG diagrams should be obtained for proper interpretation.

Disclaimer:
In the case of any other approval linked to this zoning certificate and numbered in row "I" the validity of this document(s) need to be verified as the rights may have lapsed.

Kind regards

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

f: GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

Township, Agricultural Holdings or Farms	Erf/ Property	Position applicable	Building line(s) in Metres for all storeys except where otherwise indicated	Road / boundary where access is not permitted	Boundaries to which access is limited	Boundaries: Physical barrier required
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Lynnwood X1		Road P128/1	12			
		Lynnwood Road	12			
		All other streets	10			
Lynnwood Glen		Lynnwood Road	12			
		Road M1312	12			
		All other streets	7,5			
Lynnwood Manor		All streets	7,5			
		Residential 4 erven	10,668			
Lynnwood Manor X1		All streets	8			
Lynnwood Manor X3		All streets	5			
Lynnwood Park		All streets	6			
Lynnwood Ridge		All streets	7			
Lynnwood Ridge X1		All streets	16			
Lyttelton Manor	7-64, 158-181, 225-232, 235, 241-243, 250, 254-257, 259-293, 295-303, 306/R	Street	5			
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	251	Botha Ave	8			
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	359/R	Western boundary	10			
		Southern boundary	13			
	387	Street	10			
Lyttelton Manor X1	785, 786, 789-822, 825, 827, 829, 831-850, 855, RE & Ptns 1, 2, 3, of 857, 983-992, 993/R, 1011, 1013, 1015, 1016, Ptns 1 and 4 of 1515, 2100, 2111	Street	5			
		Other boundaries	2			
	1010, 1012, 1014, 1016	Street	5		Chief Ave	
		Other boundaries	2			
	830	Street	5			
		Other boundaries	1,89			
	1517	Street	10			
	2113	South Eastern boundary	12,59			

City of Tshwane
Rachel
8 16 JAN 2026 8
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

LOTUS GARDENS

Proposals to overcome possible detrimental soil conditions on the erf to the satisfaction of the Municipality shall be contained in all building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

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2. On any residential erf roofs of all buildings and structures shall be of tiles, slate, thatch or concrete except with the approval of the Municipality.

MAGALIESKRUIN EXTENSION 12

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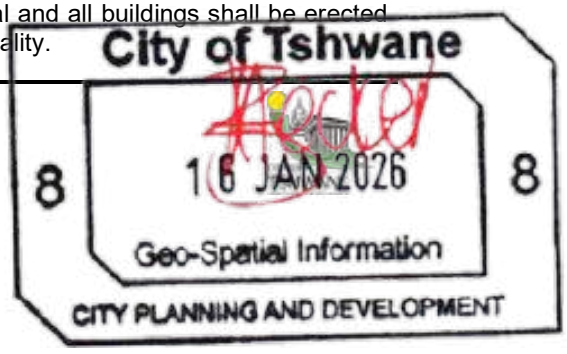
MONTANA PARK EXTENSION 13

Proposals to overcome the detrimental soil conditions to the satisfaction of the Municipality shall be contained in the building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.



CIVILCONSULT
Consulting Engineers

CITY OF TSHWANE

REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR

SERVICES REPORT

WATER, SANITATION AND ELECTRICAL

PROJECT NO. 3287

FEBRUARY 2026

CITY OF TSHWANE

REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR

SERVICES REPORT

WATER, SANITATION AND ELECTRICAL

APS (#)

CITY OF TSHWANE : REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR : SERVICES REPORT FOR WATER, SANITATION AND ELECTRICAL

1. APPLICANT / LAND OWNER :

Applicant / Land Owner	Darlington Road 5CC (Casa Toscana)
Contact Person	Anette Burden
Address	5 Darlington Road Lynnwood Manor PRETORIA 0081
Cell No.	082 787 6144
E-mail	anette@casatoscana.co.za

2. FOR SUBMISSION TO :

Local Authority	City of Tshwane (Water and Sanitation)
Contact Person	Cleo M Kgobe
Address	Capitol Towers North 7th Floor, Room B712 225 Madiba Street (Vermeulen Street) PRETORIA 0002
Telephone No.	012-358 1527
E-mail	CleoK@Tshwane.gov.za

3. COMPILED BY :

Company	CIVILCONSULT Consulting Engineers (Pty) Ltd
Contact Person	Leon Wentzel (ECSA 950052)
Address	541 Jorissen Street SUNNYSIDE Pretoria 0002
Telephone No.	012-343 6297 / 0181 / 0845
E-mail	mail@civilconsult.co.za

CITY OF TSHWANE : REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR : SERVICES REPORT FOR WATER, SANITATION AND ELECTRICAL

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CITY OF TSHWANE : REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR : SERVICES REPORT FOR WATER, SANITATION AND ELECTRICAL

LIST OF ANNEXURES

ANNEXURE A	:	LOCALITY PLAN
ANNEXURE B	:	PRELIMINARY SITE DEVELOPMENT PLAN
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ANNEXURE D	:	EXISTING SERVICES
ANNEXURE E	:	'ANNEXURE L'
ANNEXURE F	:	MOTIVATIONAL MEMORANDUM
ANNEXURE G	:	CONSOLIDATION PLAN
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CITY OF TSHWANE : REZONING AND CONSOLIDATION OF ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD MANOR : SERVICES REPORT FOR WATER, SANITATION AND ELECTRICAL

1. INTRODUCTION

CIVILCONSULT Consulting Engineers (Pty) Ltd was appointed by Anette Burden to compile a Services Report for Water, Sanitation and Electrical Engineering Services for the Rezoning and Consolidation of Erf 3, Erf 589 and the Remainder of Erf 532, Lynnwood Manor.

For the purposes of this report, we will refer to the Rezoning and Consolidation of Erf 3, Erf 589 and the Remainder of Erf 532, Lynnwood Manor as the Proposed Development.

2. PROFESSIONAL TEAM

The professional team is as follows :

Professional Discipline	Name of Entity	Contact Person(s)
Client / Applicant	Darlington Road 5 CC (Casa Toscana)	Anette Burden
Town Planner	The Town Planning Hub CC	Beverley Oosthuizen
Electrical Engineer	CIVILCONSULT Consulting Engineers (Pty) Ltd	Barend van den Bergh
Civil Engineer		Leon Wentzel / Ruan Beukes

3. LOCATION OF THE PROPOSED DEVELOPMENT AND FLOOD LINES

The Proposed Development is located on Erf 3, Erf 589 and the Remainder of Erf 532, Lynnwood Manor.

The north eastern boundary of the Proposed Development is formed by Darlington Road. The Proposed Development is bounded by the Remainder of Erf 4, Erf 5, Erf 13 Lynnwood Manor to the east. Oxford Lane forms the south eastern boundary of the Proposed Development. The southern boundary is formed by Erf 531 Lynnwood Manor and the western boundary of the Proposed Development is formed by Meiring Naude Road.

The Proposed Development will, to the best of our knowledge, not be affected by any 1:50 and 1:100-year flood lines.

Refer to Annexure A, Drawing No. 3287/100/01/00 for a Locality Plan.

4. LAND USES

The existing- and proposed land uses for the Proposed Development are shown in Tables 4.1 and 4.2 below.

Table 4.1 : Existing Land Uses

Erf No.	Zoning		Uses Permitted	Area (m²)	FAR / Coverage	Floor Area (m²)
3	Residential 1		Dwelling House	1 983.00	- / -	-
589	Part A	Special	Guesthouse limited to 16 guests (8 double rooms)	1 731.00	0.4 / 40%	692.40
	Part B	Special	Conference Centre, Social Hall (Limited to 100 Seats)	2 200.00	0.4 / 40%	880.00
	Part C	Residential 1	Dwelling House	828.00	- / -	-
R/532	Residential 1		Dwelling House	2 668.00	- / -	-
Total				**9 410.00**		

Table 4.2 : Proposed Land Uses

Erf No.	Zoning	Area (m²)	FAR / Coverage	Uses Permitted	Rooms / Seats / Area (m²)
Consolidated Erven	Special (Lodge, Guest House, Place of Refreshment, Theatre, including Ancillary and Subservient Uses)	9410.00	0.4 / 40%	Guest Rooms	Limited to 20 Rooms
				Theatre	Limited to 120 Seats
				Place of Refreshment	Limited to 60 Seats
				Administrative Office	Limited to 300m²
				Health Spa	Limited to 380m²

5. GEOTECHNICAL ASPECTS

A Geotechnical Report is not available for the Proposed Development.

6. CIVIL ENGINEERING SERVICES

6.1 Design Standards

The design standards to be followed for the design of the infrastructure will be based on the technical requirements of the Engineering Department of the City of Tshwane (CoT) for the provision of municipal services.

The design of the water reticulation will be done in accordance with the latest edition of the Design Guidelines for Water Reticulation and Supply issued by the Water and Sanitation Division of CoT.

Sewer designs will be done according to the design guidelines for Sewer Mains and Sewer Drainage Systems in CoT.

6.2 Design Software

The design of the civil engineering services will be carried out with TechnoCad design programs.

6.3 Ownership of Services

The CoT will take over and be responsible for the maintenance of the external civil engineering services.

The Land Owner and/or the successor in title will take over and be responsible for the maintenance of the internal civil engineering services.

7. WATER

7.1 Estimated Water Demand

The estimated existing- and proposed water demand for the Proposed Development are shown in Tables 7.1.1 and 7.1.2 below.

Table 7.1.1 : Estimated Water Demand for the Existing Land Uses

Erf No.	Zoning		Existing Land Uses			
			Uses Permitted	Erf / Rooms / Seats	Average Annual Daily Demand (AADD)	Water Demand (kℓ/d)
3	Residential 1		Dwelling House	1 Erf	2.4kℓ/erf	2.40
589	Part A	Special	Guesthouse	Limited to 8 Rooms	0.6kℓ/per double room	4.80
	Part B	Special	Conference Centre, Social Hall	Limited to 100 Seats	0.02kℓ/per seat	2.00
	Part C	Residential 1	Dwelling House	1 Erf	1.6kℓ/erf	1.60
R/532	Residential 1		Dwelling House	1 Erf	2.4kℓ/erf	2.40
Total						**13.20**

Table 7.1.2 : Estimated Water Demand for the Proposed Development

Erf No.	Zoning	Uses Permitted	Proposed Development		
			Rooms / Seats / Area (m²)	Average Annual Daily Demand (AADD)	Water Demand (kℓ/d)
Consolidated Erven	Special	Guest Rooms	Limited to 20 Rooms	0.6kℓ/per double room	12.00
		Theatre	Limited to 120 Seats	0.02kℓ/per seat	2.40
		Place of Refreshment	Limited to 60 Seats	0.02kℓ/per seat	1.20
		Administrative Office	Limited to 300m²	0.8kℓ/100m²	2.40
		Health Spa	Limited to 380m²	2.4kℓ/100m²	9.12
Total					**27.12**

7.2 Existing Bulk Water Services

An existing 160mm Ø uPVC Class 12 water pipeline is located parallel to and on the north eastern side of Darlington Road, north east of the Proposed Development.

An existing 160mm Ø uPVC Class 12 water pipeline is located parallel to and on the eastern side of Meiring Naude Road, west of the Proposed Development.

An existing fire hydrant is located on the north western corner of the Proposed Development connecting to the existing 160mm Ø uPVC Class 12 water pipeline located on the south western side of Darlington Road.

Refer to Annexure B, Drawing No. 3287/200/01/00 for details.

7.3 Proposed Bulk Water Services

It is proposed that the existing house connections of Erf 3, Erf 589 and the Remainder of Erf 532 be removed and a new 110mm uPVC bulk connection be provide on the western boundary of the Proposed Development, which could connect directly to the existing 160mm Ø uPVC Class 12 water pipe located parallel to and on the eastern side of Meiring Naude Road, west of the Proposed Development.

A new bulk water meter and isolating valve will have to be installed for the Proposed Development.

CoT will have to confirm whether the existing water infrastructure has sufficient capacity to accommodate the additional water demand of the Proposed Development and if any water infrastructure upgrades will be required.

We propose to utilize the development charges of the Proposed Development for any infrastructure upgrades, should it be required for the Proposed Development.

Wayleave approval will have to be acquired from CoT for all work to be carried out within the municipal road reserve.

Refer to Annexure B, Drawing No. 3287/200/01/00 for details.

7.4 Water Reticulation

7.4.1 Water Design Criteria

The design criteria to be used during the analyses and design of the water network are as indicated in Table 7.4.1 below.

Table 7.4.1 : Water Design Criteria

Item No.	Design Element	Criteria
1.	Average Annual Daily Demand (AADD) for the Existing and Proposed Development	Refer to Tables 7.1.1 and 7.1.2 above
2.	Gross Average Annual Daily Demand (GAADD)	Allow 10% losses
3.	Daily Peak Factor (DPF)	1.70
4.	Peak Hourly Factor (PHF)	3.30
5.	Design Peak Flow Rate (DPFR) for special flows	GAADD x PHF
6.	Maximum static head	90m
7.	Minimum residual head under peak demand conditions	24m
8.	Maximum linear flow velocity under peak demand conditions	1.8m/s
9.	Pipe type	uPVC
10.	Minimum pipe class	Class 12
11.	Total fire flow under peak demand condition	20ℓ/s
12.	Fire flow at any one hydrant under peak demand condition	20ℓ/s
13.	Minimum pressure at any one hydrant under peak demand conditions	15m
14.	Maximum linear flow velocity under fire-fighting conditions	2.2m/s
15.	Boundary roughness (K-Value)	0.1mm
16.	Available static head	To be confirmed
17.	Available dynamic head under fire flow conditions	To be confirmed
18.	Flow formulae	D'Arcy Weissbach
19.	Minimum pipe diameter	110mm

8. SANITATION

8.1 Estimated Sewerage Flow

The estimated existing- and proposed sewerage flow for the Proposed Development are shown in Tables 8.1.1 and 8.1.2 below.

Table 8.1.1 : Estimated Sewerage Flow for the Existing Land Uses

Erf No.	Zoning		Existing Land Uses			
			Uses Permitted	Erf / Rooms / Seats	Average Annual Daily Flow (AADF)	Sewerage Flow (kℓ/d)
3	Residential 1		Dwelling House	1 Erf	0.8kℓ/erf	0.80
589	Part A	Special	Guesthouse	Limited to 8 Rooms	0.6kℓ/per double room	4.80
	Part B	Special	Conference Centre, Social Hall	Limited to 100 Seats	0.02kℓ/per seat	2.00
	Part C	Residential 1	Dwelling House	1 Erf	0.8kℓ/erf	0.80
R/532	Residential 1		Dwelling House	1 Erf	0.8kℓ/erf	0.80
Total						**9.20**

Table 8.1.2 : Estimated Sewerage Flow for the Proposed Development

Erf No.	Uses Permitted	Proposed Development		
		Rooms / Seats / Area (m²)	Average Annual Daily Flow (AADF)	Sewerage (kℓ/d)
Consolidated Erven	Guest Rooms	Limited to 20 Rooms	0.6kℓ/per double room	12.00
	Theatre	Limited to 120 Seats	0.02kℓ/per seat	2.40
	Place of Refreshment	Limited to 60 Seats	0.02kℓ/per seat	1.20
	Administrative Office	Limited to 300m²	0.8kℓ/100m²	2.40
	Health Spa	Limited to 380m²	2.4kℓ/100m²	9.12
Total				**27.12**

8.2 Existing Bulk Sewerage Services

The general drainage pattern of the Proposed Development is north east to south west.

An existing 150mm Ø midblock sewerage pipeline intersects the proposed development from south east to north west connecting to the existing 150mm Ø sewerage pipeline located parallel and on the north western side of Oxford Lane.

Refer to Annexure B, Drawing No. 3287/300/01/00 for details.

8.3 Proposed Bulk Sewerage Services

It is proposed that the existing sewerage house connections be utilized. Sewer slips will be provided for each individual sewerage connection.

The existing municipal sewerage pipeline within the Proposed Development will become a private sewerage pipeline.

CoT will have to confirm whether the existing sewerage infrastructure has sufficient capacity to accommodate the increase in sewerage flow from the Proposed Development and if any sewerage infrastructure upgrades will be required.

We propose to utilize the development charges of the Proposed Development for infrastructure upgrades, should it be required for the Proposed Development.

Refer to Annexure B, Drawing No. 3287/300/01/00 for details.

8.4 Sewerage Reticulation

8.4.1 Sewerage Design Criteria

The design criteria to be used during the design of the sewerage network are indicated in Table 8.4.1 below.

Table 8.4.1 : Sewerage Design Criteria

Item No.	Design Element	Criteria
1.	Average Annual Daily flow	Refer to Tables 8.1.1 and 8.1.2 above
2.	Peak Factor	2.5
3.	Allowance for infiltration	0.04ℓ / min / m length / m dia
4.	Capacity of Sewer	Pipes shall be designed to run at 70% full, measured in terms of flow depth, at total design flow
5.	Sewer pipe type	PVCu Maincore Class 400
6.	Minimum velocity	0.75m/s at full flow
7.	Minimum pipe diameter	160mm
8.	Minimum depth to the invert of a sewer connection in road reserve	1.5m
9.	Minimum depth to the invert of a sewer connection in a mid-block	1.2m

9. ELECTRICAL ENGINEERING SERVICES

9.1 Introduction

The Proposed Development will be supplied with electricity from CoT Power Supply Network.

The external network design will adhere to CoT's standards and requirements. The internal network is earmarked for private ownership and operation.

Other standards to which the electrical design will adhere to include the relevant SABS safety and equipment standards, as well as the NRS 048 Quality of Supply Standard.

9.2 Estimated Maximum Demand

The total estimated maximum demand of the Proposed Development is shown in Table 9.2.

Table 9.2 : Estimated Maximum Demand

Zoning	Proposed Development		
	Floor Area (m^2)	Load Assumption (VA/m^2)	Load (kVA)
Special (Lodge, Guest House, Place of Refreshment, Theatre, including ancillary and subservient uses)	3 764	80	301.12
Total			**301.12**

9.3 External Supply Network

There is an existing CoT 207.8kVA (300A) LV connetion on Erf 570 Lynnwood Manor.

We propose an upgrade of the existing bulk supply by either installing a new dedicated 315kVA miniature substation near the border of the Proposed Development and by cutting in on the existing CoT MV network or by installing 2 x 185mm^2, 4-core Al cables from an existing miniature substation with spare capacity. The Proposed Development could then be supplied directly from a new maximum demand board to be installed on the border of the Proposed Development.

An application for the upgrade of the existing electrical supply capacity will be submitted to CoT after the consolidation has been approved.

The viability of this proposal depends on the availability of enough spare capacity on the existing CoT network.

9.4 Bulk Metering

Bulk metering will be done by CoT by means of a new maximum demand board to be installed on the boundary of the Proposed Development.

9.5 Internal Reticulation

Not applicable

9.6 Street Lighting

Not applicable

10. ESTIMATED BULK SERVICES CONTRIBUTIONS

The estimated Bulk Services Contributions for water, sanitation and electrical engineering services payable to CoT, will be determined with the compilation of the services agreements. The estimated Bulk Services Contributions are shown in Table 10.1 below.

Table 10.1 : Estimated Bulk Services Contributions

Description	Amount (R) (VAT Included)
Water	131 921-93
Sanitation	347 290-43
Electrical	493 546-56
Total	**972 758-92**

11. CONSTRUCTION PERIOD

The anticipated construction period for the external water and sanitation engineering services will be determined once the scope of works is confirmed.

Construction will commence once the services agreements are signed by all affected parties and the construction drawings are approved.

12. COST ESTIMATES

12.1 Water and Sewerage

Client to apply at CoT to remove existing water house connections and to install a new bulk water meter.

13. CONCLUSION

We trust that the above report meets your requirements. Please contact us should you require any additional information.

…….
Leon Wentzel
for CIVILCONSULT Consulting Engineers (Pty) Ltd

06/02/2026
……..…
Date

ANNEXURE A

LOCALITY PLAN

LYNNWOOD MANOR

NOTES AND SPECIFICATIONS

GENERAL

1. ALL MATERIAL AND WORKMANSHIP MUST COMPLY WITH THE REQUIREMENTS OF THE LATEST RELEVANT SABS REQUIREMENTS.
2. ALL DIMENSIONS ARE IN MILLIMETERS. (UNLESS OTHERWISE SPECIFIED).
3. DO NOT SCALE FROM THESE DRAWINGS.
4. ALL DIMENSIONS MUST BE CHECKED AND APPROVED ON SITE.
5. ALL CONSTRUCTION TO BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR MUNICIPAL CIVIL ENGINEERING WORKS, THIRD EDITION 2005 AND THE STANDARD COT DETAIL DRAWINGS.
6. THESE DRAWINGS MUST BE READ IN CONJUNCTION WITH THE STANDARD DRAWINGS.(IF APPLICABLE).
7. THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE STANDARD SPECIFICATIONS FOR MUNICIPAL CIVIL ENGINEERING WORKS, SERIES 4.
8. THE SIGNATURE OR INITIALS ON THIS DRAWING, OF ANY DIRECTOR OF THE WATER AND SANITATION DEPARTMENT, IN NO WAY REMOVES ANY RESPONSIBILITY WHATSOEVER FROM THE CONSULTANT.
9. THE CONSULTANT REMAINS RESPONSIBLE TO ENSURE THAT ALL THE GUIDELINES, STANDARD DRAWINGS, STANDARDS AND SPECIFICATIONS OF WATER AND SANITATION DEPARTMENT HAVE BEEN MET AND ARE COMPLIED WITH.
10. FINAL POSITION OF SERVICES TO BE DETERMINED ON SITE.

LEGEND

WATER

DEVELOPMENT BOUNDARY

PROPOSED DEVELOPMENT

CITY OF TSHWANE
1994-1996 EXCELLENCE
PO BOX 1022
PRETORIA
0001

CITY OF TSHWANE

UTILITY SERVICES DEPARTMENT

WATER AND SANITATION

AMENDMENTS

NR	DATE	APPROVED	DESCRIPTION	PAR

WATER AND SANITATION

FOR INTERNAL APPROVAL - RECEIVED SIGN WHEN APPLICABLE

DIRECTOR: WATER AND SANITATION - PLANNING
NAME Prof. Reg. No SIGNATURE DATE

REGIONAL DIRECTOR: (1,2,3,4,5,6 or 7)
NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: SYSTEM DEVELOPMENT
NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: BULK WATER
NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: INFRASTRUCTURE PROVISION
NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: WASTE WATER TREATMENT
NAME Prof. Reg. No SIGNATURE DATE

CONSULTANT DETAIL

CIVILCONSULT
Consulting Engineers
PO BOX 12645
HATFIELD
0028
Tel 012-343 6297/0845
Fax 012-343 8929
mail@civilconsult.co.za

I _____ Prof Reg Nr _____
HEREBY CERTIFY THAT THE SERVICES WILL HAVE BEEN INSTALLED ACCORDING TO NOTE 9 OF THE ABOVE NOTES AND TO THE DRAWING

SIGNATURE _____ DATE 04/02/2026

CONSULTANT DRAWING NUMBER: 3287-100-01-00 (0 REVISION)

DESIGNED
NAME: R.C. BEUKES Pr Eng. Prof Reg No: _____
SIGNATURE: _____ DATE: 04/02/2026

DRAWN
NAME: R.C. BEUKES Prof Reg No: _____
SIGNATURE: _____ DATE: 04/02/2026

CHECKED
NAME: L.WENTZEL Pr Eng. Prof Reg No: 950052
SIGNATURE: _____ DATE: 04/02/2026

INFORMATION OFFICE CHECKED
NAME: _____ Pr Eng. Prof Reg No: _____
SIGNATURE: _____ DATE: _____

DESIGN OFFICE APPROVAL
NAME: _____ Prof Reg No: _____
SIGNATURE: _____ DATE: _____

CONTRACT No. 3287
PROJECT No. 3287
SHEET No. 1 OF 1
PAPER SIZE: A1
SCALE: N.T.S.
DATE: 04/02/2026

PROJECT STATUS

RECEIVED SIGN WHEN APPLICABLE

● CONCEPT DRAWING ○ TENDER DRAWING ○ APPROVED CONSTRUCTION DRAWING ○ AS BUILT DRAWING

PROJECT ENGINEER of COT:
NAME: _____ Pr Eng. Prof Reg No: _____
SIGNATURE: _____ DATE: _____

INSPECTOR OF WORKS of COT:
NAME: _____ Prof Reg No: _____
SIGNATURE: _____ DATE: _____

LOCATION OF PROJECT:
ERF 3, ERF 589 AND THE REMAINDER OF ERF 532
LYNNWOOD GLEN

DESCRIPTION OF PROJECT:

LOCALITY PLAN

WBS No. : _-_____-_-___-_-_

COT DRAWING NUMBER: 3287-100-01-00 (12 REVISION)

ANNEXURE B

PRELIMINARY SITE DEVELOPMENT PLAN

SCHEDULE OF RIGHTS

Property Description			
Erf/ Portion: 1309 Street Front: Darlington road Suburb: Lynnwood Manor Town/ City: Pretoria		Site Area: 9410m2	
ZONING INFORMATION			
Town planning Scheme	Pretoria Town-planning Scheme	Amended Scheme no.	Use Zone Geusthouse/ restaurant
UNIT AREAS			
unit	Area:	No. of	Total:
offices:	289m2	6	289m2
restaurant:	568m2	2 offices	568m2
geust rooms :	651.5m2	20	651.5m2
function halls:	417m2	4	417m2
Ablution:	127m2	5	127m2
Carports etc.:	97m2	2	97m2
spa	360m2	1	360m2
staff flat	21m2	1	21m2
TOTAL:		2530	
DEVELOPMENT CONTROLE MEASURES			
permissible	controle measure	Actual	
2storeys	height of buildings	2 Storeys	
40%	coverage	2073/ 9410 =22%	
0.4	F.A.R.	2530/9410=0.27	
	Density		
20 rooms	No. of rooms	21 currently	
PARKING			
parking ratio as per use 1 parking bay / geust room 20 parking / 100m2 social hall 1 parking bay/office geustr managem. 1 parking / 5m2 lecture halls		number of rooms/ seats :	parking bays requiered
TOTAL PARKING BAYS PROVIDED		109 parkings because areas are not used simultaniously	

DARLINGTON RD NO5

10.73m Exist. Boundary wall

entrance no obstruction

SLIDING GATE

43.46m Exist. Boundary wall

ERF 589

Portion 1 of Erf 2

12.12m Exist. Boundary wall

exist. swimming pool

Servitude

DARLINGTON ROAD 15,74m

S3

carport

3B13

3B14

ERF 4

Remainder of Erf 4

29.5m Exist. Boundary wall

fill up exist. swimming pool

18.75m Exist. Boundary wall

9.44m Exist. Boundary wall

exist. 100mm dia sewerage line

stormwater servitude

Exist. 150mm dia Municipal sewerage line

38.10m Exist. Boundary wall

ERF 5

Erf 5

Water Feature

Generator

22.29m Exist. wall

Exist. Boundary wall

RAMP 1:16

ERF 13

Erf 13

demolish carport

pool

Remainder of Erf 515

Portion 1 of Erf 515

Erf 12

emergency exist ONLY no obstruction

OXFORD AVENUE

Erf 531

SITE PLAN
scale 1:200

PROJECT	AS-BUILD DRAWINGS OF ADDITIONS TO EXISTING GEUST HOUSE FOR MR. ANDREW BURDEN AT ERF 589 LYNWOOD MANOR DARLINGTON NO5
CLIENT	MR. ANDREW BURDEN
STAND No	ERF 570 LYNWOOD MANOR
ADDRESS	DARLINGTON RD NO5

DRAWING TITLE * TEKENINGTITEL

SITE DEVELOPMENT PLAN

DRAWING SCALE 1:200	DATE 2026/01/20	DRAWN Hendrik
CHECKED	DRAWING NO CASA-SDP	
DATE PRINTED 2026/01/20	REV 0	

OWNER

Mattheus Architects

CEL NO. 072 461 6620
SACAP 6546
e-mail: matt.architects@gmail.com

TOTAL SITE AREA: 9410m2

Drainage:
a. Provide resealing traps to all waste fittings.
b. Adequate access to piping will be provided.
c. Provide marked covers to paving above all cleaning eye's.
d. Provide cleaning eye's to all connections & changes in directions, CE's no more than 23m apart.
e. DIA 100mm cast iron under all buildings.
f. All waste pipes that extend 3 000mm in length must have dia 50 anti-vac traps.
g. Showers needs to have copper traps h.I.L.= 150mm min

Glazing:
All glazing must comply to SABS 0400-1990 part N

Nominal thickness and max. glass areas to comply with SABS 0137

4mm - to 1.5 SQR.m
5mm - 1.5 SQR.m to 2.1 SQR.m
6mm - 2.1 SQR.m to 3.2 SQR.m

Clear glass used in doors must be marked so that it is visible.

6mm safety glass must be used if the underside of a window is lower than 300mm above U.F.L.

If walkways lead straight to a window, use safety glass where the underside of the window is lower than 800mm above U.F.L.

NOTES :
All dimensions to be checked on site and on drawings, any discrepiancies to be reported to the architect before work is put in hand. Only figured dimensioned are to be taken. The drawing is the property of Mattheus Architects. Copyright is reserved by them and this drawing is issued on the condition that it is not copied, reproduced ,retained or disclosed to any authorised person, either wholly or in part without the written consent of Hendrik Mattheus.

All levels to be checked on site and on drawings, any discrepancies to be reported to the Architect before any work is put in hand. All levels shown are finished floor levels. All structural work is to be checked by an Engineer. Soil conditions to be approved by a Soil Engineer.
All work is to be in accordance with SABS-0400

Ablution:
Offices/ reception G1 1 person /15sqm
2 people 1Wc, 1Urinal & 1hwb

geustrooms H3 1person /room
20 people
1xWC's, 1xsh & 1hwb's/ room

Lecture rooms A3 1person /5m2
195m2/5=39 people

social halls 1person /4m2
table G page 70 townplanning scheme
55.5 people

men= 23 people 4xWC's, 7xUrinals & 6hwb's
ladies =23 people = 7xWC's & 6hwb's

REV	DATE	INIT.	DETAILS

ANNEXURE C

ENGINEERING LAYOUT DRAWINGS

LYNNWOOD MANOR

LOCALITY PLAN
NTS

CONNECT TO EXISTING 160mmØ uPVC WATER PIPE

EXISTING HOUSE CONNECTION TO BE REMOVED

PROPOSED NEW BULK WATER METER AND VALVE

EXISTING 160mmØ uPVC CLASS 12 WATER PIPE

EXISTING HOUSE CONNECTION TO BE REMOVED

EXISTING 160mmØ uPVC CLASS 12 WATER PIPE

EXISTING HOUSE CONNECTION TO BE REMOVED

EXISTING 160mmØ uPVC CLASS 12 WATER PIPE

EXISTING 110mmØ uPVC CLASS 12 WATER PIPE

EXISTING 200mmØ uPVC CLASS 12 WATER PIPE

MEIRING NAUDE ROAD

N1 TOWARDS POLOKWANE

N1 TOWARDS PRETORIA

DARLINGTON ROAD

OXFORD LANE

CHARBURT ROAD

W.N.N.R.

RE/1 1/1 1/2 3 RE/4 589 5 6 7 RE/8 1/8 13 RE/532 530 531 12 11 10 9 764 765 766 767 768 2/515

1408m 1407m 1406m 1405m 1404m 1403m 1402m 1401m 1400m 1399m 1398m 1397m 1396m 1395m 1394m 1393m 1392m 1391m 1390m 1389m

X = 2850350 X = 2850400 X = 2850450

Y = 72750 Y = 72700 Y = 72650 Y = 72600 Y = 72550 Y = 72500 Y = 72450

NOTES AND SPECIFICATIONS

GENERAL

1. ALL MATERIAL AND WORKMANSHIP MUST COMPLY WITH THE REQUIREMENTS OF THE LATEST RELEVANT SABS REQUIREMENTS.
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10. FINAL POSITION OF SERVICES TO BE DETERMINED ON SITE.

LEGEND

WATER

- DEVELOPMENT BOUNDARY
- EXISTING MUNICIPAL WATER
- EXISTING MUNICIPAL ISOLATION VALVE
- EXISTING MUNICIPAL FIRE HYDRANT
- EXISTING HOUSE CONNECTION
- PROPOSED WATER PIPE
- PROPOSED ISOLATING VALVE
- PROPOSED BULK WATER METER

CITY OF TSHWANE
IGNITING EXCELLENCE
PO BOX 1022
PRETORIA
0001

CITY OF TSHWANE
UTILITY SERVICES DEPARTMENT
WATER AND SANITATION

AMENDMENTS

NR	DATE	APPROVED	DESCRIPTION	PAR

WATER AND SANITATION

FOR INTERNAL APPROVAL - RECEIVED SIGN WHEN APPLICABLE

DIRECTOR: WATER AND SANITATION - PLANNING
NAME Prof. Reg. No SIGNATURE DATE

REGIONAL DIRECTOR: (1,2,3,4,5,6 or 7)
NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: SYSTEM DEVELOPMENT
NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: BULK WATER
NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: INFRASTRUCTURE PROVISION
NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: WASTE WATER TREATMENT
NAME Prof. Reg. No SIGNATURE DATE

CONSULTANT DETAIL

CIVILCONSULT
Consulting Engineers
PO BOX 12645
HATFIELD
0028
Tel 012-343 6297/0845
Fax 012-343 8929
mail@civilconsult.co.za

I, L WENTZEL Prof Reg Nr 950052
HEREBY CERTIFY THAT THE SERVICES WILL HAVE BEEN INSTALLED ACCORDING TO NOTE 9 OF THE ABOVE NOTES AND TO THE DRAWING

SIGNATURE DATE 04/02/2026

CONSULTANT DRAWING NUMBER: 3287-200-01-00

0 REVISION

DESIGNED
NAME: R.C. BEUKES Pr Eng. Prof Reg No:
SIGNATURE: DATE: 04/02/2026

DRAWN
NAME: R.C. BEUKES Prof Reg No:
SIGNATURE: DATE: 04/02/2026

CHECKED
NAME: L.WENTZEL Pr Eng. Prof Reg No: 950052
SIGNATURE: DATE: 04/02/2026

INFORMATION OFFICE CHECKED
NAME: Pr Eng. Prof Reg No:
SIGNATURE: DATE:

DESIGN OFFICE APPROVAL
NAME: Prof Reg No:
SIGNATURE: DATE:

CONTRACT No. 3287
PROJECT No. 3287
SHEET No. 1 OF 1
PAPER SIZE: A1
SCALE: 1:500
DATE: 04/02/2026

PROJECT STATUS

RECEIVED SIGN WHEN APPLICABLE

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PROJECT ENGINEER of COT:
NAME: Pr Eng. Prof Reg No:
SIGNATURE: DATE:

INSPECTOR OF WORKS of COT:
NAME: Prof Reg No:
SIGNATURE: DATE:

LOCATION OF PROJECT:
ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD GLEN

DESCRIPTION OF PROJECT:

WATER RETICULATION:
GENERAL LAYOUT

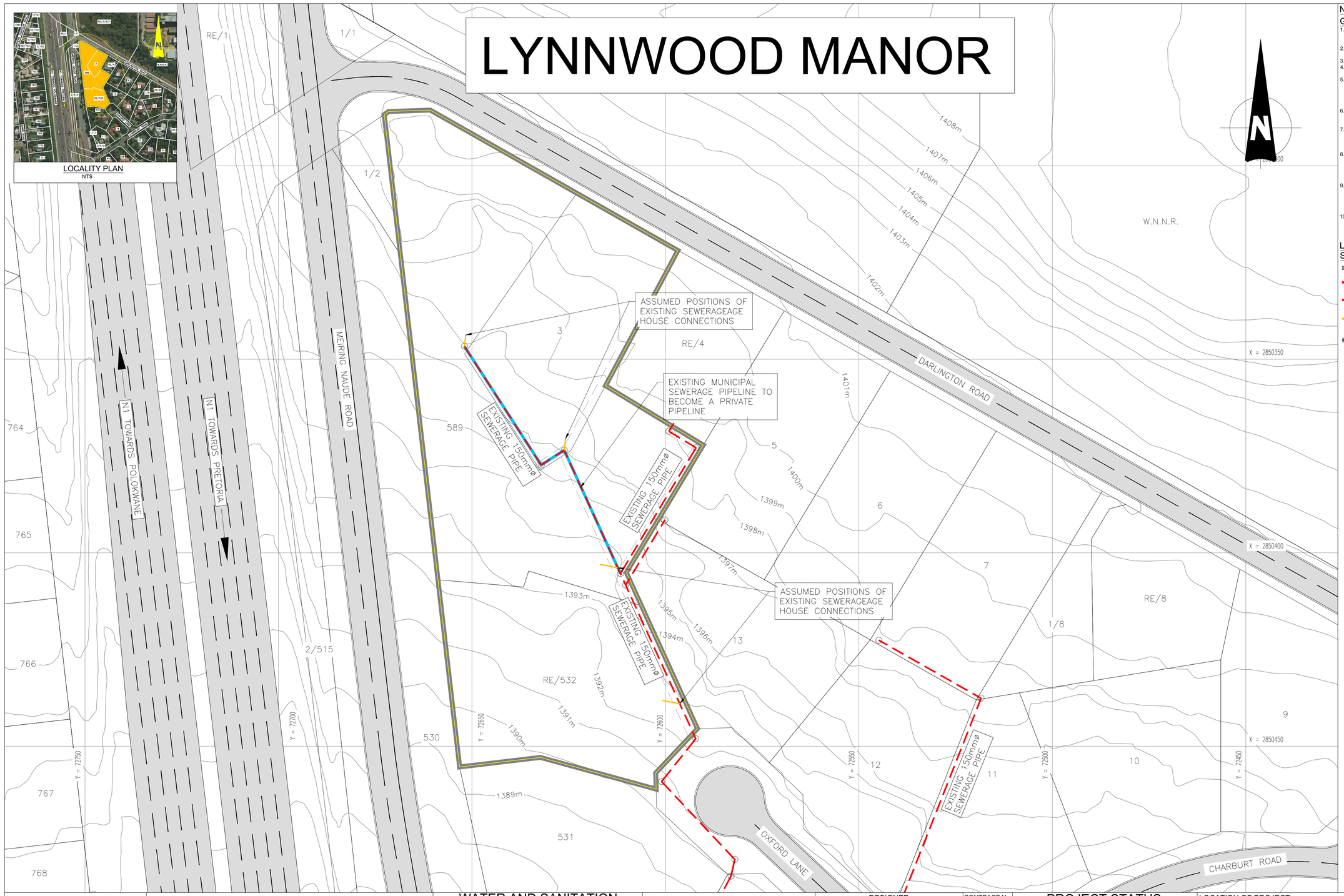
WBS No. : _-_____-_-_-_-_

COT DRAWING NUMBER: 3287-200-01-00

0 REVISION

LYNNWOOD MANOR

LOCALITY PLAN
NTS



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LEGEND

SEWERAGEAGE

- DEVELOPMENT BOUNDARY
- EXISTING MUNICIPAL SEWERAGE PIPE
- EXISTING MUNICIPAL SEWERAGE MANHOLE
- EXISTING SEWERAGE HOUSE CONNECTIONS
- EXISTING MUNICIPAL SEWERAGE PIPELINE TO BECOME A PRIVATE PIPELINE

CITY OF TSHWANE
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PO BOX 1022
PRETORIA
0001

CITY OF TSHWANE
UTILITY SERVICES DEPARTMENT
WATER AND SANITATION

AMENDMENTS

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NAME Prof. Reg. No SIGNATURE DATE

DIRECTOR: WASTE WATER TREATMENT
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REVISION 0

DESIGNED
NAME: R.C. BEUKES Pr Eng. Prof Reg No:
SIGNATURE: DATE: 04/02/2026

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NAME: Pr Eng. Prof Reg No:
SIGNATURE: DATE:

INSPECTOR OF WORKS of COT:
NAME: Prof Reg No:
SIGNATURE: DATE:

LOCATION OF PROJECT:
ERF 3, ERF 589 AND THE REMAINDER OF ERF 532 LYNNWOOD GLEN

DESCRIPTION OF PROJECT:
SEWERAGE RETICULATION:
GENERAL LAYOUT

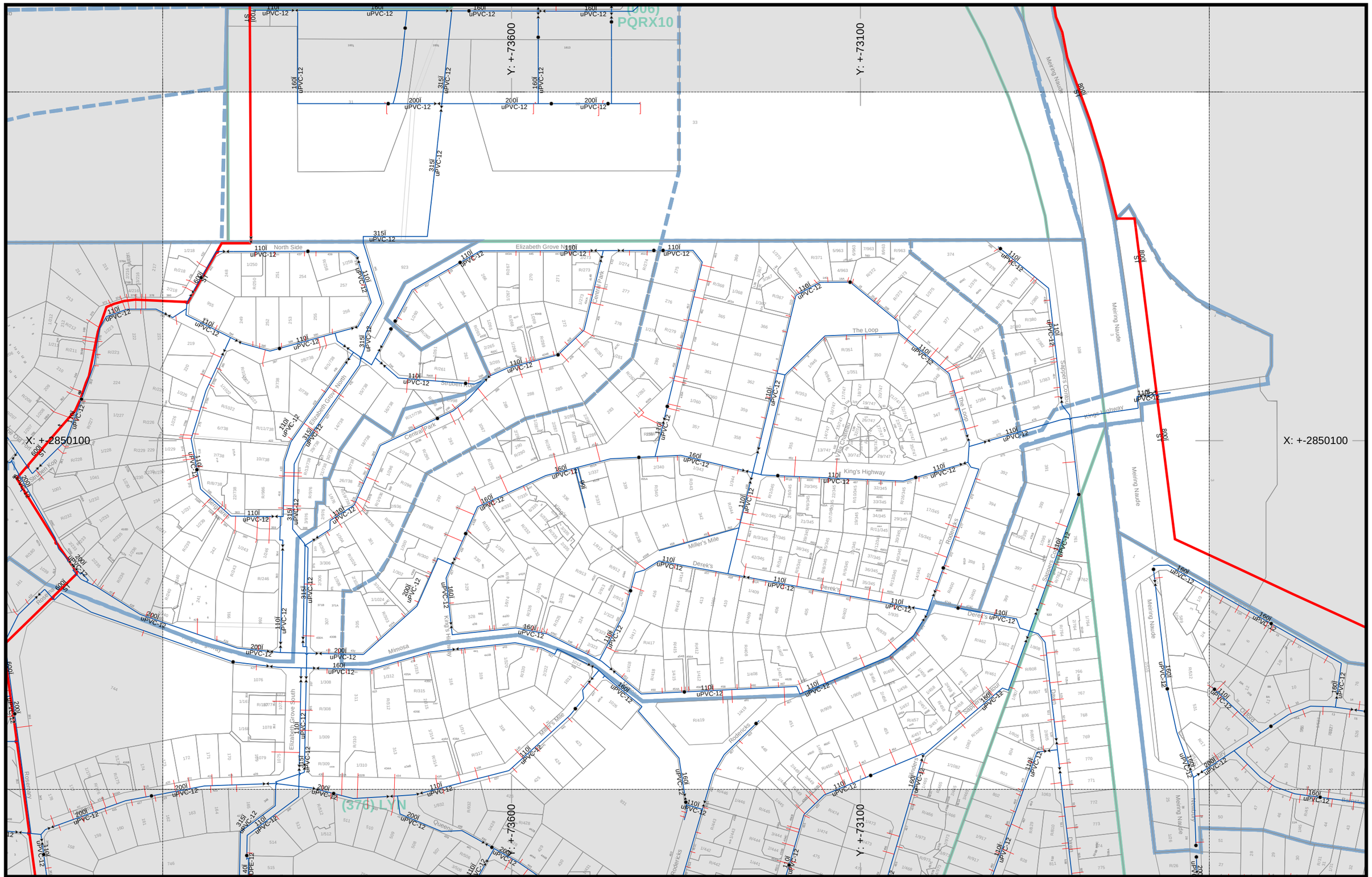
WBS No. : _-_____-_-____-_-_

COT DRAWING NUMBER: 3287-300-01-00

REVISION 12

ANNEXURE D

EXISTING SERVICES



LEGEND

- Private Reticulation
- External Reticulation
- Reticulation
- Private Raw Water
- Dummy pipes
- Other
- Private Distribution main
- External Distribution main
- Distribution main
- External Raw Water
- Schematic pipes
- Rand Water & Connections
- Private Bulk
- External Bulk
- Bulk
- Raw water
- Sleeve/Culvert/ Encasement
- Diameter Material-Class
- Borehole or Well/ Tower
- Water Treatment Plant
- Other Tanks
- Pump Station
- Closed Valve
- Pressure Reducing Valve
- Flow Control Valve
- Throttle Control Valve
- Pressure Sustaining Valve
- Pressure Breaker Valve
- Bulk Meter & Meter
- Valve
- Non Return Valve
- Air Valve
- Scour Valve
- Hydrant & Locked Hydrant
- Stand Pipe
- Reducer
- Pipe Cap
- Double & Single House Connection
- Distribution Zone
- Townships
- Servitudes
- Private Areas/ Section 21

INDEX

AA53	AB53	AC53
AA54	AB54	AC54
AA55	AB55	AC55

Water Distribution System

TSHWANE

DATE:	REV:	SCALE:	WGS 29A
Dec 2022	54	1 : 5 000	0m 20m 40m 60m 80m 100m

No: AB54

(006) PQRX10

Y:+73600

Y:+73100

X: +2850100

(376) LYN

Y:+73600

Y:+73100

X: +2850100

CITY OF TSHWANE
IGNITING EXCELLENCE

LEGEND

- <= 175 mmĭ
- >175 <= 325mmĭ
- > 325mmĭ
- Abandon
- Private Internal Network
- Rising Mains
- Private Rising Mains

680127
350l HDPE
(101)

Pipe Number
Direction
Diameter & Material/Class
Slope (1 in Xm)

- Schematic pipes
- Drainage Areas
- House Connections

- Manhole (Depth in meter) Rodding Eye
- Top End & T-Piece
- Stilling Chamber & Sand Trap
- Diversion & VIP Toilet
- Sump & Flushing Siphon
- Inspection Manhole & Subcatchment
- Pump Station
- WWTP
- Conservancy Tank
- Septic Tank
- Flow Meter
- Pipe Bridge
- Syphon
- Tunnel
- Encased
- Valve & Closed Valve
- Air Valve & Scour Valve
- Non-Return Valve & Surge Tank
- Grinder & Interceptor Tank
- Private/ Section 21 Area
- Sites

INDEX

AA53	AB53	AC53
AA54	AB54	AC54
AA55	AB55	AC55

Sewer System

Tshwane

DATE: Dec 2022

REV: 53

SCALE: WGS 29A

1 : 5 000

0m 20m 40m 60m 80m 100m

No: AB54

ANNEXURE E

‘ANNEXURE L’

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

1	Use Zone number	**28**
2	Use Zone	**SPECIAL**
3	Uses permitted	Lodge, Guest House, Place of Refreshment, Theater, including ancillary and subservient uses.
4	Uses with Consent Use	None
5	Uses not permitted	All other land uses
6	Definitions	Clause 5
7	Density	Not applicable
8	Floor Area Ratio	0.4 – permitting 3 764m^2 NFA, provided that: - Guest rooms restricted to 20 rooms - Theater restricted to 120 seats - Place of refreshment restricted to 60 seats - Administrative office restricted to 300m^2 - Health Spa restricted to 380m^2
9	Height	Clause 26 – 13 meters
10	Coverage	Clause 27 – 40%
11	Parking requirements	Clause 28, Table G
12	Street Building Lines	Clause 9
13	Side Building Lines and Rear Building Lines	Clause 12, Table A
14	Children's playground	Not applicable
15	Paving of traffic areas	All parts of the Property upon which motor vehicles are allowed to move or park shall be provided with a permanent dust free surface, which shall be maintained, to the satisfaction of the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

16	Access to the Property	Entrances to and exits from the Property shall be sited, constructed and maintained to the satisfaction of the Municipality.
17	Loading and off-loading facilities	Clause 29, Table H
18	Physical Barrier and screen wall	Clause 18(3)
19	Health measures	(1) Any requirement for air-pollution-, noise abatement- pr health measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any costs to the Municipality. (2) Air conditioning units or compressors shall not be mounted to the exterior walls of buildings without the prior approval of the Municipality.
20	Outdoor advertising	Clause 30(2)
21	Site Development Plan and Landscape Development Plan	(1) In addition to Clause 31 of the Scheme a Site Development Plan and a Landscape Development Plan, unless otherwise determined by the City of Tshwane Metropolitan Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans. (2) In addition to Clause 31 of the Scheme, special attention shall be given to the following elements such as, privacy of adjacent residential properties (overlooking, balconies and open passages), solar access to adjacent structures situated to the south (overshadowing), road reserve development (pedestrian walkways) and exterior finishes. (3) The approved Site Development Plan may only be amended with the Permission of the Municipality and no building plan which does not comply with the conditions as set out in the approved Site Development Plan, will be approved by the Municipality.

SIGNED BY **DATE**

ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERF 3, REMAINDER OF ERF 532, AND ERF 589 LYNNWOOD MANOR
CONSOLIDATED: ERF …, LYNNWOOD MANOR

22	Geological conditions	Clause 19(2)
23	Open Space	Not applicable

24 General conditions:

(1) In addition to the above conditions, the Property and Buildings thereon are further subject to the general provisions of the Tshwane Land Use Scheme, 2024.

SIGNED BY **DATE**

ANNEXURE F

MOTIVATIONAL MEMORANDUM

MOTIVATION IN SUPPORT OF AN APPLICATION SUBMITTED IN TERMS OF SECTION 16(1) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF -

ERF 3 LYNNWOOD MANOR
ERF 589 LYNNWOOD MANOR
REMAINDER OF ERF 532 LYNNWOOD MANOR

PREPARED FOR: 5 DARLINGTON ROAD CC

BY: THE TOWN PLANNING HUB CC

Tel: (012) 809 2229
E-mail: bea@tph.co.za

PO Box 11437
Silver Lakes
0054

Lombardy Corporate Park
Block B, 1st Floor
Cole Road
Shere AH
0084

THE TOWN PLANNING HUB cc
changing landscapes

INDEX

1. THE APPLICATION

2. GENERAL INFORMATION

2.1 Local Authority
2.2 Property Description
2.3 Registered Owner
2.4 Property Size
2.5 Locality
2.6 Existing Zoning
2.7 Existing Land Use
2.8 Deed of Transfer
2.9 Bond

3. MOTIVATION

3.1 Background
3.2 Immediate area / surroundings
3.3 Need and Desirability
- 3.3.1 Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)
- 3.3.2 Gauteng Spatial Development Framework, 2030 (GSDF)
- 3.3.3 Tshwane Integrated Development Plan, 2017/21
- 3.3.4 City of Tshwane Metropolitan Spatial Development Framework, 2012
- 3.3.5 Regionalized Municipal Spatial Development Framework, 2025: Region 6 (RSDF)

3.4 Engineering Services

4. DEVELOPMENT PROPOSAL

5. CONCLUSION

MOTIVATION IN SUPPORT OF AN APPLICATION SUBMITTED IN TERMS OF SECTION 16(1) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR

1. THE APPLICATION

Application is made in terms of Section 16(1) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024) for the rezoning of **ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR** from various zonings to "Special" for a Lodge, Guest House, Place of Refreshment, Theatre including ancillary and subservient uses.

The intention of the application is to legalise the Casa Toscana lodge that is operating from the application sites.

The application is submitted together with an application for the consolidation of the application sites to form a single cadastral entity in terms of Section 16(12)(a)(ii) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024), as well as the simultaneous removal of restrictive Title Conditions.

2. GENERAL INFORMATION

2.1 Local Authority

City of Tshwane Metropolitan Municipality.

2.2 Property Description

Erf 3 Lynnwood Manor
Erf 589 Lynnwood Manor
Remainder of Erf 532 Lynnwood Manor.

2.3 Registered Owner

The properties are registered in the following entities:

Property Description	Owner
Erf 3 Lynnwood Manor	5 Darlington Road CC
Erf 589 Lynnwood Manor	5 Darlington Road CC
Remainder of Erf 532 Lynnwood Manor	5 Darlington Road CC

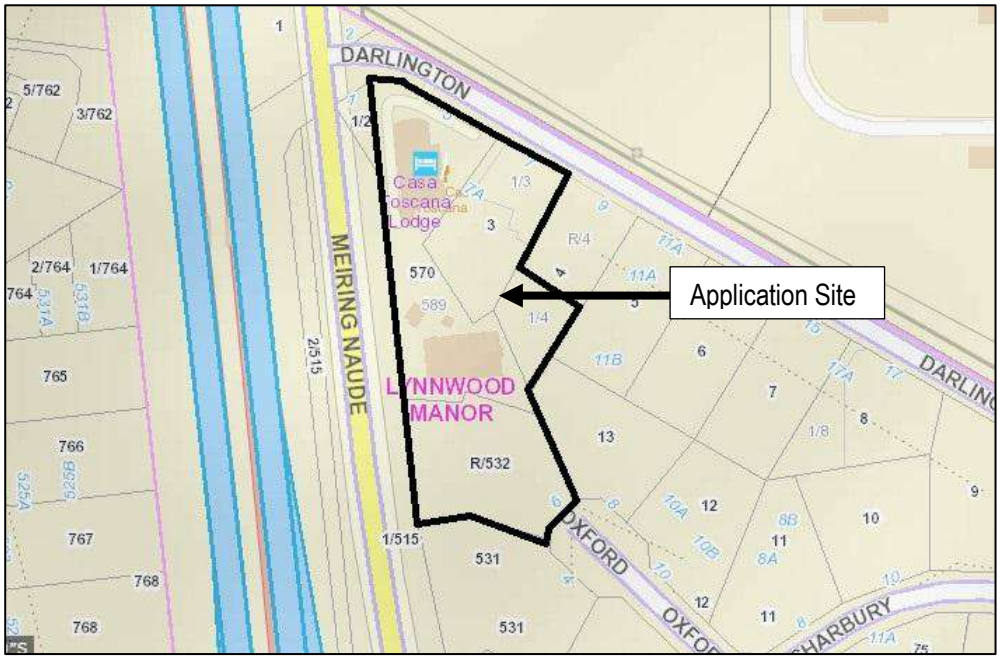
2.4 Property Size

The properties sizes are as follows:

Property Description	Size
Erf 3 Lynnwood Manor	1 983 m²
Erf 589 Lynnwood Manor	4 759 m²
Remainder of Erf 532 Lynnwood Manor	2 668 m²
Consolidated Area	**9 410 m²**

2.5 Locality

The application site is located south of Darlington Road and east of Meiring Naude Road in Lynnwood Manor.



2.6 Existing Zoning

The properties are zoned as follows:

Property Description	Zoning
Erf 3 Lynnwood Manor	"Residential 1"
Erf 589 Lynnwood Manor (Part A)	"Special" for a guest house and/or one dwelling house and a cellular antenna
Erf 589 Lynnwood Manor (Part B)	"Special" for a conference centre and social hall
Erf 589 Lynnwood Manor (Part C)	"Residential 1"
Remainder of Erf 532 Lynnwood Manor	"Residential 1"

2.7 Existing Land Use

The Casa Toscana Lodge is situated on the application site.

2.8 Deed of Transfer

The properties are registered in the following title deeds:

Property Description	Deed of Transfer
Erf 3 Lynnwood Manor	T83714/2014
Erf 589 Lynnwood Manor	T74186/2025
Remainder of Erf 532 Lynnwood Manor	T66268/2017

2.9 Bond

The following bonds are registered over the properties:

Property Description	Bondholders
Erf 3 Lynnwood Manor	No bondholder
Erf 589 Lynnwood Manor	No bondholder
Remainder of Erf 532 Lynnwood Manor	Standard Bank

3. MOTIVATION

3.1 Background

Casa Toscana ("the Lodge") was historically developed on Erf 2 Lynnwood Manor. The lodge then extended over to Erf 532 Lynnwood Manor. These properties were consolidated to form Erf 570. Erf 2 was zoned for the guest house and Erf 532 was rezoned to include the conference centre and social hall. When these properties were consolidated in 2007 the new property received a split zoning.

The additional properties were added as the potential of the business was realized and parking became a problem.

With the new consolidation submitted with this application the new property shape makes more sense and the property can be developed optimally with one zoning over all the properties.

From there this application.

3.2 Immediate area / surroundings

The application site is situated on the southeastern corner of Meiring Naude Road and Darlington Road, with the N1 Highway just to the west of the application site.

The CSIR is north of the application site and the enclosed Lynnwood Manor residential township is south-east of the site.

Kindly refer to the land use plan attached.

3.3 Need and Desirability

> *Nothing in this world is more simple and more cheap than making cities that provide better for people.*
> *- Jan Gehl*

Even though we do not live in the ideal world, we live in a world full of possibilities. With development potential on a site always limited to the right client, at the right time within the policy framework of the Municipality – it is very exciting when developments such as these can be developed spontaneously over time. With applications such as these possibilities comes to the city and its people at no cost to the Municipality and its Citizens.

The application site is developed as a lodge and theatre. The lodge is a prominent landmark in the area and very successful and sustainable. Even though the lodge had rights when first developed, the lodge extended so much that additional sites were acquired to support the parking requirements in terms of the Tshwane Land Use Scheme, 2024. The expansion and acquisition of additional erven resulted in the need for a rezoning application and consolidation application to ensure that the land uses are operated on a single erf in accordance with the prevailing Scheme.

The need and desirability of the application will be measured against the following policy documentation.

- Spatial Planning and Land Use Management Act, Act 16 of 2013
- Gauteng Spatial Development Framework, 2030
- Tshwane Integrated Development Plan, 2017/21
- City of Tshwane Metropolitan Spatial Development Framework, 2012
- Regional Spatial Development Framework 2025: Region 6

3.3.1 <u>Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA)</u>

The introduction of the SPLUMA requires for all land development applications to comply and be motivated in accordance with same.

This application complies with the objectives and development principles of SPLUMA which will be elaborated on further below.

Section 7

7. The following principles apply to spatial planning, land development and land use management:

(a) The Principle of spatial justice, whereby –

(i) Past spatial and other development imbalances must be redressed through improved access to and use of land;
(ii) Spatial development frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;
(iii) Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantages communities and persons;
(iv) Land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;
(v) Land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and
(vi) A Municipal Planning Tribunal considering an application before it may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land of property is affected by the outcome of the application;

The approval of this application will indicate the support of the City of Tshwane towards planning practices that support the need to be more flexible and inclusionary. The application site is in close proximity to regional and national roads and is highly accessible to the people of the city.

(b) The principle of spatial sustainability, whereby spatial planning and land use management systems must –

(i) Promote land development that is within the fiscal, institutional and administrative means of the Republic;
(ii) Ensure that special consideration is given to the protection of prime and unique agricultural land;

(iii) Uphold consistency of land use measures in accordance with environmental management instruments;

(iv) Promote and stimulate the effective and equitable functioning of land markets;

(v) Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;

(vi) Promote land development in locations that are sustainable and limit urban sprawl; and

(vii) Result in communities that are viable;

This application complies with the above principle. The application site is centrally located, close to highways and have been in operation for years. The lodge is very successful and attracts tourist from far. The application site is not sensitive in nature.

(c) The principle of efficiency, whereby –

(i) Land development optimises the use of existing resources and infrastructure;

(ii) Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and

(iii) ***Development application procedures are efficient and streamlined and timeframes are adhered to by all parties;***

With the submission of the application all the required documentation is submitted to ensure that the application can progress to a decision phase as soon as possible without unnecessary delays.

(d) The principle of spatial resilience, whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks; and

The Regional Spatial Development Frameworks available to applicants allow for the change in land use within the City of Tshwane, allowing for applications such as these. Although the site does not fall within an environmentally sensitive area and is fully developed, its support will allow for sound economic affairs in the city.

(e) The principle of good administration, whereby –

(i) All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems embodied in this Act;

(ii) All government departments must provide their sector inputs and comply with any prescribed requirements during the preparation or amendment of spatial development frameworks;

(iii) The requirements of any law relating to land development frameworks;

(iv) The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and

(v) Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.

This application complies with the above principle; the development is in line with the land uses provided for in the Regional Spatial Development Framework, as will be discussed under point 3.3.5. All the required internal departments will have the opportunity to provide comments on the application.

Section 42

42.(1) In considering and deciding an application a Municipal Planning Tribunal must-

(c) (i) the public interest;
(ii) the constitutional and transformation imperatives and the related duties of the State;
(iii) the facts and circumstances relevant to the application;
(iv) the respective rights and obligations of all those affected;
(v) the state and impact of engineering services, social infrastructure and open space requirements; and
(vi) the effect of the land development application on the environment.

- Public interest:
  The application site is in operation for years with no objections or complains from the residence that we are aware of.

  The site will be accessible to most people in the city. The required advertising procedures will be adhered to, should any person be aggrieved by the application they will be able to lodge comments thereon.

- Constitutional and transformation imperatives and the related duties of the State:
  The application has no bearing on the State.

- Facts and circumstances relevant to the application:
  The application site is situated in an area earmarked for "mixed-use" development. The existing lodge and conference centre and social hall has been operational on a portion of the site for numerous years. Due to the expansion and parking requirements additional properties have been acquired. The application is considered to be in line with the future spatial planning of the city.

- Respective rights and obligation of all those affected:
  The application will be duly advertised, and anyone aggrieved by the application will be afforded the opportunity to give their input.

- State and impact of engineering services, social infrastructure and open space requirements:
  Attached please find engineering reports that address the engineering services in the area.

- The effect of the land development application on the environment:
  This point can be seen as omissible as the application site is situated within a built-up area and no sensitive environmental areas will be affected.

In general, the rights of the surrounding property owners will be taken into account. The required advertising will take place timeously together with the site notices to be placed on the property. The required registered letters will be sent out to the surrounding property owners where after our office will remain open for any discussion and input from the affected parties.

3.3.2 Gauteng Spatial Development Framework, 2030 (GSDF)

The Gauteng Spatial Development Framework, 2030 has been adopted and is a development tool that proposed to align development, not only within the City of Tshwane but across the Province.

> *"The Gauteng Spatial Development Framework (GSDF) 2011 was the first attempt at an integrated, coherent vision of settlement form, transportation and economic development for the province. However, it was not implemented as intended, resulting in a slow pace of spatial, economic and social transformation in the province. In 2015, the Gauteng Provincial Government decided to review the GSDF 2011, a decision that was also prompted by the Spatial Planning and Land Use Management Act (SPLUMA) (Act 16 of 2013), which came into force on 1 July 2015. This resulted in the*

> *GSDF 2030, which seeks to (i) direct, guide, focus and (ii) align, coordinate and harmonise all development spending in the province, to ensure rapid, sustainable and inclusive provincial economic growth and township redevelopment, therefore enabling decisive spatial transformation."* Page viii, GSDF 2030
>
> *"The Spatial Development Vision*
>
> *The Gauteng of 2030 is an integrated, connected space that provides for the needs of all who are born in or drawn to the province. Economic growth is spread widely, beyond the core areas, to nodes and multi-modal activity corridors. These nodes and corridors provide safe, high-intensity and high-density mixed land-use settlements, where the young and old are able to walk, cycle and relax in public spaces. A range of public transport modes ensures affordable, province-wide interconnectedness and access to the full spectrum of economic, cultural and educational opportunities, placing the province on a far more sustainable growth trajectory. …"* Page ix, GSDF 2030

When looking at the above principle, the application site is the ideal situation where this tool can be implemented to the advantage of both the City and the residents of the area. A mixed-use entertainment focussed development is proposed on site which is situated north of the Lynnwood Bridge node and within a demarcated mixed use area.

In order to make the above spatial vision a reality, various spatial development principles were identified of which one is that of 'concentration' and the subsequent need to increase economic development / potential in the city.

> *"To realise the spatial development vision, all developments in the province need to adhere to six spatial development principles: (i) liveability, (ii) concentration, (iii) connectivity, (iv) conservation, (v) diversity, and (vi) viability."* Page ix, GSDF 2030

This application supports the vision by conforming to the development principles, i.e.:

Liveability: The expansion of an existing lodge and social hall on the site, will add to the liveability of the City.

Concentration: The development will consist of four primary land uses being a lodge, guest house, place of refreshment and a theatre.

Connectivity: The development will provide additional lodge/ guest house/ place of refreshment/ theatre options in an already developed node.

Conservation: The site is not home to any endangered fauna or flora species.

Diversity: The area in itself is diverse in characteristic; and allowing for the development on site also to be diverse and vibrant will add a positive feeling to the look and feel of the area.

Viability: The development will support the surrounding nodes thereby stimulating the economic growth of the City. The proposed zoning is restricted to the existing land uses but allows for expansion thereby ensuring the viability of the development and land use in the long run.

In short it can be concluded that the Gauteng Spatial Development Framework of 2030 has very strong views on the densification of the cities located in the province, where these developments' intention should be to create a more sustainable and integrated Gauteng City Region. The application site is situated in a predominantly residential area. The proposed land uses will not impact the character of the area and will result in the creation of a vibrant and lively node, thereby encouraging both local residents and tourists to flock to the area.

In general, the application site conforms to the vision and principles set out in the policy document. Not only will the Municipality not have to provide additional services and infrastructure due to independent investment in the area, the application is to meet the needs of the city by providing a mixed use development that supports the existing residential area and growing tourism industry (lodge and guest house) and entertainment industry (theatre).

The limitation of urban sprawl is not only a provincial problem, but also applies specifically to Local Municipalities. Their actions and decisions directly affect the form and shape of cities in terms of its sustainability and liveability. With this application, where public transport facilities are prominent, applications such as these must be supported to contribute to the sustainability of the city.

The application is in line with the views and proposal of the policy document, the compliance and deviated motivated with the Regionalized Municipal Spatial Development Framework under 3.3.5 is however more applicable and site specific to this type of application.

3.3.3 Tshwane Integrated Development Plan, 2017/21

The vision for the City of Tshwane has been relooked and adapted over recent years –

> *"A prosperous capital city through fairness, freedom and opportunity.*
>
> *Strategy implementation towards achieving the new vision for 2030 is anchored around service delivery excellence and innovation; growing the economy and*

> *creating jobs; promoting a safe and healthy city; promoting social cohesion, inclusion and diversity; and fostering participation, collaboration and diversity."* Page 4, IDP 2017/21

Through the approval of this application, the City of Tshwane will be implementing its objectives in terms of providing integrated and sustainable developments, vibrant communities that are safer due to compaction of the urban form.

In order to achieve the above, certain strategic pillars are set in place for guidance. Of specific relevance is Pillar 2 and its' subsequent priority/ies;

> *"**Priority 8: Building integrated communities.***
> *All residents should feel confident and of equal importance when engaging with the City and the broader local community.*
> *Thus the City is striving to create integrated communities where people of all walks of life can live and work together.*
>
> *The City will achieve this by:*
>
> ***Action 1: Creating spaces and housing opportunities that bring people together.***
> - *Ensuring that urban planning and zoning densify and better integrate Tshwane as well as providing adequate public spaces;*
> - *Encouraging and facilitating mixed-use and mixed-income housing developments; ..."* Page 41, IDP 2017/21

This application adheres to the above as it is specifically opening up the possibility of a more sustainable mixed-use development. Tourism opportunities will be reinforced, opening possibilities in an area that was historically a residential township.

This development will also enhance growth of the City of Tshwane's economy as a free market is encouraged where development can take place according to the needs of the community.
In terms of the IDP 2017/21, there is no reason why this mixed use development cannot be supported.

3.3.4 City of Tshwane Metropolitan Spatial Development Framework, 2012

> *"Spatial Vision*
>
> *A Spatially Efficient Capital City that is Sustainable, Competitive and Resilient:*
>
> *Sustainability: Optimising the use of land through densification, infill and consolidation, resulting in a city with spatially integrated equal opportunities, correcting spatial imbalances, creating sustainable settlements and advancing social equity."* Page 45, MSDF 2012

The spatial directive above will be achieved by this development through the locality of the development. The existing tourism and accommodation offerings on site will be enhanced in the area where the need has already been established. The proposed development is in a vibrant area which is easily accessible.

> *"It is imperative that available infrastructure within the nodes are used optimally. This requires densification and intensification of land uses through compaction and infill developments."* Page 58, MSDF 2012
>
> *"Densification goes hand-in-hand with this approach to intensification and is also structured around the Metropolitan Activity Areas, Corridors and Activity Spines. The purpose of such higher density residential development is to provide residential opportunities in environments that are high-intensity, mixed use, pedestrian friendly and supported by public transport where a number of economic and social opportunities are available within a relatively compact geographical area."* Page 60, MSDF 2012

This application fully complies with the above directives of the MSDF as the application will result in a more **viable development**.

3.3.5 Regionalized Municipal Spatial Development Framework, 2025: Region 6 (RSDF)

According to the RSDF the property falls within an area earmarked as a Mixed-Use Development:

> *"Mixed Uses*
>
> - *Refers to land uses such as offices/ commercial/ residential /industrial/ retail/ entertainment/*

institutional etc. It also refers to a mix of uses within a specific area (node or corridor). The advantage of mixed uses is that access and convenience are increased as transportation distances are decreased." Page 78-79, RSDF 2025, Region 6

The application site is situated north of the Lynnwood Bridge node in the Mixed-Use area where tourism and entertainment uses are encouraged. The larger area is predominantly residential in nature. The proposed land uses are supplementary to a residential development and will not detract from the existing character.

The application properties are situated east adjacent to a "Mobility Road" as categorised in the RSDF.

"Mobility Roads (Class III and IV)

Primarily serves intra-metropolitan traffic. While this route is characterised by through traffic, trends indicate pockets of mixed use development locate alongside."

The land uses supported alongside these roads are:

- *"Residential densification as per densification map along corridor/road.*
- *Nodal development with a mixed use character.*
- *Mixed uses along the roads with the*
- *focus on the intersections."*
  Page 74, RSDF 2025 Region 6

With the proposed development the above is achieved through the combination of the four land uses on the property being a lodge, guest house, place of refreshment and a theatre. The theatre and lodge have existed on site for approximately ten (10) years without any nuisance or impact on the surrounding residential development.

The application site falls within an area that is earmarked for mixed use which is further encouraged by the west adjacent mobility road.

3.5 Engineering Services

CivilConsult Consutling Engineers were appointed to investigate and compile Services Report for Civil and Electrical Services.

Water & Sanitation

Water:

An Existing 160mmØ uPVC Class 12 water pipeline is located parallel to and on the north eastern side of Darlington Road.

An existing 160mmØ uPVC Class 12 water pipeline is located parallel to an on the eastern side id Meiring Naude Road.

An existing fire hydrant is located on the north western corner of the proposed development connecting to the existing 160mmØ uPVC Class 12 water pipeline located on the south western side of Darlington Road.

It is proposed that the existing house connections of Erf 570, Erf 3, Portion 1 of Erf and the Remainder of Erf 532 be removed and a new 110mm uPVC bulk connection be provided on the western boundary of the proposed development, which could connect directly to the existing 160mmØ uPVC Class 12 water pipe located parallel to and on the easter side of Meiring Naude Road.

A new bulk water meter and isolating valve will have to be installed for the proposed development.

Sanitation:

The general drainage pattern of the proposed development is north east to south west.

An existing 150mmØ midblock sewerage pipeline intersects the proposed development from south east to north west connecting to the existing 150mmØ sewerage pipeline located parallel an on the north western side of Oxford Lane.

It is proposed that the existing sewerage house connections be utilized. Sewer slips will be provided for each individual sewerage connection.

The existing municipal sewerage pipeline within the proposed development will become a private sewerage pipeline.

Electricity

There is an existing CoT 207.8kVA (300A) LV connection on Erf 570, Lynnwood Manor.

The Engineers propose an upgrade of the exiting bulk supply by either installing a new dedicated 315kVA miniature substation near the border of the proposed development and by cutting in on the existing CoT MV network or by installing 2 x 185mm², 4-cor Al cables from an existing miniature substation with spare capacity. The proposed development could then be supplied directly from a new maximum demand board to be installed on the border of the proposed development.

Roads & Stormwater

An existing 450mm Ø stormwater peipeline intersects the eastern portion of the proposed development from north to south. The existing 450mm Ø stormwater pripeline is located within an existing servitude and continues parallel to, and inside the eastern boundary of the proposed development for a distance of approximately 60m. From here the existing 450mm Ø stormwater pipeline turns in a south eastern direction, up to and crossing Oxford Lane and continues in a south eastern direction parallel to and on the south western side of Oxford Lane.

A proposed stormwater grid inlet and junction box could be constructed in the south eastern corner of the proposed development. From the grid inlet and junction box, a new storm water peipeline could be installed which could connect to the existing 450mm Ø municipal stormwater pipe located in Oxford Lane north east of the proposed development. The internal stormwater run-ff from the proposed development could drain with concrete and paved areas to the south eastern corner of the proposed development and discharge into the new stormwater grid inlet and junction box.

4. DEVELOPMENT PROPOSAL

The following development controls are proposed:

Zoning:	"Special"
Uses:	Lodge, Guest House, Place of Refreshment, Theatre, including ancillary and subservient uses.
Coverage:	Clause 27 – 40%

FAR: 0.4 – permitting 3 764m^2, provided that:

- Guest rooms restricted to 20 rooms
- Theatre restricted to 120 seats
- Place of refreshment restricted to 60 seats
- Administrative office restricted to 300m^2
- Health Spa restricted to 380m^2

Height: Clause 26 – 13 meters

Parking: Clause 28, Table G

Building lines: Clause 9 and Clause 12

These development controls can easily be accommodated on site, with sufficient parking space.

Parking provision proposed in terms of the Land Use Scheme, 2024 as follows:

Parking shall be provided, to the satisfaction of the Municipality at the following ratios:

LAND USE	PARKING REQUIRED	TOTAL PARKING BAYS
1. Lodge and Guest House	20 rooms @ 2 bays for manager PLUS 1 bay per bedroom	22 bays
2. Theatre	120 seater (Rubica building) @ 1 bay per 4 seats	30 bays
3. Restaurant	60 seater @ 1 bay per 2 seats	30 bays
4. Health Spa/ Salon	@ 4 bays per 100m^2	15 bays
5. Offices	@ 4 bays per 100m^2	12 bays
		Total: 109 bays

Below please find architects sections of the proposed development:

5. CONCLUSION

Application is made in terms of Section 16(1) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024) for the rezoning of **ERF 3, ERF 589 AND REMAINDER OF 532 LYNNWOOD MANOR** from various zonings to "Special" for a Lodge, Guest House, Place of Refreshment, Theatre including ancillary and subservient uses.

The intention of the application is to allow for the expansion of the existing Casa Toscana lodge thereby legalising the current land uses that are operating from the application sites.

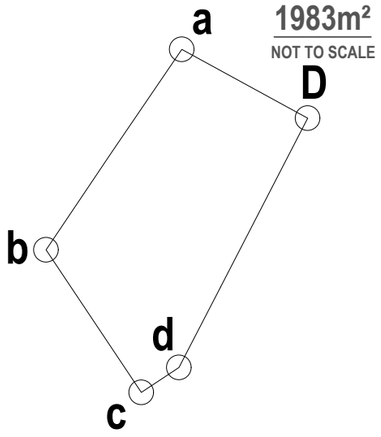
The Municipality's approval of this application will be appreciated.

ANNEXURE G

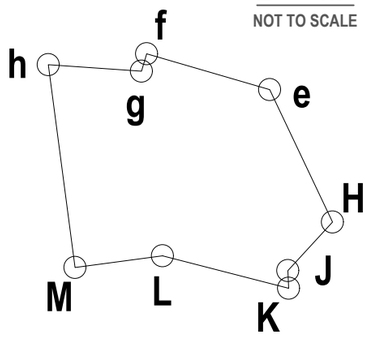
CONSOLIDATION PLAN

PROPOSED CONSOLIDATION PLAN: ERVEN 3, R/532 AND 589, LYNNWOOD MANOR

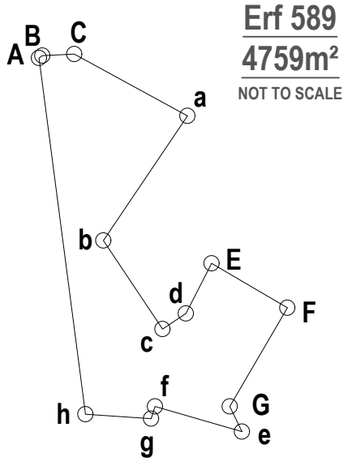
Erf 3
1983m²
NOT TO SCALE

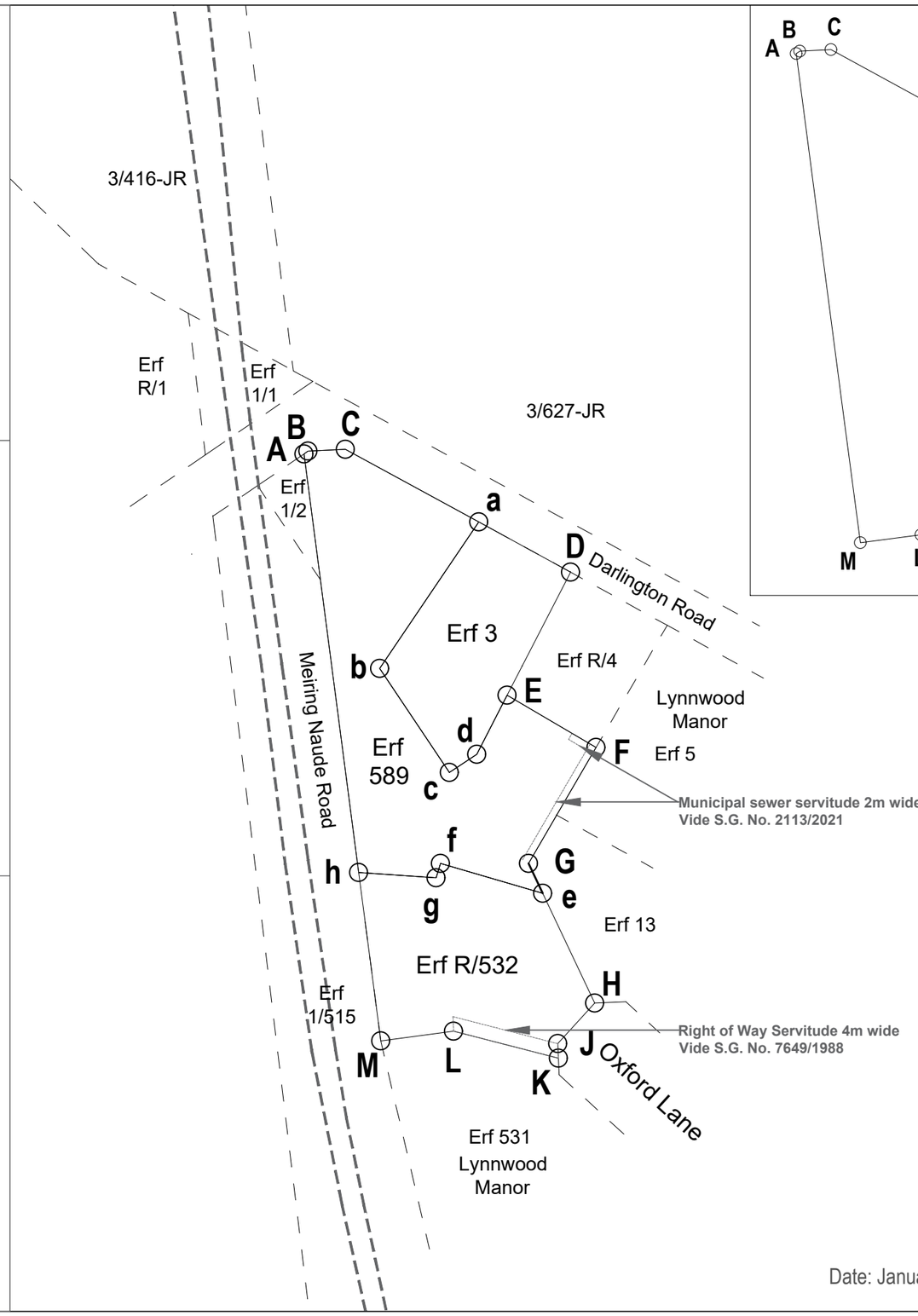


Remainder of Erf 532
2668m²
NOT TO SCALE

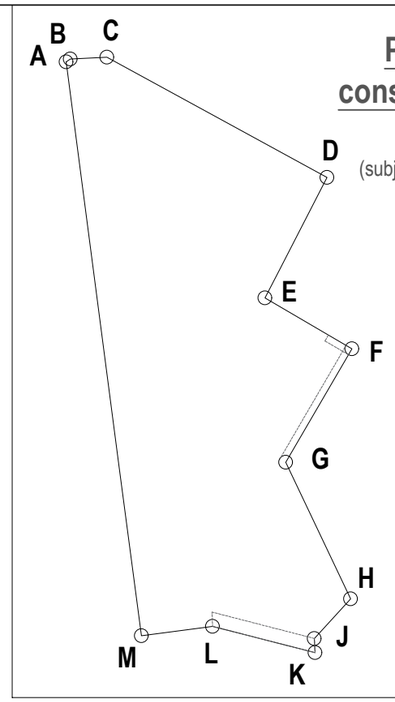


Erf 589
4759m²
NOT TO SCALE





Proposed consolidated Erf
9410m²
(subject to final survey)
NOT TO SCALE



Notes:

1. All distances and areas are approximate and subject to final survey.
2. New erf number still to be reserved at the Surveyor General Office.
3. Proposed consolidated erf is affected by servitudes as indicated.

2. Before Consolidation:

2.1. Figure aDdcba is Erf 3, Lynnwood Manor before consolidation and measures 1983m² in extent.

2.2 Figure hgfeHJKLMh is Remainder of Erf 532, Lynnwood Manor before consolidation and measures 2668m² in extent.

2.4 Figure ABCabcdEFGefghA is Erf 589, Lynnwood Manor before consolidation and measures 4759m² in extent.

3. The **consolidation lines** are indicated by points abcdE and efgh.

4. After Consolidation:

4.1. Figure ABCDEFGHJKLMA is the proposed consolidated Erf and measures 9410m² in extent (subject to final survey).

5. The properties are home to the Casa Toscana establishment and ancilliary uses.

6. Please refer to the rezoning and removal of restrictive Title Conditions applications submitted on the properties simultaneously with this application.

N

Scale: 1:1500 (A3)

Date: January 2026 (Rev 0)

TPH24593

THE TOWN PLANNING HUB cc
changing landscapes

ANNEXURE H

ZONING CERTIFICATES

CITY OF TSHWANE
IGNITING EXCELLENCE

Economic Development and Spatial Planning

3rd Floor I Middestad Building I 252 Thabo Sehume Street I Pretoria | 0002
PO Box 440 I Pretoria I 0001
Tel: 012 358 7988
Email: geoinfoservice@tshwane.gov.za I www.tshwane.gov.za.| www.facebook.com/CityOf Tshwane

Generated by: TSHWANE\BerniceS

Date 2026/01/16

TO WHOM IT MAY CONCERN

ZONING CERTIFICATE IN TERMS OF THE TSHWANE LAND USE SCHEME, 2024 (TLUS)

PROPERTY LIS KEY (GIS KEY): 038800589
ZONING KEY: 038800589
SPLIT ZONING: A (1 of 3)

PROPERTY DESCRIPTION: Erf 589 LYNNWOOD MANOR (5 DARLINGTON ROAD)(Part A)

The following zoning information must be read with the Clauses and Schedules of the Tshwane Land Use Scheme, 2024 (TLUS).

A. USE ZONE 28: SPECIAL

USES PERMITTED IN TERMS OF TABLE B (COLUMN 3) OF THE TLUS	USES WITH CONSENT USE IN TERMS OF TABLE B (COLUMN 4) OF THE TLUS	USES NOT PERMITTED IN TERMS OF TABLE B (COLUMN 5) OF THE TLUS
All uses only as specified in an Annexure L	All uses only as specified in an Annexure L	All other uses only as specified in an Annexure L or all other uses not specified in an Annexure L

B	ANNEXURE L	6140.PDF
C	MINIMUM ERF SIZE	Not Applicable
D	UNITS PER HA	Not Applicable
E	DENSITY	Not Applicable
F	FLOOR AREA RATIO	Annexure L, subject to Clause 25
G	HEIGHT	Annexure L, subject to Clause 26
H	COVERAGE	Annexure L, subject to Clause 27
I	OTHER APPROVALS	Not Applicable
J	BUILDING LINES	Streets: Subject to Annexure L (6140.PDF)
		Rear and Side: Subject to Annexure L (6140.PDF)
K	SCHEDULE 5	Page 21
L	ATTACHED DOCUMENTS	6140.PDF,Schedule 1-P19,Schedule 5-P21

In case of any discrepancy on the property description of the Zoning Certificate, Annexure L, Other Approvals and Schedules 1 and 5, relevant SG diagrams should be obtained for proper interpretation.

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

Disclaimer:
In the case of any other approval linked to this zoning certificate and numbered in row "I" the validity of this document(s) need to be verified as the rights may have lapsed.

Kind regards

f: GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

On request, this document can be provided in another official language.

Document Ref: 038800589_20260116_112843748_1

6140 8238 2 5

RESTANT VAN ERF 2, LYNNWOOD MANOR

GEBRUIKSONE XIV: SPESIAAL

Die erf moet slegs gebruik word vir die doeleindes van een gastehuis en/of een woonhuis en ‘n sellulêre antennamas; onderworpe aan die volgende voorwaardes:

1. Vir die doeleindes van hierdie skema beteken 'n gastehuis 'n privaat woning wat deur die eienaar en/of opsigter bewoon word en waarin 'n aantal kamers vir gaste beskikbaar gestel word. Dit kan ook 'n eetfasiliteit bevat vir die alleenlike gebruik van inwonende gaste.

2. 'n Maksimum van 8 dubbelkamers vir 16 gaste moet in die gastehuis toegelaat word.

3. Die totale dekking van geboue moet in ooreenstemming met die goedge-keurde terreinontwikkelingsplan wees.

4. Die hoogte van geboue moet nie 2 verdiepings oorskry nie en die hooget van die sellulêre mas moet nie 25 m oorskry nie.

5. Die vloerruimteverhouding moet nie 0,4 oorskry nie.

6. Die bestaande geboue in ooreenstemming met die bouplanne soos goedgekeur voor die afkondiging van hierdie wysigingskema moet tot tevredenheid van die Stadsraad behou word: Met dien verstande dat aanbouings, verbouings of eksterne veranderings aan die hand van 'n goedgekeurde terreinontwikkelingsplan aan die bestaande geboue aangebring kan word. Die veranderings en uitbreidings wat aan die geboue (afdakke ingesluit) aangebring word moet in simpatie en ooreenstemming met die oorspronklike karakter en argitektuur van die bestaande geboue uitgevoer word.

7. (1) 'n Terreinontwikkelingsplan en 'n landskapontwikkelingsplan, tensy anders deur die Stadsraad bepaal, opgestel deur 'n persoon wat tot tevredenheid van die Stadsraad toepaslik gekwalifiseer is, moet aan die Stadsraad voorgelê word vir goedkeuring voor die indiening van bouplanne.

   (2) Die belandskapping ingevolge die landskapontwikkelingsplan moet met voltooiing van die ontwikkeling, of enige fase daarvan, voltooi wees. Die volgehoue instandhouding van die landskapontwikkeling moet tot tevredenheid van die Stadsraad wees.

City of Tshwane
8 16 JAN 2026 8
28/02/2001
Geo-Spatial Information 28/02/2001
CITY PLANNING AND DEVELOPMENT

RESTANT VAN ERF 2, LYNNWOOD MANOR

8. Een afgemerkte parkeerruimte per gastekamer en minstens een parkeerruimte vir die woonhuis, met 'n permanente stofvrye oppervlak, tesame met die nodige beweegruimte, moet tot tevredenheid van die Stadsraad op die erf voorsien en in stand gehou word.

9. Alle dele van die erf waarop motorvoertuie mag beweeg of parkeer, moet van 'n permanente stofvrye oppervlak voorsien word, welke oppervlak tot tevredenheid van die Stadsraad geplavei, gedreineer en in stand gehou moet word.

10. Ingange na en uitgange vanaf die erf moet tot tevredenheid van die Stadsraad geplaas, gebou en in stand gehou word.

11. Alle oplaai- en aflaai-aktiwiteite moet op die erf geskied.

12. Omdraairuimte vir ligte voertuie moet tot tevredenheid van die Stadsraad op die erf voorsien word.

13. 'n Permanente nie-verwyderbare fisiese versperring moet tot tevredenheid van die Stadsraad op die straatgrens van die erf (goedgekeurde in- en uitgange uitgesluit), opgerig en in stand gehou word.

City of Tshwane
16 JAN 2026
28/02/2001
28/02/2001
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

6140 8238 4 5

REMAINDER OF ERF 2, LYNNWOOD MANOR

USE ZONE XIV: SPECIAL

The erf shall be used only for the purposes of one guest house and/or one dwelling-houseand a cellular telephone mast; subject to the following conditions:

1. For the purpose of this scheme a guest house means a private dwelling-house which is occupied by the owner and/or a caretaker and in which a number of rooms are available for guests. It can also include a dining facility for the exclusive use of resident guests.

2. A maximum of 8 double suites for 16 guests shall be permitted in the guest house.

3. The total coverage of buildings shall be in accordance with the approved site development plan.

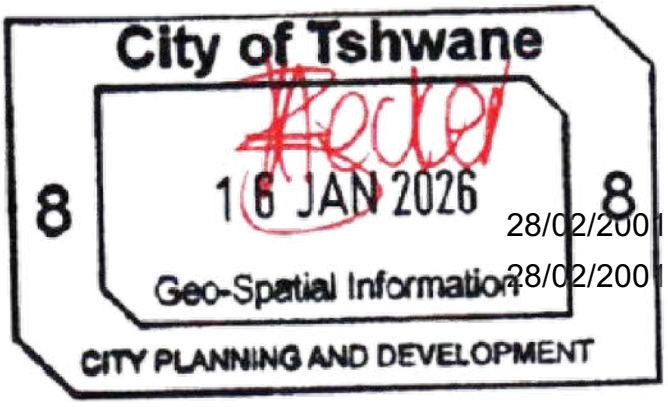
4. The height of buildings shall not exceed 2 storeys and the height of the cellular mast shall not exceed 25 m.

5. The floor space ratio shall not exceed 0,4.

6. The existing buildings in accordance with the building plans as approved before the promulgation of this amendment scheme shall be retained to the satisfaction of the City Council: Provided that alterations, amendments or external additions to the existing buildings shall be permitted in accordance with the approved site development plan. The additions and alterations to the buildings (lean-to's included) shall be in sympathy and in accordance with the original character and architecture of the existing buildings.

7. (1) A site development plan and a landscape development plan, unless otherwise determined by the City Council, compiled by a person suitably qualified to the satisfaction of the City Council, shall be submitted to the City Council for approval prior to the submission of building plans.

   (2) The landscaping, in terms of the landscape development plan, shall be completed by completion of the development or any phase thereof. The continued maintenance of the landscape development shall be to the satisfaction of the City Council.



REMAINDER OF ERF 2, LYNNWOOD MANOR

8. One demarcated parking space per guest suite and at least one parking space for the dwelling-house, with a permanent dust-free surface, together with the necessary manoeuvring space, shall be provided and maintained on the erf to the satisfac-tion of the City Council.

9. All parts of the erf upon which motor vehicles may move or park, shall be provided with a permanent dust-free surface, which surface shall be paved, drained and maintained to the satisfaction of the City Council.

10. Entrances to and exits from the erf shall be located, constructed and maintained to the satisfaction of the City Council.

11. All loading and off-loading activities shall take place on the erf.

12. Turning space for light vehicles shall be provided on the erf to the satisfaction of the City Council.

13. A permanent non-removable physical barrier shall be erected and maintained on the street boundary of the erf (approved entrances and exits excluded) to the satisfaction of the City Council.

Township, Agricultural Holdings or Farms	Erf/ Property	Position applicable	Building line(s) in Metres for all storeys except where otherwise indicated	Road / boundary where access is not permitted	Boundaries to which access is limited	Boundaries: Physical barrier required
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Lynnwood X1		Road P128/1	12			
		Lynnwood Road	12			
		All other streets	10			
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		Road M1312	12			
		All other streets	7,5			
Lynnwood Manor		All streets	7,5			
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Lyttelton Manor	7-64, 158-181, 225-232, 235, 241-243, 250, 254-257, 259-293, 295-303, 306/R	Street	5			
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City of Tshwane
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Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

LOTUS GARDENS

Proposals to overcome possible detrimental soil conditions on the erf to the satisfaction of the Municipality shall be contained in all building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

LYNNWOOD MANOR

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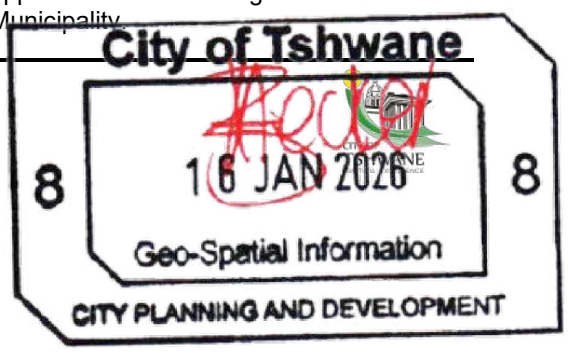

CITY OF TSHWANE
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Economic Development and Spatial Planning

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PO Box 440 I Pretoria I 0001
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Date 2026/01/16

TO WHOM IT MAY CONCERN

ZONING CERTIFICATE IN TERMS OF THE TSHWANE LAND USE SCHEME, 2024 (TLUS)

PROPERTY LIS KEY (GIS KEY): 038800589
ZONING KEY: 038800589
SPLIT ZONING: B (1 of 3)

PROPERTY DESCRIPTION: Erf 589 LYNNWOOD MANOR (5 DARLINGTON ROAD)(Part B)

The following zoning information must be read with the Clauses and Schedules of the Tshwane Land Use Scheme, 2024 (TLUS).

A. USE ZONE 28: SPECIAL

USES PERMITTED IN TERMS OF TABLE B (COLUMN 3) OF THE TLUS	USES WITH CONSENT USE IN TERMS OF TABLE B (COLUMN 4) OF THE TLUS	USES NOT PERMITTED IN TERMS OF TABLE B (COLUMN 5) OF THE TLUS
All uses only as specified in an Annexure L	All uses only as specified in an Annexure L	All other uses only as specified in an Annexure L or all other uses not specified in an Annexure L

B	**ANNEXURE L**	9010.PDF
C	**MINIMUM ERF SIZE**	Not Applicable
D	**UNITS PER HA**	Not Applicable
E	**DENSITY**	Annexure L
F	**FLOOR AREA RATIO**	Annexure L, subject to Clause 25
G	**HEIGHT**	Annexure L, subject to Clause 26
H	**COVERAGE**	Annexure L, subject to Clause 27
I	**OTHER APPROVALS**	Not Applicable
J	**BUILDING LINES**	Streets: Subject to Annexure L (9010.PDF)
		Rear and Side: Subject to Annexure L (9010.PDF)
K	**SCHEDULE 5**	Page 21
L	**ATTACHED DOCUMENTS**	9010.PDF,Schedule 1-P19,Schedule 5-P21

In case of any discrepancy on the property description of the Zoning Certificate, Annexure L, Other Approvals and Schedules 1 and 5, relevant SG diagrams should be obtained for proper interpretation.

Disclaimer:
In the case of any other rights noted to this zoning certificate and numbered in row "I" the validity of this document(s) need to be verified as the rights may have lapsed.

Kind regards

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

f: GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

Economic Development and Spatial Planning • Ekonomiese Ontwikkeling en Ruimtelike Beplanning • Lefapha la Tsweletsopele ya Ikonomi le Polane ya Sebaka • UmNyango weZoku Thuthukiswa kwezomNotho namaPlani weeNdawo • Kgoro ya Tlhabollo ya Ikonomi le Thulaganyo ya Mafelo • Muhasho wa Mveledziso ya Ekonomi na Vhupulani ha Fhethu • Ndzawulo ya Nhluvukiso wa Ikhonomi na Vupulani bya Ndhawu • Umnyango Wezokuthuthukiswa Komnotho Nokuhlelwa Kwendawo

On request, this document can be provided in another official language.

Document Ref: 038800589_20260116_112858816_1

PRETORIA TOWN-PLANNING SCHEME, 1974.

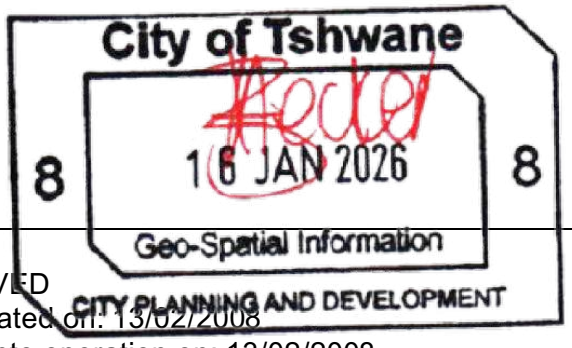
AMENDMENT SCHEME 11234.

The Pretoria Town-planning Scheme, 1974, approved by virtue of Administrator's Notice 2027, dated 20 November, 1974, is hereby amended in the following manner:

1. THE MAP, as shown on Map 3, Amendment Scheme 11234.

2. PART VIII, Schedule XIV, under the heading "Lynnwood Manor: A minimum erf size of 2000 m² for two dwelling-houses", by the deletion of the number "532".

3. By the addition of Annexure B 9010 to the Scheme.



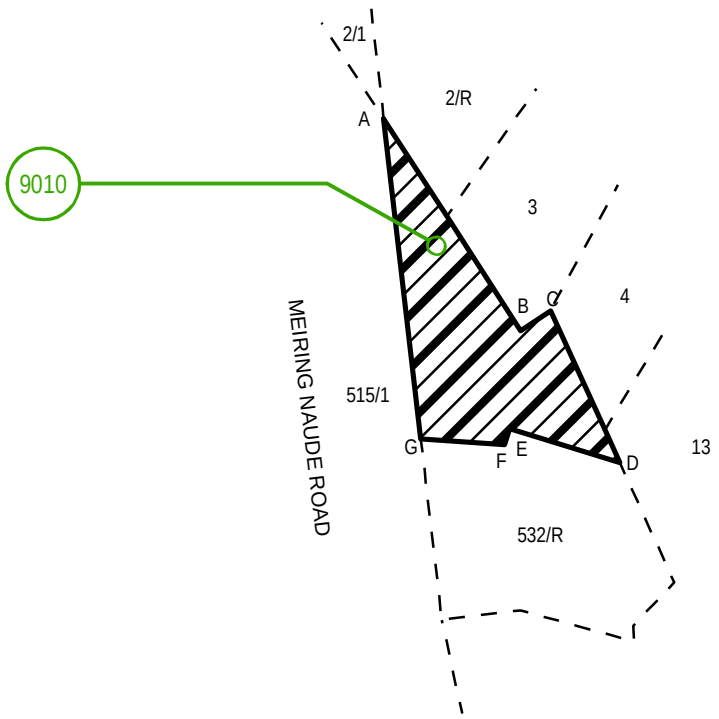
APPROVED
Promulgated on: 13/02/2008
Comes into operation on: 13/02/2008

f GENERAL MANAGER: CITY PLANNING

CODE 3 **PRETORIA** TOWN PLANNING SCHEME **1974**

MAP 3 AMENDMENT SCHEME 11234 SHEET 1 OF 1 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR



SCALE : 1:2,000

REFERENCE

USE ZONE

SPECIAL

GENERAL

9010 REFERENCE TO ANNEXURE B

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

APPROVED

PROMULGATED ON: 13/02/2008

COME INTO OPERATION ON: 13/02/2008

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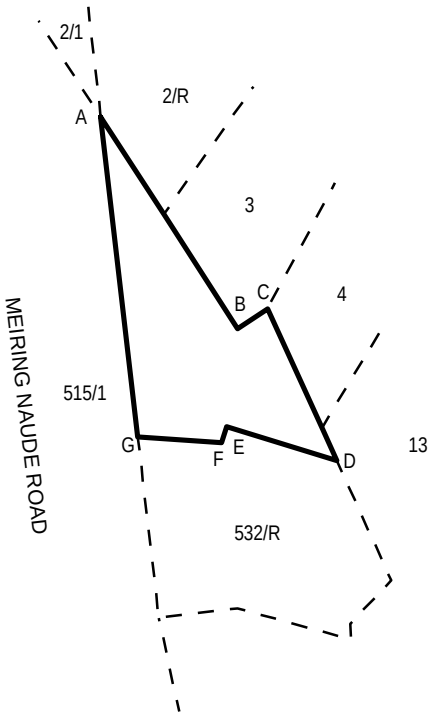
CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 1 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR



SCALE : 1:2,000

City of Tshwane
8 16 JAN 2026 8
Geo-Spatial Information
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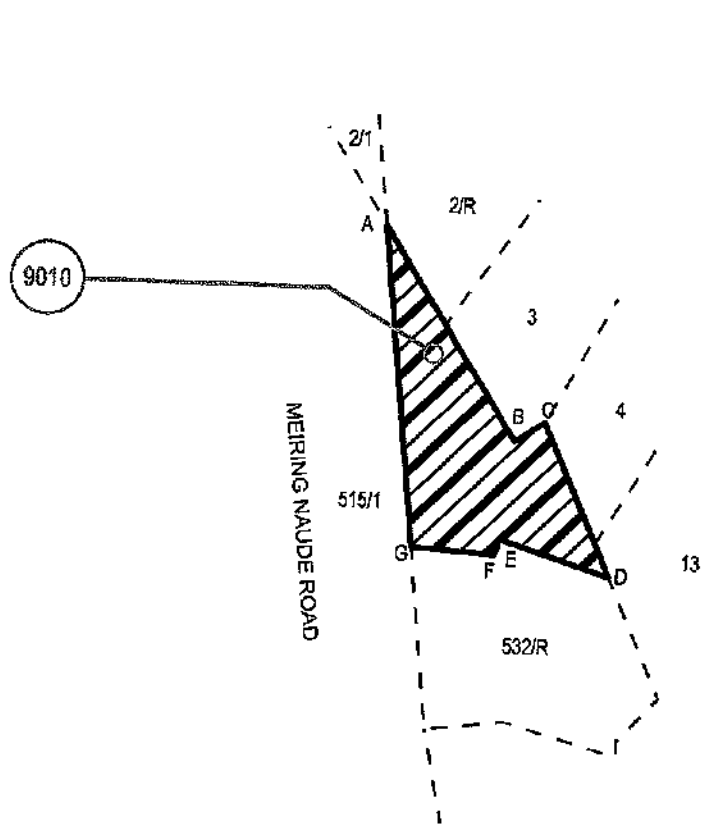

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9010 — REFERENCE TO ANNEXURE B

City of Tshwane
16 JAN 2026
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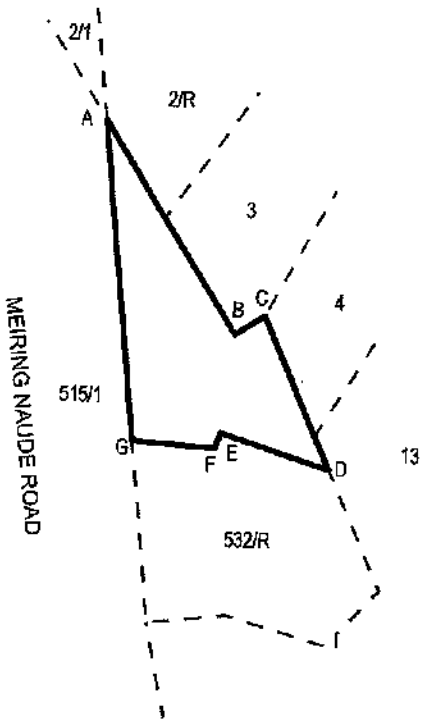

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City of Tshwane
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CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN-PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 2 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR

1	Use Zone	**XIV: SPECIAL**
2	Uses permitted	Conference centre, Social hall.
3	Uses with consent	None.
4	Uses not permitted	All other uses.
5	Definitions	(1) For the purposes of this scheme a conference centre means land and a building designed or used for conference or seminar purposes with an ancillary dining facility for the exclusive use of the conferees, but does not include uses as defined under "place of amusement", "place of refreshment" and "place of public worship". (2) For the purposes of this scheme a social hall means land and buildings used for, inter alia, social gatherings, and wedding receptions, and may include a bride's dressing room and a chapel, but does not include uses as defined under "place of amusement", "place of refreshment" and "place of public worship".
6	Density	Not applicable
7	Coverage	40%.
8	Height	2 storeys: Provided that the second storey shall only be allowed if the Municipality is satisfied that such storey will not detrimentally affect the privacy of the adjoining property owners.
9	Floor space ratio	0,4: Provided that the number of seats shall be limited to 100 seats, if sufficient parking could be provided.
10	Site development plan and landscape development plan	(1) A site development plan and a landscape development plan, unless otherwise determined by the Municipality, compiled by a person suitably qualified to the satisfaction of the Municipality, shall be submitted to the Municipality for approval prior to the submission of building plans.

City of Tshwane
16 JAN 2026
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f. STRATEGIC PLANNING AND DEVELOPMENT
CITY PLANNING DIRECTOR: CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES

PROMULGATED ON : 13/02/2008

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CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN-PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 3 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR

		(2) The landscaping, in terms of the landscape development plan, shall be completed by completion of the development or any phase thereof. The continued maintenance of the landscape development shall be to the satisfaction of the Municipality. (3) A landscaped buffer zone, at least 2,0 m wide, shall be provided for visual screening on the erf boundary, abutting to residential erven, in accordance with the approved landscape development plan and to the satisfaction of the Municipality.
11	Building lines	In accordance with an approved site development plan.
12	Parking requirements	1) Demarcated parking spaces (minimum 2,5 m x 5,0 m) with a permanent dust-free surface, together with the necessary maneuvering space, shall be provided and maintained on the erf to the satisfaction of the Municipality as follows: 0,7 Parking spaces per seat. (Clause 25.(6) of the scheme excluded). 2) The owner shall take the necessary actions to discourage possible overflow parking in the street reserve, to the satisfaction of the Municipality. Such measures shall be indicated on the site development plan.
13	Paving of traffic areas	All parts of the erf upon which motor vehicles are allowed to move or park, shall be provided with a permanent dust-free surface, which surface shall be paved, drained and maintained to the satisfaction of the Municipality.
14	Access to the erf	(1) Entrances to and exits from the erf shall be located, constructed and maintained to the satisfaction of the Municipality.

City of Tshwane
8 16 JAN 2026
Geo-Spatial Information

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CITY PLANNING AND DEVELOPMENT

CITY OF TSHWANE METROPOLITAN MUNICIPALITY

CODE 3 **PRETORIA** TOWN-PLANNING SCHEME **1974**

ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 4 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR

		(2) Any panhandle must provide for two way traffic, i.e. at least 6 m wide or 7 m if walls are to be provided on both sides. Should a one-way system be considered the entrance and exits must be at least 4 m wide.
15	Loading and off-loading facilities	All loading and off-loading activities shall take place on the erf.
16	Turning facilities	Turning facilities for small/medium vehicles must be provided and maintained on site.
17	Physical barriers	(1) A permanent non-removable physical barrier shall be erected and maintained on the street boundary of the erf (approved entrances and exits excluded) to the satisfaction of the Municipality. (2) A screen wall (brick wall minimum 2,1 m high), if required by the Municipality, shall be erected and maintained on the boundaries of the erf, to the satisfaction of the Municipality. The design, height and finish of the screen wall shall be to the satisfaction of the Municipality.
18	Health measures	(1) Any requirements for air pollution-, noise abatement- or health control measures set by the Municipality shall be complied with to the satisfaction of the Municipality without any costs to the Municipality. (2) No air conditioning units or compressors may be mounted to the exterior walls of buildings without the prior consent of the Municipality. (3) Flood lights or spot lights used to illuminate buildings or signs, should be positioned as such that none of the light spills onto adjacent properties or shines into the eyes of motorists or pedestrians. Lights may also not shine higher than 0,5 m beneath the top of the building to prevent light pollution.

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ANNEXURE B (9010) AMENDMENT SCHEME 11234 SHEET 5 OF 5 SHEETS

PART (ABCDEFG) OF ERF 532, LYNNWOOD MANOR

19	Outdoor advertising	Advertisements and/or sign boards shall not be erected or displayed on the erf without the written consent of the Municipality first being obtained in terms of municipal by-laws for outdoor advertising.

20 General:

1) The erf may not be subdivided and the conference centre/social hall shall be operated as a single, integrated facility with Remainder of Erf 2, Lynnwood Manor (guest house).

2) No retail activities, retail industries and/or the exhibition of goods shall be permitted on the erf whatsoever.

3) Bar facilities, trade in wine, beer or any other spirituous liquors shall only be permitted on the erf for the exclusive use by conferees.

4) No music or any other sound shall be audible outside the property boundaries.

5) In addition to the above conditions the erf and buildings thereon are further subject to the general provisions of the Pretoria Town-planning Scheme, 1974.

City of Tshwane
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CITY OF TSHWANE METROPOLITAN MUNICIPALITY

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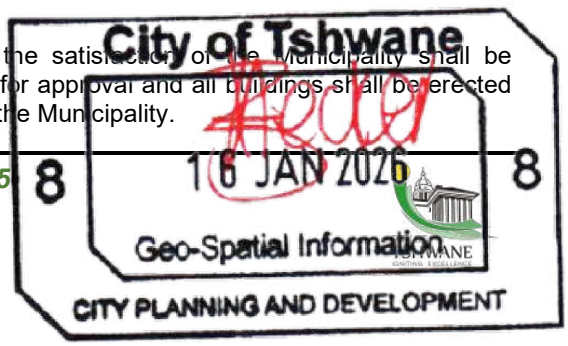

CITY OF TSHWANE
IGNITING EXCELLENCE

Economic Development and Spatial Planning

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Date 2026/01/16

TO WHOM IT MAY CONCERN

ZONING CERTIFICATE IN TERMS OF THE TSHWANE LAND USE SCHEME, 2024 (TLUS)

PROPERTY LIS KEY (GIS KEY): 038800589
ZONING KEY: 038800589
SPLIT ZONING: C (1 of 3)

PROPERTY DESCRIPTION: Erf 589 LYNNWOOD MANOR (5 DARLINGTON ROAD)(Part C)

The following zoning information must be read with the Clauses and Schedules of the Tshwane Land Use Scheme, 2024 (TLUS).

A. USE ZONE 1: RESIDENTIAL 1

USES PERMITTED IN TERMS OF TABLE B (COLUMN 3) OF THE TLUS	USES WITH CONSENT USE IN TERMS OF TABLE B (COLUMN 4) OF THE TLUS	USES NOT PERMITTED IN TERMS OF TABLE B (COLUMN 5) OF THE TLUS
Consulate Dwelling House Additional Dwelling House in areas described in Schedule 11, Schedule 12, Schedule 13 and Schedule 14 Embassy Home Enterprise subject to Schedule 9	Apartment Building Backpackers Commune Guest House Institution Medical Consulting Room which does not comply with Schedule 9 Parking Site adjacent to Use Zone 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 18 and 28 Place of Day Care for the Aged which does not comply with Schedule 9 Place of Child Care which does not comply with Schedule 9 Place of Instruction which does not comply with Schedule 9 Place of Public Worship Retail Industry which does not comply with Schedule 9 Retirement Centre Social Hall Sport and Recreation Ground Veterinary Clinic which does not comply with Schedule 9 Veterinary Hospital Wall of Remembrance in conjunction with a Place of Public Worship	All other uses not listed in Columns (3) and (4)

B	ANNEXURE L	Not Applicable
C	MINIMUM ERF SIZE	1000
D	UNITS PER HA	Not Applicable
E	DENSITY	Schedule 14

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

On request, this document can be provided in another official language.

Document Ref: 038800589_20260116_112902450_1

F	**FLOOR AREA RATIO**	Table C, FAR Zone 21, subject to Clause 25
G	**HEIGHT**	Table D, Height Zone 10, subject to Clause 26
H	**COVERAGE**	Table E, Coverage Zone 5, subject to Clause 27
I	**OTHER APPROVALS**	Not Applicable
J	**BUILDING LINES**	Streets: Subject to Schedule 1
		Rear and Side: Subject to Clause 12
K	**SCHEDULE 5**	Page 21
L	**ATTACHED DOCUMENTS**	Schedule 1-P19,Schedule 5-P21

In case of any discrepancy on the property description of the Zoning Certificate, Annexure L, Other Approvals and Schedules 1 and 5, relevant SG diagrams should be obtained for proper interpretation.

Disclaimer:
In the case of any other approval linked to this zoning certificate and numbered in row "I" the validity of this document(s) need to be verified as the rights may have lapsed.

City of Tshwane
16 JAN 2026
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

Kind regards

f: GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

Township, Agricultural Holdings or Farms	Erf/ Property	Position applicable	Building line(s) in Metres for all storeys except where otherwise indicated	Road / boundary where access is not permitted	Boundaries to which access is limited	Boundaries: Physical barrier required
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Lynnwood X1		Road P128/1	12			
		Lynnwood Road	12			
		All other streets	10			
Lynnwood Glen		Lynnwood Road	12			
		Road M1312	12			
		All other streets	7,5			
Lynnwood Manor		All streets	7,5			
		Residential 4 erven	10,668			
Lynnwood Manor X1		All streets	8			
Lynnwood Manor X3		All streets	5			
Lynnwood Park		All streets	6			
Lynnwood Ridge		All streets	7			
Lynnwood Ridge X1		All streets	16			
Lyttelton Manor	7-64, 158-181, 225-232, 235, 241-243, 250, 254-257, 259-293, 295-303, 306/R	Street	5			
		Other boundaries	2			
	251	Botha Ave	8			
	258	Street	8			
		Other boundaries	2			
	359/R	Western boundary	10			
		Southern boundary	13			
	387	Street	10			
Lyttelton Manor X1	785, 786, 789-822, 825, 827, 829, 831-850, 855, RE & Ptns 1, 2, 3, of 857, 983-992, 993/R, 1011, 1013, 1015, 1016, Ptns 1 and 4 of 1515, 2100, 2111	Street	5			
		Other boundaries	2			
	1010, 1012, 1014, 1016	Street	5		Chief Ave	
		Other boundaries	2			
	830	Street	5			
		Other boundaries	1,89			
	1517	Street	10			
	2113	South Eastern boundary	12,59			

City of Tshwane
8 16 JAN 2026 8
Geo-Spatial Information
CITY PLANNING AND DEVELOPMENT

LOTUS GARDENS

Proposals to overcome possible detrimental soil conditions on the erf to the satisfaction of the Municipality shall be contained in all building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

LYNNWOOD MANOR

1. The owner of any erf shall be obliged to accept such material as is necessary for the proper support of, and to provide the slope to, ground works bordering on the street frontage if such erf is below the design level of the street; and if the erf is above the design level of the street he shall similarly allow a safe slope to the street cutting except that he may, in either case, build a retaining wall to the satisfaction of and within a time limit set by the Municipality.

2. On any residential erf roofs of all buildings and structures shall be of tiles, slate, thatch or concrete except with the approval of the Municipality.

MAGALIESKRUIN EXTENSION 12

In order to overcome the proven detrimental soil conditions, the foundations and other structural aspects of the buildings shall be designed by a competent professional engineer and the details of such design shall be shown on the building plans submitted to the Municipality for approval.

MENLYN EXTENSION 9

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MENLYN EXTENSION 10

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK

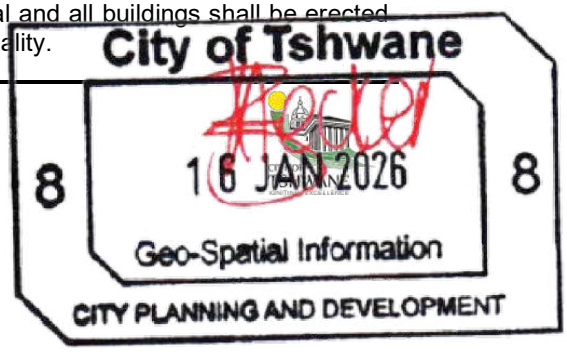
Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK EXTENSION 5

Proposals to overcome detrimental soil conditions to the satisfaction of the Municipality shall be contained in all building plans submitted for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.

MONTANA PARK EXTENSION 13

Proposals to overcome the detrimental soil conditions to the satisfaction of the Municipality shall be contained in the building plans submitted to the Municipality for approval and all buildings shall be erected in accordance with the precautionary measures accepted by the Municipality.



LIST OF SURROUNDING PROPERTIES – ERF 570, ERF 3, PORTION 1 OF ERF 4 AND REMAINDER OF ERF 532 LYNNWOOD MANOR

BURDEN JOHANNA SUSANNA (ERF 13 LYNNWOOD MANOR)	BURDEN JOHANNA SUSANNA **PER E-MAIL** **ANETTE@CASATOSCANA.CO.ZA**
DARLING 5 SECTIONAL SCHEME (ERF 5 LYNNWOOD MANOR)	DARLING 5 SECTIONAL SCHEME **11A DARLINGTON ROAD** **LYNNWOOD MANOR** **PRETORIA** **0081**
DARLING 5 SECTIONAL SCHEME (ERF 5 LYNNWOOD MANOR)	DARLING 5 SECTIONAL SCHEME **11B DARLINGTON ROAD** **LYNNWOOD MANOR** **PRETORIA** **0081**
CITY OF TSHWANE METROPOLITAN MUNICIPALITY (PORTION 1 OF ERF 515 LYNNWOOD MANOR)	CITY OF TSHWANE METROPOLITAN MUNICIPALITY **PO BOX 3242** **PRETORIA** **0001**
STALS ESTHER (REMAINDER OF ERF 4 LYNNWOOD MANOR)	STALS ESTHER **PER E-MAIL** **ESTHER.S@DELBERG.CO.ZA**
TERBLANCHE MARINDA JACOMINA (ERF 531 LYNNWOOD MANOR)	TERBLANCHE MARINDA JACOMINA **4 OXFORD LANE** **LYNNWOOD MANOR** **PRETORIA** **0081**
CITY OF TSHWANE METROPOLITAN MUNICIPALITY (PORTION 1 OF ERF 2 LYNNWOOD MANOR)	CITY OF TSHWANE METROPOLITAN MUNICIPALITY **PO BOX 3242** **PRETORIA** **0001**
NATIONAL GOVERNMENT OF THE REPUBLIC OF SOUTH AFRICA (PORTION 3 OF THE FARM SCIENTIA 627JR)	NATIONAL GOVERNMENT OF THE REPUBLIC OF SOUTH AFRICA **DEPARTMENT OF PUBLIC WORKS** **THE DIRECTOR: TOWN PLANNING SERVICES** **PRIVATE BAG X65** **PRETORIA** **0001**
SOUTH AFRICAN NATIONAL ROADS AGENCY LTD (PORTION 1 OF ERF 1, LYNNWOOD MANOR)	SOUTH AFRICAN NATIONAL ROADS AGENCY LTD **PRIVATE BAG X17** **LYNNWOOD RIDGE** **0040**

Standard Bank

Personal and Private Banking

5 DARLINGTON ROAD PTY LTD
5 DARLINGTON RD

LYNNWOOD MANOR
0081

Consolidation Consent

15 APRIL 2026

Dear Sir/Madam

Subject: Request for consolidation Rezoning and Removal of restrictive conditions

Account number: 530794691

In the name of: 5 DARLINGTON ROAD PTY LTD

Property description: REM EXT OF ERF 532 LYNNWOOD MANOR

We are pleased to advise that Standard Bank has no objection to your request, subject to our rights being protected and on the following conditions:

Requested bond holders consent removal of Restrictive Condition, Rezoning and proposed consolidations is approved:

- Local Authority approval
- All municipal by laws must be adhered to.
- The bank is not committing to finance new development.
- No buildings to be demolished without the Bank's consent.
- The building must comply with SBSA minimum specifications, should there be any further development.
- The bank reserves the right to review the rates on the account once the property is converted.
- The correct Insurance must be applied.
- Residential component not to be compromised.
- Please note that the bank holds the right to withdraw or amend the given consent.
- All compliance conditions on customer first to be met.
- No further lending (Re-advance / further advances & Access Bond) will be considered due to the zoning of this property falls outside normal home loans criteria / policy if used for any other purpose than single residential.
- Once consolidation is registered in the deed office attorney's / client to notify the bank to update new property description under home loan account.
- Once the removal of the restrictive conditions has been approved and effected, the updated title deed needs to be provided to the Bank.
- Previous seller's / entity's permission to remove title deed condition(s) mentioned if applicable.

Should you have any queries, please do not hesitate to contact us at CSAdminHLJHB@standardbank.co.za.

Yours sincerely

EOlifant

EDAWRD OLIFANT
Customer Service Consultan

PROOF OF ENGAGEMENT WITH MUNICIPAL ENGINEERING SERVICES DEPARTMENTS RESPONSIBLE FOR THE PROVISION OF MUNICIPAL INFRASTRUCTURE SERVICES ON THE AVAILABILITY OF ENGINEERING SERVICES AS CONTEMPLATED IN SECTION 16(1)(l)(iii)(aa) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024).

Such proof may be in such format as the respective engineering services departments may determine, however in the absence thereof the following can be used as a guideline.

Applicant name: **THE TOWN PLANNING HUB CC**
Contact Number:

Property Description: Erf 570, Erf 3, Portion 1 of Erf 4 and Remainder of Erf 532, Lynnwood Manor

Existing Zoning: Land use rights, Height, coverage, FAR, Parking requirements, other info:

RESIDENTIAL 1 ZONING – AS PER LAND USE SCHEME

APPLICATION FOR REZONING -
Existing consent uses / permissions:
Erf 570 Lynnwood Manor (Part A) “Special” for a guest house and/or one dwelling house and a cellular antenna
Erf 570 Lynnwood Manor (Part B) “Special” for a conference centre and social hall
Erf 3 Lynnwood Manor “Residential 1”
A Portion of Erf 4 Lynnwood Manor “Residential 1”
Remainder of Erf 532 Lynnwood Manor “Residential 1”

Details of the proposed application: Application Type, proposed Land use, Height, Coverage, et cetera.:

0.4 – permitting 3 764m2 NFA, provided that: - Guest rooms restricted to 20 rooms - Theater restricted to 120 seats - Place of refreshment restricted to 60 seats - Administrative office restricted to 300m2 - Health Spa restricted to 380m2

DEPARTMENT / DIVISION/ SECTION NAME	DATE OF ENGAGEMENT	NAME	COMMENTS FROM THE DEPARTMENT AND SIGNATURE
ENERGY & ELECTRICITY	17/09/2024	R. BREYTENBACH	IN ORDER, WILL BE SUPPORTED

Signature : R. Breytenbach

Name of Engineering Technician: R. Breytenbach Date: 17/9/2024

Ruan Beukes

From: Ben M. Seete <BenS@TSHWANE.GOV.ZA>
Sent: Vrydag 13 September 2024 14:04
To: Ruan Beukes
Cc: Leon Wentzel; Civil Consult
Subject: RE: 3287 - Erf 570, Erf 3, Portion 1 of Erf 4 and the Remainder of Erf 532 Lynnwood Manor - Pre-Consultation F33 Form

Good afternoon

No objection to the proposed application, following comments apply:

1. Access should be to the satisfaction of the municipality.
2. On-site parking, with sufficient maneuvering space must be provided at the ratios as per Tshwane Land use Scheme 2024, Adopted 08 May 2024.
3. Should development trips exceed 50, a TIA must be submitted.
4. The development property is traversed by a Gautrans road and road reserves, comments from Gautrans must be submitted.

Kind regards,
Ben Seete
Engineering technician
Traffic impact assessment management
Capitol Towers North
225 Madiba Street
Office C315
012 358 0556

From: Ruan Beukes <beukes@civilconsult.co.za>
Sent: Wednesday, 04 September 2024 12:54
To: Ben M. Seete <BenS@TSHWANE.GOV.ZA>
Cc: Leon Wentzel <wentzel@civilconsult.co.za>; Civil Consult <mail@civilconsult.co.za>
Subject: 3287 - Erf 570, Erf 3, Portion 1 of Erf 4 and the Remainder of Erf 532 Lynnwood Manor - Pre-Consultation F33 Form

Good day Ben,

Trust you are doing well.

Regarding the newly adopted By-Law that requires CoT Service Departments to be consulted prior to the submission of a land use application.

Could you please complete the attached F33 form? The form indicates the existing land use rights, and the proposed land use rights are outlined in the attached Annexure L.

Should you require any additional information, please feel free to reach out.

Thank you for your continued assistance. We look forward to your prompt response.

Kind Regards / Vriendelike Groete

Ruan Beukes

Tel: +27 (0)12-343 6297 / 0181 / 0845
Fax: +27 (0)12-343 8929 / 086 583 6249
mail@civilconsult.co.za
www.civilconsult.co.za
541 Jorissen Street, Sunnyside, Pretoria, 0002

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Ruan Beukes

From: Johans Janse van Rensburg <JohansvR@TSHWANE.GOV.ZA>
Sent: Donderdag 29 Augustus 2024 11:52
To: Ruan Beukes
Cc: Leon Wentzel; Civil Consult
Subject: RE: 3287 - Erf 570, Erf 3, Portion 1 of Erf 4 and the Remainder of Erf 532 Lynnwood Manor - Pre-Consultation F33 Form

Good day,

For: **Proof of Engagement Form [COT F33].**

Transport Infrastructure Planning requires that a hard copy services report must be submitted to this Section after the application was submitted at, and APS number received from Economic Development and Spatial Planning.

The report must be compiled by a professional civil engineer and must include all the information as required in the document entitled: "Roads and Transport – content requirements for service reports", available from the Department, and must address the following:

(a) Stormwater master planning;
(b) The outcome of an accepted stormwater assessment, if applicable;

Development charges for roads and stormwater will be calculated when the application is circulated for comments.

I trust you will find the above in order. You are welcome to contact me should you require any further information.

Regards,

CITY OF TSHWANE
IGNITING EXCELLENCE

Johans Janse van Rensburg
Regional Land Use Assessment

Roads and Transport Department | Room B203 | Capitol Towers North | 225 Madiba Street | Pretoria |
PO Box 440 | Pretoria | 0001 | www.tshwane.gov.za Fraud Hotline: 080 874 9263

Tel: 012 358 8079 | Cell: 082 775 6465 | Fax: 012 358 7999 | Email: johansvr@tshwane.gov.za

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From: Ruan Beukes <beukes@civilconsult.co.za>
Sent: Thursday, August 29, 2024 8:46 AM
To: Johans Janse van Rensburg <JohansvR@TSHWANE.GOV.ZA>
Cc: Leon Wentzel <wentzel@civilconsult.co.za>; Civil Consult <mail@civilconsult.co.za>
Subject: 3287 - Erf 570, Erf 3, Portion 1 of Erf 4 and the Remainder of Erf 532 Lynnwood Manor - Pre-Consultation F33 Form

Good day Johans,

Trust you are doing well.

Thank you for taking the time to speak with me yesterday regarding the newly adopted By-Law that requires CoT Service Departments to be consulted prior to the submission of a land use application.

Could you please complete the attached F33 form? The form indicates the existing land use rights, and the proposed land use rights are outlined in the attached Annexure L.

Should you require any additional information, please feel free to reach out.

Thank you for your continued assistance. We look forward to your prompt response.

Kind Regards / Vriendelike Groete

Ruan Beukes

Tel: +27 (0)12-343 6297 / 0181 / 0845
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mail@civilconsult.co.za
www.civilconsult.co.za
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Ruan Beukes

From: Cleo M. Kgobe <CleoK@TSHWANE.GOV.ZA>
Sent: Maandag 02 September 2024 11:57
To: Ruan Beukes
Cc: Leon Wentzel; Civil Consult
Subject: RE: 3287 - Erf 570, Erf 3, Portion 1 of Erf 4 and the Remainder of Erf 532 Lynnwood Manor - Pre-Consultation F33 Form

Good day

The application is supported in principle. Please include a services report in the application as this development will increase the water and sewer demands significantly.

Regards

Cleo M. Kgobe
Engineering Consultant: System Development

Water and Sanitation Department| Room B618 | Capitol Towers North | Madiba Street 225 | Pretoria | PO Box 440 | Pretoria | 0001 | www.tshwane.gov.za | Fraud Hotline: 080 8749 926
Tel: 012 358 1527 | Fax: 012 358 0771 | Email: Cleok@tshwane.gov.za

---

From: Ruan Beukes <beukes@civilconsult.co.za>
Sent: Thursday, August 29, 2024 1:01 PM
To: Cleo M. Kgobe <CleoK@TSHWANE.GOV.ZA>
Cc: Leon Wentzel <wentzel@civilconsult.co.za>; Civil Consult <mail@civilconsult.co.za>
Subject: RE: 3287 - Erf 570, Erf 3, Portion 1 of Erf 4 and the Remainder of Erf 532 Lynnwood Manor - Pre-Consultation F33 Form

Good day Cleo,

Trust you are doing well.

Regarding the newly adopted By-Law that requires CoT Service Departments to be consulted prior to the submission of a land use application.

Could you please complete the attached F33 form? The form indicates the existing land use rights, and the proposed land use rights are outlined in the attached Annexure L.

Should you require any additional information, please feel free to reach out.

Thank you for your continued assistance. We look forward to your prompt response.

Kind Regards / Vriendelike Groete

Ruan Beukes

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