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19 MARCH 2026

YOUR REF.: ITEM # 40455
OUR REF.: TPH24590

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

**CITY OF TSHWANE METROPOLITAN MUNICIPALITY
THE STRATEGIC EXECUTIVE DIRECTOR:
CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES
PO BOX 3242
PRETORIA
0001**

PO Box 11437
Silver Lakes
0054

Lombardy Corporate Park
Block B / Unit 13
Cole Rd
Shere AH
0084

ATTENTION: **REGISTRY – cityp_registration@tshwane.gov.za
JOYCE SELWANE – joycesel@tshwane.gov.za
PIERRE AUDIE – pierrea@tshwane.gov.za**

AMENDMENT IN TERMS OF SECTION 16(18) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF ERVEN 800 AND 801, LYNNWOOD GLEN

With reference to the City of Tshwane's letter dated 04 March 2026, this application for the amendment is submitted. The intention of the application is to include a block of flats, inclusive of a rooftop use and padel courts into the permissible land use rights.

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 amendment to the rezoning application to the amount of R2 270-00 being the application fees.
3. A copy of the application forms Schedule 33, and COT F/7.
4. A copy of the Motivational Memorandum.
5. A copy of the draft Annexure T.
6. A copy of the proposed Site Plan.
 - Proposed Portion 1
 - Proposed Portion 2
 - Proposed Portion 3
7. A copy of the addendum to the parking relaxation report compiled by EDS Structural, Civil and Transportation Engineers dated February 2026 (Report 2025-036-02 ADDENDUM).
8. A copy of the comments from Roads & Transport Department dated 16 March 2026 for approval of the parking relaxation.
9. A copy of the approved subdivision SG Diagrams.
10. A copy of the zoning certificate of Erf 810, Lynnwood Glen (Menlyn Mix)

We trust you find this in order.

Kind regards,



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



Payment Instruction

This document is a payment instruction and not a proof of payment. Your proof of payment will be available after we've processed your payment instruction.

Beneficiary name
CITY OF TSHWANE (A)

Account number
4060738263

Bank
ABSA BANK

Branch
ALL BRANCHES (63200500)

Beneficiary reference
LU6340455AMEND

Your reference
PINNICLES

Payment date
19 March 2026

Amount
R 2 270.00

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 GLEN		
Erf/Plot/Farm No.	800	Portion (e.g. /R/1)	
Ward	46		
Street name	KELVIN STREET		
Street number	59	Planning Region	6

Township / Agricultural Holding / Farm	LYNNWOOD GLEN		
Erf/Plot/Farm No.	801	Portion (e.g. /R/1)	
Ward	46		
Street name	KASTEEL ROAD		
Street number	78	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 19TH DAY OF MARCH 2026, in my capacity as APPLICANT

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

A handwritten signature in black ink, appearing to read "Beatrix Fletcher". The signature is written in a cursive, flowing style.

COT: F/7

APPLICATION FORM FOR THE AMENDMENT OF AN APPROVED TOWNSHIP IN TERMS OF SECTION 16(4)(l)(j) or (k) AND AS REQUIRED IN TERMS OF SECHEDULE 12 TO THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024)

NOTE: COT F/4 PART C TO D MUST BE SUBMITTED TOGETHER WITH COT: F/7

1. Name and extension of approved township: **ERF 163 AND PORTION 1 OF ERF 165, BROOKLYN**

2. Date of approval of township: **REZONING APPLICATION**

3. Have the documents contemplated in the above township been lodged at the Surveyor-General?

Yes No

4. If "Yes", have the Surveyor-General's comments on the proposed amendment in terms of section 16(4)(j) been submitted?

Yes No

5. SUBMITTED ZONING (USE ZONES)

Details of applied/pending zoning (use zones)

Use zone no	Approved use zone	Erf no	Size m ²	Height	FAR	Coverage	Other development control measures (density)
9	Business 4, as per Scheme, including a hotel, excluding Medical Consulting Rooms and Veterinary clinic/hospital		14 400m ²	8 storeys	Ptn 1: 1.7 Ptn 2: 1.7 Ptn 3: 1.7	80%	Ptn 1: 180 units Ptn 2: 200 units Ptn 3: 200 units

6. PROPOSED ZONING (USE ZONES)

Details of proposed zoning (use zones)

Use zone no	Proposed use zone	Erf no	Average size m ²	Height	FAR	Coverage	Other development control measures (density)
9	Business 4, as per Scheme including Hotel, Block of Flats (inclusive of rooftop use and padel courts) and excluding Medical Consulting Rooms and Veterinary Clinic/Hospital		14 400m ²	8 storeys	Ptn 1: 1.7 Ptn 2: 1.7 Ptn 3: 1.7	80%	Ptn 1: 180 units Ptn 2: 200 units Ptn 3: 200 units

REQUIRED DOCUMENTS

Proof of payment of application fees	X	Cover Letter	X	Motivating Memorandum	X
Approved conditions of Establishment	N/A	Amended Draft amendment scheme annexure	X	Amended draft amendment scheme map	X
Amended Township layout plan	N/A	Amended Draft Statement of Conditions	N/A	Conveyancer's Certificate	N/A
Land Surveyor Certificate	N/A	Architectural drawings/draft site development plans/ Landscape Framework Plans	X	Form COT: F/4	X

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: 19 MARCH 2026

MOTIVATION IN SUPPORT OF AN **AMENDMENT** APPLICATION SUBMITTED IN TERMS OF SECTION 16(18) OF THE CITY OF TSHWANE LAND USE MANAGEMENT BY-LAW, 2016 (AMENDED 2024) FOR THE REZONING OF -

ERVEN 800 & 801, LYNNWOOD GLEN

PREPARED FOR: ERIS

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, Unit 13
Cole Road, Shere
0084





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1. THE APPLICATION

Application is made in terms of Section 16(18) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024) for the **amendment** of the rezoning of **ERVEN 800 & 801, LYNNWOOD GLEN** from “Business 4” as per Scheme, including a Hotel, excluding Medical Consulting Rooms and Veterinary Clinic/Hospital to “Business 4” as per Scheme including a Hotel and Block of Flats (inclusive of Rooftop Use and Padel Courts) and excluding Medical Consulting Rooms and Veterinary Clinic/Hospital.

The amendment includes, the amendments as per the City of Tshwane letter dated 4 March 2026, as well as points 2 & 3 (point 3 being partly in consideration of the City of Tshwane letter dated 4 March 2026):

- Inclusion of the land use for a Block of Flats (inclusive of Rooftop Use and Padel Courts)
- Parking is amended to be in line with the Addendum to the Parking Relaxation Report compiled by EDS Structural, Civil and Transportation Engineers dated: February 2026
- Line of No Access as defined in the amended Annexure L

2. GENERAL INFORMATION

2.1 Local Authority

City of Tshwane Metropolitan Municipality.

2.2 Property Description

Erven 800 and 801, Lynnwood Glen.

2.3 Registered Owner

Both properties are registered to Eris Property Holdings Proprietary Limited.

2.4 Property Size

The properties measure as follows:

Property description	Property size
Erf 800 Lynnwood Glen	6 469m ²
Erf 801 Lynnwood Glen	7 931m ²
Total:	14 400m²

2.5 Locality

Erf 800 is situated at 59 Kelvin Street and Erf 801 is situated at 78 Kasteel Road, Lynnwood Glen. See below aerial image and locality plan submitted with the application.



2.6 Existing Zoning

The properties are zoned “Business 4”. Refer to the attached zoning certificates.

2.7 Existing Land Use

The properties are vacant.

2.8 Deed of Transfer

The properties are registered under the following Title Deeds:

Property description	Title Deed No.
Erf 800 Lynnwood Glen	T65721/2018
Erf 801 Lynnwood Glen	T68942/2018

2.9 Bond

The properties are not bonded.



3. MOTIVATION

3.1 Background

The application sites were purchased by Eris Property Holdings in 2013. The properties are zoned for offices. A second rezoning application was submitted and approved to include the hotel rights. Several years of planning and services upgrades followed before the pandemic hit us in 2020. Corporate deals were signed including a deal with one of the top hotel companies in the world.

Unfortunately, most of the big financial commitments were cancelled and the developer had to go back to the drawing board to make sure that the development potential of the property is still achieved.

The proposal on the table is for high rise residential accommodation on the application sites, with the option to develop offices. The developers want to keep the option open for the hotel to possibly form part of the phase 2 development.

The application site was also subject to a simultaneous consolidation and subdivision application. This has subsequently been approved by the City of Tshwane and the SG Diagrams approved by the Chief Surveyor General.

The intention, upon registration at the Deeds Office of the subdivided portions, and the approval and Promulgation of the rezoning, is to develop each portion independently.

After numerous consultations with the City of Tshwane internal municipal departments, the application for rezoning has reached a stage where approval of the land use rights can be expected. The Architects have been working tirelessly to compile a workable Scheme, with the submission of the proposed site plan, the applied for land use rights did not include the use of roof top gardens and paddle courts. The City of Tshwane has requested that the amendments mentioned above be included into the rezoning application.

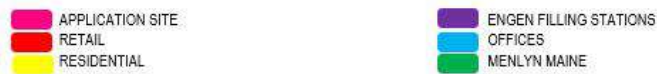
From there this application.

3.2 Immediate area / surroundings

The properties to the north of the application site are mostly residential in nature with higher density residential being introduced. Directly north of the application site a newly constructed boutique hotel. To the east of the application site there is a filling station and a motor vehicle sales mart. The properties to the south (south of Atterbury Road) are all developed for high intensity non-residential development and very high density residential. Most of these developments form part of the Menlyn Maine development. To the west of the proposed development there are large office developments.



The above aerial is a general overview of the land uses.



Kindly refer to the land use plan attached.

3.3 Need and Desirability

The need and desirability of the development have previously been motivated for. This will not be re-motivated as the City of Tshwane.

The proposed development controls are still within the supported land use that the City of Tshwane is in support of.

The intention of the amendment is to allow for recreational space (roof top uses and paddle courts) as part of the development of the 580 units.

Since the application was submitted, the Menlyn Mix was developed to the north of the application site. This development creates a buffer between the lower residential developments and our proposed development.

Menlyn Mix is apartments that is rented out on a short-term basis. They provide ancillary facilities such as a swimming pool, office pods, meeting rooms, business hub, rooftop adventure golf, rooftop yoga and communal braai areas. A four-storey building is approved and constructed.

The proposed development will fit in with the surrounded land uses. The ancillary uses provided will make the building sustainable in the long run and provide for healthy environments for the residence.

The line of no access was taken out of the subdivision approval and the right of way servitude partly cancelled. This was done because of Menlyn Mix that also got access from



Kelvin Street. It is proposed that the line of no access only remains in place should offices be developed on the site.

Attach please find Surveyor General Approval of the subdivision and well as the approved rights on the Menlyn Mix development.

Because of the subdivision registration that is eminent we also split the development controls (as per our submission) clearly to not create any confusion with approval of plans.

4. DEVELOPMENT PROPOSAL

The following development controls are proposed:

Zoning:	“Business 4” as per Scheme, including a Hotel, Block of Flats (inclusive of Rooftop Use and Padel Courts) and excluding Medical Consulting Rooms and Veterinary Clinic/Hospital.
Density:	Portion 1: 180 dwelling units Portion 2: 200 dwelling units Portion 3: 200 dwelling units
Coverage:	80%
FAR:	Portion 1: 1.7 Portion 2: 1.7 Portion 3: 1.7
Height:	8 Storeys
Parking:	Units smaller than 52m ² : 0.5 parking spaces per unit Units equal to or larger than 52m ² and smaller than 75m ² : 1 parking space Units equal to or larger than 75m ² : Parking as per Table G
Access:	Entrances to and exits from the erf shall be sited, constructed and maintained to the satisfaction of the Municipality, provided that no access on Kelvin Street and Kasteel Street shall be allowed for Business purposes.
Street building lines:	Kelvin Street: 7,5m Kasteel Road: 1m
Side Building Line / Rear Building Line:	Clause 12, Table A

These development controls can be accommodated on site.

It must be noted that the application is to allow for an additional 580 dwelling units over the three proposed properties.



5. CONCLUSION

Application is made in terms of Section 16(18) of the City of Tshwane Land Use Management By-Law, 2016 (Amended 2024) for the **amendment** of the rezoning of **ERVEN 800 & 801, LYNNWOOD GLEN** from “Business 4” as per Scheme, including a Hotel, excluding Medical Consulting Rooms and Veterinary Clinic/Hospital to “Business 4” as per Scheme including a Hotel and Block of Flats (inclusive of Rooftop Use and Padel Courts) and excluding Medical Consulting Rooms and Veterinary Clinic/Hospital.

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

**ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024**

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERVEN 800 AND 801 LYNNWOOD GLEN (PROPOSED PORTIONS 1, 2 AND 3 OF ERF 812 LYNNWOOD GLEN)

1	Use Zone number	9
2	Use Zone	BUSINESS 4
3	Uses permitted	Table B, Column (3), including a hotel and Block of Flats (inclusive of Rooftop Use and Padel Courts) excluding Medical Consulting Rooms and Veterinary Clinic/Hospital.
4	Uses with Consent Use	Table B, Column (4)
5	Uses not permitted	Table B, Column (5)
6	Definitions	Clause 5
7	Density	Portion 1: 180 dwelling units Portion 2: 200 dwelling units Portion 3: 200 dwelling units
8	Floor Area Ratio	Portion 1: 1.7 Portion 2: 1.7 Portion 3: 1.7 In accordance with Schedule 7
9	Height	8 storeys
10	Coverage	Clause 27 – 80%
11	Parking requirements	Demarcated Parking Spaces with a permanent dust-free surface, together with the necessary manoeuvring space, shall be provided and maintained on the Property to the satisfaction of the Municipality as follows: 1) Units smaller than 52m ² : 0.5 parking spaces per unit 2) Units equal to or larger than 52m ² and smaller than 75m ² : 1 parking space 3) Units equal to or larger than 75m ² : Parking as per Table G
12	Street Building Lines	1) Kelvin Street: 7,5m 2) Kasteel Road: 1m
13	Side Building Lines and Rear Building Lines	Clause 12, Table A

SIGNED BY

DATE

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**ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024**

NOT YET PROMULGATED

**PROPERTY DESCRIPTION: ERVEN 800 AND 801 LYNNWOOD GLEN (PROPOSED
PORTIONS 1, 2 AND 3 OF ERF 812 LYNNWOOD GLEN)**

14	Children's playground	Clause 14(11)
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.
16	Access to the Property	Entrances to and exits from the erf shall be sited, constructed and maintained to the satisfaction of the Municipality, provided that no access on Kelvin Street and Kasteel Street shall be allowed for Business purposes.
17	Loading and off-loading facilities	The loading and off-loading of goods shall only take place within the boundaries of the erf.
18	Physical Barrier and screen wall	<ol style="list-style-type: none">1) A non-transparent screen wall within a minimum height of 2,2m shall be erected along the boundary of Kelvin Street and Kasteel Road prior to the development taking place.2) A permanent non-removable physical barrier (1,8m high), which restricts pedestrian- and vehicle movement, shall be erected and maintained on all other boundaries of the erf (approved entrances and exits excluded) to the satisfaction of the Municipality.
19	Health measures	<ol style="list-style-type: none">1) No air-conditioning or compressor units shall be mounted on the outside walls of buildings without the prior consent of the Executive-Director: Health Services.2) All extractor fans shall be fitted with an acoustic attenuator on the outlet side of the fan.3) Musical sound radiating from the premises shall not exceed the ambient noise level of the specific area involved.

SIGNED BY

DATE

.....

**ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024**

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERVEN 800 AND 801 LYNNWOOD GLEN (PROPOSED PORTIONS 1, 2 AND 3 OF ERF 812 LYNNWOOD GLEN)

		4) Any mitigation measures or requirements for air pollution- noise abatement- or any other health measures set by the Executive Director: Health Services shall be complied with to the satisfaction of the said official.
20	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.
21	Site Development Plan and Landscape Development Plan	<p>1) In addition to Clause 31 of the Scheme a Site Development Plan and 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.</p> <p>2) In addition to Clause 31 of the Scheme, special attention shall be given to the following elements such as, privacy of adjacent residential erven (overlooking, balconies and open passages), solar access to adjacent structures situated to the south (overshadowing) road reserve development (pedestrian walkways) and exterior finishes.</p> <p>3) An approved Site Development Plan may only be amended with the consent of the Municipality and building plan which does not comply with the proposals and conditions as set out in the approved Site Development Plan, will only be approved by the Municipality.</p>
22	Geological conditions	1) Before the approval of plans, a geotechnical investigation shall be carried out and a detailed report compiled from the results indicating the various classes

SIGNED BY

DATE

.....

**ANNEXURE L
OF THE TSHWANE LAND USE SCHEME, 2024**

NOT YET PROMULGATED

PROPERTY DESCRIPTION: ERVEN 800 AND 801 LYNNWOOD GLEN (PROPOSED PORTIONS 1, 2 AND 3 OF ERF 812 LYNNWOOD GLEN)

		<p>of soil according to NHBRC classification, shall be submitted to the Municipality.</p> <p>2) An engineer shall be appointed before the approval of building plans, who shall design, specify and supervise structural measures for the foundations of structures, according to the soil classification as described in the geotechnical report. On completion of the structures, he shall certify that all his specification have been met.</p>
23	Open Space	<p>Open Space must be provided for the residential component of this application in terms of Section 47 read with Schedule 16 of the CTMM: LUM By-Law, 2016 (Amended 2024).</p> <p>Open Space for this development must be calculated at a ratio of 18m² per unit: Portion 1 (180 units x 18m² = 3240m²) Portion 2 (200 units x 18m² = 3 600m²) Portion 3 (200 units x 18m² = 3 600m²)</p> <p>In cases where the requirement cannot be met, park contribution in lieu of open space must be paid to the Municipality.</p>

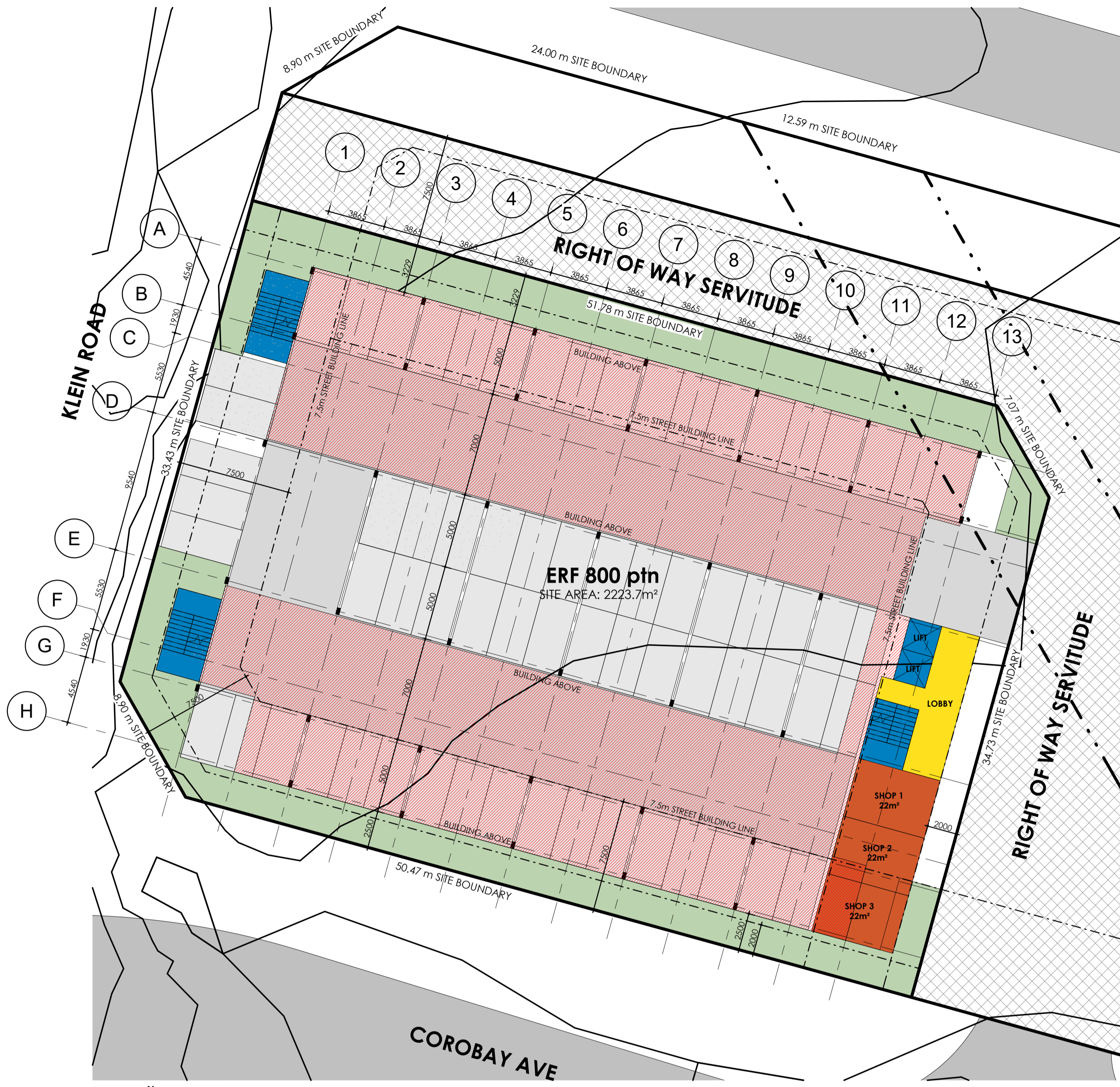
24 General conditions:

- (1) The construction of a 1,5m wide paved sidewalk shall be provided on the street boundary that borders the application site. Pedestrian movement from Kelvin Street to Atterbury Road through Klein Road shall not be restricted.
- (2) The control of stormwater shall meet the requirements of the Municipality.
- (3) 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.

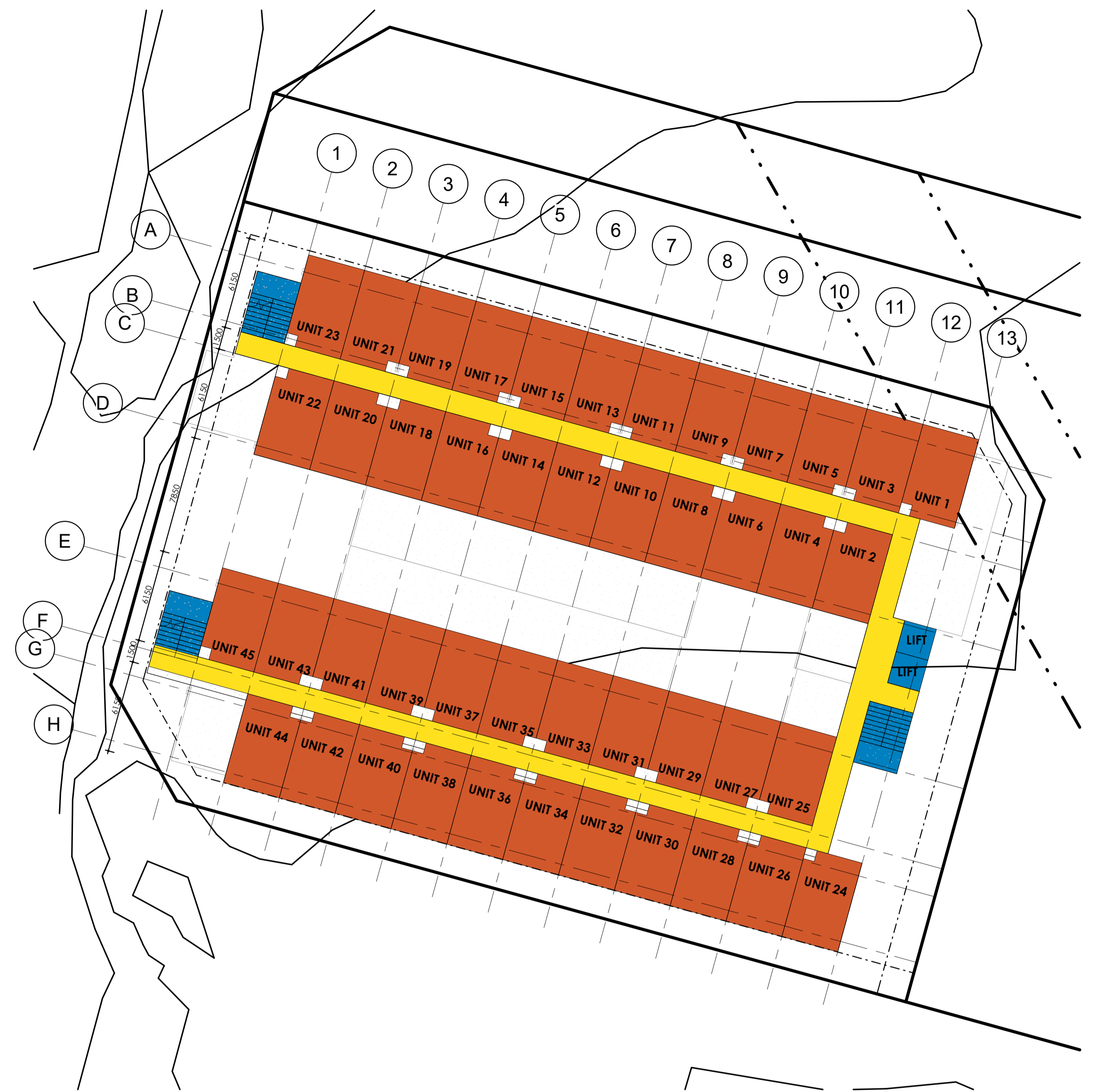
SIGNED BY

DATE

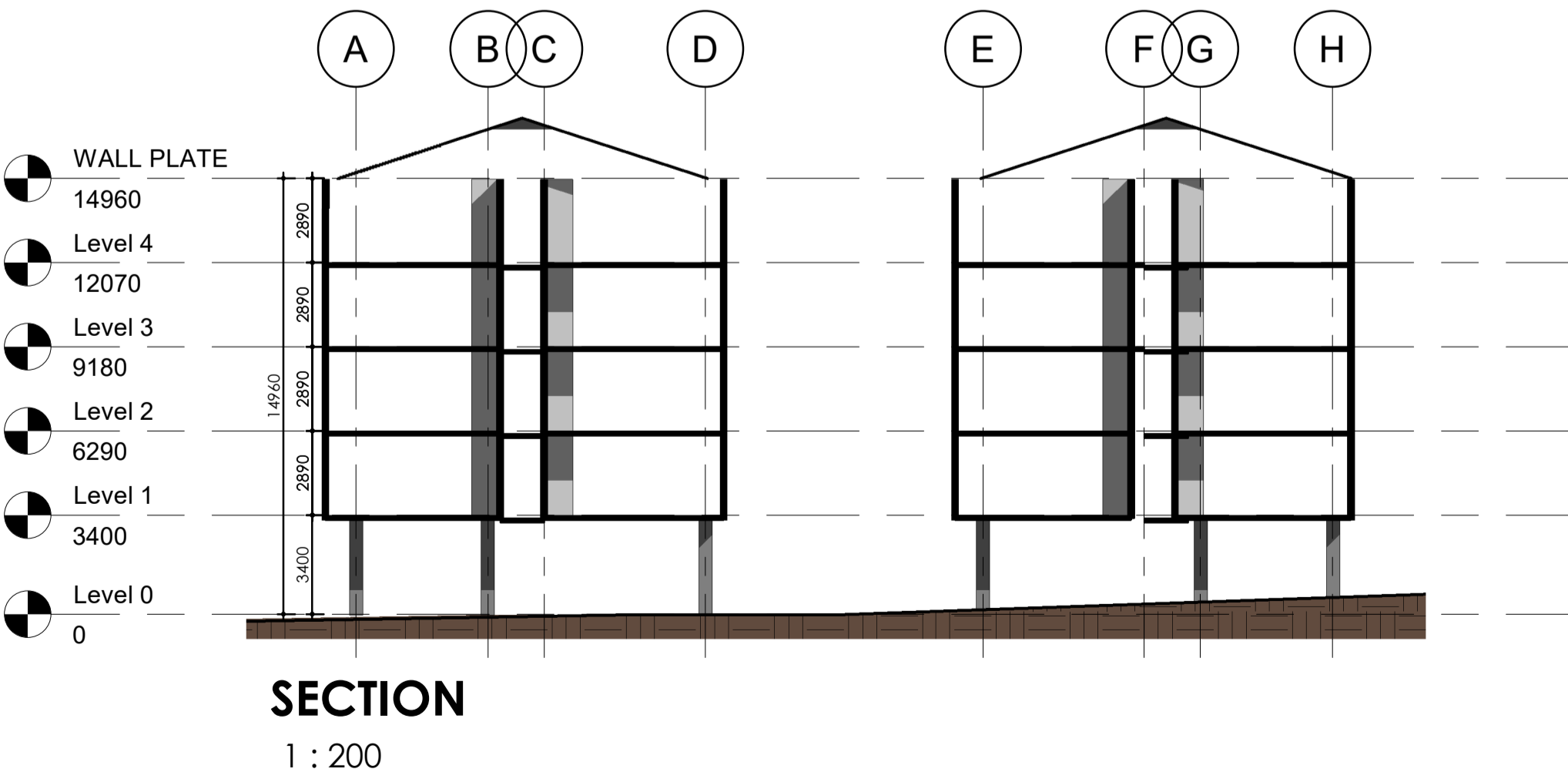
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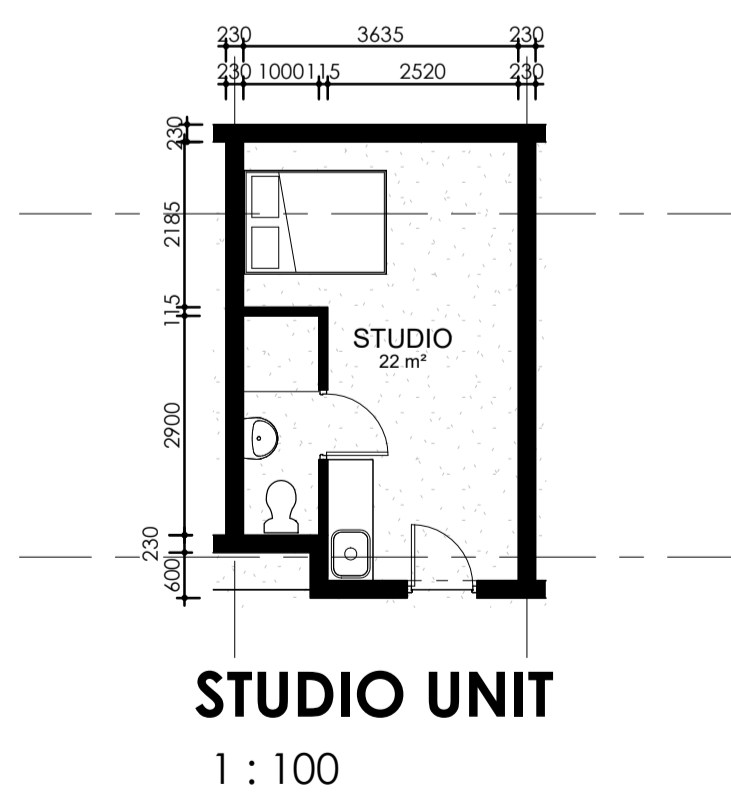
SITE PLAN
1 : 200



TYPICAL FLOOR LAYOUT
1 : 200



SECTION
1 : 200



STUDIO UNIT
1 : 100

TSHWANE TOWN PLANNING SCHEME
2008 (Revised 2014)

ERF 800, LYNNWOOD GLEN, 59 KELVIN STREET.		
	PERMITTED	PROVIDED
USE ZONE	9: BUSINESS 4	9: BUSINESS 4
SITE AREA	2998m²	2998m²
DENSITY	180 Dwelling Units	180 Dwelling Units
HEIGHT ZONE	6 Floors	5 Floors
BUILDING LINES	SIDE 4.5m	2m
	STREET 7.5m	2m
	REAR 4.5m	2m
COVERAGE	80%	62%
F.A.R.	1.71	1.5
PARKING	1. 0.5 Parking Bays for units with 2 habitable rooms or less = 90 bays	90 bays + 30 Visitor bays = 120 Bays
	2. 1 parking bay per 6 units for visitors = 30 bays	
OPEN AREA	N/A	N/A
PLAY AREA	N/A	N/A

AREA SCHEDULE			
NAME	AREA	AMOUNT	TOTAL AREA
STUDIO	22m²	180	3960m²
SHOP	22m²	3	66m²
LOBBY	26m²	1	26m²
INTERNAL PASSAGES	147.3m²	3	442m²
TOTAL			4494m²



PROJECT

Pinnacles 03

Mixed use residential development

STAND

NO | Portion 03 of Erf 812
ADDRESS | Cnr Kelvin Street & Kasteel Rd
TOWNSHIP | Lynwood Glen
CITY | Pretoria
OWNER | Development entity TBC
CLIENT | ERIS Property Group
NAME | ERIS Property Group
EMAIL | hdevet@eris.co.za
NUMBER | -
COMPANY | ERIS Property Group
ADDRESS | 1st Floor, The M&C, Tower 2, 129 Rivonia Rd Sandton Gauteng 2096 South Africa
TEAM | Two Five Five Architects
QUANTITY SURVEYOR | -
STRUCTURAL | -
ELECTRICAL | -
MECHANICAL | -
MAIN CONTRACTOR | -

TOWN PLANNING REQUIREMENTS

Table with 3 columns: DESCRIPTION, REQUIRED, ACTUAL PROVIDED. Rows include ZONING, HEIGHT RESTRICTIONS, COVERAGE, F.A.R | Floor Factor, PARKING, STAND AREA, DENSITY, OCCUPATION CLASS, BUILDING LINES, and various orientation requirements.

Table with 3 columns: Unit Qty by Type, Zone Number, No, %. Rows include Micro, One Bed, Studio, Two Bed.

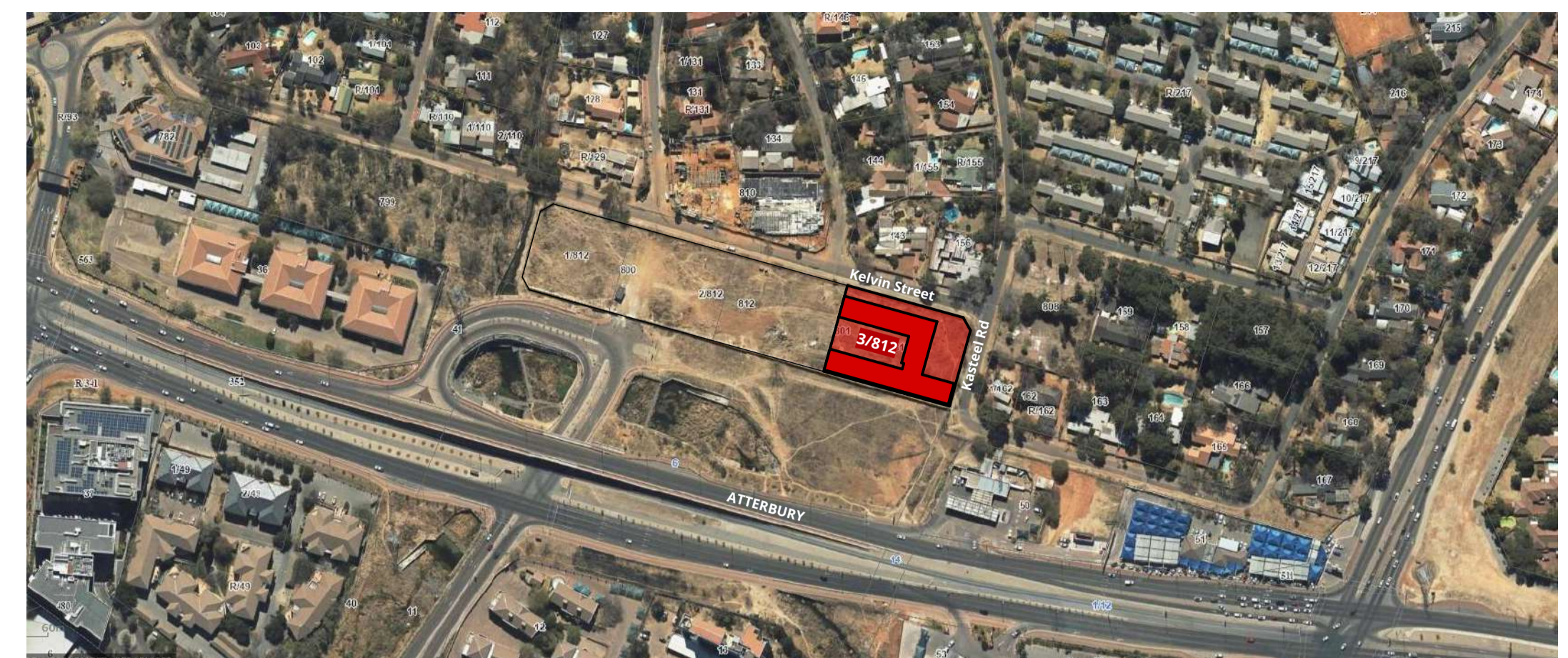
Children's Playground:

Required: 4m²/dwelling Unit, 4m² x 200, 800m². Provided: 800m².

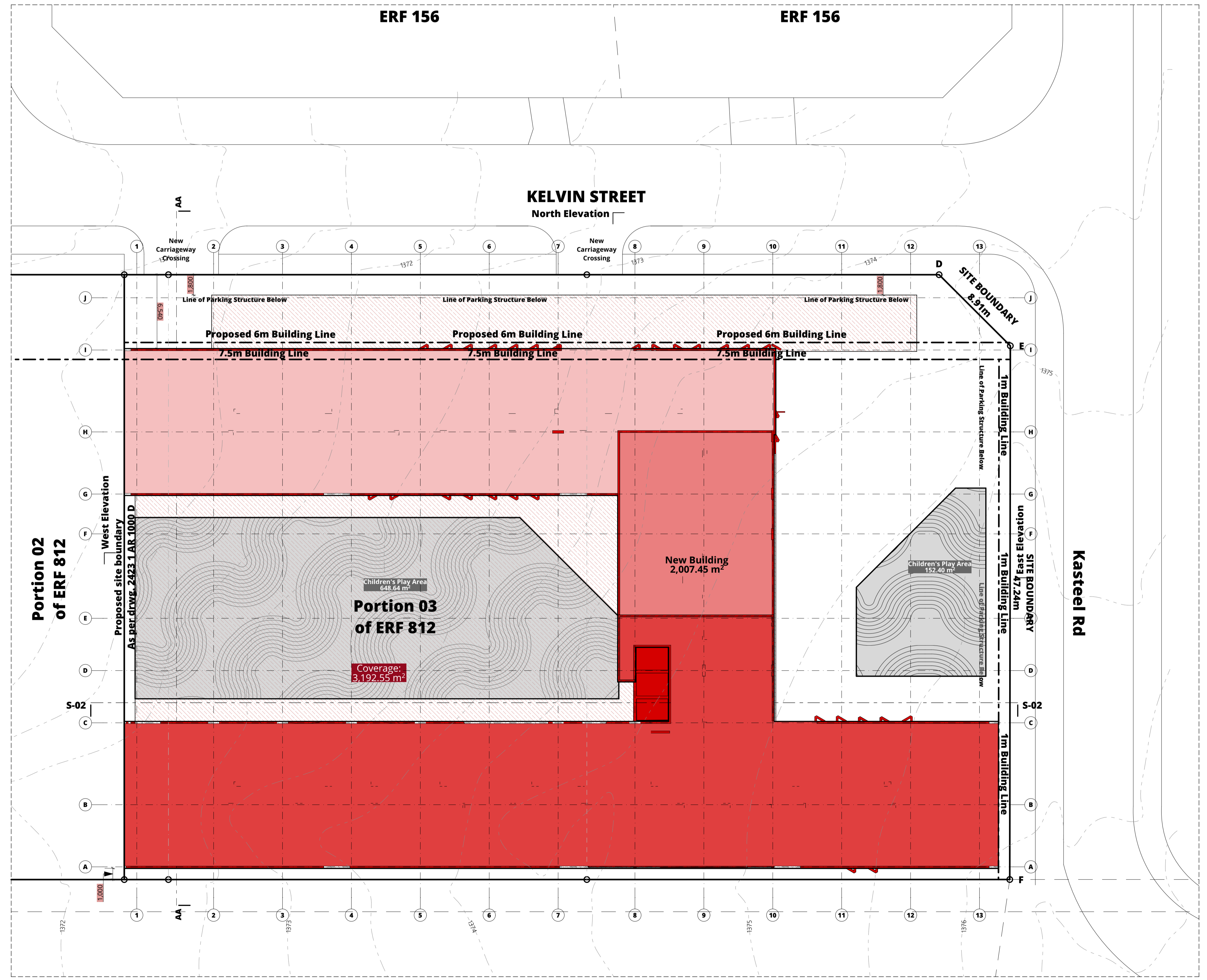
Parking Requirement:

Required: 0.5 parking bay for units with 2 habitable rooms or less, 1.5 parking bays for units with 3 habitable rooms, 1 parking bay per 6 units for visitors. Total required: 205 Bays. Provided: 225 Bays.

AS 00 Floor Area Calculation table with columns: Level, Area Name, QTY, Gross Area. Lists areas for Parking -2, Parking -1, Ground Floor, Level +1, Level +2, Level +3, Level +4, and Level +5.



Site Plan 1:200



JHB | 67 7th Street, Linden, Randburg. +27 (0) 11 482 6205. CPT | 17 Shelley Road, Salt River, Cape Town. +27 (0) 21 447 2136. info@twofivefive.co.za www.twofivefive.co.za

REVISIONS table with columns: Rev, Ch, Description, Date, xref. Shows revision 01 dated 9/18/2025 and revision B dated 9/18/2025.

GENERAL SPECIFICATIONS: This drawing is intended for the purpose of acquiring construction approval from the local authority. It is only to be used for construction once approval has been granted. Copyright is reserved on all drawings and all design elements remain the intellectual property of the architect. The contractor is to check and confirm all dimensions and levels prior to the setting out of the works or ordering of any materials. Use figured dimensions, do not scale. Any discrepancy in dimensions or specifications are to be reported to the architect immediately. Setting out to be done from the surveyors pegs. All work to comply with SANS10400 Codes and local authority rules, regulations and requirements. This specification is intended to supplement the NBR, the NBR takes precedence. It is the contractor's responsibility to apply for a construction work permit from the department of labour, 30 days prior to construction. The contractor is to comply with all health and safety requirements.

NOTES / LEGEND

Table with columns: B, Current Revision Issue, 9/18/2025, Current Revision Issue Date. Includes Project Team: Theo Kruger (Arch | 22165), Andre Krige (Arch | 2475924).

CONSTRUCTION DRAWING LEGEND table with columns: Letter, Description. Lists A (Plans), B (Sections), C (Elevations), D (Foundation / Roof Plan), E (Ceiling / Finishes), F (Door & Window Schedules), G (M&P), H (Specifications), I (Joinery), J (Details), K (Schedules), L (Other).

CLIENT: ERIS Property Group. Development entity TBC. reg. owner

PROJECT: Pinnacles 03. Mixed use residential development

STAND: | Portion 03 of Erf 812. ADDRESS: | Cnr Kelvin Street & Kasteel Rd. TOWNSHIP: | Lynwood Glen. CITY: | Pretoria. P. CODE: | 0081

PURPOSE OF DRAWING: Concept Design. Site Plan, Units Quantity by Type, Bulk Area Calculation

Table with columns: SHEET NO, REVISION, PURPOSE OF DRAWING, START DATE, FIRST ISSUE, PRINT DATE, APPROVED BY. Shows sheet 240017, revision B, and dates 2024/07/25, 03/03/2025, 9/18/2025.

ADDENDUM TO THE MOTIVATIONAL STUDY FOR PARKING REDUCTION

PINNACLES

ERVEN 800 & 801 OF LYNNWOOD GLEN (TO BE CONSOLIDATED AND KNOWN AS PORTIONS 1, 2 & 3 OF ERF 812 LYNNWOOD GLEN)

PARKING STUDY

REPORT 2025-036-02 ADDENDUM

FEBRUARY 2026

CLIENT: ERIS PROPERTY GROUP (PTY) LTD

EDS Engineering Design Services (Pty) Ltd Reg. No: 2006/021564/07 VAT No: 4190230971

Directors: C.P. Bruyns Pr Eng (Chairman), H.J. Fekken Pr Eng, G.D. Joubert Pr Eng, J.P. Monahadi **, H.S. Steenkamp Pr Eng, G. van der Walt Pr Eng

Associate Partners: S. Maroya Pr Tech Eng, A.D.D. van den Heever Pr Eng, F.H.B. van Eyk Pr Eng, M.A. de Jager Pr Eng


Associates: A.A. Moffat Pr Eng, C.D. Botha Pr Eng., C.W. de Jager Pr Eng, J.C. de Jager Pr Eng

** Non-Executive Director


Parking Study Information Sheet

Report number : 2025-036-02 Addendum
Local authority : City of Tshwane Metropolitan Municipality
Development name : Pinnacles
Development type : Commercial
Property description : Erven 800 & 801 of Lynnwood Glen (To be consolidated and known as Portions 1, 2 & 3 of Erf 812 Lynnwood Glen)

Report undertaken by:

Name : Kim Louw
Signature : 
Qualifications : B Eng (Civil), B Eng (Hons) (Transportation)

Report reviewed by:

Name : G van der Walt Pr. Eng.
Signature : 
Date : February 2026
Qualifications : B Eng (Civil), B Eng (Hons) (Transportation)
ECSA Registration : Pr. Eng. 990171

PINNACLES (ERVEN 800 & 801 OF LYNNWOOD GLEN)

PARKING STUDY ADDENDUM

Contents

Chapter	Description	Page
1	INTRODUCTION AND BACKGROUND	1
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	1.2 Locality - Menlyn Metropolitan Node	2
2	ESTIMATED PARKING DEMAND	4
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4	RECOMMENDED REDUCED PARKING RATES	8
5	CONCLUSIONS AND RECOMMENDATIONS	9
	5.1 Conclusions	9
	5.2 Recommendations	11

Annexures

Annexure	Description
Annexure A	Parking Study Comments (V10/2/4/2 - L10 (Erf 800&801) APS:40455)
Annexure B	<i>Forecasting Household Car Ownership in South Africa: Alternative Modes and Future Trends, 2007 (M. Mokonyama and C. Venter)</i>

1 INTRODUCTION AND BACKGROUND

EDS Engineering Design Services (Pty) Ltd was appointed by ERIS Property Group (Pty) Ltd to undertake a parking reduction motivational study for the proposed Pinnacles development to be situated on Erven 800 and 801 Lynnwood Glen, City of Tshwane Metropolitan Municipality.

The proposed development site is within the Menlyn Node and situated between Kelvin Street and Atterbury Road (M11) in Pretoria. The location of the proposed site in relation to the surrounding road network is shown on **Figure 1**. All Figures and Annexures are appended to the end of this report.

The proposed zoning for the Erven 800 and 801 Lynnwood Glen (to be consolidated and subdivided as Portions 1, 2 and 3 of Erf 812 Lynnwood Glen) as per the proposed *Annexure L* is “Business 4” and permitted uses including a hotel. Medical Consulting Rooms and Veterinary Clinic/Hospital are excluded. The *Tshwane Land Use Scheme 2024 (TLUS 2024)* includes Dwelling Units as a permitted use under “Business 4”, thus permitting a Block of Flats land use.

The parking study (Report 2025-036-00) was submitted in April 2025. Comments with reference **V10/2/4/2 – L10 (Erf 800&801) APS: 40455** were received in June 2025 pertaining to the parking study and are attached in **Annexure A** of this addendum.

A summary of the proposed versus approved parking rates, and the rates from Table G of the *TLUS 2024* for the Block of Flats land use is shown in **Table 1.1**. The proposed parking ratios noted in Report 2025-036-00 are in line with the recommend reduced parking rates for Parking Zone 1 concentration zones noted in the *City of Tshwane Parking Reduction Strategy around Transport-Oriented Developments, 2022 (Parking Reduction Strategy)*.

Table 1.1 : Summary of Parking Rates for Block of Flats

Recommended Parking Rates (Report 2025-036-00)	Approved Parking Rates	Table G Parking Rates (TLUS 2024)
1) 0,5 parking spaces / unit with 2 habitable rooms or less	1) 1 parking spaces / unit with 2 habitable rooms or less	1) 1 parking spaces / unit with 3 habitable rooms or less
2) 1,5 parking spaces / unit with 3 habitable rooms or more	2) 2 parking spaces / unit with 3 habitable rooms or more	2) 2 parking spaces / unit with 4 habitable rooms or more
3) 1 parking space / 6 units for visitors	3) 1 parking space / 6 units for visitors	3) 1 parking space / 3 units for visitors

This addendum serves as further motivation for parking reduction as part of the rezoning application for the Erven 800 and 801 Lynnwood Glen (to be consolidated and subdivided as Portions 1, 2 and 3 of Erf 812 Lynnwood Glen). The addendum pertains specifically to the *residential component* of the proposed rights and takes into consideration parking surveys and parking data at similarly located residential developments in terms of access to and availability of public and employment opportunities.

1.1 Methodology

The following methodology was applied:

- A desktop study was undertaken to determine and identify existing residential developments that are similar to the proposed residential development. Two existing sites were identified and used as case studies;
 - Parking demand data was collected from the various case study locations;
 - Data was analysed and processed as required;
 - The observed parking ratios were determined for the existing developments;
 - Recommendations were made on the parking ratio to be applied to the proposed development, considering the observed parking ratios from parking surveys, the nature of the development and other external and site-specific factors.
-

1.2 Locality - Menlyn Metropolitan Node

Menlyn has ample public transport services as well as an extensive network of paved sidewalks for non-motorised transport (NMT) use. The area has been identified as a Metropolitan Node in both the *Comprehensive Integrated Transport Plan 2015-2020 (CITP)* and the *City of Tshwane's Regional Spatial Development Framework (RSDF) 2018*, recognising it as a major centre of commercial and transport activity and the most significant metropolitan node after the CBD. The Menlyn Metropolitan Node is also earmarked as a Transport Orientated Development (TOD) Node.

The proposed development site is situated in the Menlyn Node (see **Figure 2**) and lies between Kelvin Street and Atterbury Road (M11). The site has immediate access to the Menlyn Maine Precinct via Corobay Avenue, which has safe walkways that are in accordance with universal access guidelines for the City of Tshwane and approximately 2.4 m wide.

As further discussed below, the application site is ideally located for residents with ample job opportunities and amenities within walking distance of the site. Furthermore, a number of public transport services are easily accessible from the site, increasing the range of access to job opportunities and other amenities, thus reducing the need for private vehicle reliance and ownership for residents. The available public transport services operating within the vicinity of the site are summarised on **Figure 3**.

1.2.1 Access to Employment Opportunities and Local Amenities

Numerous employment opportunities are available in the Menlyn Node and within a walking radius of 800 m of the application site, with access to developments such as:

- Offices and business parks
- Large supermarkets, hypermarkets and shopping centres
- Fast-food outlets
- Sit-down restaurants, pubs, etc
- Motor dealerships
- Conference centres and exhibition venues

- Casino, cinemas and major leisure & entertainment
- Medical facilities and consulting rooms
- Gyms, indoor sports centres, recreation facilities
- Educational facilities

The above list showcases the *variety* of easily accessible amenities within walking distance from the proposed development site.

1.2.2 Access to Public Transport

The close proximity of Tshwane Bus Services, A Re Yeng and Gautrain bus routes (see **Figure 3**) to the application site enables convenient access to these transport modes and substantially broadens employment opportunities available to future residents, reducing dependence on private vehicles.

Based on the City of Tshwane's *Household Travel Survey 2013 (HTS, 2013)*, approximately 28% of work trips are undertaken using minibus taxis, making taxis the second most utilised mode after private vehicles. Minibus taxis represent the dominant form of public transport in South Africa and form a critical component of the public transport system by providing affordable, flexible mobility for commuters.

The formal taxi rank at Menlyn Park Shopping Centre is utilised by taxi associations operating in the area, including the Menlyn Taxi Association, Mamelodi Amalgamated Taxi Association (MAMA) and Tembisa Pretoria Taxi Association. The presence of this ranking facility, together with the range of associations accessible from the application site, further enhances mobility options for future residents while reducing the need for private vehicle ownership.

Ride-hailing services, including platforms such as Uber, Bolt and Wanatu, form an increasingly important component of the urban transport system by providing flexible, demand-responsive mobility. These services offer convenient point-to-point transport without the need for private vehicle ownership and allow users to request trips in real time. Within well-developed urban nodes such as Menlyn, the availability of e-hailing services provides connectivity, particularly outside of fixed public transport schedules or routes. The presence of these services further supports reduced reliance on private vehicles and contributes to a more diversified and resilient transport network for residents and visitors to the area.

2 ESTIMATED PARKING DEMAND

2.1 Survey Sites

Guidelines and requirements for trip generation studies contained in *TMH 17 South African Trip Data Manual 2013 (TMH 17)* were followed for this parking study.

This study considers parking surveys undertaken at the following sites:

- Barlow Park Lifestyle Estate - Phase 1
- The Apollo

The surveyed residential developments are located similarly to the proposed development in terms of available public transport, non-motorised transport and employment opportunities.

The sites selected for the parking surveys are fully operational and mature in nature. The surveyed sites consist of housing establishments, with each site having their own accesses and all parking taking place on the sites, consistent with the proposed application site.

2.2 Survey Parameters

The parking surveys were undertaken between Thursday 16 October 2025 (13:00) and Monday 20 October 2025 (13:00) to ensure sufficient coverage of the peak demand hours. The purpose of the parking surveys was to establish parking demand patterns at each residential establishment. This was achieved by:

1. Initial Vehicle Count: Counting the number of parked vehicles at the start of the survey.
2. Vehicle Movement Monitoring: Recording vehicles entering and exiting the site at 15-minute intervals.

2.3 Case Study 1 – Barlow Park Lifestyle Estate

2.3.1 Relevance of the Case Study Site

Barlow Park Lifestyle Estate is located in Sandton, Johannesburg, on Katherine Street, edged by the M1 and Katherine Street. The development is a mixed-use precinct with co-working facilities, offices, a creche and a Curro school, medical rooms, and convenience retail (grocer, pharmacy, fast food, cafés) providing access to a range of local amenities within walking distance.

Residents of Barlow Park benefit from strong public transport access as summarised overleaf.

- Sandton Gautrain Station
- Gautrain Bus routes running along Katherine Street
- Metrobus and minibus taxi services linking to Sandton CBD, Alexandra, Wynberg, Rosebank, and surrounds.

Barlow Park is marketed at young professionals and is explicitly portrayed as “ideal for commuters” into Sandton CBD which is one of the largest employment concentrations in South Africa. Barlow Park is situated approximately 3 km by road from Sandton City and the heart of the Sandton CBD. The Sandton CBD office core includes major corporate headquarters and financial institutions as well as hotels, shopping centres, a conference centre, and a variety restaurants and leisure, recreation and entertainment facilities.

The access to a wide range of employment opportunities and amenities, both locally and via the public transport network, makes Barlow Park a relevant case study site.

2.3.2 Survey Results

The surveyed site is comprised of the residential component of Phase 1 of the Barlow Park development, made up of studio (0.5-bed), 1-bed and 2-bed units. Phase 1 of Barlow Park consists of 748 such units, with the following breakdown:

Unit type	Number of units	Size (m2)		
		Min	Avg	Max
0 bedroom	210	20	21	29.4
1 bedroom	363	28.75	31	39.1
2 bedroom	175	38	48	51.2
3 bedroom	0	-	-	-
Total	748	20	32.4	51.2

The residential parking area is boom-access controlled with access as indicated on **Figure 4**. Parking ticket rates in the retail area strongly encourages residents and visitors of these residents to park in the designated resident-only basement and open-air parking areas indicated in blue and green. Only residents of Phase 1 have access to these parking areas – residents of following phases have their own dedicated parking areas. Tenants of the retail area do however also use the basement parking area (green) during business hours. This is a contracyclical parking relationship to the residential parking demands and, as seen from the survey results discussed in this chapter, do not influence the peak parking demand rates.

The total occupied parking bays counted at the start of the surveys was 130 parking bays, occupied by both light vehicles and motorcycles. The parking demand for the survey period is shown on **Figure 4**.

During the period in which the parking surveys were undertaken, a maximum of 270 parking bays were utilised, observed at 01:00 on 17 October. The observed parking demand follows the typical demand patterns of a residential parking area with peak demands occurring overnight between 18:00 and 06:00.

The observed parking utilisation rate for Barlow Park Phase 1 is thus 0.36 bays per unit. This rate includes both residents and visitors.

2.4 Case Study 2 – The Apollo

2.4.1 Relevance of the Case Study Site

The Apollo is located on Englin Road in Sunninghill, a suburban area in Johannesburg. The development is situated in an office belt with numerous corporate offices close by along Maxwell Drive, Englin Road, Rivonia Road and the broader Sunninghill/Bryanston/Chilli Lane commercial catchment.

The development is marketed at young professionals and places a strong emphasis on lifestyle with amenities that support on-site entertainment, leisure and recreation. However, the availability of such amenities within the immediate surrounding area is limited.

Residents have access to a small *variety* of public transport, although these services are still abundant within the area.

- Minibus taxi routes along Witkoppen Road, Rivonia Road, and Maxwell Drive.
- Shuttle and lift-club culture common within Sunninghill's corporate environment.
- Ride-hailing (Uber/Bolt) widely used due to the demographic profile.

The Apollo was chosen as a case study site for this report based on the development's locality being more suburban, together with the reduced variety of amenities and opportunities within the immediate area. The reduced variety available at The Apollo creates a distinct contrast to the Barlow Park site of Case Study 1, making each case study site unique in their own right.

2.4.2 Survey Results

The Apollo has 673 units in total and is primarily comprised of bachelor (0.5-bed), 1-bed and 2-bed units with the following breakdown:

Unit type	Number of units	Size (m2)		
		Min	Avg	Max
0 bedroom	206	17	30	54
1 bedroom	436	18	31	54
2 bedroom	30	40	46	56
3 bedroom	1	76	76	76
Total	673	17	31.2	76

To note is that a small component (approximately 30 units) of the surveyed site is utilised as an aparthotel with serviced apartment offerings. This has been included in the surveys as the size is not considered significantly large enough to grossly affect the residential parking demand rates for the site.

The site has a single access that is boom-access controlled as indicated on **Figure 5**. Both residents' and visitors' parking areas are on site and included in the parking demand surveys.

The total occupied parking bays counted at the start of the surveys was 110 parking bays, occupied by both light vehicles and motorcycles. The parking demand for the survey period is shown on **Figure 5**.

During the period in which the parking surveys were undertaken, a maximum of 328 parking bays were utilised, observed at 05:00 on 20 October. The observed parking demand follows the typical demand patterns of a residential parking area with peak demands occurring overnight between 18:00 and 06:00.

The observed parking utilisation rate for The Apollo is thus 0.49 bays per unit. This rate includes both residents and visitors.

The site showcases how a reduced parking demand trend is not limited to residential developments set in the heart of a CBD area or transportation node. Access to an abundance of nearby employment opportunities, a strong minibus taxi network and a high uptake of ride-hailing services significantly reduces the need for private vehicle reliance and ownership for residents.

2.5 Summary of Case Studies

The manual parking surveys provided valuable insights into parking demand patterns based on residential units. Details surrounding the surveyed sites are summarised in **Table 2-1** while the survey results are summarised **Table 2-2**.

Table 2-1: Summary of Surveyed Sites

Unit type	Barlow Park Lifestyle Estate				The Apollo			
	Number of units	Size (m2)			Number of units	Size (m2)		
		Min	Avg	Max		Min	Avg	Max
0 bedroom	210	20	21	29.44	206	17	30	54
1 bedroom	363	28.75	31	39.1	436	18	31	54
2 bedroom	175	38	48	51.2	30	40	46	56
3 bedroom	0	-	-	-	1	76	76	76
Total	748 units				673 units			

Table 2-2: Summary of Parking Demand Surveys

Site	Barlow Park	The Apollo
Units	748	673
Parking Demand	270	328
Parking Demand Rate	0.360	0.487

In both case studies visitors are allowed to park on-site. The observed parking demand for each case study therefore includes both residents and visitors.

3 APPLICATIONS IN OTHER METROPOLITAN AREAS

The Johannesburg Roads Agency (JRA) has approved a reduced parking ratio for a mixed-use development with a large residential component in proximity to the Sandton CBD in September of 2020 with a parking rate of only 0,115 parking bays per residential unit in support of densification and to encourage the use of public transport.

EDS Engineers estimated the parking demand for a new development in Randburg and obtained information on car ownership versus income level which was published in a technical paper in the Journal of the South African Institute of Civil Engineering titled “*Forecasting household car ownership in South Africa: alternative modes and future trends*” (M. Mokonyama and C. Venter). A copy of the study is attached in **Annexure B**.

The study indicated the following probabilities for car ownership for residents of flats:

FLATS	CAR OWNERSHIP PROBABILITY (%)		
	0 CAR	1 CAR	2 CARS
Low Income	89%	11%	0%
Medium Income	75%	23%	2%
High Income	20%	54%	26%

The study was conducted in 2007 and was not specifically conducted at the precincts in close proximity to public transport facilities and to employment opportunities such as this application.

The expected car ownership in the Menlyn Node can be expected to be even lower than predicted by the study as a result of the availability of public transport and ride-hailing services.

This study confirmed a relationship between income levels and car ownership.

4 RECOMMENDED REDUCED PARKING RATES

The proposed development site is located within the Menlyn Metropolitan Node and falls within an approximate 800 m walking catchment of major activity generators, including Menlyn Park Shopping Centre and the Menlyn Maine precinct. The site benefits from strong accessibility to a wide range of employment opportunities, retail offerings, commercial developments and lifestyle amenities located within comfortable walking distance. In addition, the site is well supported by existing public transport services and NMT infrastructure within the Menlyn Node, further enhancing overall accessibility. These aspects support a notably reduced need for private vehicle use by future residents of the proposed development.

Based on the availability and proximity of multiple public transport modes, the high level of walkability to surrounding employment opportunities and amenities, the approved land-use policies and the City’s RSDf and TOD objectives (as discussed in Report 2025-036-00), as well as the observed parking demand surveys at similarly located

residential developments discussed in **Chapter 2**, reduced parking ratios are considered appropriate and supportable for the residential component of the proposed development.

The following considerations should be noted with regard to the determining of an appropriate parking rate for the residential component of the Pinnacles development on Erven 800 and 801 Lynnwood Glen:

- A parking ratio based on the size of the residential units was developed with the rationale that the smaller the units the more affordable the units, resulting in a higher probability of attracting tenants with a lower income with lower average car ownership, resulting in lower parking demand.
- The higher parking rates observed at the two sites studied of 0,487 (The Apollo) was used to determine the parking ratio for the units.
- The average unit size of apartments at the Apollo was determined to be 52 m².

The recommended parking rates below are informed by the observed demand in the case studies which include both residents and visitors. The recommended parking rates for flats with three habitable rooms or less, inclusive of visitors, are as follows:

- Units smaller than 52 m²: 0.5 bays per unit
- Units equal to or larger than 52 m², and smaller than 75 m²: 1 bay per unit
- Units equal to or larger than 75 m²: parking provision as per Table G of *TLUS*

5 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

The following can be concluded:

- This Addendum to the Parking Reduction Motivational Study was undertaken for the residential land use of the proposed Pinnacles development to be located on Erven 800 and 801 Lynnwood Glen (to be consolidated and subdivided as Portions 1, 2 and 3 of Erf 812 Lynnwood Glen) in the City of Tshwane Metropolitan Municipality, Gauteng Province.
- The parking study (Report 2025-036-00) was submitted in April 2025. Comments with reference **V10/2/4/2 – L10 (Erf 800&801) APS: 40455** were received in June 2025 and are attached in **Annexure A** of this addendum report.
- The proposed development rights are “Business 4” and permitting hotel land-uses. Medical Consulting Rooms and Veterinary Clinic/Hospital are excluded. The *Tshwane Land Use Scheme 2024 (TLUS 2024)* includes Dwelling Units as a permitted use under “Business 4”, thus permitting a Block of Flats land use.
- The proposed development site is situated within the Menlyn Metropolitan Node, between Atterbury Road and Kelvin Street, with immediate access to the Menlyn Maine Precinct via Corobay Avenue.
- The application site is ideally located for residents with ample job opportunities and amenities within walking distance of the site, plus a number of public transport services are easily accessible from the site, increasing the range of access to job

opportunities and other amenities, thus reducing the need for private vehicle reliance and ownership for residents.


- Both the RSDF 2018 and Tshwane's Parking Reduction Strategy have been approved and recommend reduced parking rates to discourage the use of private vehicles in TOD areas.
- Parking demand surveys were undertaken between Thursday 16 October 2025 (13:00) and Monday 20 October 2025 (13:00) at Barlow Park Lifestyle Estate - Phase 1 and The Apollo.
- The observed parking utilisation rates at the surveyed sites includes both residents and visitors, and are as follows:
 - Barlow Park ► 0.36 bays per unit
 - The Apollo ► 0.49 bays per unit
- In view of locality of the application site and its proximity to employment opportunities, amenities and a vast public transport network, together with the recommendations of the Council approved RSDF and Mayoral Committee approved Parking Reduction Strategy for the City, the following reduced parking rates area recommended for Portions 1, 2 and 3 of Erf 812 Lynnwood Glen for flats with three habitable rooms or less, inclusive of visitors:
 - Units smaller than 52 m²: 0.5 bays per unit
 - Units equal to or larger than 52 m², and smaller than 75 m²: 1 bay per unit
 - Units equal to or larger than 75 m²: parking provision as per Table G of *TLUS*

5.2 Recommendations

The following recommendations are made:

- In addition to the previously approved parking rates in **V10/2/4/2 – L10 (Erf 800 & 801) APS: 40455**, the following reduced parking rates are proposed for the Pinnacles development on Erven 800 and 801 Lynnwood Glen (to be consolidated and subdivided as Portions 1, 2 and 3 of Erf 812 Lynnwood Glen), for flats with three habitable rooms or less, inclusive of visitors:
 - Units smaller than 52 m²: 0.5 bays per unit
 - Units equal to or larger than 52 m², and smaller than 75 m²: 1 bay per unit
 - Units equal to or larger than 75 m²: parking provision as per Table G of *TLUS*
- That the actual parking demand be confirmed after completion of the residential development and that the applicant remains responsible to provide sufficient on-site parking for the development to the satisfaction of the Tshwane Metropolitan Municipality.

Compiled by:



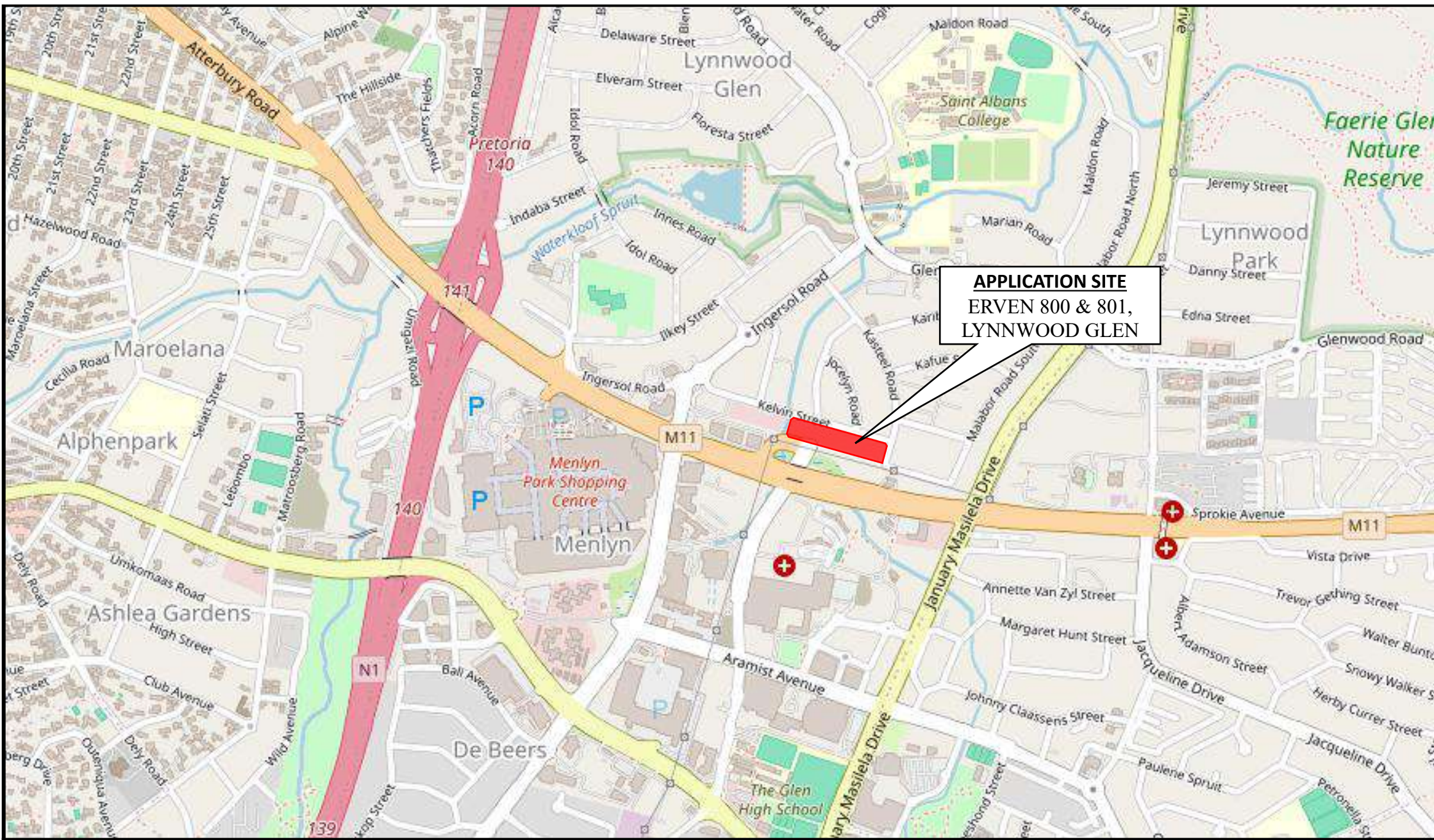
K LOUW

Reviewed by:



G VAN DER WALT PR. ENG. (990171)

FIGURES





APPLICATION SITE
ERVEN 800 & 801,
LYNNWOOD GLEN

MENLYN NODE

Figure 2

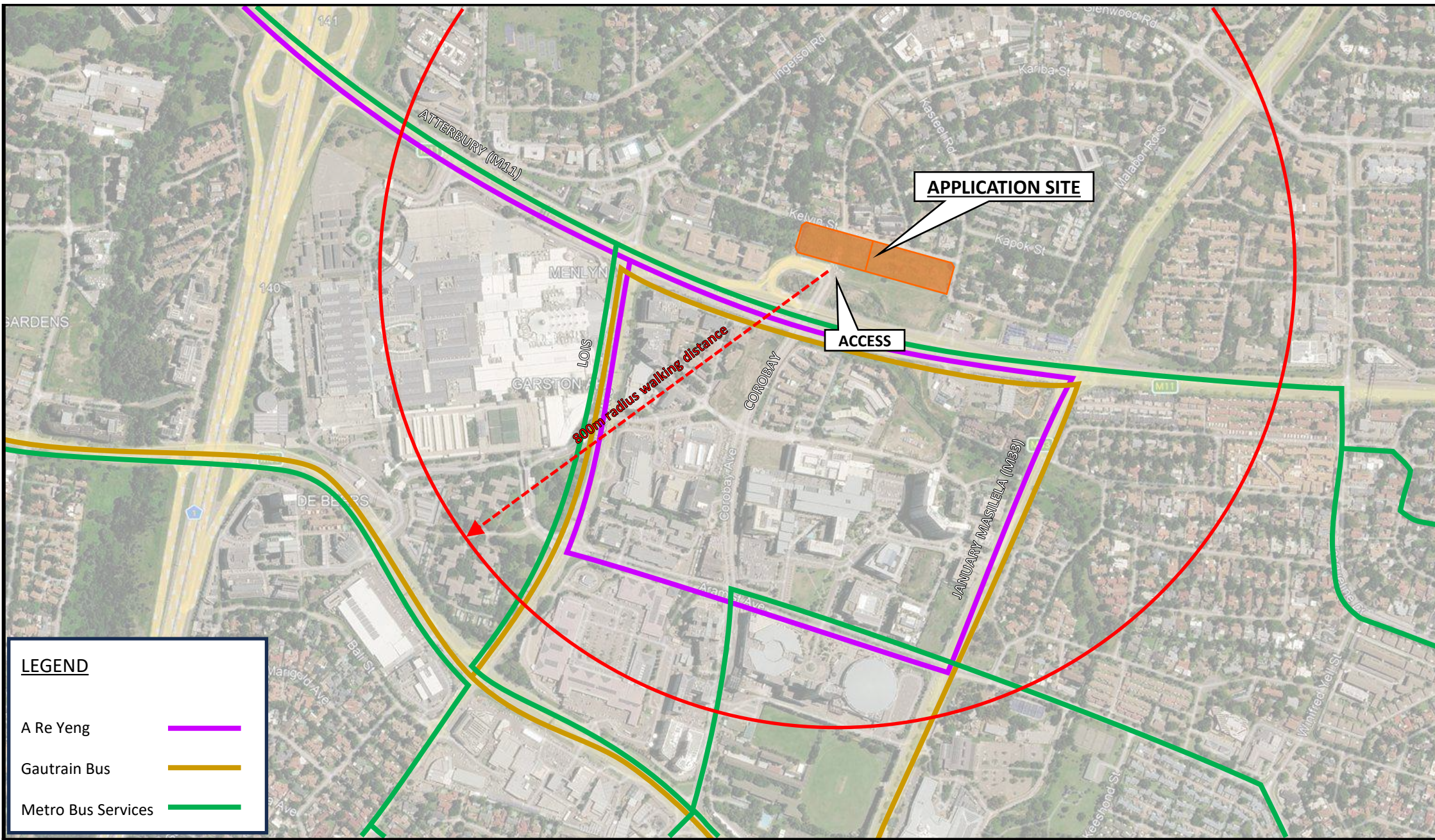
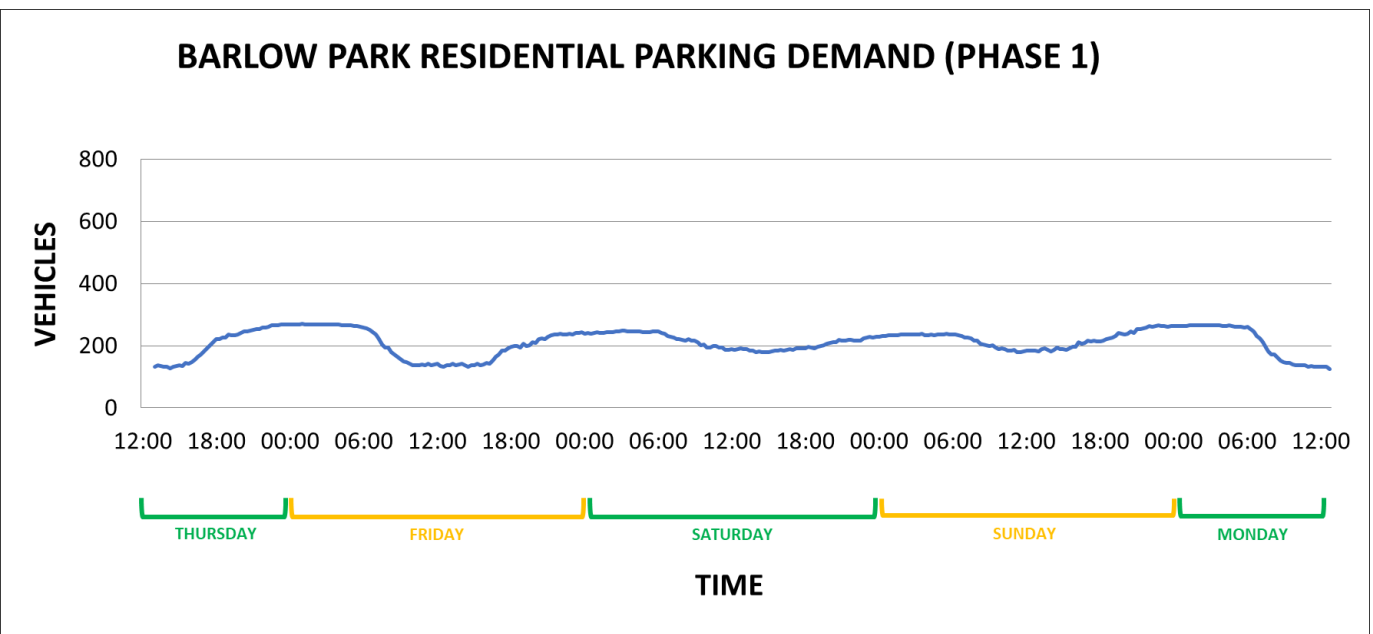


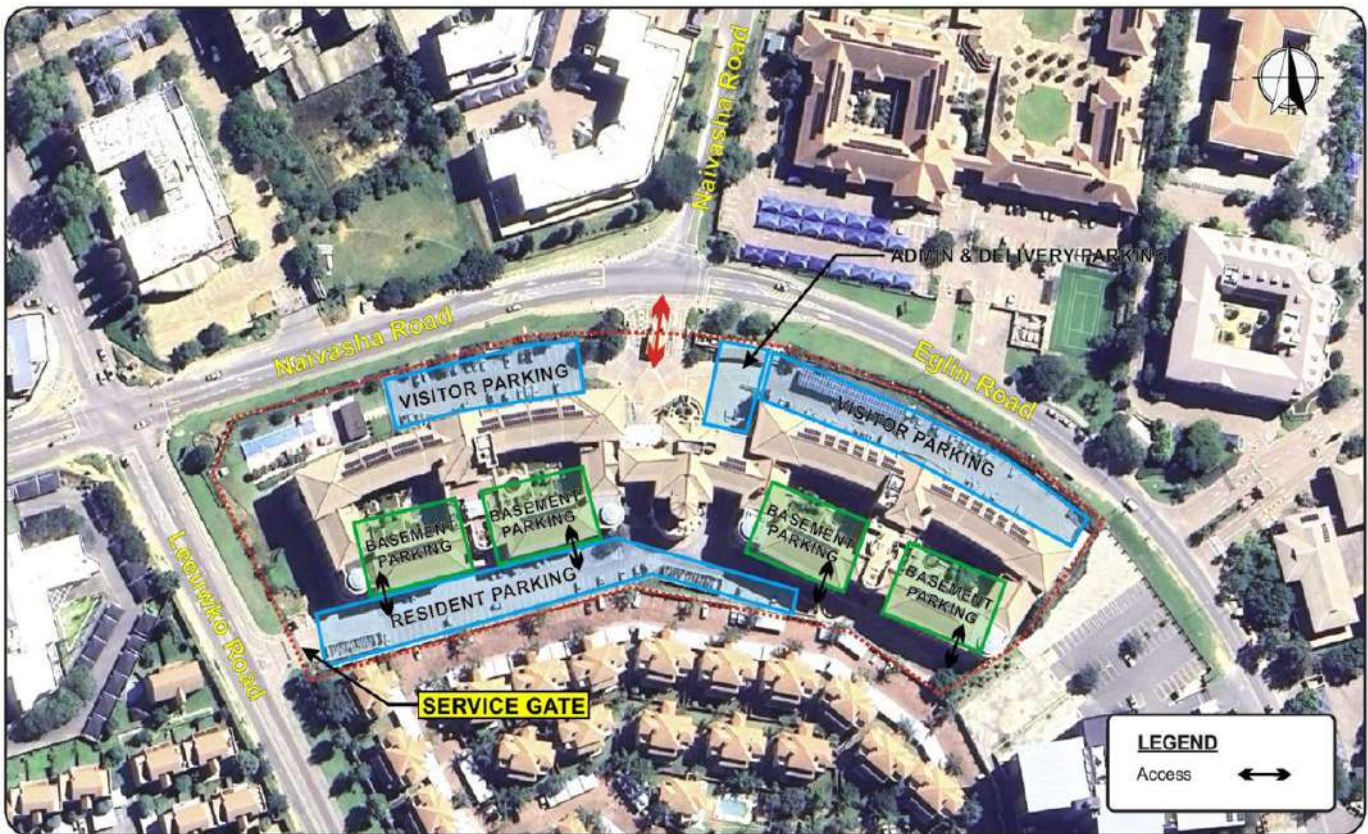
Figure 3



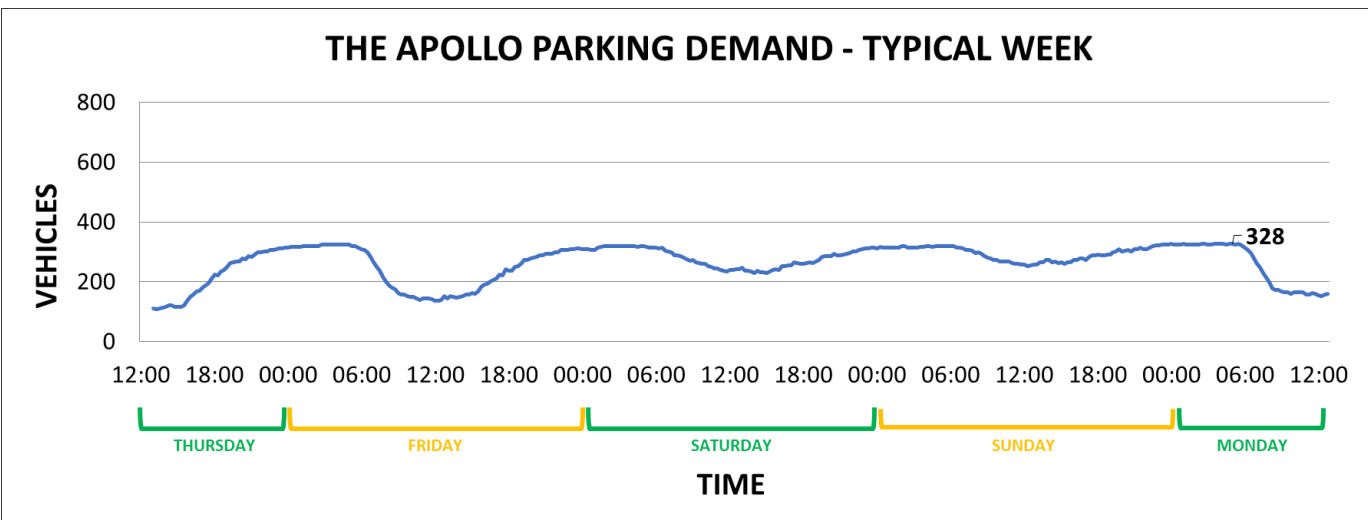
CASE STUDY 1: Access And Parking Areas



CASE STUDY 1: Parking Demand



CASE STUDY 2: Access And Parking Areas



CASE STUDY 2: Parking Demand

**ANNEXURE A – Parking Study Comments
(V10/2/4/2 – L10 (Erf 800&801) APS: 40455)**



Roads and Transport Transportation Planning Division

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My ref: V10/2/4/2 – L10 (Erf 800&801) APS: 40455 Tel: 012 358 3421
Your ref: 2025-036-00 REV 0 glaciat@tshwane.gov.za
Contact person: Glacia Khumalo
Section/Unit: Intelligent Transport System and Traffic Engineering

EDS Engineering Design Services (Pty) Ltd

P.O Box 34878
Glenstantia
0010

info@edseng.co.za

30 June 2025

Dear Sir/Madam,

TRAFFIC IMPACT STUDY: ERVEN 800 & 801 OF LYNNWOOD GLEN (TO BE CONSOLIDATED AND KNOWN AS PORTIONS 1, 2 & 3 OF ERF 812 LYNNWOOD GLEN).

With reference to the Traffic Impact Assessment Report prepared by Techworld Consulting Engineers (Pty) Ltd, dated March 2025, received in April 2025, the Traffic Impact Assessment Report is considered acceptable for this section. It is therefore approved, subject to the following conditions:

A. TRAFFIC IMPACT ASSESSMENT OF MANAGEMENT SUB-SECTION

1. GENERAL APPROVAL CONDITIONS

- 1.1 The applicant must comply with the access arrangements, parking demand, and road upgrades outlined in this letter.
- 1.2 Where applicable, the applicant must acquire additional land to widen the road reserve for new roads or transportation infrastructure.
- 1.3 A Traffic Impact Assessment evaluates traffic operations but does not address specific access locations or geometric designs, which must be reviewed separately within this division. Additionally, approval of the Traffic Impact Study does not imply approval of the proposed road alignments.
- 1.4 The developer will be responsible for all internal roadwork, sidewalk installation, on-site parking provision, and any costs related to the proposed site access.

TRAFFIC IMPACT STUDY: ERVEN 800 & 801 OF LYNNWOOD GLEN (TO BE CONSOLIDATED AND KNOWN AS PORTIONS 1, 2 & 3 OF ERF 812 LYNNWOOD GLEN).

2 THE FOLLOWING CONDITIONS FOR LAND USE MUST BE INCLUDED IN ANNEXURE T BEFORE THE APPROVAL OF THIS APPLICATION:

2.1 Land-use rights:

2.1.1 The property shall be zoned "Business 4" permitting a hotel land-use as specified in the proposed Annexure T. The proposed FAR for Erven 800 & 801 Lynnwood Glen is 1.7, allowing a gross floor area of 24,480 m². The proposed density allows for 180 dwelling units, 200 dwelling units, and 200 dwelling units for the proposed Portions 1, 2 & 3 of Erf 812 Lynnwood Glen, respectively.

2.2 Parking provision:

2.2.1 Parking with sufficient maneuvering space must be provided on-site. The parking layout must align with the typical standard details, drawing no. STD020.

2.2.2 Loading and offloading facilities must be provided within the property boundaries.

2.2.3 Parking will be provided on-site in accordance with the relaxed parking ratios outlined below:

Offices 2 parking spaces / 100 m² net floor area

Dwelling units

- 1 parking space/unit with 2 habitable rooms or fewer
- 2 parking spaces/unit with 3 habitable rooms or more
- 1 parking space / 6 units for visitors

Hotel

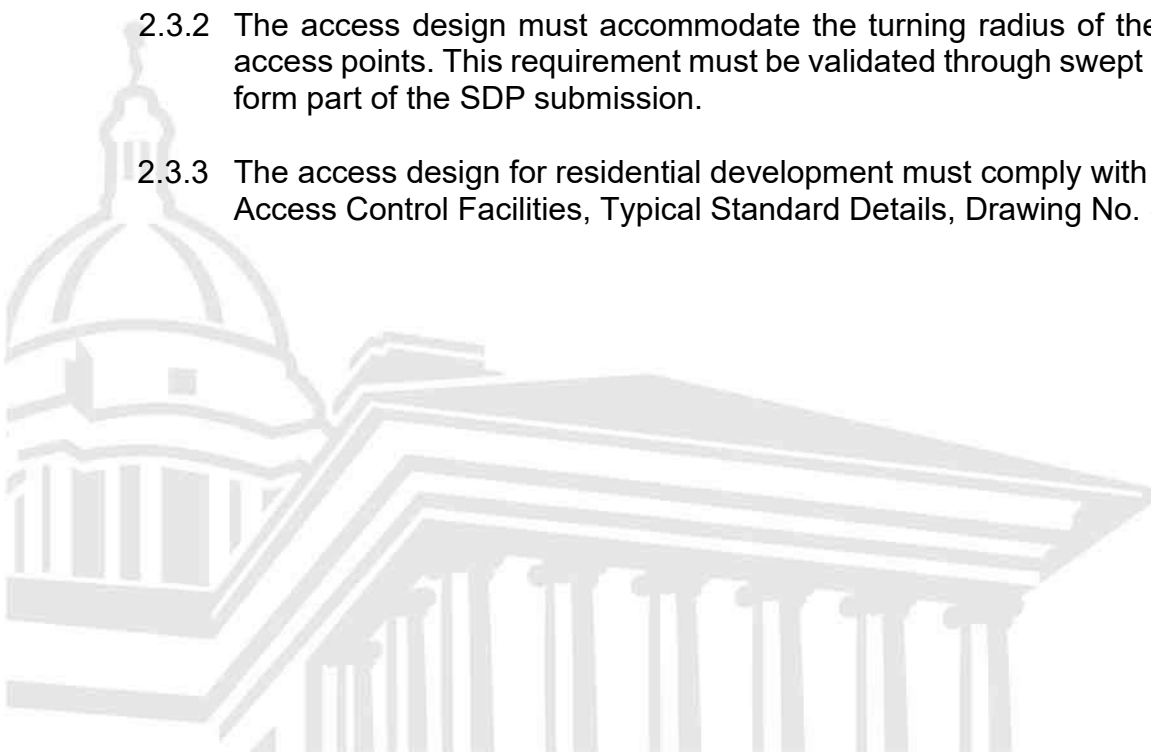
- 1 parking space / leasable room
- 4 parking spaces / 100 m² public floor area

2.3 Access conditions:

2.3.1 Access to the property must be constructed to the satisfaction of the City of Tshwane.

2.3.2 The access design must accommodate the turning radius of the design vehicle at the access points. This requirement must be validated through swept path analysis and must form part of the SDP submission.

2.3.3 The access design for residential development must comply with the Guidelines for Access Control Facilities, Typical Standard Details, Drawing No. STD021.



TRAFFIC IMPACT STUDY: ERVEN 800 & 801 OF LYNNWOOD GLEN (TO BE CONSOLIDATED AND KNOWN AS PORTIONS 1, 2 & 3 OF ERF 812 LYNNWOOD GLEN).

3 CONDITIONS TO BE COMPLIED WITH BEFORE PROMULGATION

3.1 Road Upgrades

3.1.1 No external upgrades required due to the proposed development.

3.2 Public Transport and Non-Motorized Transport Facilities

3.2.1 The developer must construct a 1.8-meter-wide paved walkway along the full length of the property frontage.

3.2.2 Existing cycle and pedestrian facilities must be preserved or replaced if affected by road upgrades.

3.3 Way Leaves

3.3.1 Before any construction work of whatever nature will be allowed, the following must be obtained by the Developer:

- The approval of a wayleave from the relevant road authority (City of Tshwane (CoT) and/or GPDRT) is necessary for any work within the road reserves. Detailed designs must comply with approved standards, and written approval from the road authorities is required before construction can commence.

4 CONDITIONS TO BE COMPLIED WITH BEFORE THE ISSUING OF AN OCCUPATION CERTIFICATE

4.1 A complete Site Development Plan must be submitted at the applicant's cost for approval by this division before any building construction may commence. Details regarding access, parking layout, site circulation, loading areas, and stormwater drainage must be presented in the Site Development Plan. No building plans may be approved before this division approves a site development plan.

B. COMMENTS BY INTEGRATED ROADS PLANNING SUBSECTION

Modiehi Mphuthi (modiehit@tshwane.gov.za, 012 358 3039)

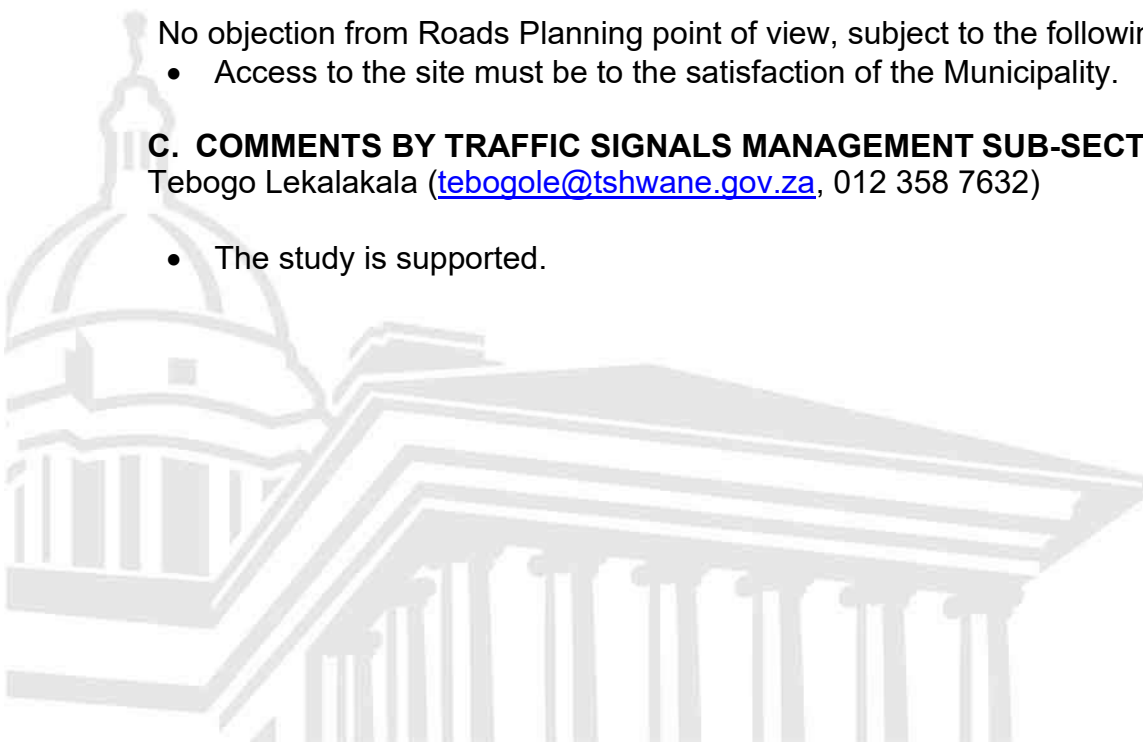
No objection from Roads Planning point of view, subject to the following conditions:

- Access to the site must be to the satisfaction of the Municipality.

C. COMMENTS BY TRAFFIC SIGNALS MANAGEMENT SUB-SECTION:

Tebogo Lekalakala (tebogole@tshwane.gov.za, 012 358 7632)

- The study is supported.



TRAFFIC IMPACT STUDY: ERVEN 800 & 801 OF LYNNWOOD GLEN (TO BE CONSOLIDATED AND KNOWN AS PORTIONS 1, 2 & 3 OF ERF 812 LYNNWOOD GLEN).

D. COMMENTS BY INTEGRATED ROADS PLANNING SUB-SECTION

Nkhensani Shivambu (nkhensanish@tshwane.gov.za, 012 358 4645)

- Supported
- The developer must provide a sidewalk along the property's street boundary

I trust you will find the above in order.

Kind Regards,



Lourens Swanepoel

For DIVISIONAL HEAD: TRANSPORTATION PLANNING DIVISION

On request, this document can be provided in another official language.



**ANNEXURE B – *Forecasting Household Car
Ownership in South Africa: Alternative Modes and
Future Trends, 2007* (M. Mokonyama and C. Venter)**



MATHETHA MOKONYAMA is a senior researcher at the Council for Scientific and Industrial Research (CSIR). His current research interest lies in the design and delivery of passenger transport services in relation

to end user satisfaction-related dynamics. He graduated from the University of the Witwatersrand in 1999 with a BSc in Civil Engineering. He also holds honours and master's degrees in Transportation Engineering from Pretoria University, where he has recently commenced with his doctoral studies. He has previously worked for the City of Johannesburg and in consultancy for the firm LTE Consulting, both in the area of transportation modelling.

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CHRISTO VENTER is an associate professor in the Department of Civil and Biosystems Engineering at the University of Pretoria, where his work focuses on transport planning and engineering. He graduated from the universities of Stellenbosch (1991,

1993) and California (Berkeley) (1998), where, in his PhD work, he looked at travel behaviour among disabled and elderly transport users. Current research interests include the links between urban form and transport, public transport planning, and transport's contribution to achieving sustainable livelihoods among marginalised people. He also undertakes consulting work in transport engineering. He is a member of the US Transportation Research Board's Committee on Accessible Transportation and Mobility.

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Keywords: car ownership, transport modelling

Forecasting household car ownership in South Africa: alternative models and future trends

M Mokonyama, C Venter

The paper investigates the use of an alternative household car ownership modelling approach for South African urban areas, particularly the metropolitan areas, that moves away from existing race-based classifications, but instead uses household income and spatial attributes of an area captured in terms of dwelling unit types. The model has been successfully calibrated for the City of Johannesburg, and tested for other Gauteng areas. The paper also provides limited benchmarking of South African household car ownership against published literature, in which it is illustrated and concluded that localised research on behavioural market responses is critical. Topical issues such as development density and lifestyle choices within the context of the emerging nature of household car ownership in South Africa are also investigated, although the transitional nature of the South African economy presents some analytical challenges. Finally, the paper illustrates the model's application in the urban development planning context. The model results, supported by other qualitative considerations, point to a potentially explosive growth in car ownership to be expected in historically disadvantaged areas of South African cities as middle-class incomes grow. Thematic areas for further research in the field are also identified.

INTRODUCTION

Around the world, household car ownership modelling and forecasting have been significantly researched. Such a focus has historically been warranted by the relatively high investments in the provision of transport infrastructure by governments to accommodate changes in travel demand due to changes in household car ownership. In South Africa, car ownership studies were undertaken, notably by Marks (1979) and Sweet (1988), before the 1994 democratic elections and the adoption of the new constitution in 1996. In an attempt to minimise data aggregation errors as a result of differing economic profiles of the population groups, past South African car ownership modelling studies made a distinction between the different population groups. Racial distinctions made it easier to model average trip generation rates within the respective areas allocated to different population groups by apartheid planning policies. Growing spatial and economic integration amidst fundamentally changing market conditions as a result of the democratisation of the country are rendering the use of racial distinctions in transportation modelling exercises difficult and increasingly irrelevant.

Despite currently low overall levels of household car ownership in South Africa – 74 % of all households did not own cars in 2003 (DOT 2005) – growth in car ownership is accelerating, especially in metropol-

itan areas, where competition for road space is resulting in increasing congestion and environmental costs. Local vehicle manufacturers reported record growth in car sales of almost 30 % in 2004 and 2005 (*Business Day* 2005a). The forecasted South African gross car population growth by DOT (1997) of 64 % between 1996 and 2020, resulting in 8,7 million cars by 2020 or 160 cars per 1 000 human population, which still appears valid, is also indicative of a relatively high future growth potential in car-based travel demand. In view of the evident impact of motorised transport on fiscal resources and the environment, car ownership studies should continue to be an integral part of development planning.

The primary purpose of this research is to explore a household car ownership modelling approach that is not reliant on the classification of the population into race groups and is relevant to the market profile of an area. Secondary to this is to profile the nature of household car ownership in a typical urban area in South Africa and to show the application of the proposed modelling approach in a typical planning exercise. The research uses the City of Johannesburg Metropolitan Municipality and Gauteng Province as case studies. Such a model would typically be used by a local authority in estimating both existing and future car ownership in its planning area. Owing to the limited financial resources of gov-

ernment, the model needs to be relatively affordable to maintain and use.

In addition to providing the necessary inputs to trip generation estimation, a car ownership model needs to provide useful insight into other pertinent strategic transport planning options. Foremost among these is the need to accurately reflect the potential impact on car ownership of interventions aimed at reducing travel demand or shifting mode use, such as public transport improvements and travel demand management (TDM) type actions. At present, unfortunately, neither the data nor the theoretical knowledge is locally available to allow inclusion of such capabilities in car ownership models. The paper considers recent evidence on the influence of service quality on car ownership and highlights other contextual factors to be considered such as developmental trajectories. The paper examines only household car ownership as opposed to household car use, although implications for car use are briefly discussed.

PREVIOUS CAR OWNERSHIP MODELLING EFFORTS

Ortuzar and Willumsen (2001) report that traditionally vehicle ownership models have been used for three general purposes, namely market research studies, estimation of future infrastructure needs and policy-oriented transportation studies. These models have always been limited by the availability of relevant data, and the cost of collecting the data, noted as a major constraint, resulting in a widened gap between theory and practice.

Bunch (2000) distinguishes between static and dynamic car ownership models. Static models estimate car population at a given point in time and the dynamic ones model car transactions over time. Generally static models have lower data requirements than dynamic models, hence their popularity with practitioners. Static car ownership models can further be classified as either time series models or cross-sectional models. Time series models, also referred to as extrapolation models, are calibrated using historical data of car ownership, under the assumption that trends of the past continue into the future in line with a predetermined time series function (Button *et al* 1982). Cross-sectional models – also referred to as causal models – are calibrated using data collected at a given point in time and attempt to link car ownership to selected explanatory variables for which forecasts can be made. The latest developments include the application of stated preference modelling techniques in car ownership studies, for example the testing of the market viability of low-emission vehicles in Japan for environmental planning purposes (Zhang *et al* 2004).

Time series models assume that time can be used as a surrogate variable for factors affecting car ownership levels over the period under investigation. The archetypal time series model is in the form of a sigmoid curve in which car ownership is assumed to follow a typical product consumption pattern lifecycle, where the use of the product ultimately reaches a saturation value at which the rate of consumption equals the rate of replacement (Button *et al* 1982). The car ownership saturation value is then used as an indication of the ultimate demand for road infrastructure demand in the study area. Button *et al* (1982) reported that the sigmoid curve approach attracted many critics who believed that, owing to its self-fulfilling nature, it was relevant only in the era when the building of roads needed to be continuously justified.

As an example, the time series model of car ownership developed by the Central Witwatersrand Regional Services Council in 1994 (CWRSC 1994) illustrates the difficulty with previous modelling attempts in South Africa. Car ownership saturation values estimated for each population group varied widely between 830 cars per 1 000 people for whites, 44 cars per 1 000 for blacks, and other groups somewhere in between, while no theoretical argument could be forwarded why such discrepancies should exist. Such race-based designations are also increasingly inaccurate, as the economic growth trajectories of population groups are very different from what they were a decade ago.

Cross-sectional models, on the other hand, attempt to relate car ownership directly to variables that are postulated to influence car ownership. Accordingly, cross-sectional models require a more in-depth understanding of explanatory variables other than time. However, they can be much more policy relevant, as the variables may be more easily related to levers that government has some control over.

Two popular analytical approaches used for car ownership modelling exist, namely regression analysis and category analysis. Whereas regression analysis formulates a parametric relationship between an independent variable, or a combination of independent variables, and a dependent variable, category analysis segments the independent variables into different classes and calculates a representative value for the dependent variable for each combination of classes. Unlike regression analysis, category analysis does not have a standard statistical goodness of fit measure and therefore closeness to the observed data cannot be evaluated, although statistical tests can be performed to evaluate the significance of the differences between alternative category values. Furthermore, category analysis does not permit extrapolation beyond its calibrated strata. It is, how-

ever, easy to use and understand, especially by non-technical decision-makers. Some other advantages of category analysis are the following (Mekky 1996):

- It does not make assumptions about the shape of the response surface
 - It allows the relationship between the dependent variable and each stratum of the independent variable to be different from any other stratum
 - It can deal easily with qualitative data
- In addition, calibration of regression models often suffers from high collinearity between many of the relevant household attributes, for example the number of employed persons per household, the number of household members at a driving age, and household income (Button *et al* 1982), forcing the analyst to omit many of these variables. Category analysis, by contrast, allows all relevant variables to be used to extract maximum information from the data.

Sweet (1988) investigated the use of a cross-sectional logistic function to estimate the probability of household car ownership in South Africa for different population groups, with income as the explanatory variable. The function is defined by the following equation:

$$p = \frac{s}{1 + \exp(-a - bl)} \quad (1)$$

Where:

- p = probability of household car ownership at income level I
- s = saturation value
- a and b are model parameters obtained through regression

The model used by Sweet (1988) has been successfully calibrated elsewhere in the world. However, the need to specify saturation values is problematic. In South Africa it would be difficult to derive a single representative saturation value as a result of entrenched disparities within the population; yet it is increasingly difficult, both technically and politically, to specify a different value for each population group.

Ortuzar and Willumsen (2001) report on an improvement to the basic category analysis model to overcome some of its disadvantages such as cells with too few or no sample observations and the lack of statistical goodness of fit measures. In multiple classification analysis, cell values are based on a grand mean derived from the entire data set as well as means derived from classes of data sets. The method is essentially based on analysis of variance and therefore provides a structured procedure for choosing among alternative independent variables and alternative groupings of the values of each independent variable (Mekky 1996). The application of the approach in South Africa is proposed to be a subject for further research.

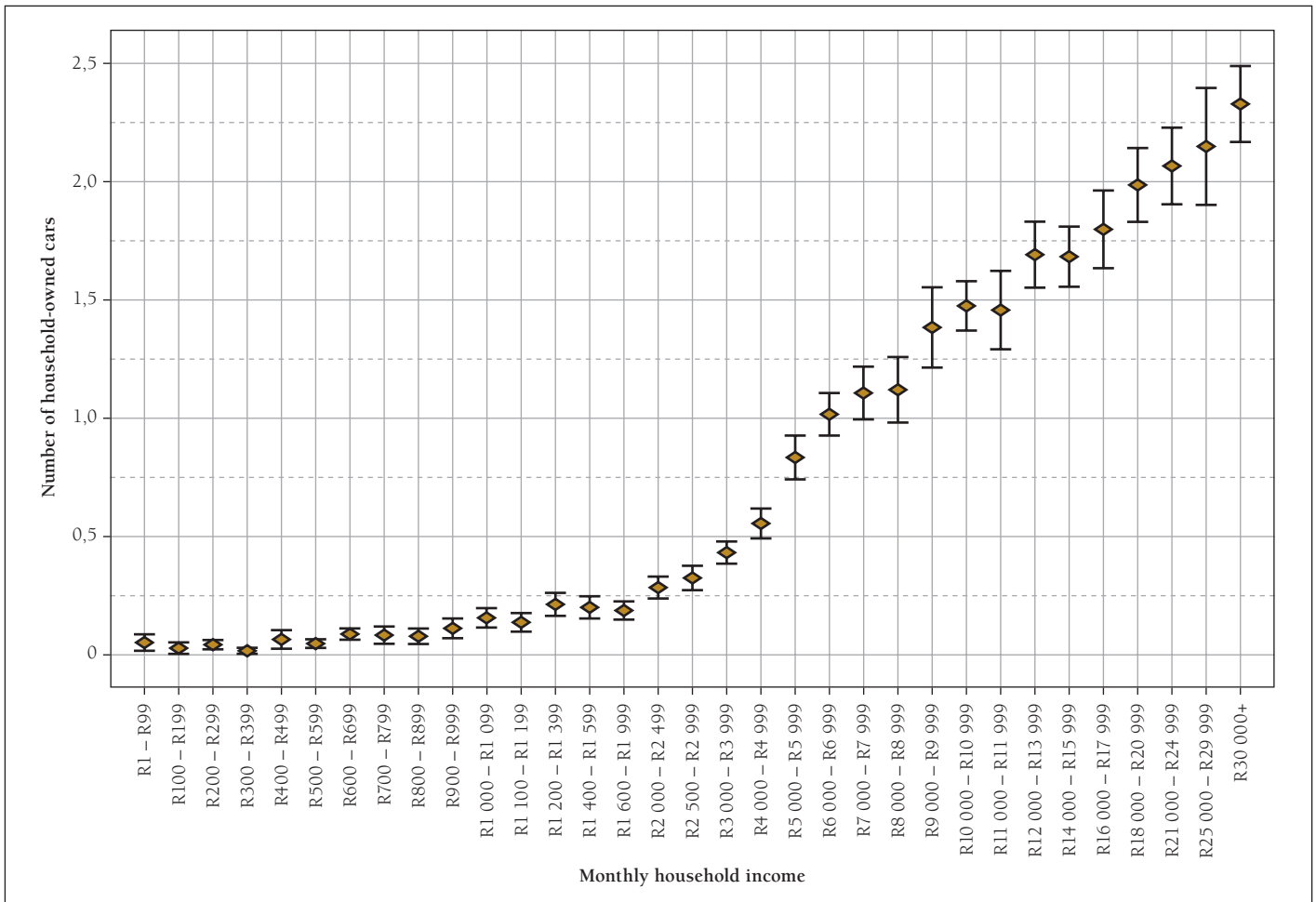


Figure 1 Car ownership and household income in Gauteng (source: Gautrans 2003)

The model tested in this study is cross-sectional and based on category analysis. The fact that this method does not impose a continuous (and linear) functional relationship between the variables makes it more attractive than the regression model, given current uncertainty about the nature of the underlying relationships in the fast-changing South African environment.

VARIABLES INFLUENCING HOUSEHOLD CAR OWNERSHIP

This section reports on some of the variables reported in literature to have a major influence on household car ownership. In order to contextualise them within the South African experience, they are further compared with trends from areas within South Africa. The comparison highlights some of the stark contrasts between literature findings and the situation in South Africa, further emphasising the need for localised research in development planning while at the same time providing more detailed historical research perspectives.

Household income

As early as the initial developments of car ownership models in the 1960s, household income has been found to be the most significant explanatory variable in household car ownership models. Button *et al* (1982)

report that the use of income as an explanatory variable has been widely supported, due to the important role of income in econometric studies of consumer behaviour. This is consistent with the consumption of car travel as a 'luxury good', where the increasing value of time that accompanies income growth makes the time-saving (and other) benefits of private vehicle travel increasingly attractive. Dargay and Gately (1999) confirmed the relationship between countries' gross domestic products (GDPs) and car ownership levels across a range of developed and transitional countries, where higher GDPs are strongly associated with higher car ownership levels. Dargay and Gately (1999) estimate the ultimate common car ownership saturation values for all countries at around 0,62 cars per capita (or 0,85 vehicles per capita, including both light and heavy vehicles). Ngoe *et al* (1993), from the analysis of low-income countries' car ownership data, noted that as low-income countries become more prosperous, there is an inevitable and rapid rise in their car ownership and use.

Figure 1 confirms the above relationship between car ownership and household monthly income in Gauteng Province. The figure was derived from the 2002 Gauteng household travel surveys data (Gautrans 2003), with a 95 % confidence interval. Figure 1 shows that household car owner-

ship starts increasing substantially at a monthly household income of about R4 000 to R6 000 (2002 rand value), which is the 80th percentile household income.

Car purchase and running costs

Dargay and Gately (1999) report elasticity of car ownership with respect to running costs at $-0,5$ and to purchase cost at $-0,3$. Button *et al* (1982) argue that increases in fuel prices are more likely to influence the type of car owned in terms of fuel consumption than car ownership. This argument was further supported by the inverse relationship found between fuel prices and average car engine sizes. In South Africa the elasticity of car use with respect to a rise in fuel prices is reported as between $-0,027$ (Smit *et al* 2003) and $-0,22$ (Naudé 2002), indicating a relatively inelastic relationship. Furthermore, as shown in figure 2, the relationship between car engine sizes and the sale of new cars in Gauteng Province has generally remained stable between 2000 and 2004, amidst the rapid rise in fuel prices which increased by an average of 32 % in the same period, further illustrating the rather inelastic relationship between car ownership and car running costs in South Africa. Local fuel prices are likely to rise over the longer term due to global energy supply factors, and consumers may become more price-sensitive. The long-term impact of rising energy costs on car

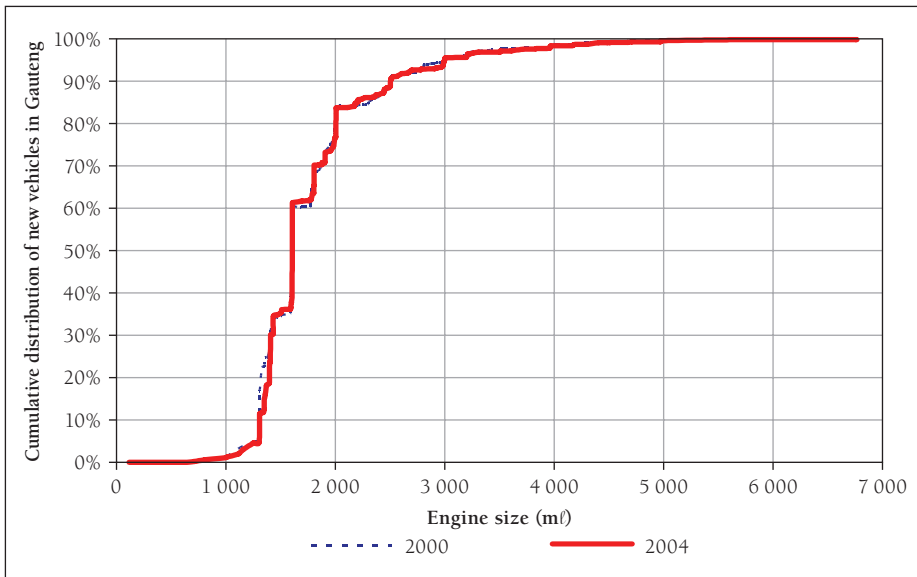


Figure 2 New car sales and engine sizes in Gauteng Province (source: NaTIS, 2000–2004)

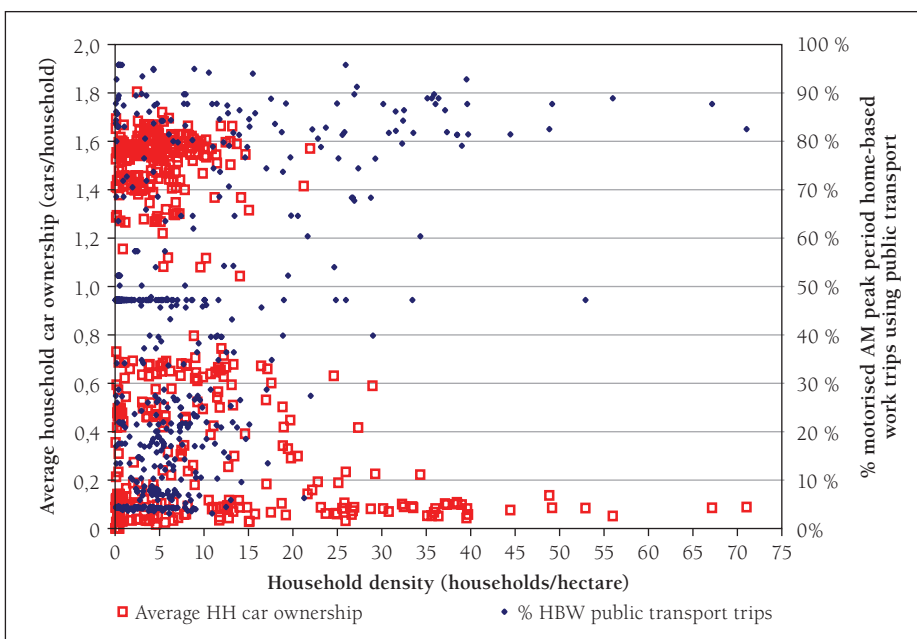


Figure 3 Household density in relation to household car ownership and public transport use (source: Joburg 2004a)

ownership and use is admittedly unknown, and warrants serious consideration. The potentially important effect of changes in car purchase prices is discussed further below.

Road density

Investment in road infrastructure is often thought to be perpetuating increases in household car ownership. Dargay and Gately (1999), however, found that for a given level of car ownership, there was a wide range of road densities, especially for higher income countries. Ingram and Liu (1998) argue, through examination of data from selected countries, that investment in roads is strongly associated with economic growth and not car ownership *per se*. The increase in road network capacity in South Africa has remained marginal compared to the rise in car ownership. It is not clear that any further road infrastructure investment will noticeably affect car ownership.

Population density and the availability and level of service of public transport

Dargay and Gately (1999) report that it is often observed around the world that in densely populated urban areas with good public transport systems, the vehicle/population ratio is lower than expected given the high levels of per capita income. Button *et al* (1981) attribute the inverse relationship between car ownership and population density to shorter travel distances between activity centres, higher generalised costs of using cars, and greater efficiency of public transport in higher density areas.

As indicated above with population density, public transport usage is reported to have an inverse relationship with car ownership, especially in areas with good public transport systems. Bates *et al* (1981), however, argue using data from travel survey and performance of bus operators, that the relationship is two way, that is, increasing car ownership affects the demand for public

transport and hence the viability of public transport over time.

Data for South Africa do not reveal a simple relationship between density and car ownership. Figure 3 shows the relationship between residential density on a transport zone level, average household car ownership, and public transport use in terms of motorised home-based work trips in the morning peak period (to 9:00) for the City of Johannesburg. The relationship between household car ownership and household density reveals what appears to be three distinct clusters of household groups. The first cluster is a combination of low density and high average car ownership corresponding largely to historically affluent suburbs. The second cluster is a combination of low density and lower car ownership corresponding largely to areas found on the periphery of the city, most of them informal settlements, while the third cluster is a combination of higher densities above about 25 households per hectare and low car ownership corresponding to inner city areas like Hillbrow and Alexandra, as well as traditional townships like Soweto. Of the theoretically purported continuous inverse relationship between density and car ownership there is no evidence, due to the fractured and bipolar nature of the urban social and economic landscape. What is more, within each cluster there appears to be no relationship between car ownership and density as reported in literature.

Similarly, the relationship between public transport use and household density is not well defined. At densities below about 25 households per hectare, there is no relation between car use and density (figure 3), while the higher public transport mode share apparent among high-density households may simply reflect captive behaviour among low income households, rather than any density effect *per se*. All these observations caution against the simplistic use of density as an explanatory variable in a car ownership model, especially if its results are used for mode-specific trip generation estimation.

With regard to the impact of the quality of public transport available, conflicting evidence exists. Some evidence in the City of Johannesburg suggests that household car use has a strong positive relationship with car ownership, irrespective of the level of supply of public transport (Joburg 2004a). However, a recent analysis of country-wide household-level data from the National Household Travel Survey (NHTS) (DOT 2005) indicates a noticeable tendency of households with access to minibus-taxi service within 30 minutes' walk from the home, to own fewer (or no) cars, even controlling for income and rural/urban differences (Venter 2006). It is clearly attractive for policy reasons to include sensitivity to

Table 1 Household car ownership probabilities, City of Johannesburg

Dwelling unit type	Zonal income group	Car ownership probability (%)			
		0 car/hh	1 car/hh	2+ cars/hh	Total
House	High	12	26	62	100
	Medium	57	32	11	100
	Low	84	11	5	100
Flat	High	20	54	26	100
	Medium	75	23	2	100
	Low	89	11	0	100
Townhouse	High	5	44	51	100
	Medium	29	55	16	100
	Low	59	31	10	100
Other	High	82	14	4	100
	Medium	81	19	0	100
	Low	97	3	0	100

public transport options in a model of car ownership. However, further research is needed to shed more light on the nature and magnitude of such a sensitivity, and on the best way of treating it analytically.

Family legacy and social standing

Bjorner and Leth-Petersen (2004), from a panel household dataset in Denmark, report on the apparent ratchet effect due to increased dependency on car ownership. From the data it was observed that when single people got married, the car ownership of the couple tends to increase, and also that married couples who later separate and become singles have higher levels of car ownership than singles who never got married. Within the South African context Burger *et al* (2004) argue that because affluent blacks have urbanised more recently than their White counterparts, they have not yet accumulated assets (such as houses) of a commensurate value, which leads to systematically different spending patterns. This suggests the possibility that consumer decisions, such as the purchase of one asset (a car), may be systematically linked to the characteristics of other assets owned or used by the household, such as housing.

With regard to social class, respondents in a household survey into the lifestyles of the newly-emerging middle class in Gauteng Province (Ungerer 1999) agreed with the statement that a person's status is reflected by the products he or she uses. A car was chosen overwhelmingly as the single most important product imparting the most status. The pool of potentially status-conscious consumers is growing fast: higher education graduates, for instance, have shown an average annual increase of 7 % between 1998 and 2001, dropping to 3 % between 2001 and 2002 (CHE 2004). The picture that emerges is one of a growing pool of

car-aspirant urbanites with legacy and consumer issues that are not yet well understood, which makes modelling efforts more difficult.

Distance of a household from essential amenities

Kalenjoja (2001) calibrated a car ownership model for Tampere, Finland, based on the availability of local services in a traffic zone by six types of areas. It was found that car ownership was highest in the low service level suburbs and also in sparsely populated areas but lowest in the central business district and surrounding areas. In South Africa similar spatial patterns exist to some extent. Apartheid spatial and economic planning has left historically black townships/suburbs with low levels of retail and other services, which would tend to increase the perceived need for private transport and thus car ownership.

FUNCTIONAL FORM AND CALIBRATION OF THE PROPOSED MODEL

The model proposed is an aggregate cross-sectional model based on category analysis. The variables tested during model development were dwelling unit type, household income and location of households relative to the inner city. Dwelling type was classified as houses, flats, townhouses and 'other' (including informal dwellings, backyard shacks and rented rooms). The use of this variable rested on the hypothesis that a household's dwelling asset (whether owned or rented) expressed something about its lifestyle choice, which in turn may be related to vehicle ownership. Dwelling type is further related to residential density where for example flats and 'other' dwellings typically occupy higher density areas than townhouses and houses and would therefore

capture some of the effect of density on car ownership. However, dwelling type is far easier to use as an estimation variable than density, as data on dwellings are routinely collected in transport surveys (such as the National Household Travel Survey – DOT 2005) and census surveys. Density, by contrast, can only be estimated from relatively complete geospatial databases not accurately available everywhere.

The model was calibrated for the City of Johannesburg using data from the 2002 Gauteng Household Travel Survey (Gautrans 2003), 2001 Census (StasSA 2001), and land use data in the form of City of Johannesburg transport zones (Joburg 2004b). Transport zones were subdivided into three monthly income groups, namely low (<R1 999), medium (R2 000 – R6 999) and high (R7 000+). A zone was classified into each income category depending on the proportion of the households in the income category residing in the zone. For example, if a zone had a higher proportion of households in the low-income category, the zone would be classified as a low-income zone.

In order to evaluate the influence of the location of the dwelling units relative to the city centre, a further distinction was made between households residing within the N1–N3–N12 Johannesburg freeway ring-road and households residing outside the ring road. The ring road was chosen as a functional boundary because of its historical role in by-passing what was regarded as the centre of Johannesburg (Mitchell *et al* 1990). The largest proportion of the land within the ring road, in contrast to the land outside the ring road, was formerly declared white (Tomlinson *et al* 2003). So, for example, low-income households in the ring road could be pensioners who have assets different from low-income households living outside the ring road, especially on the periphery.

However, calibration efforts showed the location of households in relation to the ring-road to be irrelevant: there was no statistically significant difference, at 95 % significance, between the car ownership of households within and outside the ring road, controlling for income group and dwelling unit type.

The resulting model is indicated in table 1. From table 1 the following is noted:

- The categories as defined produce an efficient classification scheme. Statistical tests of the differences indicated significant differences between the category variable at 95 % significance, as shown in table 2
- The dwelling unit category 'other' has the lowest household car ownership. This is in line with the association of these dwelling unit types with low-income households, for example those in informal settlements and backyard units
- Townhouses have the greatest probability of owning a car, followed by houses,

Table 2 Chi-square values for table 1*

Dwelling unit type 1	Dwelling unit type 2	Zonal income category	Number of cars per household		
			0	1	2+
House	Flat	High	2,00	9,80	14,73
		Medium	2,46	1,47	6,23
		Low	0,15	0,00	5,00
	Townhouse	High	2,88	4,62	1,07
		Medium	9,12	6,08	0,93
		Low	4,37	9,52	1,67
	Other	High	52,12	3,60	50,967
		Medium	4,17	3,31	11,00
		Low	0,93	4,57	5,00
Flat	Townhouse	High	9,00	1,02	8,12
		Medium	20,35	13,13	10,89
		Low	6,08	9,52	10,00
	Other	High	37,69	23,53	16,13
		Medium	0,23	0,38	2,00
		Low	0,34	4,57	N/A
Townhouse	Other	High	68,15	15,52	40,16
		Medium	24,58	17,51	16,00
		Low	9,26	23,06	10,00

* Significant difference exists at 95 % confidence level when the Chi square > 3,841

Table 3 Johannesburg and Tshwane municipalities household profiles, 2002

Metropolitan municipality	Total number of households	% Households in income categories			% Households in dwelling unit types			
		High	Med	Low	House	Flat	Townhouse	Other
City of Johannesburg	1 006 744	24	10	65	78	12	6	4
City of Tshwane	562 556	27	17	56	83	9	5	3

Table 4 Comparison between modelled and actual car population

Metropolitan municipality	Total number of registered cars in 2002	Modelled number of household owned cars	% Predicted (modelled/actual ratio)
City of Johannesburg	645 417	552 276	86 %
City of Tshwane	411 117	338 352	82 %

cars registered by household formations in Gauteng Province. The registered car population is also inflated by households that reside outside Gauteng Province but register household owned cars in the province.

The proposed model was further validated against the raw sample of Gauteng zonal household travel survey data (Gautrans 2003) obtained in the City of Johannesburg, which comprised 6 581 households. The differences between modelled and sampled car ownership values in low-income zones were marginal, in the order of 3 % across all dwelling unit types. Medium-income zones had larger relative differences between modelled and sample values, in the order of 10 % to 15 %. These differences are especially observed in 2+ cars per household for houses, 0 cars per household for flats, 1 car per household for townhouses and 0 and 1 car per household for the 'other' income category. Closer inspection of these high deviations revealed relatively small sample sizes in these categories, implying that the overall forecasting error due to calibration problems may be quite limited.

TRANSFERABILITY OF THE MODEL

The spatial transferability of the model was investigated for the City of Tshwane in Gauteng Province. The test made use of land use and household data for transport zones contained in the Gauteng Department of Public Transport, Roads and Works strategic transportation model. The drawback in this regard is the larger size of the transport zones of the provincial model compared to the City of Johannesburg zones. The household profiles for the cities of Johannesburg and Tshwane are shown in table 3, indicating the extent to which low-income housing dominates the property market in both cities.

Table 4 shows a comparison between the modelled and actual aggregate car populations in each city. In order to estimate the number of cars owned in the 2+ cars per household category, the number of households in the relevant category is multiplied by a factor of 2,25 obtained from the analysis of empirical data. In the aggregate, the model performs almost as well in Tshwane as in Johannesburg, predicting 82 % of the actual vehicle fleet. As before, the difference is explained by the number of cars owned by non-household formations and non-residents.

TREATMENT OF CAR PRICE ELASTICITY

As discussed before, it can theoretically be argued that a car ownership model should be sensitive to changes in car prices relative to household incomes. Therefore changes in the market, particularly the arrival of highly affordable cars aimed at entry-level car buy-

flats and the 'other' category, in that order. This suggests a departure from the typical density-car ownership relationship: although townhouses are typically denser than houses, they also occupy the topmost position in terms of car ownership propensity. This observation can be related to the style and layout trends in modern townhouse developments, where security and lifestyle considerations have created a demand for housing in security estates that is almost entirely car dependent. As the number of these developments has mushroomed in recent years in South African cities, this is a significant trend that may shape transport needs for many years to come

MODEL VALIDATION

The proposed model, developed using data for the City of Johannesburg, was validated in two ways, firstly using global vehicle registration data in the City of Johannesburg and secondly by comparing the raw sample survey observations to the modelled values. Validation of the model at a zonal level requires independent data on household car ownership at that level, which is not readily available.

On a global scale, the total number of modelled household owned cars made up 86 % of the total number of cars registered in the City of Johannesburg (NaTIS data). This is close to a figure of 89 % found by the CSIR (2002) to be the proportion of

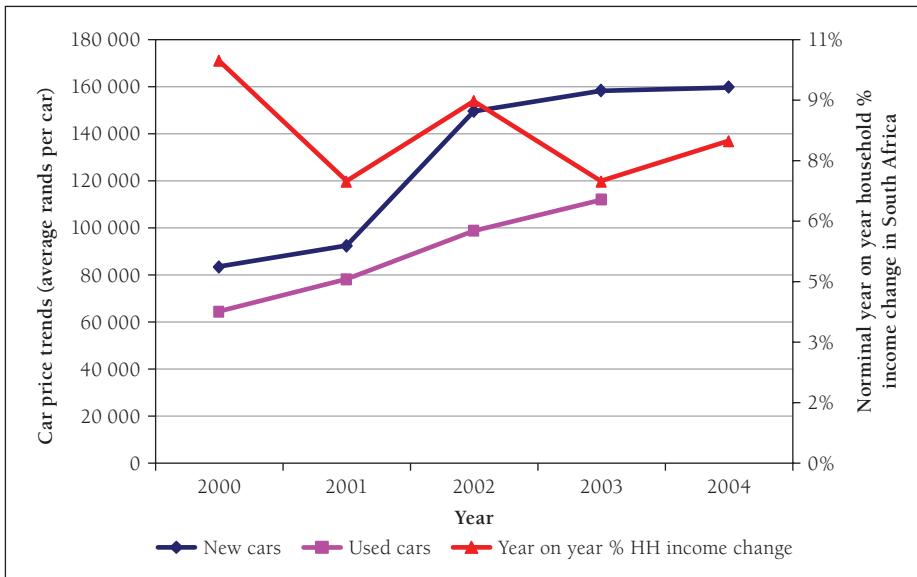


Figure 4 Car price and household income trends in South Africa (source: NAAMSA 2005; Du Toit 2005b)

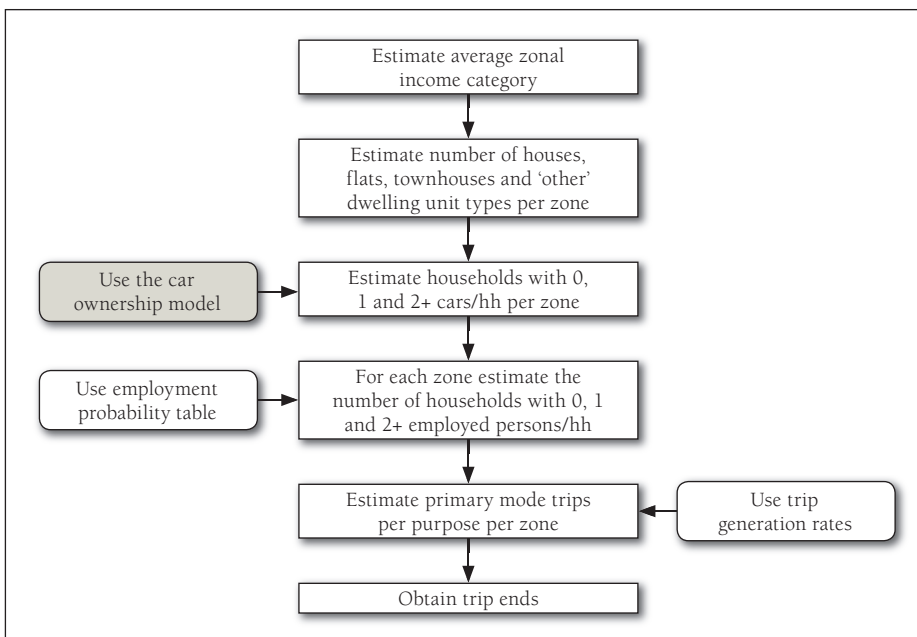


Figure 5 Application of the car ownership model in a typical trip generation exercise

ers, could significantly alter the situation. At least one vehicle manufacturer has mooted the possibility of developing a very low-cost car priced at under R20 000 (*Business Day* 2005b). A 2005 study has identified a potential 1,5 million new car buyers among 'emerging black consumers' (*Business Day* 2005c) should innovative financing and pricing make vehicles more affordable.

Some previous car ownership models have attempted to accommodate the effect of car price changes by using a measure of income deflated by an index of car price (DOT 1982). However, this index was dropped from the UK model when it was found to underpredict the rise in car ownership during the 1976-1978 period, when car prices rose more rapidly than real incomes (Salter 1990) but people continued to buy new cars.

In general, it is not clear what the best way is to incorporate a car price variable into a car ownership model. The authors

could identify no readily available local data to help quantify the price elasticity of household car purchases. However, the available evidence suggests that it is primarily amongst the lower and medium income groups that the largest behavioural shift would occur if car prices were to be lowered dramatically:

- A significant proportion of the growth in car ownership recently has come from first-time car buyers, rather than from households that already own cars. The number of households in Johannesburg has been growing at an average rate of 6,5 % per annum between 1996 and 2001, and at an average rate of 6,1 % per annum in Gauteng Province over the same period (Joburg 2004b). Between 2000 and 2004 the rate of growth in car registrations in Gauteng exceeded this household growth rate, implying that more households own cars than before. First-time buyers are more likely to

opt for competitively priced entry-level vehicles

- First-time buyers are most likely to be found in the medium-income categories. NHTS data shows that car ownership rates rise most steeply among households in the R2 000 to R6 000 monthly income range (Venter 2006). Car payments would constitute a significant proportion of household expenses at these modest income levels. The introduction of more affordable cars will thus have a disproportional effect on low and medium income households, by lowering the apparent income threshold at which a car becomes affordable (currently around R4 000 to R6 000 per month – 2002 rands), as shown in figure 1

- Car prices have been decreasing relative to household incomes, making cars more affordable. The car price trends for both new and used vehicles, shown in figure 4, show car prices increasing substantially up to 2002, but flattening drastically in the latter years for new vehicles. This in turn will result in the flattening of used car prices. At the same time car sales have rocketed: in Gauteng alone new car sales per annum have in recent years been in the order of 100 000 to 150 000 cars, while used car sales is usually 15 % to 20 % more than new car sales in Gauteng (NAAMSA 2005)

THE APPLICATION OF THE MODEL IN A TYPICAL PLANNING EXERCISE

The model as proposed is most suitable to scenario planning exercises. Such planning exercises could extend to the following:

- Input of car ownership forecasts into a trip generation model
- Impact assessment of different types of developments
- Assessment of transport policies such as parking policies or travel demand management measures
- Input into a behavioural based development planning cost:benefit model
- Benchmarking studies

Figure 5 illustrates a stepwise procedure of how the model can be used in a typical strategic transportation model trip generation exercise. The illustration is customised to the home-based work trip generation model structure of the City of Johannesburg (Joburg 2004b). In this particular cross-classification trip generation model, explanatory variables are the number of employed persons per household, car ownership per household and the household income category. In order to estimate trip ends for the model (split further in terms of primary modal split), the number of households in each category needs to be estimated. One way of accomplishing this, as in the City of Johannesburg, is to establish statistical rela-

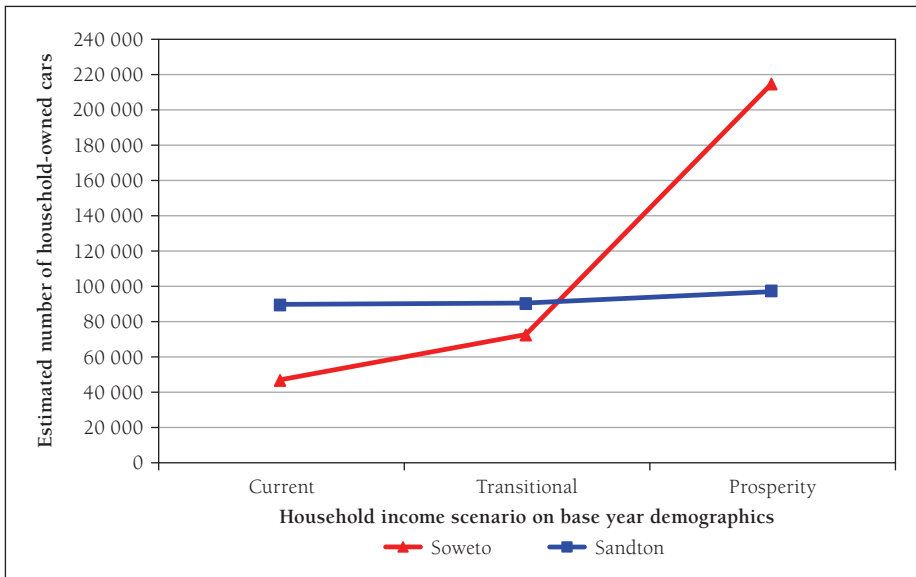


Figure 6 Household car ownership scenario contrast between historically affluent and historically disadvantaged areas

tionships between metro-wide demographic variables, such as cohort survivals, together with metro-wide economic variables, such as gross geographic product (GGO), and the modelled explanatory variables. In the forecast mode, the transportation model would then borrow relevant future estimates of metro-wide variables from economists and demographers.

Figure 6 illustrates notional scenario-based ranges under which household car ownership changes could take place by contrasting the Greater Sandton and Greater Soweto areas in the City of Johannesburg. The Greater Sandton area is historically affluent while the Greater Soweto is a historically disadvantaged township area. Using the 2002 base year household structure, population and dwelling unit types, the household income is varied from the base year distribution referred to as 'current', to 'transitional', in which all low-income transport zones become medium income, and finally 'prosperity', in which all transport zones become high income. The latter is an extreme scenario to illustrate a boundary result. The 'transitional' scenario is supported, however, by findings of a survey that indicated that a significant proportion of 'emerging middle-class' cohorts who realise rising incomes choose to reside in the townships and have no intention of leaving (*Sunday Times* 2006). From the figure it can be seen that the effect of income change on household car ownership is bound to have a larger relative impact in historically disadvantaged areas than in the historically affluent areas. The figure shows that, relative to the base year, car ownership in Soweto could increase as much as 55 % and 360 % using the incremental income scenarios described, in contrast to only 1 % and 9 % in Sandton for the same scenarios.

In the forecasting mode, future housing development trends would need to be estimated. For example, Du Toit (2005a) reports

on a year on year increase in 2005 of house plans of greater than 80 m² of 11,3 % and that of flats and townhouses of 29,2 %. In Gauteng alone new houses of greater than 80 m² have recently been in the order of 5 000 to 6 000 units per annum and new flats and townhouses combined in the order of 5 000 to 9 000 per annum, all representing about 50 % of the new formal residential developments (Du Toit 2005a). Most of these were in high income areas with limited (if any) public transport supply, due to developers' inclination to build in such areas for profitability purposes. Using the City of Johannesburg trip generation model (Joburg 2004a), this would directly translate into 17 000 household cars and a corresponding 9 400 additional morning person trips to work to be accommodated on the province's already congested road network.

CONCLUSIONS AND RECOMMENDATIONS

The following can be concluded from the paper.

- Although socio-economic disparities within the various population groups may still be prevalent, analytical models of household car ownership do not have to rely on racial groupings for effective forecasting. The present model uses income and, for the first time, dwelling type variables, to indirectly represent the household's asset base and lifestyle choices in relation to its car ownership likelihood
- Transport planning practitioners in South Africa need to treat imported behavioural research conclusions with circumspection prior to making major decisions. This further calls for increased investment in localised travel behavioural research
- The proposed approach, validated for metropolitan areas in Gauteng Province, can be used as input to trip generation models in scenario-based planning exercises.

However, further validation is required at a zonal level, for instance using residential area cordon traffic counts

While making advances in household car ownership modelling, the approach should be seen as transitional, given the uncertainties around the changing nature of consumer behaviour in South Africa at present, and perhaps used with caution over long forecast horizons. It is recommended in particular that further work be conducted on the effects of rising energy prices, expanded household access to credit, and the introduction of more affordable cars on households' car purchasing patterns, especially among the lower to medium income strata. Further research is needed on the relationship between households' residential and lifestyle choices, and their vehicle ownership and use patterns, in order to broaden our understanding of the long-term behavioural implications of transport policy implementation such as travel demand management, public transport improvements, and perhaps the development of more innovative models for providing access to private vehicle use such as flexible or on-demand car-sharing schemes.

ACKNOWLEDGEMENT

The City of Johannesburg is gratefully acknowledged for allowing the use of the city's datasets. The views expressed in the paper, however, are those of the authors.

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Transportation Planning Division

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My ref: V10/2/4/2- L10 (ERF 800 & 801) Tel: 012 358 0556
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Contact person: Ben Seete Email: Bens@tshwane.gov.za
Section/Unit: Intelligent Transport System and Traffic Engineering

EDS Structural, Civil and Transportation Engineers

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16 March 2026

Dear Sir/Madam,

PARKING RELAXATION STUDY: ERF 800 & 801 LYNNWOOD GLEN (TO BE CONSOLIDATED AND KNOWN AS PORTION 1, 2, 3 OF ERF 812 LYNNWOOD GLEN).

Parking study prepared by EDS structural, civil and transportation engineers dated February 2026 refers.

A. TRAFFIC IMPACT ASSESSMENT MANAGEMENT SUB-SECTION

1 GENERAL APPROVAL CONDITIONS

1.1 The Report is considered acceptable for this section. It is therefore approved, subject to the following conditions:

1.1.1. This parking relaxation study only evaluates the proposed development parking demand and does not evaluate either the parking layout or exact access positions to the development. Approval of these aspects will be evaluated during the submission of the SDP or Building plans.

PARKING RELAXATION STUDY: ERF 800 & 801 LYNNWOOD GLEN (TO BE CONSOLIDATED AND KNOWN AS PORTION 1, 2, 3 OF ERF 812 LYNNWOOD GLEN)

2. CONDITIONS TO BE INCLUDED IN ANNEXURE L:

2.1. Land Use Rights

2.1.1. The property shall be zoned "Business 4" permitting a hotel land-use as specified in the proposed Annexure T. The proposed FAR for Erven 800 & 801 Lynnwood Glen is 1.7, allowing a gross floor area of 24,480 m². The proposed density allows for 180 dwelling units, 200 dwelling units, and 200 dwelling units for the proposed Portions 1, 2 & 3 of Erf 812 Lynnwood Glen, respectively.

2.2. Parking

2.2.1. Parking with sufficient manoeuvring space and a permanent dust free surface must be provided on-site at the following ratios:

- 0.5 bays/unit for units smaller than 52 square meters.
- 1 parking bay for units equal or larger than 52 square meters.
- 1 parking bay for units smaller than 75 square meters.
- Units equal or larger than 75 square meters must provide parking at ratios as per Tshwane Land-Use Scheme 2024, adopted 08 May 2024.

2.2.2. Parking layout must be according to the Standard Construction Details and Design Standards for Roads and Stormwater Drainage Infrastructure (STD020).

2.2.3. It remains the responsibility of the applicant / landowners to ensure that sufficient parking is available on site. Should insufficient parking be available, additional parking must be provided or if not possible the land use must be restricted.

I trust you will find the above in order.

Kind Regards,



Lourens Swanepoel

For DIVISIONAL HEAD: TRANSPORTATION PLANNING DIVISION

On request, this document can be provided in another official language.



DIAGRAM FOR CONSOLIDATED TITLE

COMPONENTS:

1. The figure A B C b a G A represents Erf 800,
Vide Diagram S.G. No. 599/2016,
Deed No. T65721/2018.
2. The figure a b D E F a represents Erf 801,
Vide Diagram S.G. No. 600/2016,
Deed No. T68942/2018.

S.G. No.

11/2025

Approved



for
**SURVEYOR-
GENERAL**

Date: 2025-02-04

SERVITUDE NOTES:

1. The figure s1 B s2 s3 s4 s5 s6 s7 s8 s9 s1 represents
a Right of Way Servitude,
Vide Diagram S.G. No. 1017/2016,
Deed No. K8279/2019s.
2. The figure s10 C s11 s12 s10 represents
a Servitude for Electric Purposes,
Vide Diagram S.G. No. 1016/2016,
Deed No. K5314/2018s.
3. The figure s13 s14 s15 s16 s13 represents
a Servitude for Electric Purposes,
Vide Diagram S.G. No. 1018/2016,
Deed No.

Act 16/2013
Ref: CPD LWG/0384/800
(Item 40456)
Date : 2024-11-15

SHEET 1 OF 2 SHEETS

The figure **A B C D E F G A**
represents **1,4400 Hectares** of land being
Erf 812 in the township
LYNNWOOD GLEN

(and comprises components 1 and 2 listed above)

Situated in City of Tshwane Metropolitan Municipality
Gauteng Province

Compiled in December 2024 by me



D.J.R. Strydom PLS - 1137
Professional Land Surveyor

<p>This diagram is annexed to No. d.d. i.f.o. Pretoria Registrar of Deeds</p>	<p>The original diagrams are as listed above</p>	<p>File : Erven S.R. No. G.P. : S.G. No. A3712/1962 Comp. : JRSM - 342, 343 T.P. : 2631</p>
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DIAGRAM FOR CONSOLIDATED TITLE

Erf 812 in the township
LYNWOOD GLEN

SHEET 2 OF 2 SHEETS

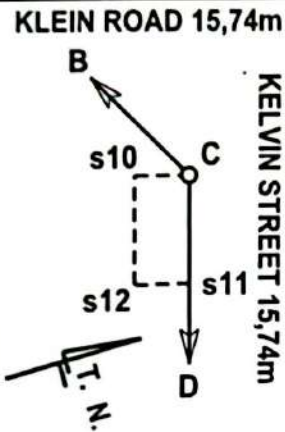
S.G. No.
11/2025

Approved

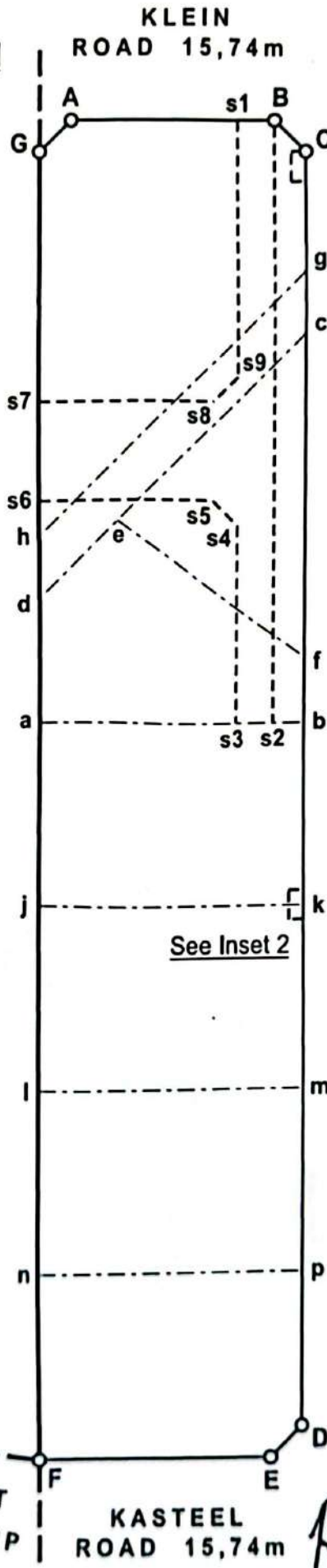
for
SURVEYOR-
GENERAL

Date: 2025-02-04

Inset 1 (Not to Scale)



Portion 654



See Inset 1



Scale 1 : 1 250

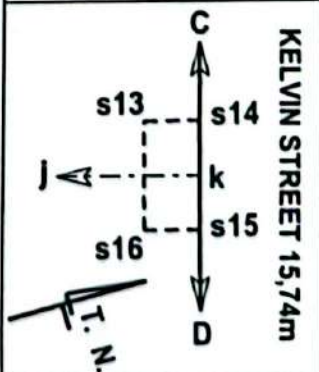
LYNWOOD GLEN TOWNSHIP
KELVIN STREET 15,74m

GARSFONTEIN No. 374 - J.R.

Portion 654

See Inset 2

Inset 2 (Not to Scale)



BOSKOP STREET
MENLYN TOWNSHIP

KASTEEL
ROAD 15,74m

D.J.R. Strydom PLS - 1137
Professional Land Surveyor

Compiled in December 2024 by me

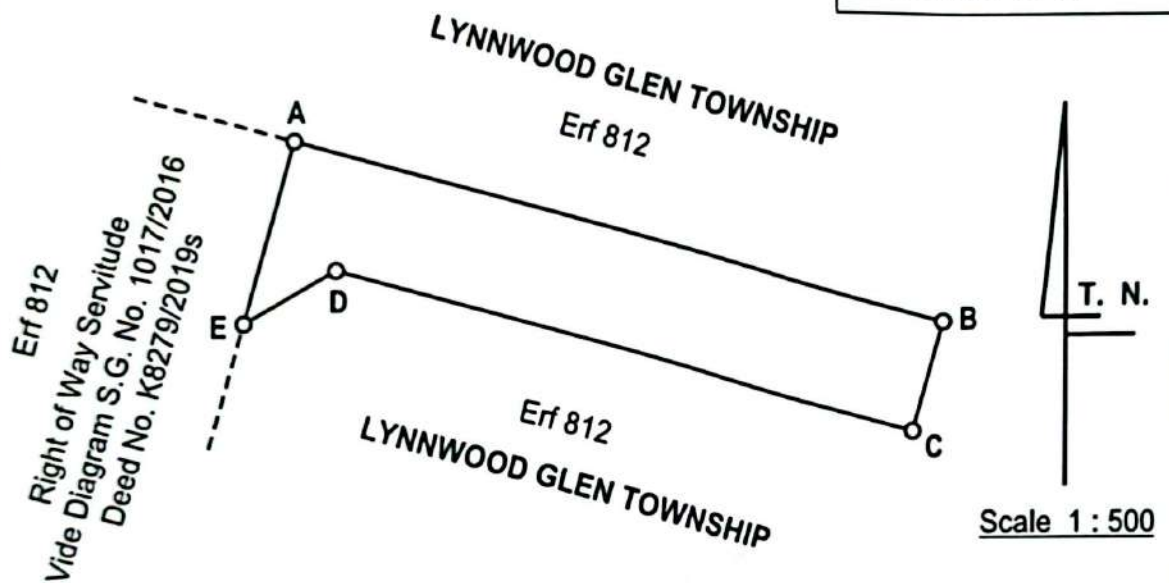
SERVITUDE DIAGRAM

REGISTRATION COPY

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AB	44,84	285 25 00	A	+72 058,01	+52 804,18	
BC	7,50	15 25 00	B	+72 014,78	+52 816,10	
CD	39,84	105 25 00	C	+72 016,78	+52 823,33	
DE	7,07	60 25 00	D	+72 055,18	+52 812,74	
EA	12,50	195 25 00	E	+72 061,33	+52 816,23	
WILLOWS		79	▲	+70 049,11	+51 679,46	Date: 2025-02-04 Act 16/2013 Ref: CPD LWG/0384/800 (Item 40456) Date : 2024-11-15
MENLO MAST		452	▲	+73 376,09	+51 698,06	

Description of Beacons:

A, B, C, D, E : 12mm Round Iron Peg



FRAMED FOR THE PURPOSE OF PARTIAL CANCELLATION OF SERVITUDE

The figure **ABCDEA**
 represents **349 square metres** of land being
a Right of Way Servitude over Erf 812 in the township

LYNNWOOD GLEN


Situated in City of Tshwane Metropolitan Municipality
 Gauteng Province

Surveyed in December 2024 by me

D.J.R. Strydom PLS 1137
 Professional Land Surveyor

This diagram is annexed to No. d.d. i.f.o.	Pretoria Registrar of Deeds	The original diagram is S.G. No. 11/2025	File : Erven
		Transfer No.	S.R. No. 10/2025
		Grant :	G.P. : S.G. No. A3712/1962
			Comp. : JRSM - 342, 343 T.P. : 2631

SUBDIVISIONAL DIAGRAM

SIDES Metres	ANGLES OF DIRECTION	CO-ORDINATES Y System: WG 29° X			S.G. No. 13/2025		
	Constants:	± 0,00	+2 800 000,00	Approved  for SURVEYOR- GENERAL Date: 2025-02-04			
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BC	50,48	285 25 00	B			+72 124,28	+52 779,37
CD	53,53	15 25 00	C			+72 075,61	+52 792,79
DE	50,48	105 25 00	D			+72 089,85	+52 844,40
EF	8,90	150 25 00	E			+72 138,51	+52 830,98
FA	40,93	195 25 00	F			+72 142,91	+52 823,23
WILLOWS		79	▲	+70 049,11	+51 679,46		
MENLO MAST		452	▲	+73 376,09	+51 698,06		

Description of Beacons:

A, B, C, D, F : 12mm Round Iron Peg
 E : 12mm Hole in Concrete

Act 16/2013
 Ref: CPD LWG/0384/800
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 Date : 2024-11-15

SERVITUDE NOTES:

1. The figure A s1 s2 s3 s4 A represents a Right of Way Servitude, Vide Diagram S.G. No. 1017/2016, Deed No. K8279/2019s.
2. The figure B s5 s6 s7 B represents a Servitude for Electric Purposes, Vide Diagram S.G. No. 1016/2016, Deed No. K5314/2018s.

SHEET 1 OF 2 SHEETS

The figure A B C D E F A
 represents 3 000 square metres of land being

Portion 1 of Erf 812 in the township

LYNNWOOD GLEN

Situated in City of Tshwane Metropolitan Municipality
 Gauteng Province

Surveyed in December 2024 by me


 D.J.R. Strydom PLS 1137
 Professional Land Surveyor

This diagram is annexed to No. d.d. i.f.o. Pretoria Registrar of Deeds	The original diagram is S.G. No. 11/2025 Transfer No. Grant :	File : Erven S.R. No. 10/2025 G.P. : S.G. No. A3712/1962 Comp. : JRSM - 342, 343 T.P. : 2631
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Portion 1 of Erf 812 in the township

LYNNWOOD GLEN

SHEET 2 OF 2 SHEETS

S.G. No.
13/2025

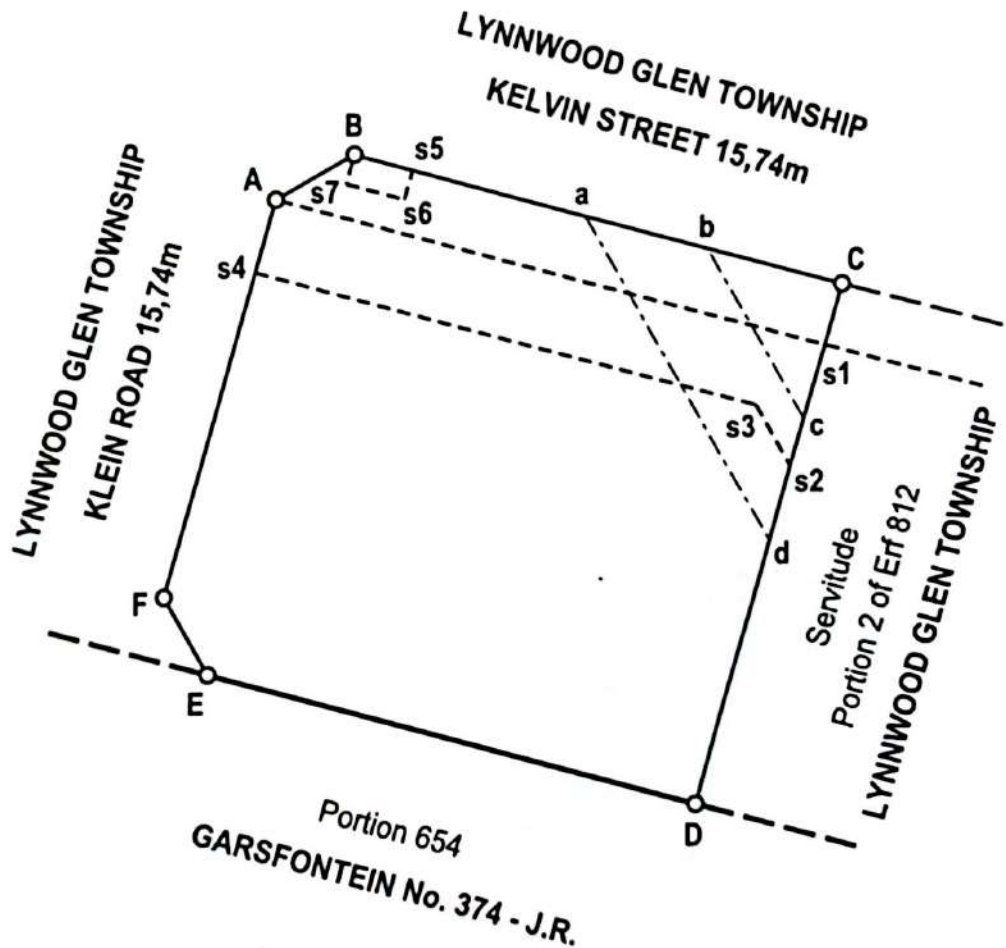
Approved

for
SURVEYOR-
GENERAL

Date: 2025-02-04



Scale 1 : 750



Surveyed in December 2024 by me

D.J.R. Strydom PLS 1137
Professional Land Surveyor

SUBDIVISIONAL DIAGRAM

SIDES Metres		ANGLES OF DIRECTION	CO-ORDINATES Y System: WG 29° X			S.G. No. 14/2025
		Constants:		± 0,00	+2 800 000,00	
AB	53,53	195 25 00	A	+72 089,85	+52 844,40	
BC	135,00	285 25 00	B	+72 075,61	+52 792,79	
CD	53,53	15 25 00	C	+71 945,49	+52 828,68	
DA	135,00	105 25 00	D	+71 959,72	+52 880,28	
WILLOWS		79	▲	+70 049,11	+51 679,46	Date: 2025-02-04
MENLO MAST		452	▲	+73 376,09	+51 698,06	

Description of Beacons:

A, B, C, D : 12mm Round Iron Peg

Act 16/2013
 Ref: CPD LWG/0384/800
 (Item 40456)
 Date : 2024-11-15

SERVITUDE NOTES:

1. The figure A s1 s2 s3 s4 s5 s6 A represents a Right of Way Servitude, Vide Diagram S.G. No. 1017/2016, Deed No. K8279/2019s.
2. The figure s7 s8 s9 s10 s7 represents a Servitude for Electric Purposes, Vide Diagram S.G. No. 1018/2016, Deed No.

SHEET 1 OF 2 SHEETS

The figure A B C D A
 represents 7 226 square metres of land being

Portion 2 of Erf 812 in the township

LYNNWOOD GLEN

Situated in City of Tshwane Metropolitan Municipality
 Gauteng Province

Surveyed in December 2024 by me


 D.J.R. Strydom PLS 1137
 Professional Land Surveyor

This diagram is annexed to No. d.d. i.f.o. Pretoria Registrar of Deeds	The original diagram is S.G. No. 11/2025 Transfer No. Grant :	File : Erven S.R. No. 10/2025 G.P. : S.G. No. A3712/1962 Comp. : JRSM - 342, 343 T.P. : 2631
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Portion 2 of Erf 812 in the township

LYNNWOOD GLEN

SHEET 2 OF 2 SHEETS

S.G. No.

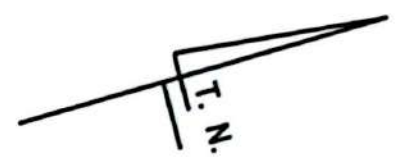
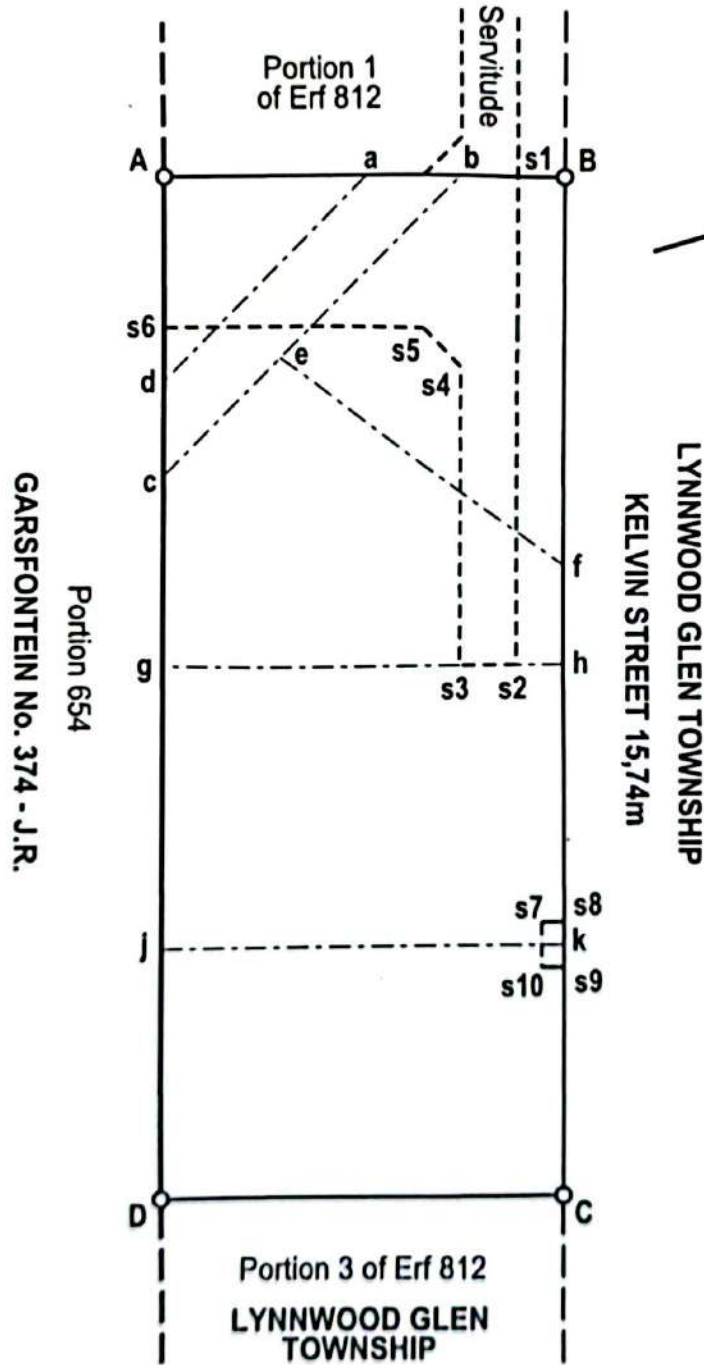
14/2025

Approved

for
SURVEYOR-
GENERAL

Date: 2025-02-04

LYNNWOOD GLEN TOWNSHIP



Scale 1 : 1 000

Surveyed in December 2024 by me

D.J.R. Strydom PLS 1137
Professional Land Surveyor

SUBDIVISIONAL DIAGRAM

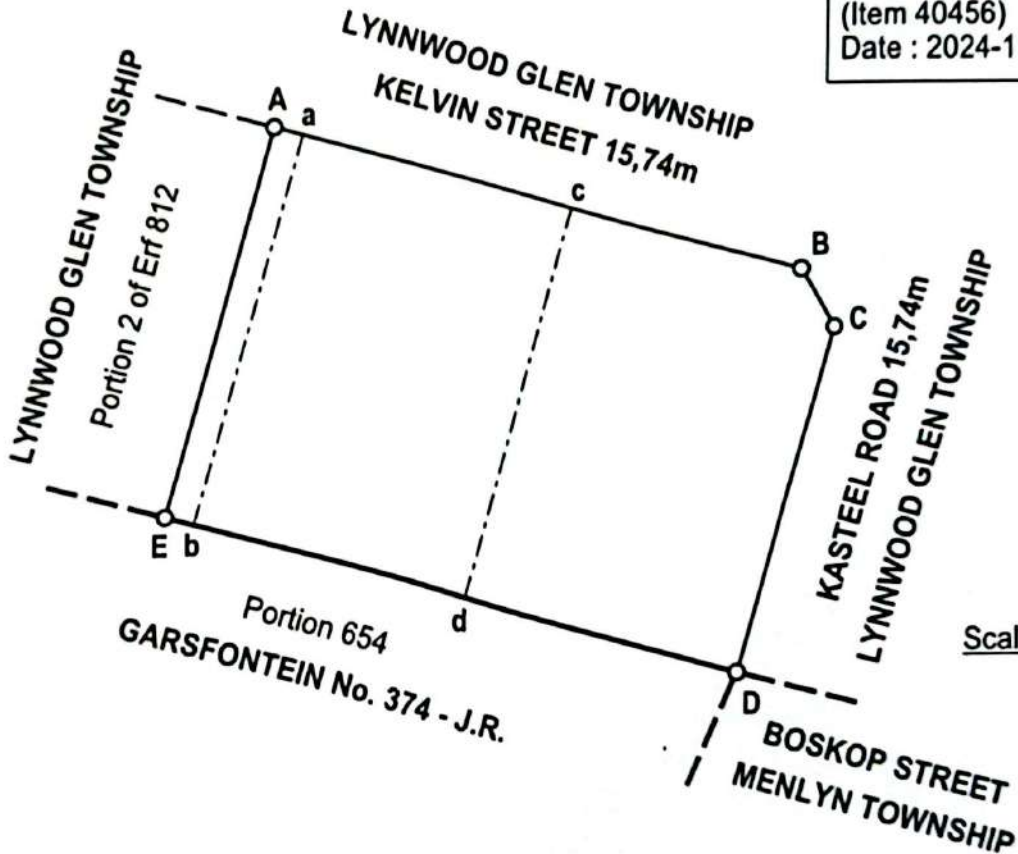
REGISTRATION COPY

SIDES Metres		ANGLES OF DIRECTION		CO-ORDINATES Y System: WG 29° X		S.G. No. 15/2025
		Constants:		± 0,00	+2 800 000,00	
AB	72,12	285 25 00	A	+71 945,49	+52 828,68	
BC	8,90	330 25 00	B	+71 875,96	+52 847,85	
CD	47,23	15 25 00	C	+71 871,57	+52 855,59	
DE	78,42	105 25 00	D	+71 884,12	+52 901,13	
EA	53,53	195 25 00	E	+71 959,72	+52 880,28	
WILLOWS		79	▲	+70 049,11	+51 679,46	Date: 2025-02-04
MENLO MAST		452	▲	+73 376,09	+51 698,06	

Description of Beacons:

A, B, C, D, E : 12mm Round Iron Peg

Act 16/2013
Ref: CPD LWG/0384/800
(Item 40456)
Date : 2024-11-15



The figure **ABCDEA**
represents **4 178 square metres** of land being

Portion 3 of Erf 812 in the township

LYNWOOD GLEN

Situated in City of Tshwane Metropolitan Municipality
Gauteng Province

Surveyed in December 2024 by me


D.J.R. Strydom PLS 1137
Professional Land Surveyor

This diagram is annexed to No. d.d. i.f.o. Pretoria Registrar of Deeds	The original diagram is	File : Erven
	S.G. No. 11/2025	S.R. No. 10/2025
	Transfer No.	G.P. : S.G. No. A3712/1962
	Grant :	Comp. : JRSM - 342, 343 T.P. : 2631

SEELREG	
STAMP	
POOI	318-00
FEES R	

Prepared by me
Johann Nortje
Conveyancer
JOHANN NORTJE

VIR VERDERE ENDOORSIGTING SIEK FOR FURTHER ENDORSING SIEK	
	-6

T0000666921 90048

**CERTIFICATE OF CONSOLIDATED TITLE
ISSUED UNDER THE PROVISIONS OF SECTION FORTY OF
THE DEEDS REGISTRIES ACT, 1937 (47 OF 1937)**

Whereas

ERIS PROPERTY HOLDINGS PROPRIETARY LIMITED
Registration Number 2005/021500/07

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

Whereas it is the registered owner of

[Handwritten mark]

1. Erf 786 Lynnwood Glen Township
Registration Division J.R., Province of Gauteng

held by Deed of Transfer T68005/2013
2. Portion 1 of Erf 138 Lynnwood Glen Township
Registration Division J.R., Province of Gauteng

held by Deed of Transfer T53287/2013
3. Remaining Extent of Erf 138 Lynnwood Glen Township
Registration Division J.R., Province of Gauteng

held by Deed of Transfer T53288/2013

which have been consolidated into the land hereinafter described.

Now, therefore, in pursuance of the provision of the said Act, I, the Registrar of Deeds at Pretoria do hereby certify that the said

ERIS PROPERTY HOLDINGS PROPRIETARY LIMITED
Registration Number 2005/021500/07

successors in title or assigns, is the registered owner of

ERF 800 LYNNWOOD GLEN TOWNSHIP
REGISTRATION DIVISION JR., GAUTENG PROVINCE

MEASURING 6469 (SIX THOUSAND FOUR HUNDRED AND SIXTY NINE)
square metres

As will appear from diagram SG No 599/2016

Subject to the following conditions:

1. (a) The erf is subject to servitude, 1,89 metres wide, in favor 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 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.

And that by virtue of these presents the said

**ERIS PROPERTY HOLDINGS PROPRIETARY LIMITED,
REGISTRATION NUMBER: 2005/021500/07**

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 at Pretoria on

2018-09-14

In my presence

Registrar of Deeds

[Handwritten signature]

[Handwritten mark]

[Handwritten mark]

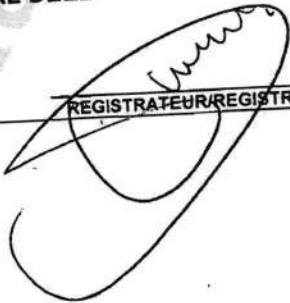
NOTARIAL DEED OF SERVITUDE
DATED 21st AUGUST 2018
18 05314
K.....S

The within mentioned property is subject to a perpetual servitude for erection and/or installation and maintenance of a electrical substation/s and electric cable/s measuring 18 square metres ,as indicated by the figure ABCDA on diagram S.G.No. 1016/2016

AS WILL MORE FULLY APPPEAR FROM THE SAID NOTARIAL DEED

2018 -09- 14

Datum/Date


REGISTRATEUR/REGISTRAR

For Information Only

Page

ANNEXURE TO T65721/2018

BY VIRTUE OF NOTARIAL DEED NO K ~~19~~ ~~8279~~ S DATED 31 JULY 2019

The within mentioned property is SUBJECT to a servitude of Right of Way , measuring 1732 (one thousand seven hundred thirty two) square metres, as indicated by the letters ABCDEFGHIJKA as indicated on Diagram S.G 1017/2016

In favour of:

Erf 799 LYNNWOOD GLEN TOWNSHIP

Registration Division J.R, Province of Gauteng


Measuring 7931 (seven thousand nine hundred and thirty one) square metres

Held by deed of transfer T56491/2018

As will more fully appear on the said Notarial deed of servitude.

Date

~~2019-08-23~~



Registrar of Deeds



801

**CERTIFICATE OF CONSOLIDATED TITLE IN FAVOUR OF
ERIS PROPERTY HOLDINGS PROPRIETARY LIMITED**

SEELREG
STAMP DUTY
FOOI
FEES. R319,00

Prepared by me
J Nortje
Conveyancer
JOHANN NORTJE

VIR VERDERE ENDOSSERINGS SAKKE
FOR FURTHER ENDORSEMENTS SAKKE P-4

T 000068942/2018

**CERTIFICATE OF CONSOLIDATED TITLE
ISSUED UNDER THE PROVISIONS OF SECTION FORTY OF
THE DEEDS REGISTRIES ACT, 1937 (47 OF 1937)**

Whereas

ERIS PROPERTY HOLDINGS PROPRIETARY LIMITED
Registration Number 2005/021500/07

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

Whereas it is the registered owner of

J
↑

1. Erf 139 Lynnwood Glen Township
Registration Division J.R., Province of Gauteng

held by Deed of Transfer T68004/2013

2. Erf 140 Lynnwood Glen Township
Registration Division J.R., Province of Gauteng

held by Deed of Transfer T61441/2013

3. Erf 141 Lynnwood Glen Township
Registration Division J.R., Province of Gauteng

held by Deed of Transfer T64813/2013

4. Erf 142 Lynnwood Glen Township
Registration Division JR, Province of Gauteng

held by Deed of Transfer T56187/2013

which have been consolidated into the land hereinafter described.

Now, therefore, in pursuance of the provision of the said Act, I, the Registrar of Deeds at Pretoria do hereby certify that the said

ERIS PROPERTY HOLDINGS PROPRIETARY LIMITED
Registration Number 2005/021500/07
successors in title or assigns, is the registered owner of

ERF 801 LYNNWOOD GLEN TOWNSHIP
REGISTRATION DIVISION JR., GAUTENG PROVINCE

MEASURING 7 931 (SEVEN THOUSAND NINE HUNDRED AND
THIRTY-ONE) square metres

As will appear from diagram SG No 600/2016

Subject to the following conditions:

1. (a) The erf is subject to servitude, 1,89 metres wide, in favor 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 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.


And that by virtue of these presents the said

ERIS PROPERTY HOLDINGS PROPRIETARY LIMITED,
REGISTRATION NUMBER: 2005/021500/07

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 PRETORIA DEEDS OFFICE on this _____ day of _____ 2018.



Registrar of Deeds

2018 -09- 28







68942/18

Kragtens Notariële Akte

By Notarial Deed No. **K** 18 05526 **S**

Gedateer

Dated **17/09/2018**

is die hierinvermelde eiendom onderhewig aan
the within-mentioned property is subject to a **perpetual servitude** for
erection and / or installation and maintenance of an
electrical substation/s and electric cable/s ,
measuring 18 square metres , the servitude
indicated by the figure ABCD on the annexed
diagram SG NO. 1018/2016.

ten gunste van
in favour of

CITY OF TSHWANE METROPOLITAN MUNICIPALITY.

soos meer volledig sal blyk uit gemelde Notariële Akte waarvan
as will more fully appear on reference to the said Notarial Deed.
'n afskrif hieraan geheg is
a copy whereof is hereunto annexed.

Datum/Date

2018 -09- 28


REGISTRATEUR/REGISTRAR



Economic Development and Spatial Planning

3rd Floor | Middestad Building | 252 Thabo Sehume Street | Pretoria | 0002
 PO Box 440 | Pretoria | 0001
 Tel: 012 358 7988
 Email: geoinfoservice@tshwane.gov.za | www.tshwane.gov.za | www.facebook.com/CityOfTshwane

Generated by: TSHWANE\DanielSha

Date 2026/03/13

TO WHOM IT MAY CONCERN

ZONING CERTIFICATE IN TERMS OF THE TSHWANE LAND USE SCHEME, 2024 (TLUS)

PROPERTY LIS KEY (GIS KEY): 038400810

ZONING KEY: 038400810

SPLIT ZONING: Not Applicable

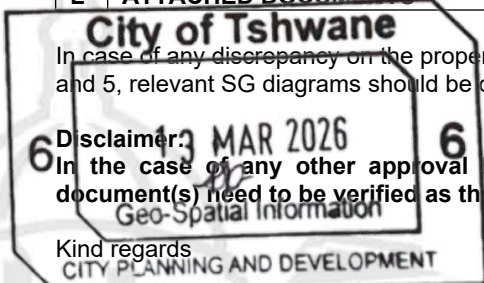
PROPERTY DESCRIPTION: Erf 810 LYNNWOOD GLEN (79 JOCELYN ROAD)

The following zoning information must be read with the Clauses and Schedules of the Tshwane Land Use Scheme, 2024 (TLUS).

A. USE ZONE 3: RESIDENTIAL 3

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
In terms of Annexure L	In terms of Annexure L	In terms of Annexure L

B	ANNEXURE L	T3882.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 (T3882.pdf) Rear and Side: Subject to Annexure L (T3882.pdf)
K	SCHEDULE 5	Not Applicable
L	ATTACHED DOCUMENTS	T3882.pdf, Schedule 1-P19



f: GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

Economic Development and Spatial Planning • Ekonomiese Ontwikkeling en Ruimtelike Bepanning • Lefapha la Tsweletsopole ya Ikonomi le Polane 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 Ndhawo • Umyango Wezokuthuthukiswa Komnotho Nokuhlelwa Kwendawo

On request, this document can be provided in another official language.

Document Ref: 038400810_20260313_081153190_1

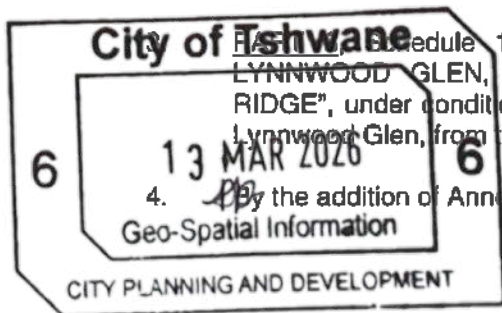
TSHWANE TOWN-PLANNING SCHEME, 2008 (REVISED 2014)

AMENDMENT SCHEME 5433T

ERVEN 130 AND 135 (CONSOLIDATED ERF 810) LYNNWOOD GLEN

Tshwane Town-planning Scheme, 2008, approved by virtue of Local Authority Notice No 497/2008 dated 23 April 2008 is hereby further altered and amended in the following manner:

1. The Scheme Map, as shown on the adopted map for Amendment Scheme, 5433T.
2. PART 8, Schedule 6, Density, by the deletion of the minimum erf size of 700 m² on the electronic data base where applicable to erven 130 and 135, Lynnwood Glen.



3. PART 14, Schedule 14, "MAXIMUM "RESIDENTIAL 1"-DENSITIES FOR ERVEN IN LYNNWOOD GLEN, LYNNWOOD MANOR, LYNNWOOD PARK AND LYNNWOOD RIDGE", under condition 1.(1) LYNNWOOD GLEN, by the deletion of Erven 130 and 135, Lynnwood Glen, from this demarcated area.

4. ~~By~~ By the addition of Annexure T T3882 to the Scheme.

ADOPTED ON: 05/10/2022

A handwritten signature in black ink, appearing to read 'Du Plessis'.

f. GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

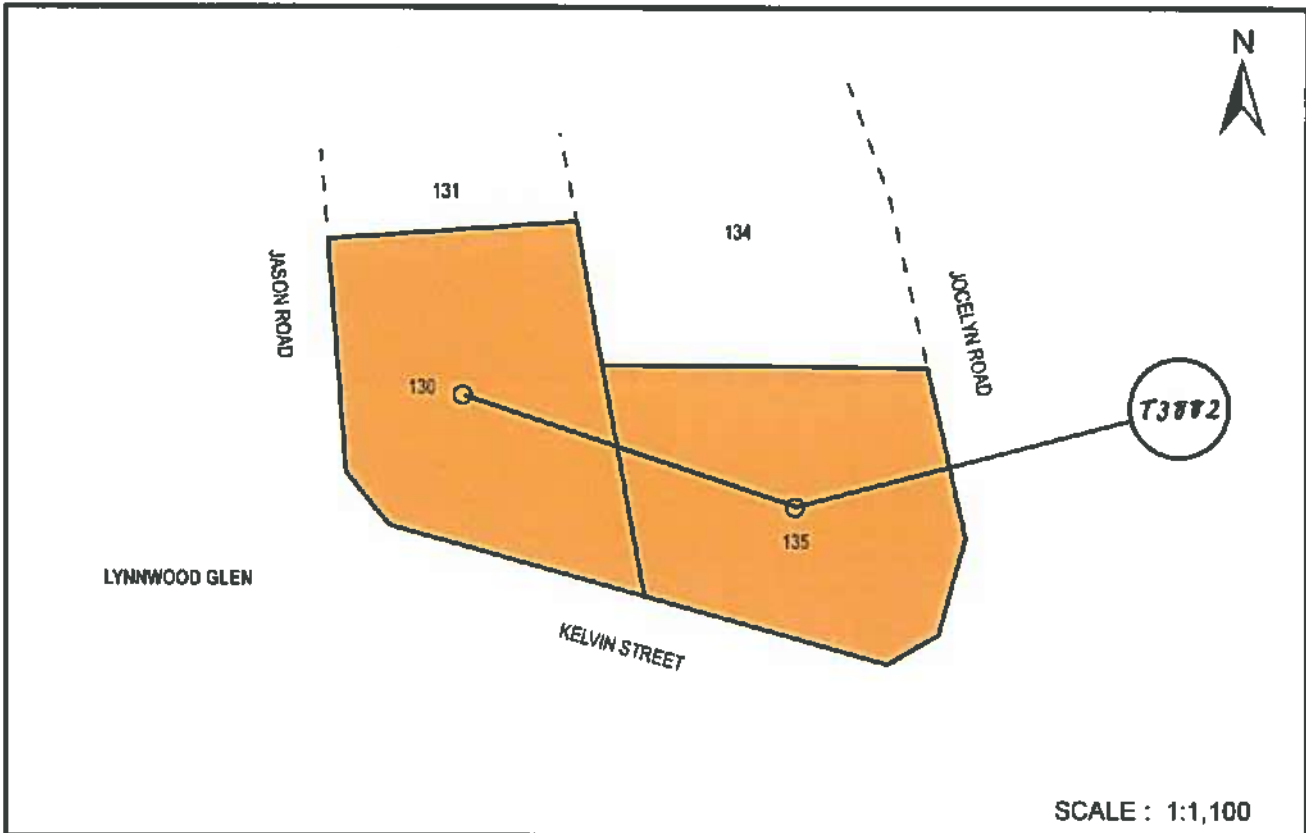
TSHWANE

TOWN PLANNING SCHEME

2008

(Revised 2014)

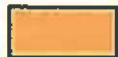
PROPERTY DESCRIPTION: ERVEN 130 AND 135, LYNNWOOD GLEN



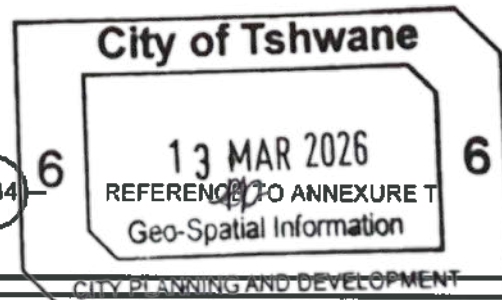
USE ZONE

REFERENCE

GENERAL



RESIDENTIAL 3



CITY PLANNING AND DEVELOPMENT

AMENDMENT SCHEME 5433T

APPROVED



DATE

OFFICIAL USE

ANNEXURE T T 3882
ADOPTED ON 05/10/2022
LOCAL AUTHORITY NOTICE NO 1800/2022

Dulllessi
CITY OF TSHWANE

Until and unless this block is officially stamped and signed, the Land Use Rights may not be exercised

SHEET 1 OF 1

TSHWANE

TOWN-PLANNING SCHEME

2008

(Revised 2014)

PROPERTY DESCRIPTION: ERVEN 130 AND 135, LYNNWOOD GLEN

1	Use Zone	3: RESIDENTIAL 3
2	Uses permitted	Dwelling-units, Block of Flats.
3	Uses with consent	Table B, Column (4).
4	Uses not permitted	Table B, Column (5).
5	Definitions	Clause 5
6	Density	106 Dwelling-units per hectare (maximum of 42 dwelling-units on the consolidated erf).
7	Coverage	65%.
8	Height	4 Storeys.
9	Floor area ratio	1,15.
10	Site development plan and Landscape development plan	<p>(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.</p> <p>(2) In addition to Clause 31 of the Scheme, special attention shall be given to the following elements such as, privacy of adjacent residential erven (overlooking, balconies and open passages), solar access to adjacent structures situated to the south (overshadowing), road reserve development (pedestrian walkways) and exterior finishes.</p> <p>(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.</p>

City of Tshwane
 13 MAR 2020
 CITY PLANNING AND DEVELOPMENT

AMENDMENT SCHEME 5433T

APPROVED

CITY OF TSHWANE
 APPROVED
 2021-05-09
 AUTHORIZED OFFICIAL

DATE

OFFICIAL USE

ANNEXURE T T.3882
 ADOPTED ON 05/10/2022
 LOCAL AUTHORITY NOTICE NO 1800/22

Ch. Plessi
 CITY OF TSHWANE

Until and unless this block is officially stamped and signed, the Land Use Rights may not be exercised

TSHWANE

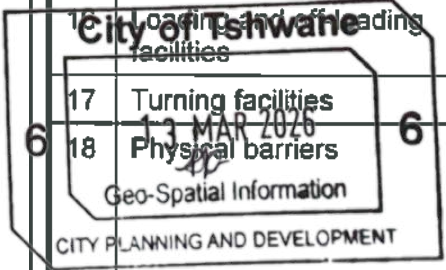
TOWN-PLANNING SCHEME

2008

(Revised 2014)

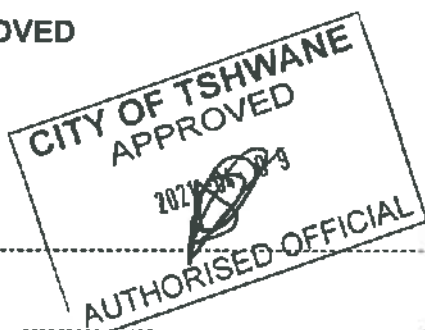
PROPERTY DESCRIPTION: ERVEN 130 AND 135, LYNNWOOD GLEN

11	Street Building Lines	Clause 9, the provisions of Schedule 1 excluded.
12	Building Restriction Areas	Clause 12, Table A.
13	Parking requirements	Clause 28, Table G.
14	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 drained and maintained, to the satisfaction of the Municipality.
15	Access to the erf	Clause 7(1).
16	Loading and off-loading facilities	The loading and off-loading of goods shall only take place within the boundaries of the erf.
17	Turning facilities	Not applicable.
18	Physical barriers	(1) A permanent non-removable semi-transparent physical barrier, which restricts pedestrian- and vehicle movement, shall be erected and maintained on the street boundary (approved entrances and exits excluded) to the satisfaction of the Municipality. (2) A non-transparent screen wall with a height of 2.1 m shall be erected on all other boundaries prior to the development taking place. The materials, design, height and finish of the screen wall shall be to the satisfaction of the Municipality.
19	Health measures	(1) Any requirements for air pollution-, noise abatement- or 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 permission of the Municipality.



AMENDMENT SCHEME 5433T

APPROVED



DATE

OFFICIAL USE

ANNEXURE T T.3882
 ADOPTED ON 05/10/2022
 LOCAL AUTHORITY NOTICE NO. 1800/22

Dullietti
 CITY OF TSHWANE

Until and unless this block is officially stamped and signed, the Land Use Rights may not be exercised

TSHWANE

TOWN-PLANNING SCHEME

2008

(Revised 2014)

PROPERTY DESCRIPTION: ERVEN 130 AND 135, LYNNWOOD GLEN

20	Outdoor advertising	Advertisements and/or sign boards shall not be erected or displayed on the erf without the approval of the Municipality first being obtained in terms of municipal by-laws for outdoor advertising.
21	Detrimental soil conditions	(1) Before the approval of plans, a geotechnical investigation shall be carried out and a detailed report compiled from the results indicating the various classes of soil according to NHBRC classification, shall be submitted to the Municipality. (2) An engineer shall be appointed before the approval of building plans, who shall design, specify and supervise structural measures for the foundations of structures, according to the soil classification as described in the geotechnical report. On completion of the structures, he shall certify that all his specifications have been met.
22	Open Space	Clause 14(3)(a).
23	General:	
	<ol style="list-style-type: none"> The control of stormwater shall meet the requirements of the Municipality. The construction of a 1,8 m wide paved sidewalk shall be provided on the street boundary that borders the application site. 	
	<p>Refuse areas shall be screened of with a solid wall and/or landscaping. Refuse areas shall be placed as far as possible from any residential property.</p> <p>4/3 MAR 2026 6 6 The portion of the erf between the building(s) and the street boundary which is not used for traffic purposes, shall, within six months from the date on which the erf is first used for the purpose, be laid out and maintained as a garden at the owner's cost and to the satisfaction of the Municipality. Should the owner fail to comply herewith, the Municipality is entitled to execute the work at the owner's cost.</p>	

AMENDMENT SCHEME 5433T

APPROVED

CITY OF TSHWANE
 APPROVED
 2021-11-13
 AUTHORIZED OFFICIAL

DATE

OFFICIAL USE

ANNEXURE T T.3882
 ADOPTED ON 05/10/2022
 LOCAL AUTHORITY NOTICE NO. 1800/22
 Dull 1551
 CITY OF TSHWANE

Until and unless this block is officially stamped and signed, the Land Use Rights may not be exercised

TSHWANE

TOWN-PLANNING SCHEME

2008

(Revised 2014)

PROPERTY DESCRIPTION: ERVEN 130 AND 135, LYNNWOOD GLEN

- 5) No individual Dwelling unit which is linked to another Dwelling unit and/or ancillary outbuilding shall be occupied before the relevant building of which the Dwelling unit forms part, is completely developed: Provided that the Municipality may, in exceptional cases, grant Permission thereto.
- 6) No Dwelling-unit may be transferred before the whole development or the phase on the property is completed.
- 7) The Municipality shall not approve any building plan which does not comply with the approved Site Development Plan with particular reference to the elevation and architectural treatment of the proposed building or structure.

8) In addition to the above conditions the erf and buildings thereon are further subject to the general provisions of the Tshwane Town-planning Scheme, 2008 (Revised 2014).

City of Tshwane

6 13 MAR 2022 6

Geo-Spatial Information

CITY PLANNING AND DEVELOPMENT

AMENDMENT SCHEME 5433T

APPROVED

CITY OF TSHWANE
APPROVED
2021-11-29
AUTHORISED OFFICIAL

DATE

OFFICIAL USE

ANNEXURE T T.3882
ADOPTED ON 05/10/2022
LOCAL AUTHORITY NOTICE NO. 1800/22
CITY OF TSHWANE

Until and unless this block is officially stamped and signed, the Land Use Rights may not be exercised

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 X1		All streets	8				
Lynnwood Manor X3		All streets	5				
Lynnwood Park		All streets	6				
Lynnwood Ridge		All streets	7				
Geo-Spanwood Ridge X1		All streets	16				
Lyttelton Manor	7-64,	Street	5				
	158-181, 225-232, 235, 241-243, 250, 254-257, 259-293, 295-303, 306/R	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				

TSHWANE LAND USE SCHEME, 2024: SCHEDULE 1

Adopted: 08 May 2024

Comes into operation: 01 July 2024

