



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500141381

Erf 118252, 94 Koeberg Road, Brooklyn

Development Management

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**APPLICATION IN TERMS OF SECTION 42(A) &42(B) OF THE
MUNICIPAL PLANNING BY- LAW, 2015 FOR REZONING
AND DEPARTURES:**

ERF:118252, 94 Koeberg, Brooklyn, Cape Town

02 April 2025

CLIENT:

APPLICANT:



ARCHITECTURAL & DRAUGHTING SERVICES

1. BACKGROUND

Flats are identified as a Primary Use Right on General Residential 2 (Gr2) Zoning therefore the proposal seeks to rezone the subject property from Single Residential 1 (SR1) to General Residential 2 (GR2 in order to allow the proposed Flats (9 units) on the subject property.) The application is submitted in terms of Section 42 (a) & (b) of the City of Cape Town Municipal Planning By-law, 2015 (MPBL) and the provisions of the Development Management Scheme (DMS).

2. Applications being applied for

Section 42 (A) For Rezoning

- The application for rezoning of Erf 118252 Koeberg, Cape Town from “SR1” to “GR2” to permit the proposed 9 units on the subject property.

Section 42 (B) For Permanent Departures

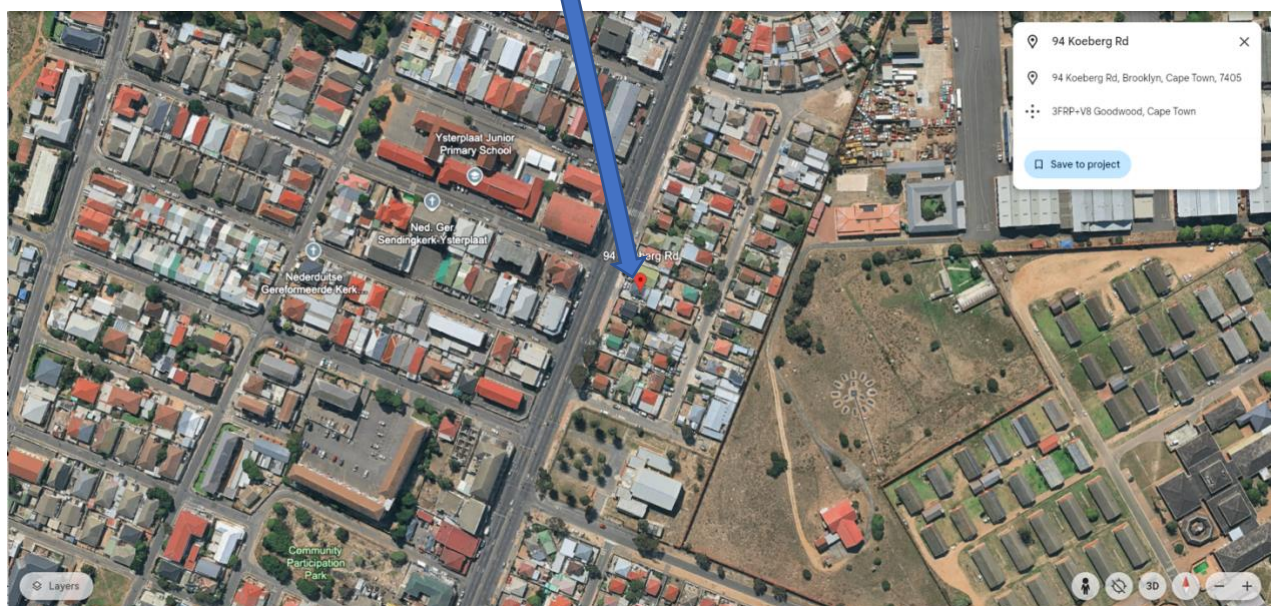
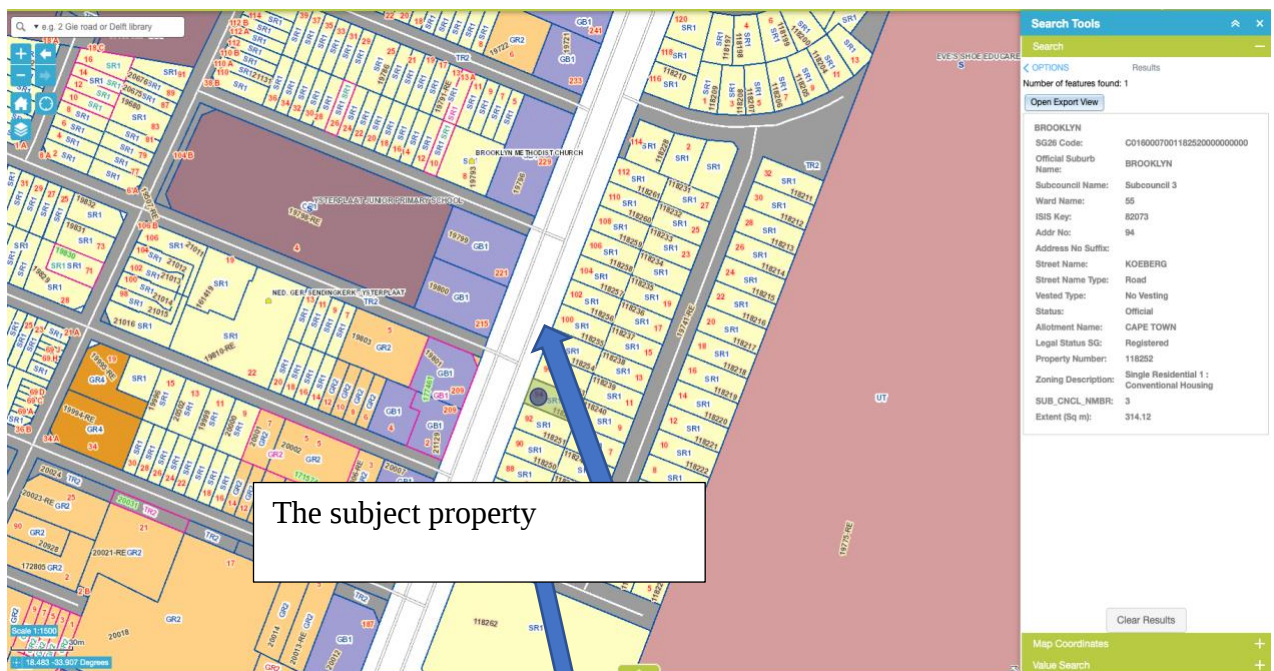
- Permanent Departure of on-site parking requirements. **4 bays in lieu of 13 bays.**
- Permanent departure of 4m height restriction **.4m in lieu of 7.085m.**
- Permanent departure of window placement setback **.0.789m in lieu of 1.5m.**
- Permanent departure of common building lines on the North, East and West side. **0m in lieu 4.5m.**

3. TITLE DEED

OWNER OF THE PROPERTY	
TITLE DEED NO	
TITLE DEED DATE	25-03-2021

4. LOCALITY

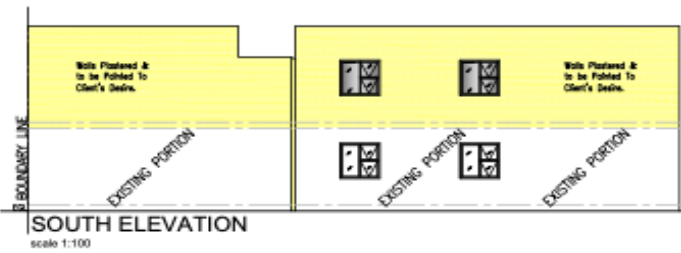
The subject property is situated in a desirable location that can allow the proposed rezoning to permit the use of Flats on the subject property. There is a pressing need for affordable accommodation options in areas that have proximity to commercial, educational, recreational, and community opportunities. This proposal seeks to permit 9 units, approval for departure of height, window placement setback and on-site parking requirements. The subject property is situated along Koeberg Street within a predominant SR1 with mixed-use of GB3, GR2, C01 and GR4. Vehicle access is obtained from Koeberg street, and the site measures 315 in extent.



5. PROPERTY SUMMARY

Property description	Erf 118252 Cape Town
Property address	94 Koeberg, Brooklyn
Application components/ description	• Rezoning from “SR1” to “General Residential 2” • P/Departure of 4m height restriction • P/Departure of on-site parking requirements • P/Departure of window placement setback • P/Departure of common building lines
Site extent	• 314sqm
Current Zoning	• SR1
Proposed zoning	• GR2
Current Land Use	• Dwelling House
Proposed use	• Flats
SAHRA Heritage	• n/a

6. DEVELOPMENT PLAN

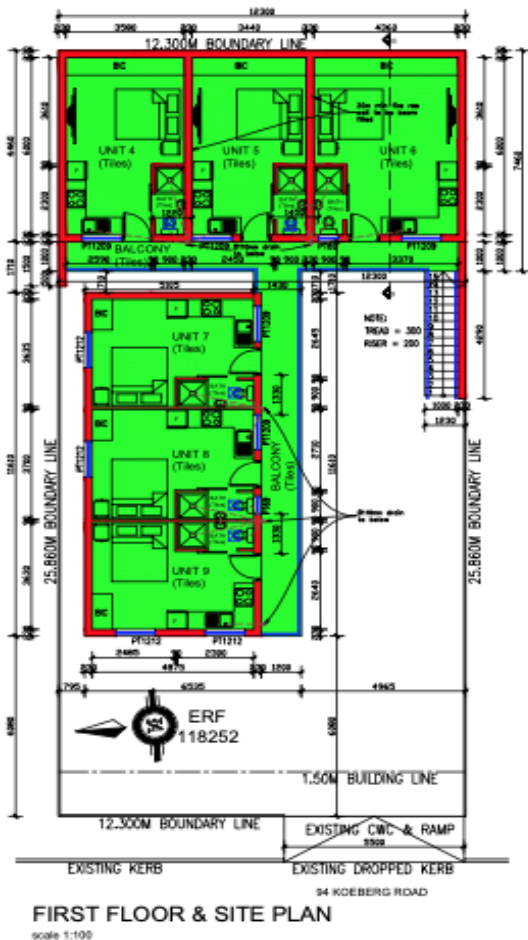
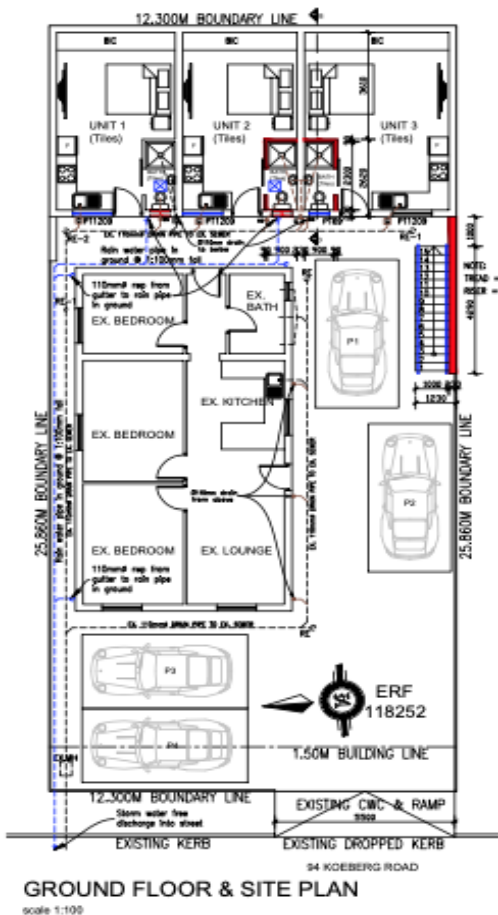


FENESTRATION (UNITS 2&5)			
NET FLOOR AREA	=	18.04sqm	
20% GLAZING	=	3.61sqm	
THUS		10.47%	

FENESTRATION (UNITS 3&6)			
NET FLOOR AREA	=	18.04sqm	
20% GLAZING	=	3.61sqm	
THUS		10.47%	

FENESTRATION (UNITS 7,8,9)			
NET FLOOR AREA	=	18.04sqm	
20% GLAZING	=	3.61sqm	
THUS		13.96%	

FENESTRATION (UNITS 7,8,9)			
NET FLOOR AREA	=	18.04sqm	
20% GLAZING	=	3.61sqm	
THUS		13.96%	



7. THE PROPOSAL

i. Proposed Rezoning From Sr1 To Gr2

The proposed development consists of 9 units for young professionals and students seeking affordable housing apart from conventional dwelling houses. In order to fulfill the owner's wishes, the rezoning of the property is required. The proposed rezoning shall be from SR1 to GR2. The site currently has a developed dwelling house, and the existing zoning for the proposed development doesn't fall within the primary or consent use of the zone. The proposed GR2 zone shall fit well into the area since the property is large enough to support the proposed density and it's in close proximity to public transport. There is a community facility and business in close proximity. The addition of the Flats shall be aesthetically pleasing and boost the overall area. The proposed rezoning shall not have a significant negative impact but shall have a positive contribution to the overall area.



ii. *The following reasons why this proposed rezoning is desirable:*

- This proposal brings more densification in the area.
- This proposal is located along Koeberg Road, a vital thoroughfare within the community, connecting various residential areas and providing access to local businesses and services. It facilitates daily activities and supporting local commerce.
- This proposal is located in a mixed-use intensification Zone.
- This proposal is located in a Metropolitan Node;

- There are GB1-zoned properties along Koeberg Road, and therefore, this proposal to rezone from SR1 to GR2 fits the context. GR2 is less intensive than GB1 and appropriate for our location.
- Public transport is available on Koeberg Road.
- This proposal will provide affordable accommodation to students and young professionals within a busy and vibrant node.
- This proposal will bring young professionals and students to the area and liven up the area, thus promoting local business.
- Development Charges will be payable, which will assist with resources for the infrastructure.
- Employment will be created in the construction phase and after.

iii. The Proposed Departures.

4M HEIGHT, COMMON BUILDING LINE AND WINDOW PLACEMENT DEPARTURES.

The first floor was carefully designed with the privacy of neighboring properties as a top priority. To mitigate any potential adverse impacts, the building's layout was strategically planned to avoid direct sightlines into adjoining properties, with windows and openings placed in a way that prevents overlooking of private spaces such as bedrooms and gardens. Architectural elements such as the strategic placement of windows, balconies, and walls have been adjusted to ensure that sightlines into adjoining properties are minimized. In particular, windows facing neighboring properties are either positioned or are designed to be non-invasive to the neighbor's living space, ensuring that the occupants' privacy is maintained

Through these thoughtful measures, we have ensured that the height departure and window placement will not have significant negative impact the privacy or amenity of neighboring residents, and it complies with the area's zoning regulations. This approach demonstrates a responsible and considerate effort to balance development with the well-being of the surrounding community, making it suitable for approval

iv. On-site parking requirements

Departure of on-site parking requirements (4 bays in lieu of 13 bays) is justified due to the area's strong access to public transportation and walkability. Access to the property is obtained from Koeberg street which is an activity road therefore justifying the departure for on-site parking requirements. The targeted market is not anticipated to own vehicles and the property is located in an area which is under PT1 Zone where reliance on private vehicles is reduced. Mandating on-site parking in such areas can lead to

inefficient land use, hinder urban density goals, and increase development costs. Given the property's location, residents and visitors can utilize existing public transit, cycling, and pedestrian infrastructure, aligning with sustainable urban planning principles. Therefore, granting this departure supports efficient land use and promotes a transit-oriented, pedestrian-friendly environment.

8. ASSESSMENT OF DESIRABILITY CRITERIA IN TERMS OF SECTION 99(1) OF THE MUNICIPAL PLANNING BYLAW, 2015

The application complies with the minimum threshold requirements in Section 99(1), i.e.: (a) The proposed development is consistent with the municipal spatial development framework (MSDF), with a deviation from the MSDF not being required.

(b) The property is to be rezoned from SR1 to GR2. There is no floor factor that could result in giving the parameters of the next subzone.

9. ASSESSMENT OF DESIRABILITY CRITERIA IN TERMS OF SECTION 99(2) OF THE MUNICIPAL PLANNING BYLAW, 2015

I. The Municipal Spatial Development Framework (MSDF):

The MSDF promotes residential densification and appropriate land use intensification across the city to promote a variety of housing options, dwelling sizes, and land uses within any one area. The MSDF emphasizes diversification of mono-use residential patterns and incremental intensification (density and diversity) via subdivisions, second and third dwellings, and rezonings and where the maintenance of existing infrastructure and development should be according to infrastructure capacity and associated lifecycle costs. The proposed Rezoning is in line with the approved MSDF, which encourages a more compact, efficient, and sustainable city where the use of available resources is optimized.

In light of the above-stated, the property is situated in an area with SR1 zonings and conventional single-dwelling houses. The introduction of flats in the area will encourage a diverse variety of housing options. The development encourages incremental intensification and densification.

II. Spatial Planning Land Use Management Act (SPLUMA) 2013 & Land Use Planning Act (LUPA) 2014

Section 48(4) of the By-Law states that the city must have regard to Section 39(5) of the Western Cape Land Use Planning Act 3 of 2014 (“LUPA”) and Section 47 of the Spatial Planning and Land Use Management Act 16 of 2013 (“SPLUMA”) when considering whether to remove, suspend or amend a restrictive condition.

SPLUMA aims to develop a new framework to govern planning permissions and approvals, set parameters for new developments, and provide for different lawful land uses in South Africa. SPLUMA is a framework law, which means that the law provides broad principles for a set of provincial laws that will regulate planning.

Section 7 of the Act describes a set of development principles that need to be considered when evaluating any development application. These principles include the following:

III. Social development strategy:

The Social Development Strategy aims to address poverty, inequality, and social ills while providing people the opportunity to participate in their own development. The strategy has the following objectives:

- Maximize income generation opportunities for people who are excluded or at risk of exclusion.
- Build and promote safe households and communities,
- Support the most vulnerable through enhancing access to infrastructure and services.
- Promote and foster social integration, and
- Mobilize resources for social development.

IV. This proposal helps achieve the following objectives:

- Develop the skills of people excluded or at risk of exclusion
- Facilitate access to housing opportunities
- Foster diversity and inclusiveness.

V. Spatial justice:

The principle of spatial justice requires that past spatial and other development imbalances be redressed through improved access to and use of land. The location of this property and the type of land use envisaged cannot directly contribute to spatial reform. These matters are best addressed through Spatial Development Frameworks, Zoning Schemes, and other management systems. The idea of creating affordable accommodation within existing built-up areas has an element of redress in the sense that it opens more opportunities for people.

VI. Spatial sustainability:

The proposal supports this principle of spatial sustainability in the sense that it facilitates densification within the urban area, thereby limiting urban sprawl and encouraging the optimal use of existing urban land and services. The proposed rezoning to develop a flat that consists of 9 units aligns with the principle of spatial justice by promoting equitable access to housing in Cape Town. By increasing the density of residential units, the application directly addresses the pressing need for affordable housing in urban areas, ensuring that diverse community members can access suitable living conditions.

VII. Spatial efficiency:

The proposal supports the efficient use of existing resources and infrastructure where decision making procedures are designed to minimize negative financial, social, economic, or environmental impacts. The positive consideration of the application will contribute to the efficient use of serviced urban land with minimal negative impact.

VIII. Spatial resilience and good administration:

Resilience is the capacity and ability of a community to withstand stress, survive, adapt, bounce back from a crisis or disaster, and rapidly move on. Brooklyn neighborhood needs affordable accommodation. The proposed medium-density development can create a solution to the challenge of inadequate affordable housing. It can also bring in a rental income that may be required to shield a family against unforeseen circumstances such as loss of income, therefore alleviating the livelihoods of the owner.

IX. Spatial quality

The project aims to improve the quality of the built environment by introducing well-designed housing units that contribute to a more vibrant and inclusive community. The development's design considers aesthetics and functionality, creating a pleasant living space that accommodates people with diverse needs, including those with disabilities.

X. Economic growth strategy (EGS)

The principal objective of the EGS is to stimulate economic growth and create job opportunities. This is also the overarching objective of the "Opportunity City," one of the five pillars of the City's Integrated Development Plan (IDP). The proposed application is compliant with the general principles and strategy of the EGS and the IDP.

10.THE URBAN DESIGN POLICY

The policy seeks to focus on the contribution of proposed developments to urban design at the local level. The following are the identified policy objectives with which this proposed rezoning is in line:

Objective 1: Ensure that the development contributes positively to the urban structure of the city to create integrated and legible places and neighbourhoods. The proposal protects natural resources by increasing in densification and intensification on land that is not identified as high potential agricultural land. The proposed development is compatible with the height expected within a metropolitan node.

Objective 2: Ensure that development contributes to improved quality of the public realm and public spaces. The proposal increases in densification and intensification on land. The front façade has overlooking features that makes the public realm safer.

Objective 3: Ensure that the developments contribute to the creation of safe and secure communities. This proposal will enhance the “eyes-on-the-street” effect as the windows will have a clear view of the public street.

Objective 4: Ensure opportunities and amenities are accessible and that people can move about easily and efficiently. This proposal creates additional accommodation opportunities in an area that has a high access to commercial, education, recreation and community opportunities.

Objective 5: Promote development intensity, diversity and desirability. This proposal seeks to ensure that the property is developed to its full potential given the local context. The local area has immense opportunities for growth and development which the proposed development seeks to enhance.

Objective 6: Ensure enclosure and positive interfaces onto the public realm. The front façade has overlooking features that makes the public realm safer. Good design has been used to provide an appealing front façade which will encourage others to pursue good design when the work on their buildings.

11.BLAAUWBERG DISTRICT PLAN

The Blaauwberg District Plan aims to promote a mix of housing types, including social housing, to meet the diverse needs of the community. The proposed Flats are within walking distance of public transport, aligning with the District Plan's objective of promoting compact, mixed-use development that encourages walking and reduces the reliance on personal vehicles. The proposed Flats are designed to accommodate a reasonable number of students and young professionals, contributing to a higher density of housing, which is encouraged in the District Plan to reduce urban sprawl. The Flats is near local community facilities, including parks, shops, and schools, providing easy access to services and amenities for residents. Lastly, the Flats aim to provide affordable accommodation for students, workers, and other individuals, contributing to the District Plan's goal of promoting social inclusion and affordability.

The design of the Flats respects the residential character of the surrounding area and adheres to the relevant building standards.

- The Flats responds to the local demand for affordable accommodation and contributes to the District Plan's goal of meeting community needs.
- The Flats fosters a diverse and inclusive community, promoting social cohesion and a sense of belonging among residents.
- The Flats supports the local economy by providing accommodation for students and workers who contribute to the local economy.

12. RELEVANT CRITERIA CONTEMPLATED IN THE DMS

I. Relevant criteria contemplated in the dms:

It is proposed to rezone from SR1 to General Residential 2, and the proposed Use falls within the primary uses on the proposed zoning GR2.

II. Compliance with the DMS and By-laws

The proposed development is compliant with the DMS regulations for the zone, with a parking departure required.

ASPECT	REQUIRED IN GR2 ZONE	PROPOSED DEVELOPMENT	COMPLIANT
COVERAGE	60%	53.86%	Yes
FLOOR FACTOR	1.	0.988	Yes
STREET BL	4.5m	4.5m	Yes
COMMON B/L	4.5m	N (0)S(0)E(0)	No
HEIGHT	15m	14m	Yes
Height Within common B/L	4m	7.085M	No

13.DENSIFICATION POLICY 2012

- A mix of residential densities ensures diversification and choice of housing types and tenure options. The proposed development offers one-bedroom flats in an area that is dominated by dwelling houses and a few mixed uses. This offers people a variety of housing types and tenure options in this regard.
- Appropriately designed and located higher densities (in terms of form, scale, height, and orientation). It can provide an opportunity for placemaking and the creation of attractive and safe urban Environments, particularly those in proximity to public spaces (both natural and built).
- Densification supports the development of a viable public transport system. Safer City Guidelines

The proposed development, as seen above, promotes the guidelines as indicated within the safer City, which encourages overlooking to create a safe feeling within the area. The development proposes an appealing façade that encourages interaction in the area through balconies facing the street and permeable fences.

14.ASSESSMENT CRITERIA IN TERMS OF SECTION 99(3) OF THE MUNICIPAL PLANNING BY-LAW,2015

City of Cape Town Municipal Planning By-Law, Section 99 outlines criteria to assess an application before a decision on an application is made. Below are aspects in relation to the proposed development's desirability.

a) Socio-Economic Impact

This proposal will have a positive socio-economic impact as it will generate jobs during the construction phase as well as jobs for domestic activities like cleaning and maintenance afterward, therefore alleviating the livelihoods of people involved. It will also create additional accommodation opportunities in an area that has high access to commercial, educational, recreational, and community opportunities. The increased densification ensures a compact urban fabric that is good for the general public. Development Charges will contribute to improvements of City infrastructure

b) Impact On Surrounding Uses

The proposed development is situated in an area that has a variety of zones and land uses. The proposed development is also situated on the taxi route and is under the PT1 zone that promotes the use of public transport. The proposed use shall fit well into the area as a medium density close to various uses. The residential intensification will also help to strengthen the residential uses within the area and provide the thresholds for the existing and future public transport services and commercial activities. This proposed rezoning is contextually appropriate in terms of the permitted uses and built form.





c) Impact On External Engineering Services

The proposed development will have an impact on the external engineering services. No bulk or link services are required for the proposed development. However, the property owner is willing to contribute towards any infrastructure needed for the proposed development.

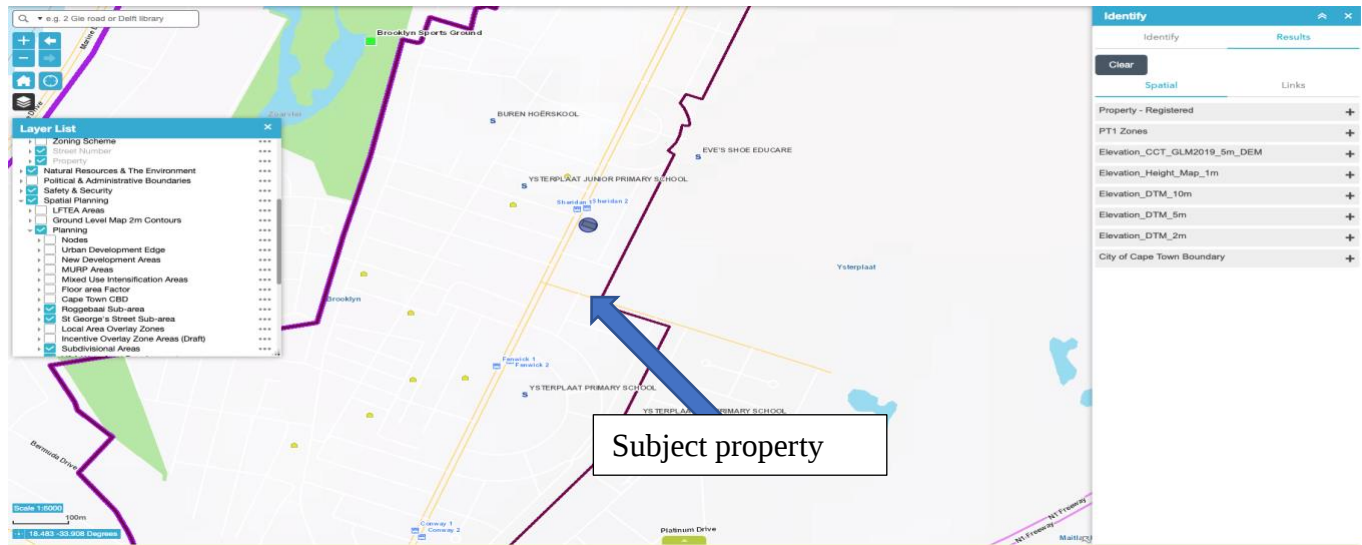
d) Health, Safety, & Well-Being Of The Surrounding Community

The proposed development shall not impact the surrounding community however, it shall provide the necessary surveillance for the area.

e) Traffic Impact, Parking, Access, and Transport-Related Impacts

The site falls under the PT2 area; however, the level of car ownership for the demographic whom this proposal targets, which is young professionals and students, is low. The area is currently serviced by an informal transport system (taxi), which is the most used form of transport in Cape Town and the country at large, and Ubers. The proposed development is situated within an area that has access to the preferred mode of transport. Therefore, there is no anticipated traffic impact caused by the development.

Insert below showing that the subject property is located in a PT1 Zone.



f) Impact On The Biophysical Environment

The proposed development does not impact the biophysical environment. The development is within a built-up area, and no impacts shall be anticipated on the biophysical environment.

g) Heritage Impact

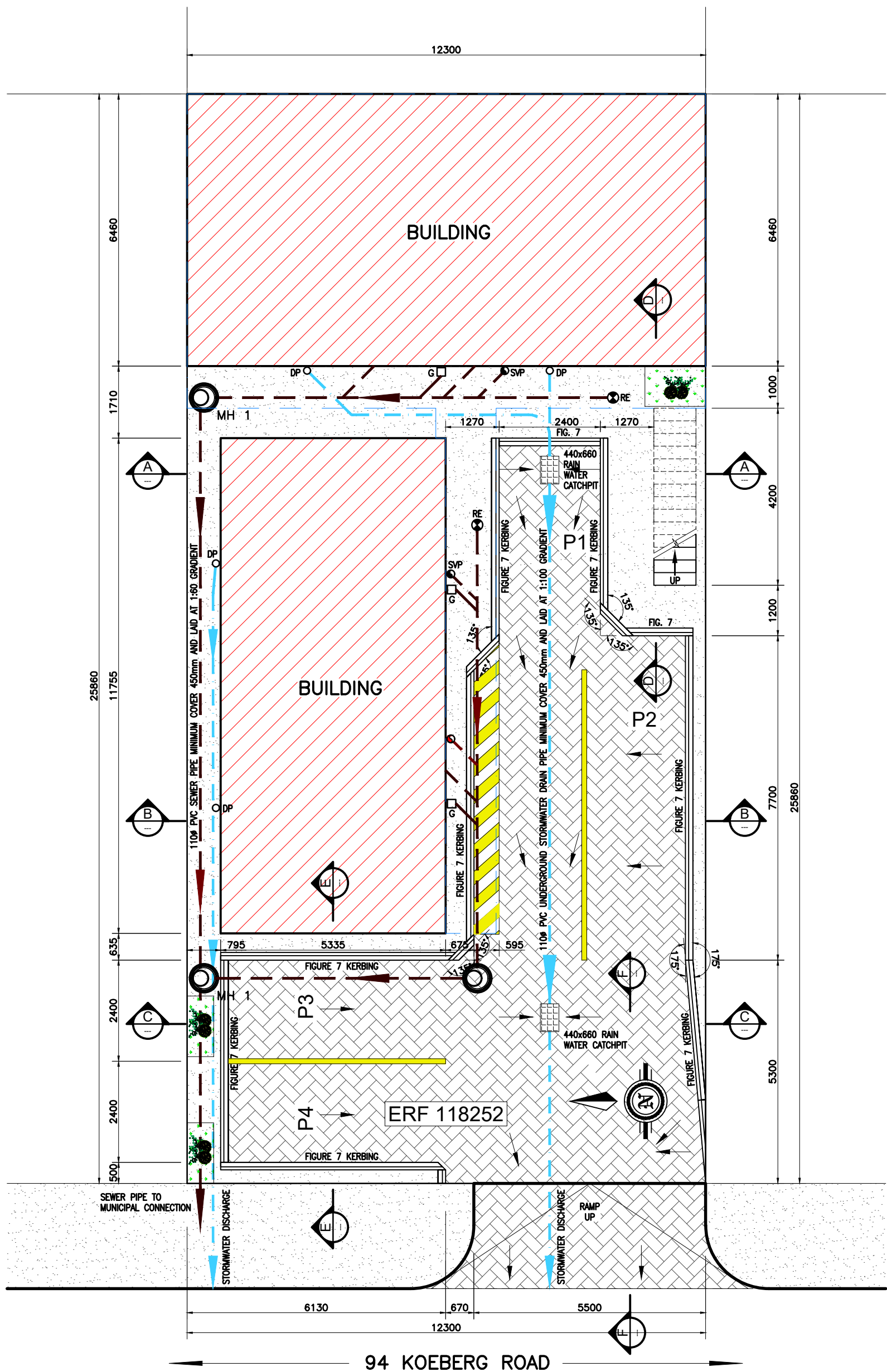
The proposed development shall have no heritage impact.

Conclusion

We hope you will deem this proposal desirable and recommendable for APPROVAL because this proposal is broadly consistent with spatial planning frameworks and relevant Council Policies, holds positive socio-economic benefits, is compatible with the surrounding land uses and built environment, is of an appropriate scale and form that relates to the surrounding urban fabric. This proposal will not have a significant negative impact on the safety, health, and well-being of the surrounding community. Therefore, the proposal is consistent with section 99 of the Cape Town Municipal Planning By-Law (MPBL).

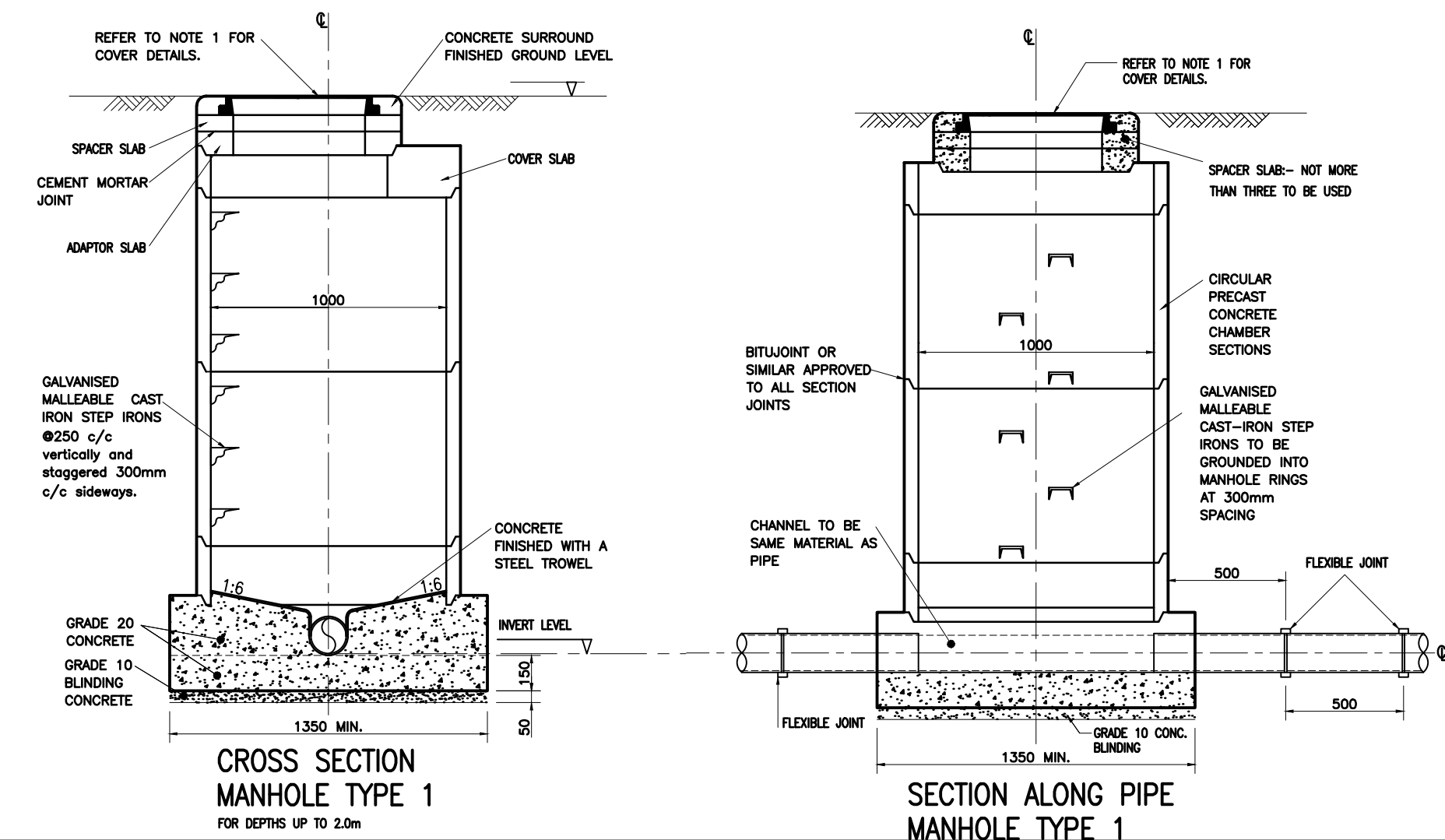
Regards

Marshall Chitovhoro

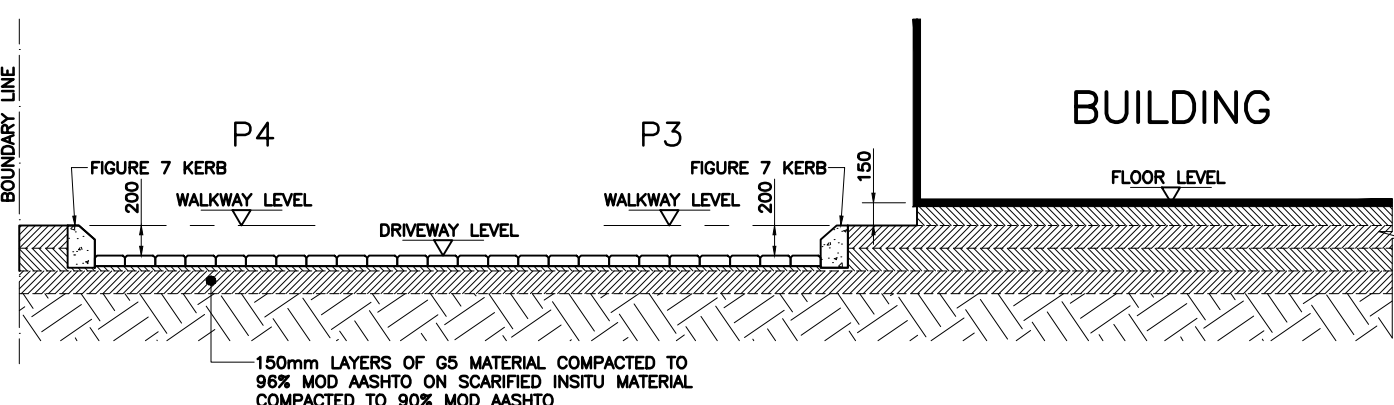


SITE DEVELOPMENT PLAN
SCALE: 1:100

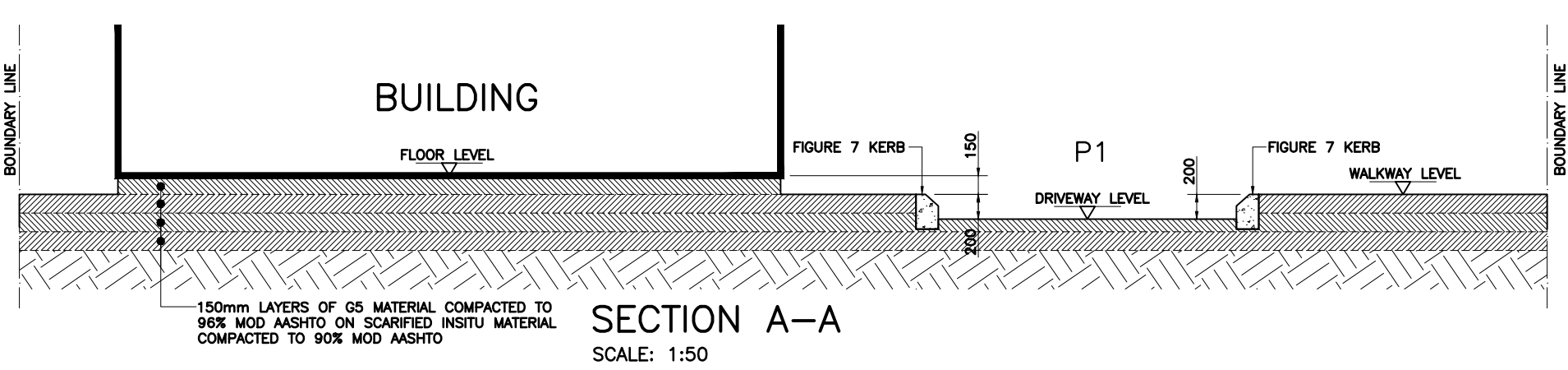
- CONSTRUCTION NOTES:
- ALL PAVING BLOCKS TO BE HEAVY DUTY 80mm THICK TO BE ABLE TO BE DRIVEWAYS.
 - ALL PAVING BLOCKS TO BE LAD ON 2x150mm LAYERS OF G6 SELECTED MATERIAL AND EACH LAYER TO BE COMPACTED TO 98% MOD ASHTO ON 150mm THICK SCARIFIED INSITU MATERIAL COMPACTED TO 90% MOD ASHTO AT $\pm 1\%$ MOISTURE CONTENT.
 - ALL PAVERS TO BE LAD ON 20mm THICK LEVELING SAND.
 - FIGURE 7 TYPE OF KERBS SHOULD BE USED TO SEPARATE THE WALKWAY PAVEMENTS AND DRIVEWAYS.
 - ALL COMPACTATIONS SHOULD BE DONE CORRECTLY AND LEVELS SHOULD BE CONTROLLED TO ALLOW AUTOMATIC DRAINAGE OF ALL STORM WATER WITHIN A SHORT PERIOD OF TIME AFTER DOWN POUR.
 - ALL PAVING/SURFACING AROUND THE BUILDING SHOULD HAVE A MINIMUM LEVEL DIFFERENCE OF 150mm. SLOPPING PAVING SHOULD START FROM THE BUILDING EDGES GOING OUTWARDS TO CENTRAL SLOPPING. PRECAST LAID TOWARDS ENTRANCE OPENINGS. THE SLOPES SHOULD BE $\pm 1:100$.
 - ALL STORM WATER SHOULD BE CHANNLED OUTSIDE THE SITE/YARD THROUGH UNDERGROUND 110mm AND THEN INTO MUNICIPAL STORM WATER DRAINS.



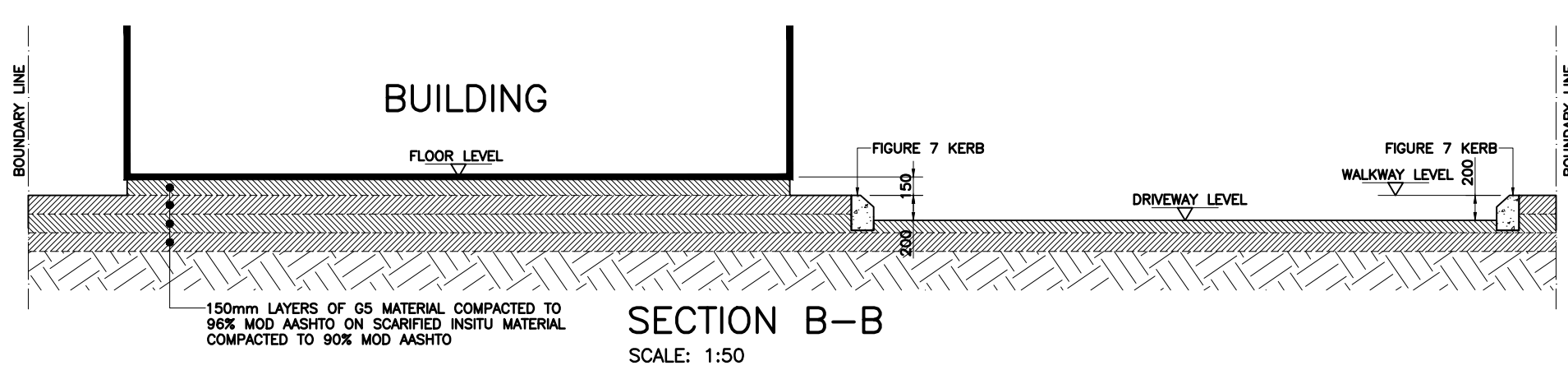
SER.	GENERAL LEGEND
1	80mm INTERLOCKING PAVER BLOCKS ON THE CAR PARKING AREA
2	TAR ASPHALT SURFACE FINISH
3	BUILDING(S) FOOT PRINT
4	DIRECTION OF EXCESS STORMWATER FLOW TO DRAIN GRIDS
5	UNDERGROUND 110mmØ DIRECTIONAL FLOW PIPE @ 1:200 GRADIENT
6	CARPARK MARKINGS
7	UPPER FLOOR FOOTPRINT
8	JOJO PORTABLE WATER STORAGE TANKS WITH CAPACITY INDICATED
9	110mmØ UNDERGROUND PVC SEWER PIPE LAID AT A GRADIENT
10	FLOWER POTS
11	GULLY
12	STORMWATER COLLECTION GRID WITH DIRECTIONAL FLOW
13	SEWER DRAIN PIPE FROM UPPER FLOOR
14	RODDING EYE WITH A DIRECTIONAL FLOW
15	THE NORTH DIRECTION
16	P1 PARKING LOT NUMBER
17	NO PARKING EXCEPT FOR MOTOR CYCLES



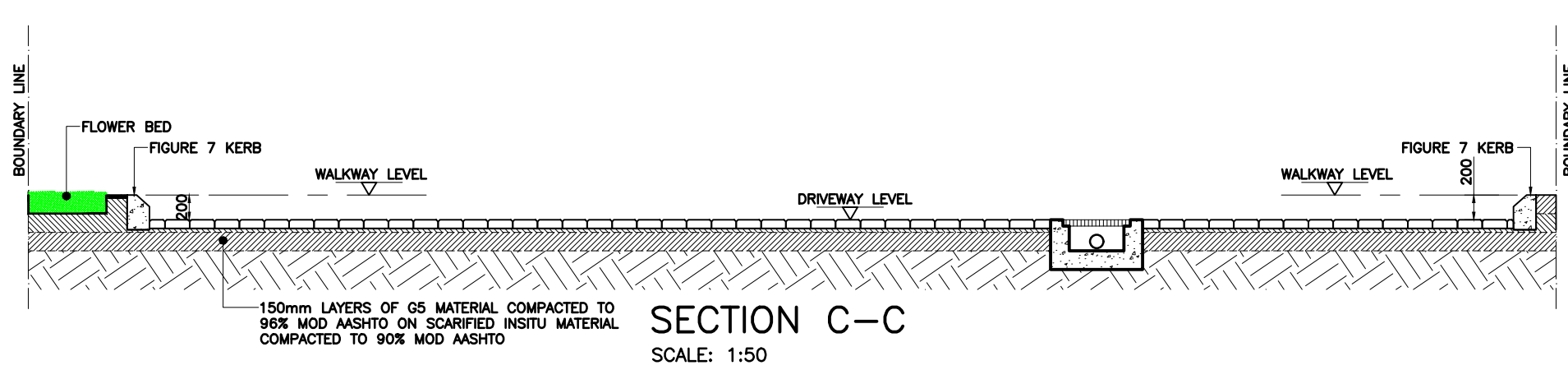
SECTION E-E
SCALE: 1:50



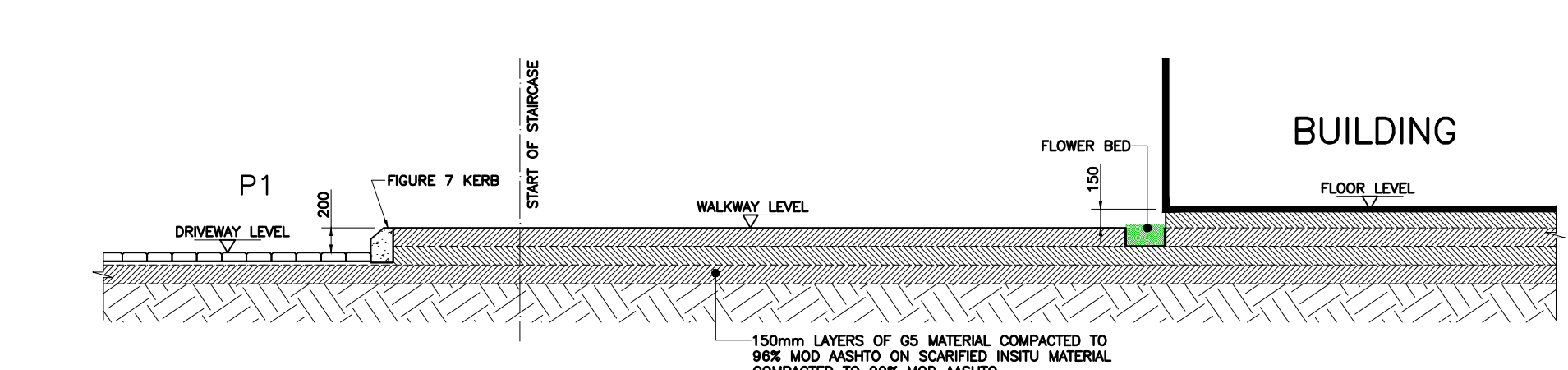
SECTION A-A
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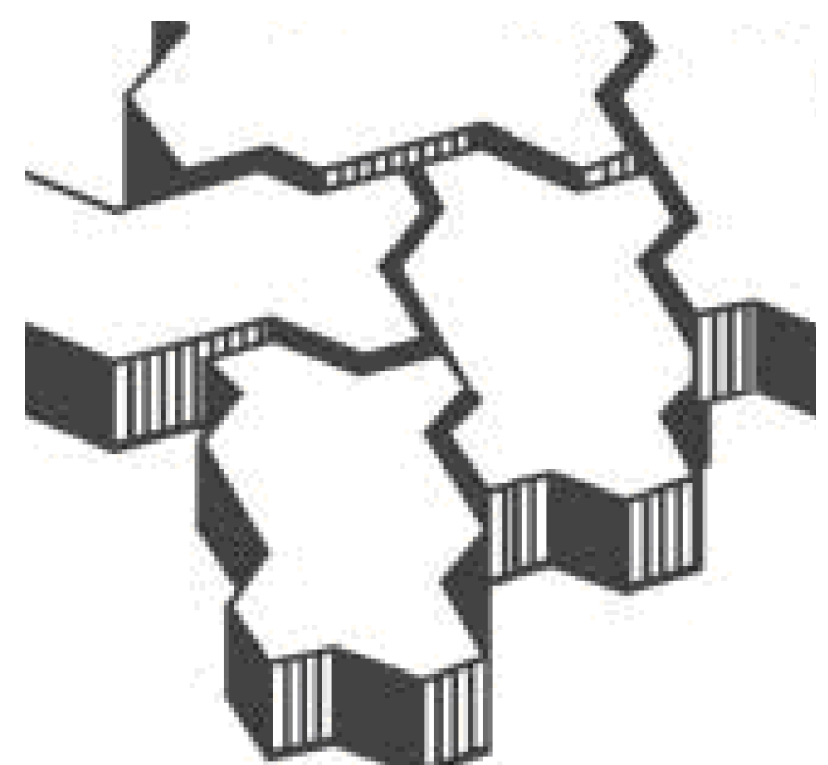
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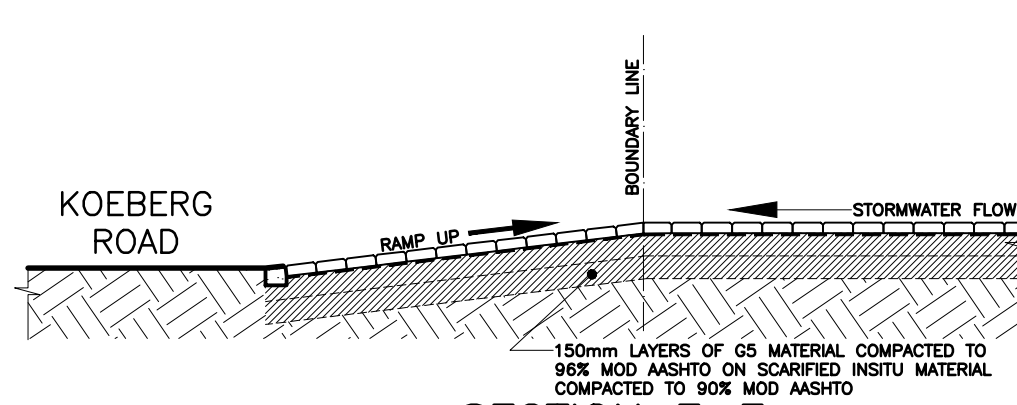
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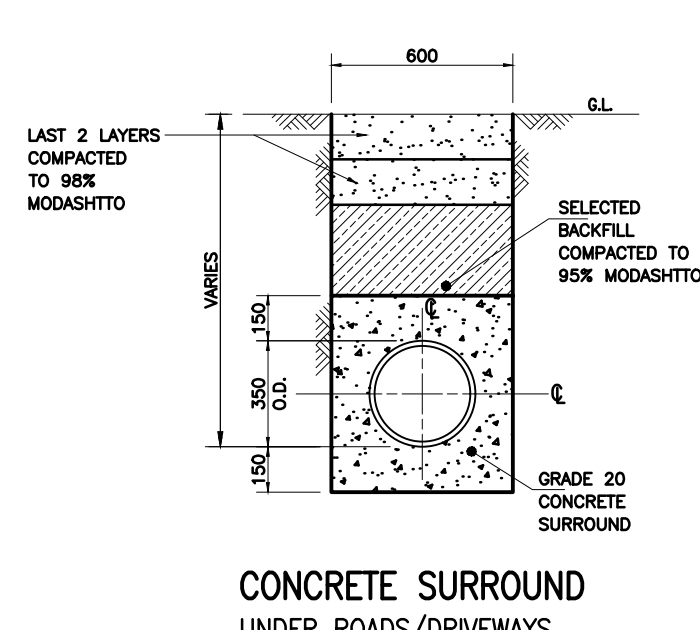
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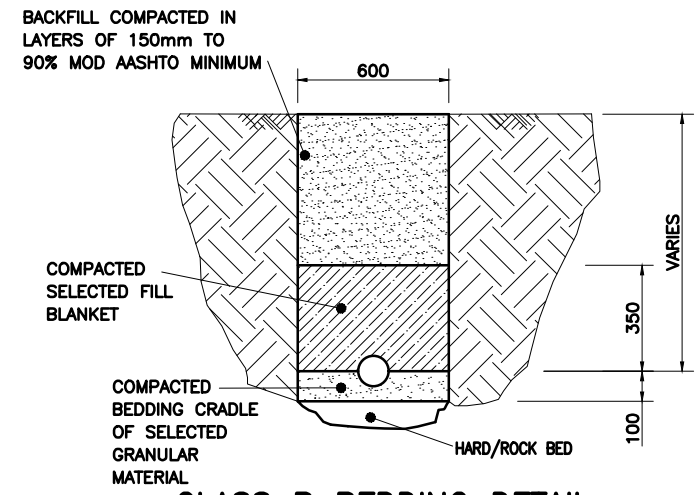
INTERLOCKING PAVING BLOCKS LAID IN HERRINGBORNE PATTERN



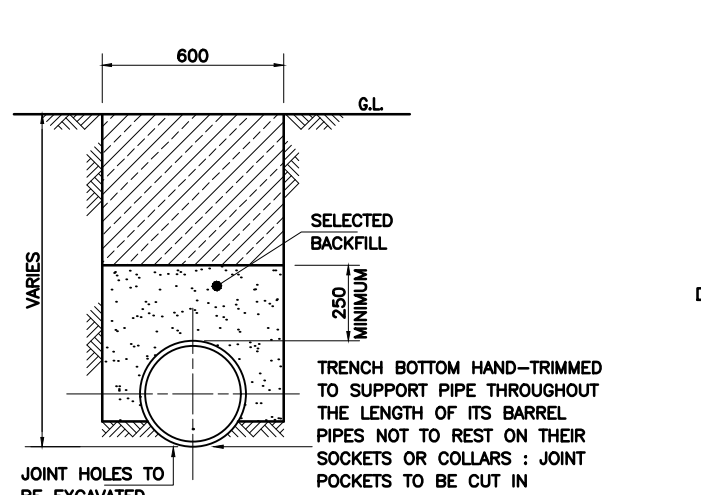
SECTION F-F
SCALE: 1:50



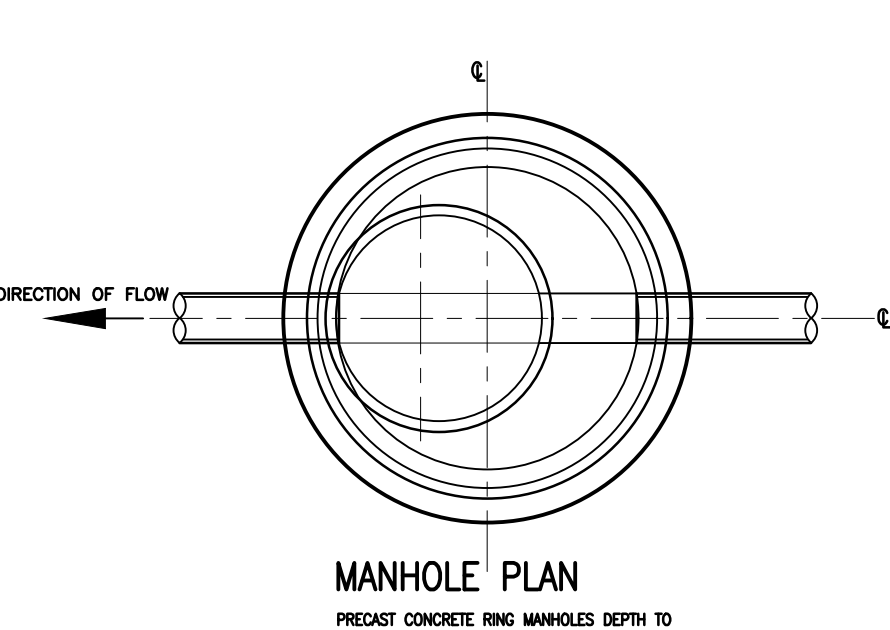
CONCRETE SURROUND
UNDER ROADS/DRIVEWAYS



CLASS B BEDDING DETAIL
IN HARD/ROCK MATERIAL



CLASS C BEDDING IN
SOFT MATERIAL



MANHOLE PLAN
PRECAST CONCRETE RING MANHOLES DEPTH TO
INVERT UP TO 2m

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0	2025.07.24	ISSUED FOR CONSTRUCTION	JM	JN	JN
No.	Date	Description	By	Chk	App

Designed	Drawn	Checked	Approved	Date	Scale
JN	JM	JN	JN	JUL. 2025	AS SHOWN

CLIENT

PROPOSED APARTMENTS KODE 94 KOEBERG ROAD BROOKLYN CAPETOWN

DRAWING TITLE

SEWER and STORM WATER SURFACE DRAINAGE LAYOUT & DETAILS - SITE DEVELOPMENT PLAN

PROJECT

PROPOSED APARTMENTS KODE ERF 118252 @ 94 KOEBERG ROAD BROOKLYN CAPETOWN

ARCHITECT

CM ARCHITECTURAL SERVICES
MARSHALL M CHITOVHORO
70 WYNNE STREET
PAROW
7500

CONSULTANT

ARNOGROUP (PTY) LTD

Signature:

PR. Reg. No.: 20070288

This document will only be valid if the engineers registration number and original signature is reflected on this drawing.

JOB No.	DRAWING No.	REVISION No.
KODE - 072-A1	100	0

This schedule complies with S.A.B.S. 82:1986 and S.A.B.S. 0144:1995

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