



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500158038

**Erf 53770 and Remainder Erf 54756,
Garfield Road and Chichester Road,
Kenilworth**

Development Management

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CITY OF CAPE TOWN

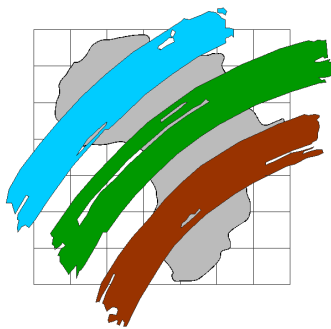
ERVEN RE. 54756 & 53770, KENILWORTH CAPE TOWN
REVISION 4

**APPLICATION FOR REZONING OF ERF 53770, CONSOLIDATION
THEREOF WITH RE. 54756, A CONSENT USE FOR TRANSPORT USE
OVER A PORTION OF THE CONSOLIDATED SITE, SUBDIVISIONS
RELATING TO THE REGISTRATION OF A SERVICES SERVITUDE, RIGHT
OF WAY SERVITUDE & AN DEPARTURE FROM THE SCHEDULE 8
CONDITIONS PERTAINING TO PARKING RATIOS**

APPLICANT

NuPLAN AFRICA

INNOVATIVE PLANNING SOLUTIONS



PROJECT DETAIL

REGISTERED OWNER:

City of Cape Town

CONTACT PERSON:

Sasha Vaughan
Email:

APPLICANT DETAILS:

NuPlan Africa Town Planners
13 Nautilus Crescent
BIG BAY

CONTACT PERSON:

Dirk Larsen

DATE:

April 2026

APPLICATION PARTICULARS

SUMMARY OF APPLICATION FOR:

- Rezoning of Erf 53770 FROM GR 2 to GB 1 - Section 42 (a)
- Consolidation of Erf 53770 & Re. 54756 – Section 42 (f)
- Approval of services servitude (Kenilworth Drivers Rest area) – Section 42 (d),
- Approval of a right of way servitude over Garfield Road for access to the Kenilworth Drivers Rest portion of the consolidated property – Section 42 (d),
- Consent Transport use on the servitude area – Section 42 (i),
- A departure from the Schedule 8 condition applicable to Erf 54756 relating to parking provision to permit a parking ratio of 3,82 bays / 100m² in lieu of 3,9 bays / 100m² gross leasable area.

In terms of the Municipal Planning By-law, 2015.

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INTRODUCTION

THE ASSIGNMENT

Nuplan Africa Town Planners (in association with Urban Dynamics Cape Pty Ltd) has been appointed by the landowner's representative, _____ to lodge an application for the approval of the following:

- Rezoning of Erf 53770 from GR 2 to GB 1 - Section 42 (a)
- Consolidation of Erf 53770 & Re. 54756 – Section 42 (f)
- Approval of services servitude (Kenilworth Drivers Rest area) – Section 42 (d),
- Approval of a right of way servitude over Garfield Road for access to the Kenilworth Drivers Rest portion of the consolidated property – Section 42 (d),
- Consent Transport use on the servitude area – Section 42 (i),
- A departure from the Schedule 8 condition applicable to Erf 54756 relating to parking provision to permit a parking ratio of 3,82 bays / 100m² in lieu of 3,9 bays / 100m² gross leasable area – Section 42 (b).

In terms of the Municipal Planning By-law, 2015.

The Application Form is attached as **ANNEXURE 1** and the Power of Attorney signed by the landowner's representative attached as **ANNEXURE 2**. A resolution to sign the forms is attached as **ANNEXURE 3**. **Annexure 9** is the Bondholders consent.

DEVELOPMENT CONTEXT

PROPERTY DESCRIPTION

The description of the subject property, Erf 17951 is outlined in **Table 1** below (Consolidated but unregistered):

The description of the subject property is outlined in **Table 1** below:

Erf No.	Extent of Property (ha)	Current Zoning	Current Land Use
Re. Erf 54756	85165 sq m	GB 1	Retail centre
Erf 53770	55 sq m	GR 4	Informal parking

Table 1: Property Description

The consolidated property will remain with the current owner. A lease diagram in favour of the City of Cape Town will be registered as per the attached diagram.

The draft consolidated erf diagram and servitude diagram are attached as **PLANS 2 & 4**. **Plan 5** depicts the right of way servitude (Garfield road).

LOCALITY

The location of the subject property is depicted on the attached Locality Plan as **PLAN 1**. The subject property is situated Kenilworth abutting the old Garfield road reserve.

BACKGROUND TO THE EVEN (SUBJECT PROPERTIES)

Re. Erf 54756 accommodates the current Kenilworth shopping Centre. Erf 53770 is a small triangular separate property which, in practice, already forms part of the bigger functioning of the Centre. The City of Cape Town negotiated with the landowners to acquire the rights to

establish a Drivers Rest facility on the subject property erven. Secondly they negotiated to acquire two road widening portions abutting Chichester Road. After lengthy deliberations it was decided to submit two separate LUMS applications where the one will only deal with the subdivisions of the road portions from Re. Erf 54756 (including an air rights servitude and associated departure). The second application is the one at hand and will deal with all other LUMS requirements **(on the Remainder of Re. Erf 54756 – after the two road portions were deducted)** to facilitate the establishment of the Drivers Rest facility.

The subject properties accommodate a variety of commercial activities in and around the Kenilworth Centre. The proposed Drivers rest facility is a facility falling under the IRT Trunk Station implementation program initiated by the City of Cape Town. The City of Cape Town negotiated and agreed on the registration of servitudes with the landowner.

Details of the application was discussed in a Pre-submission meeting (**Annexure 8**).

CURRENT ZONING & LAND USE

The properties are currently zoned as GR 4 (Erf 53770) & GB 1 (Erf 54756), in terms of the Cape Town Zoning Scheme (CoCT MPBL, 2015).

The current development rights pertaining to the centre is attached as **ANNEXURE 11**. The total permitted floor area on Erf 54756 is 62 500 sq m. Refer to **ANNEXURE 10** for the approved development parameters. Parking is approved at 3,9 bays / 100 sq m GLA.

Underneath is a photo depicting the current informal parking on the proposed services servitude area:



ACCESS

Access to the Drivers Rest facility is via Chichester and Loch Road roads. Buses will access and leave the terminus via dedicated bus lanes as depicted on the attached SDP.

CHARACTER OF THE SURROUNDING AREA

As mentioned, the subject property (consolidated site) is mainly used for a variety of commercial activities.

ENGINEERING SERVICES & TRAFFIC

The surrounding urban area is fully serviced and the attached reports all confirm that there are sufficient engineering services capacity available for the proposed development.

Refer to the attached **ANNEXURES 7** for details of the services.

POLICY INFORMANTS

As the application is for an ad hoc rezoning, consolidation, a consent use for transport, parking departure and two servitudes approvals to primarily facilitate the construction of a new bus station (in accordance with Council's approved second stage role out of the program) it is not deemed necessary to fully address the spatial and planning policy informants for this application. Relevant policies are discussed below.

TRANSIT ORIENTED DEVELOPMENT (TOD)

The Council previously approved a policy decision to implement the IRT service to benefit general transportation to the City's inhabitants and the building of the new station forms part of the second implementation phase. As such it fits the policy as previously approved by Council.

The TOD promotes development and densification along identified major routes. As such the location and proposed bus facility fits the goals and objectives of the TOD.

ECONOMIC GROWTH STRATEGY

The principal objective of the City's Economic Growth Strategy (EGS) is to grow the economy and create jobs. The application is primarily to facilitate a facility to benefit the IRT Service in the area and will result in assisting the community in all spheres of the economy. In addition, land will be released to improve mobility for staff who attends to all residents transportation in the area. Employment will be created for the contractors during the construction phase and service providers thereafter. As such the objectives of the policy will be realized.

The remaining technical application details is local in context and as such do not trigger any policy principles.

DETAIL OF THE APPLICATION

Rezoning of Erf 53770

Erf 53770 is a separate small triangular land parcel which is zoned GR 4 but practically it's part of the centre. As such it is proposed to rezone same to GB 1.

Consolidation

As explained, the proposed consolidation of erven Re. 54756 & 53770 (**PLAN 2 – Erf 181056**) is technically to include and formalise the use of Erf 53770 as part of the centre where the Drivers Rest facility could be located. Erf 53770 currently, in practice, form part of the bigger property and as such the proposed consolidation will legalise the use as required.

Please note the Re. Erf 54756 is the remainder after the two road portions are deducted (separate LUMS application).

Subdivisions to approve servitudes

As the City of Cape Town entered into a long-term agreement with the landowner for a services servitude (Depot) to be registered over the consolidated property, the servitude diagram as attached (**PLAN 4**) is hereby submitted for approval. The general location of the servitude area is depicted on **PLAN 3**. In addition, a right of way servitude over a portion of Garfield Road to access the services servitude is requested. See attached right of way servitude diagram as **PLAN 5**. Subdivisions thus include:

- A servitude right of way over a portion of Garfield road
- A service servitude for the Drivers Rest facility

Consent use for Transport over the servitude area

To facilitate the use of the Drivers Rest facility on the proposed servitude area, Council's consent as a transport use is requested in terms of the By-law.

Parking departure

Parking ratios are approved at 3,9 bays / 100 sq. m GLA. Refer to the attached **PLAN 8** as approved by the City during 2014.

This equates to 1978 bays as depicted in the attached TIA. With the proposed servitude area (bus facility) and deduction of two road widening portions on Chichester Road (separate application), 51 bays are forfeited, leaving 1927 bays on the consolidated site.

As such a parking departure from a ratio of 3,9 bays / 100 sq m (1927 bays in lieu of 1978 bays) to 3,82 bays / 100 sq m are thus applied for. The attached TIA report fully analyses and motivates the departure application.

Site Plan Drivers Rest (Services servitude area)

The proposed Drivers Rest facility has a standard design incorporating an entrance kiosk and a drivers rest facility. The buildings size is 42 sq m in extent.

Please refer to the attached SDP (**PLAN 7**) as prepared by our architects.

APPLICATION MOTIVATION

The application for the approval of the application is motivated on the following grounds:

- The proposed new facility adheres to Council's policies and vision as to provide a depot to complement a functional modern commuter facility to the public.
- All bulk services are available.
- Accesses arrangements via Garfield Road adheres to council's requirements.

- The consolidation of the two properties and simultaneous rezoning of Erf 53770 are basically a technical exercise as , in practice, the two properties function as a unit.
- The registration of the services servitude to accommodate the drivers rest depot is deemed the most practical arrangement between the two parties as to secure long-term rights to the City.
- The access servitude covering Garfield Road secures long term access to the drivers rest depot.
- The owners of the centre evaluated their parking needs based on historical occupation rates of existing bays and concluded that the required parking departure will not negatively impact on the functioning of the centre. Refer to the attached TIA.

DESIRABILITY CRITERIA

The principles for land development set out in SPLUMA stipulates that spatial planning, land development and land use management should be guided by the principles of *spatial justice*, *spatial sustainability*, *efficiency*, *good administration* and *spatial resilience*.

The table below outlines the principles and indicates how the application is in line with the principles, where relevant and if applicable.

PRINCIPLES	ALIGNMENT OF APPLICATION
(a) The principle of SPATIAL JUSTICE, whereby – (i) past spatial and other development imbalances must be redressed through improved access to and use of land; (ii) spatial development frameworks and policy at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation; (iii) spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to land by disadvantaged communities and persons; (iv) land use management systems must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas; (v) land development procedures must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and (vi) a Municipal Planning Tribunal considering an application before it, may not be impeded or	The principle of Spatial Justice is directly positively applicable as the application is for the provision of a service facility to serve the local community. The facility will assist in the functioning of the wider transport network to ensure better commuter facilities in the area.

restricted in the exercise of its discretion solely on the ground that the value of land or property is affected by the outcome of the application.	
(b) The principle of SPATIAL SUSTAINABILITY whereby spatial planning and land use management systems must – (i) promote land development that is within the fiscal, institutional and administrative means of the Republic; (ii) ensure that special consideration is given to the protection of prime and unique agricultural land; (iii) uphold consistency of land use measures in accordance with environmental management instruments; (iv) promote and stimulate the effective and equitable functioning of land markets; (v) consider all current and future costs to all parties for the provision of infrastructure and social services in land developments; (vi) promote land development in locations that are sustainable and limit urban sprawl; and (vii) result in communities that area viable.	(i) The development is an infill development (provision of an enhanced public transport commuter facility), which promotes a more compact spatial form which is resource efficient and will therefore assist the Municipality in terms of improving commuter transport infrastructure. The development will be implemented by means of public funding. (ii) The subject property is in an established urban area and therefore no prime agricultural land will be affected. (iii) The proposed development is an infill development and will have no negative environmental impacts. (iv) The proposed development does stimulate effective functioning of land markets, as the intention with the application and facility are to serve the local community. (v) The subject property is located in an area where infrastructure is available, but if any associated costs arise, the City will be responsible and therefor there will be no costs to any other parties. (vi) The proposed facility is in an established urban area and in an area where moderate densification is promoted by the SDF to limit urban sprawl. (vii) Kenilworth is already a viable community. The proposed development will have a positive impact on the viability as it will provide a much-needed service to the surrounding community.
(c) The principle of EFFICIENCY whereby -	

(i) Land development optimises the use of existing resources and infrastructure; (ii) decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and (iii) development application procedures are efficient and streamlined and timeframes are adhered to by all parties.	(i) The development promotes moderate densification in an existing and established urban area and therefor promotes development that is resource and infrastructure efficient. (ii) This development proposal will not have any negative financial, social, economic or environmental impacts. (iii) This application is submitted in line with the Municipal Planning By-law requirements and all effort will be made by the Applicant that procedures are efficient, and timeframes are adhered to.
(d) The principle of SPATIAL RESILIENCE, whereby flexibility in spatial plans, policy and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.	Not applicable to this application.
(e) The principle of GOOD ADMINISTRATION, whereby - (i) all spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems as embodied in this Act; (ii) all government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of spatial development frameworks; (iii) the requirements of any law relating to land development and land use are met timeously; (iv) the preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties	(i) & (ii) The application is submitted to the Municipality in terms of the Municipal Planning Bylaw and will be circulated to the relevant sector departments for input and comments, thereby ensuring an integrated inter-governmental approach to land use planning. No amendment of the Spatial Development Framework is required as the application is deemed to be consistent with the MSDF as per Section 19(2) of LUPA. (iii) The relevant laws in this instance include SPLUMA, LUPA, Municipal SDF, the Municipal Planning Bylaw which has been addressed in this application.

the opportunity to provide inputs on matters affecting them; and (v) policies, legislation and procedures must be clearly set in order to inform and empower members of the public.	(iv) The application will go through a public participation process as prescribed by the Municipal Planning Bylaw. (v) The application process will be dealt with in terms of the relevant policies and legislation.
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The desirability of this application is assessed against the following desirability parameters as indicated in Section 99 of the City of Cape Town Municipal Planning By-Law, 2015.

Criteria	Motivation
Economic Impact	The nature of the development proposal has a significant economic impact in terms of investment. The proposed development will contribute to job creation and serve the commuter needs of the surrounding community who are actively involved in the growing economy. In so doing, the development proposal abides by and contributes to the Cape Town Economic Growth Strategy.
Social Impact	The proposed facility and service will have a positive social impact on the mobility of the local community. In so doing, the proposed development will contribute too - and have positive social impacts on assisting the commuter community to access job opportunities.
Scale of Capital Investment	The capital investment is limited but will benefit the local community
Compatibility with Surrounding Uses	The development proposal is fully compatible with the surrounding urban land uses and is integrated into the centre.
External Engineering Services	There is sufficient external engineering services capacity to accommodate the development proposal. This is confirmed in the attached engineering reports.
Safety, Health and wellbeing Of Surrounding Community	The nature of the development proposal does not have any adverse impact on the safety, health and/or the wellbeing of surrounding communities. The development proposal will fully abide by the national health and safety regulations during the construction and operational phase. Various security measures are proposed including the development being well lit, with security control, making it safe and secure for the surrounding residents.
Heritage	The nature of the development proposal does not have any heritage impacts, as there is no heritage significance to be impacted on the subject property.

Biophysical Environment	The nature of the development proposal does not have any adverse Biophysical or Environmental impacts on the surrounding area.
Traffic Impact, Parking, Access and Related transport Considerations	The nature of the development proposal will not have any impact on traffic surrounding the existing centre. The necessary access via Garfield Road, stacking distance and parking will be provided within the proposed servitude area. The parking departure is based on historical occupation patterns and are deemed as being acceptable to maintain the shopping centre to function effectively. Refer to the attached TIA.
Can imposition of conditions mitigate an adverse impact of the proposed land use?	No mitigation measures are required

APPLICATION SUMMARY

The application for the approval of the following is recommended for approval as the proposed facility will benefit the community:

- Rezoning of Erf 53770 to GB 1 - Section 42 (a)
- Consolidation of Erf 53770 & Re. 54756 – Section 42 (f)
- Approval of services servitude (Kenilworth Drivers Rest area) – Section 42 (d),
- Approval of a right of way servitude over Garfield Road for access to the Kenilworth Drivers Rest portion of the consolidated property – Section 42 (d),
- Consent Transport use on the servitude area – Section 42 (i),
- A departure from the Schedule 8 condition applicable to Erf 54756 relating to parking provision to permit a parking ratio of 3,82 bays / 100m² in lieu of 3,9 bays / 100m² gross leasable area – Section 42 (b).

In terms of the Municipal Planning By-law, 2015.

NOTE:
SURFACE STORM WATER DRAINAGE AS
PER CIVIL ENGINEERS DRAWINGS.

THIS DRAWING MUST BE READ IN
CONJUNCTION WITH CIVIL,
STRUCTURAL, ELECTRICAL AND
MECHANICAL ENGINEERS DRAWINGS.

ALL DIMENSIONS TO BE CHECKED ON
SITE.

ERF: RE: 54756 & 53770		AREA (m2)
DESCRIPTION		TOTAL
Site Area		85 229.00m²
New Buildings		
Area of new Drivers Rest		42.00m²
Existing Buildings		
Area of existing buildings on site		62 444.22m²
Total Area of "ALL" Buildings on Site		62 486.22m²
Existing Floor Coverage %		73.27%
New Floor Coverage %		73.32%

KEY	
	NEW BUILDINGS/ STRUCTURES
	EXISTING BUILDINGS/ STRUCTURES
	ERF BOUNDARY
	PROPOSED NEW SUB-DIVIDED / CONSOLIDATED ERFEN
	NEW TAR SURFACES
	NEW PAVING
	EXISTING TREES
	NEW TREES AND VEGETATION
	GROUND COVER



DRIVERS REST 03 - KENILWORTH LOCALITY PLAN

Scale : NTS

TOWN PLANNING PARAMETERS		
	Limitations / Requirements	Actual / Provided
ERF No	ERF No. 54754	ERF 53770
ERF Area	85 165m ²	85 220m ²
 zoning	CB	COMBRED
Coverage	100% Allowed	73,32%
Max Coverage	85 220m ²	62 486m ²
Fertile/irrigable area:	62 350m ²	Comply with requirements
Height	Zoning Restriction: 15m	Comply with Restrictions
Building lines	Street: 0m to 10m Height, 4.5m set back above 10m Height. Common: 0m	Comply with building line restrictions
Setbacks	Street/Garden/ erf setback: 2m	
Service Use	N/A	N/A
Primary Land Use	Business premises, dwelling houses, Second dwelling, Agricultural, Fish, Pulp of instruction, Place of worship, Institution, Hospital, Place of assembly, Place of entertainment, Hotel, Conference facility, Sports facility, Authority use, Utility service, Rostop base telecommunication station, Workshop, printing garage, Photocopy shop, fitting, Veterinary practice and Open space	Comply with Land Use
Parking (Department shopping centre)	4 bay per 100m ² GFA (Standard area) 2.5 bay per 100m ² GFA (P1 area) 0 bay (P2 area) 4 Loading bays (0.01 m ² per bay) 0 Disabled bays (4 up to 2000m ²)	Comply with Land Use as Agreed between us 3/9/2010
Minimum Parking Required	Parking required 83/100m ² = 1967 bays	1975 existing bays
Boundary Wall	Solid wall = 1.5m max on street boundary = 2.1m max on side boundary = 2.1m max on erf boundary - 60% of fence must be permeable (including GOLF)	11 bays surplus Comply with Land Use - Existing Fence unchanged
Effect on Adj ERF		None
Optim Access		- Vehicular and Pedestrian Access from Gated road - Vehicular and Pedestrian Access from Loch road
General Quality		Good

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T - Tender
P - Preliminary
CT - Civils Tender
SD - Site Development Plan
CS - Council Submission
WD - Construction Drawing

CLIENT:



Signature: _____ Date: _____

PROFESSIONAL SERVICES JV: Design & Construction



ARCHITECT:



APPROVAL

ARCHITECT:	6692	DATE:	
		2023-06-08	

Client Name _____

CITY of CAPE TOWN

Project Name

IRT MSE Corridor MyCiTi Stations:
234C/2020/21
Professional Services Contract

Project Address

ERF 53770, GARFIELD ROAD,
CLAREMONT.

DATE	27-02-2023	WJ	DESIGNER
SCALE(S)	1 : 500	NW	DRAWN
PAPER	A0	CM	CHECKED

PURPOSE

SDP SUBMISSION

03-KENILWORTH DRIVERS REST

DRAWING NAME

SITE DEVELOPMENT PLAN

PROJECT NUMBER

935 - MSEC

DRAWING NUMBER

EHEC 30

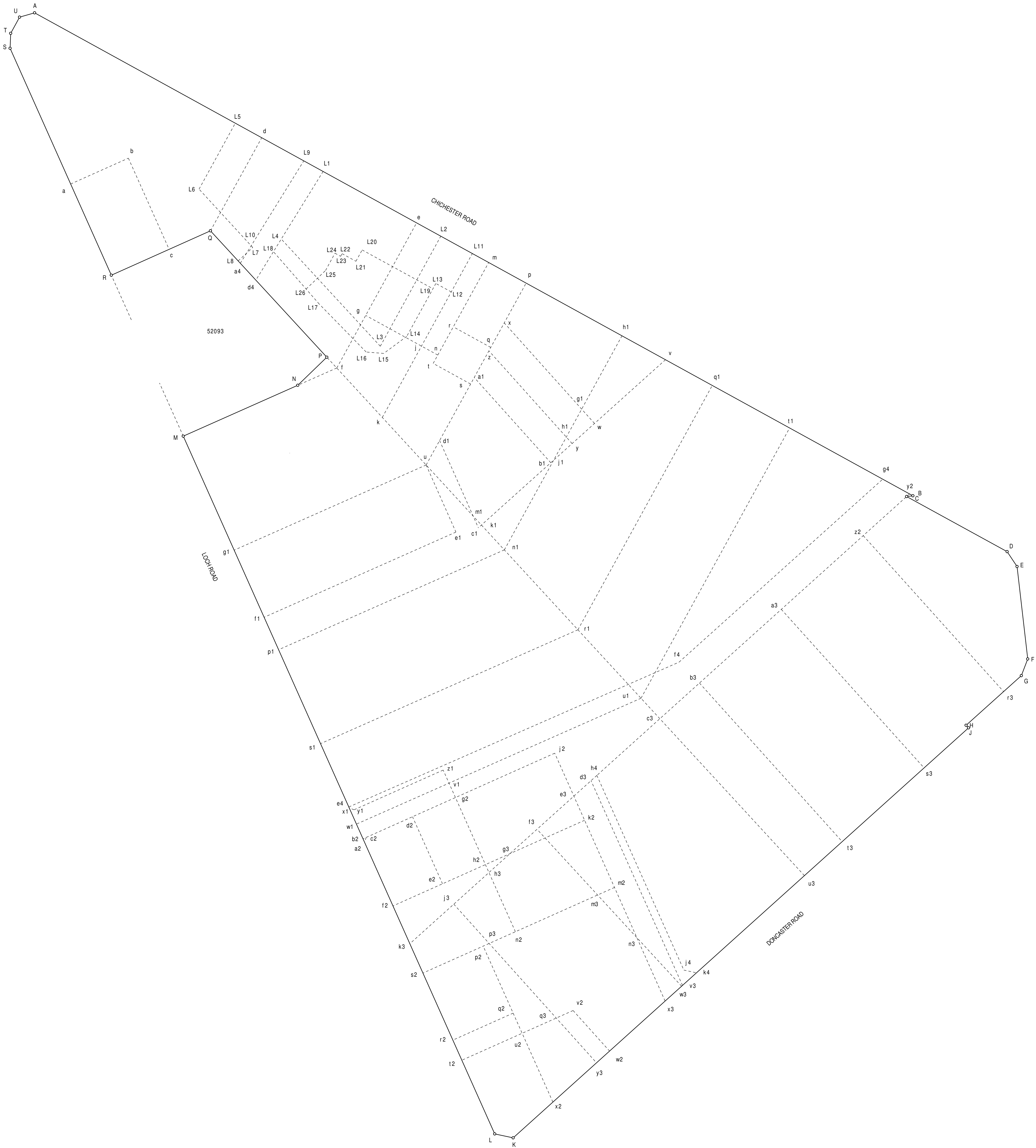
DRIVERS REST 03 - KENILWORTH SITE DEVELOPMENT PLAN

Scale 1:500

PLAN NO.

S.G. No.
Approved

for Surveyor-General



Scale:1/ 750

Leases:
1. The figure L1 L2 L3 L4 represents a Leasehold Area (No.1) over Erf 54756.
vide Diagram No.6879/1973. D/L.36/1974.
2. The figure A L5 L6 L7 L8 Q R S T U represents a Leasehold Area (No.2) over Erf 54756.
vide Diagram No.5309/1993.
3. The figure L5 L9 L10 L6 represents Leasehold Area No.3 over Erf 54756.
vide Diagram No.4030/2000. K.149/2002s.
4. The figure L1 L11 L12 L13 L19 L20 L21 L22 L23 L24 L25 L26 L18 represents Leasehold Area No.4 over Erf 54756.
vide Diagram No.6834/2000. K.788/2001s.
5. The figure L1 L11 L12 L13 L14 L15 L16 L17 L18 represents Leasehold Area No.5 over Erf 54756.
vide Diagram No.976/2004.
6. The figure L19 L14 L15 L16 L17 L26 L25 L24 L23 L22 L21 L20 represents Leasehold Area No.64 over Erf 54756.
vide Diagram No.977/2004.

SERVITUDE NOTES:
1. The figure a4 L9 L1 d4 represents a servitude area.
Vide diagram No.7191/1969; D/S.1969-625-31210.
2. The figure e4 l4 g4 y2 l4 k4 x3 j2 g2 z1 y1 represents a servitude area.
Vide diagram No.7191/1969; D/S.1969-625-31210.

Components:
1. The figure ABCDEFGHJKLMNPORSTU represents Erf 54756 Mitchells Plain.
vide Diagram No.3258/1970. D/T.1972. 6672.
2. The figure PIN represents Erf 53770 Mitchells Plain.
vide Diagram No.1737/1975. D/T.1975. 38878.

The figure A B C D E F G H J K L M N P O R S T U
represents 8,5220 hectares of land, being

ERF 181056 CAPE TOWN
and comprising 1 and 2 above

situate in the City of Cape Town
Administrative District of Cape
Province of the Western Cape

Compiled in April 2023
by me,

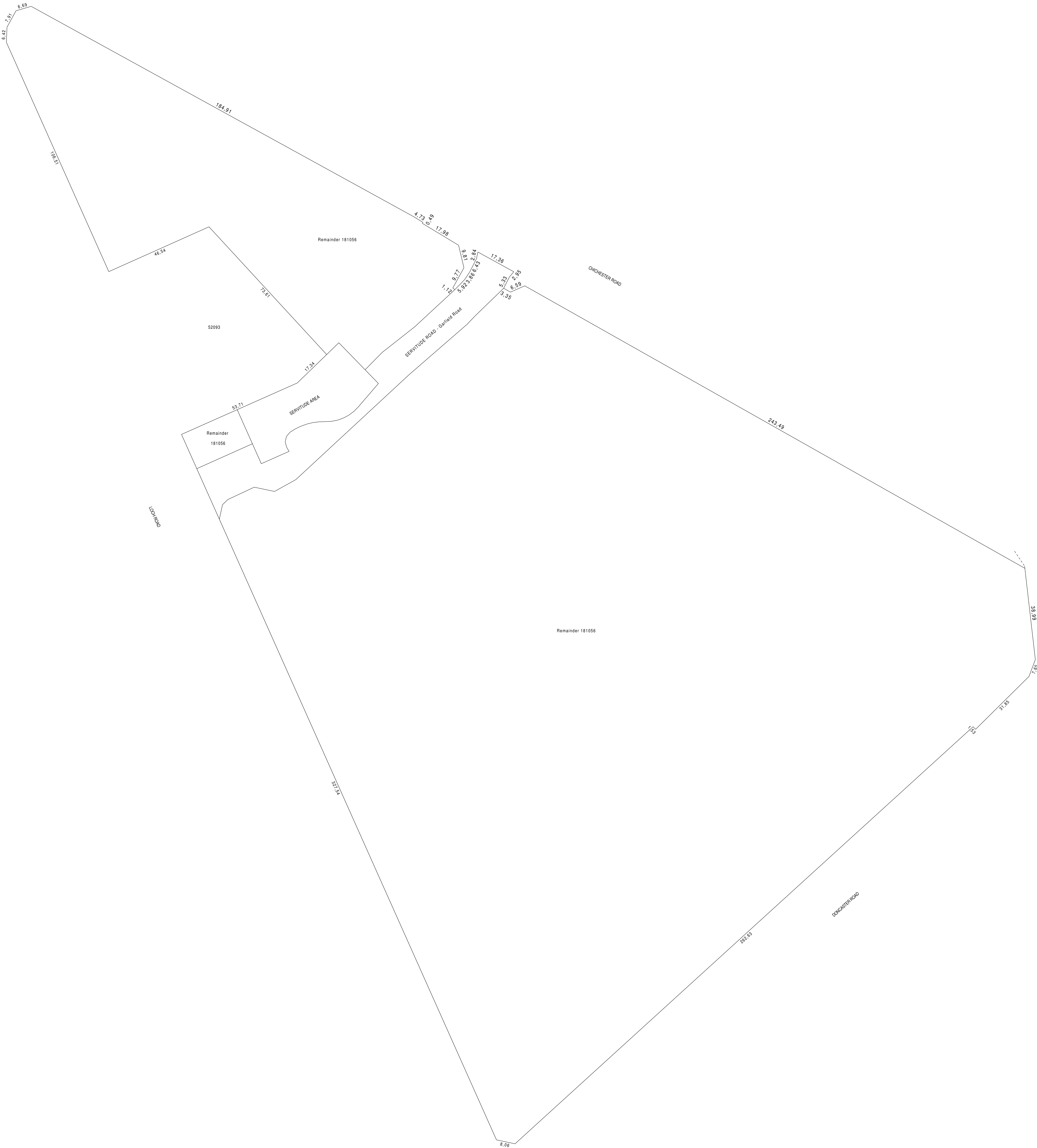
Professional Land Surveyor John Ward (PLS0700)

This Diagram is annexed to No. dated i.l.o Registrar of Deeds	The original diagrams are as quoted above	File No. S.R. No. Comp. BHSX-3452 (M1419); BHSX-3461 (M1420); BHSX-3463 (M1428) LPI 02160007
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THE FOLLOWING DEDUCTIONS HAVE BEEN MADE FROM THIS DIAGRAM						
SURVEY RECORD	DIAGRAM NO.	SUBDIVISION	AREA HA/SQ. M.	TRANSFER NO.	INTD	REMAINDER

SERVITUDES / LEASHOLD AREAS				
SURVEY RECORD	DIAGRAM NO.	DESCRIPTION	DEED	INITIALED

Scale 1 : 600



SERVITUDE AREA is for Driver's Rest
SERVITUDE ROAD is the existing Garfield Road with the Driver's Rest removed.
The dimensions and areas are shown on the accompanying diagrams.