



**MUNISIPALITEIT OVERSTRAND**  
**ERF 363, CENTRALSTRAAT 6,**  
**PRINGLEBAAI: AANSOEK OM**  
**AFWYKING: INTERACTIVE STADS- EN**  
**STREEKBEPLANNING NAMENS**  
**RUDOLPH DE VILLIERS TRUST**

Kennis word hiermee gegee ingevolge Artikels 47 en 48 van die Overstrand Munisipaliteit Wysigingsverordening vir Munisipale Grondgebruikbeplanning, 2020 (Verordening) van 'n aansoek ontvang vir 'n **afwyking** ingevolge Artikel 16(2)(b) van die Verordening, om vanaf die vereiste 9 parkeerplekke af te wyk ten einde 2 parkeerplekke op die perseel en 7 parkeerplekke buite die perseel te akkommodeer.

Besonderhede aangaande die voorstel lê ter insae gedurende weeke dae tussen 08:00 and 16:30 by die Departement: Stadsbeplanning te Patersonstraat 16, Hermanus, by die Bettysbaai Biblioteek, Clarencerylan, Bettysbaai.

Enige kommentare moet skriftelik wees en die Munisipaliteit (Patersonstraat 16, Hermanus / (f) 0283132093 / (e) [loretta@overstrand.gov.za](mailto:loretta@overstrand.gov.za)) bereik voor of op **13 Oktober 2023**, met u naam, adres en kontakbesonderhede, belang in die aansoek, en die redes vir kommentaar. Telefoniese navrae kan gerig word aan die **Senior Stadsbeplanner, Me. H van der Stoep** by 028-3138900. Die Munisipaliteit mag weier om kommentare te aanvaar na die sluitingsdatum. Enige persoon wat nie kan lees of skryf nie kan die Departement Stadsbeplanning besoek waar hul deur 'n munisipale amptenaar bygestaan sal word om hul kommentare te formuleer.

DGI O'Neill, Munisipale Bestuurder,  
Overstrand Munisipaliteit, Posbus 20,  
**HERMANUS, 7200**

**Munisipale Kennisgewing Nr. 140/2023**

**OVERSTRAND MUNICIPALITY**  
**ERF 363, 6 CENTRAL ROAD, PRINGLE**  
**BAY: APPLICATION FOR DEPARTURE:**  
**INTERACTIVE TOWN & REGIONAL**  
**PLANNING ON BEHALF OF RUDOLPH**  
**DE VILLIERS TRUST**

Notice is hereby given in terms of Sections 47 and 48 of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning, 2020 (By-Law) of an application received for a **departure** in terms of Section 16(2)(b) of the By-Law to deviate from the required 9 parking bays to accommodate 2 on-site parking bays and 7 off-site parking bays.

Details regarding the proposal are available for inspection during weekdays between 08:00 and 16:30 at the Department: Town Planning at 16 Paterson Street, Hermanus, at the Betty's Bay Library, Clarence Drive, Betty's Bay.

Any comments must be in writing to reach the Municipality (16 Paterson Street, Hermanus / (f) 0283132093 / (e) [loretta@overstrand.gov.za](mailto:loretta@overstrand.gov.za)) on or before **13 October 2023**, quoting your name, address and contact details, interest in the application, and the reasons for comment. Telephonic enquiries can be made to the **Senior Town Planner, Ms. H van der Stoep** at 028-313 8900. The Municipality may refuse to accept comment received after the closing date. Any person who cannot read or write may visit the Town Planning Department where a municipal official will assist them in order to formalize their comments.

DGI O'Neill, Municipal Manager,  
Overstrand Municipality, P.O. Box 20,  
**HERMANUS, 7200**

**Municipal Notice No. 140/2023**

**UMASIPALA WASE-OVERSTRAND**  
**ISZA 363, 6 CENTRAL ROAD PRINGLE**  
**BAY: ISICELO SOKUNYENYISWA:**  
**ABAKWA-INTERACTIVE TOWN &**  
**REGIONAL PLANNING EGAMENI LE-**  
**RUDOLPH DE VILLIERS TRUST**

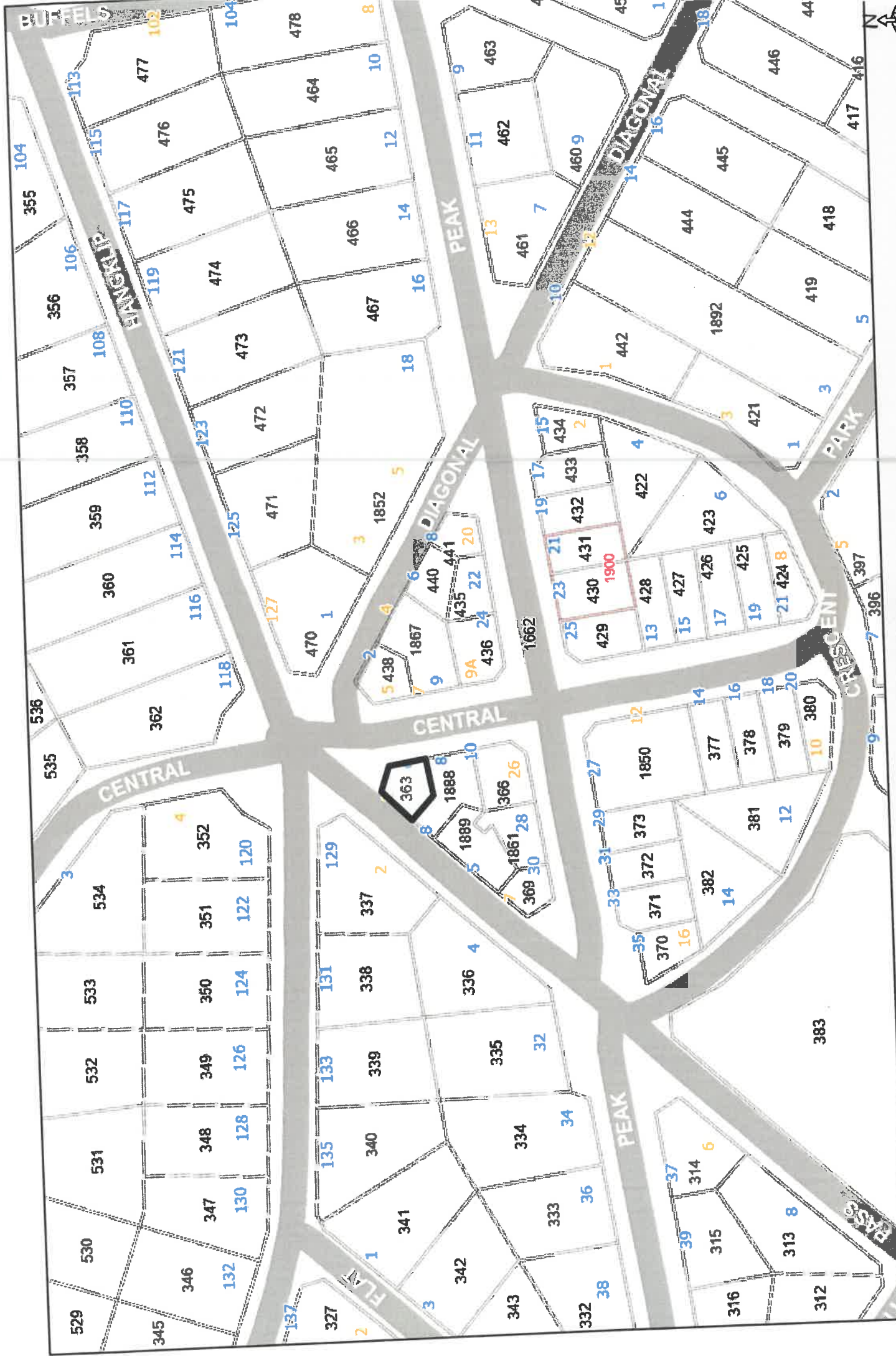
Kukhutshwa isaziso ngokumayela neCandelo 47 neCandelo 48 loMthetho Otshintshiweyo woMasipala waseOverstrand ongokuSetyenziswa Nokucetywa koMhlaba kaMasipala, 2020 (uMthetho kaMasipala), ukuba kufunyenwe isicelo **sokunyenyiswangokumayela** neCandelo 16(2)(b) loMthetho kaMasipala ukuze kungenziwa ngendlela ebekucetywe ngayo yokuba kubekho iindawo zokupakisha eziyi-9 kodwa kubekho iindawo ezi-2 zokupakisha iimoto ngaphakathi neendawo ezisi-7 zokupakisha iimoto ngaphandle.

linkcukacha ezimayela noku kucetywayo ziyafumaneka ukuze zihlolwe phakathi evekini phakathi ko 08:00 no 16:30 kwiSebe: lokuCeba iDolophu e-16 Paterson Street, Hermanus, kwiThala leencwadi lase-Betty's Bay Library, Clarence Drive, e-Betty's Bay.

Naziphi na izimvo ezibhaliweyo mazingeniswe kuMasipala (16 Paterson Street Hermanus / (f) 0283132093 / (e) [loretta@overstrand.gov.za](mailto:loretta@overstrand.gov.za)) ingadlulanga i-**13 Oktobha 2023**, ubhale igama lakho, idilesi yakho kunye neenkukacha zoqhagamshelwano, umdla wakho kwisicelo nezizathu zokubhala izimvo zakho. Imibuzo ngefowuni ingagbuzwa ku-**Senior Town Planner, Ms. H van der Stoep** ku-028-313 8900. UMasipala angangavumi ukwamkela amagqabaza okuhlomla afunyenwe emva komhla wokuvala. Nabani na ongakwazi kufunda okanye ukubhala angatyelela iSebe lokuCeba iDolophu apho igosa lakwamasipala liya kumnceda afake amagqabaza akhe okuhlomla.

DGI O'Neill, uMphathi kaMasipala,  
uMasipala wase-Overstrand P.O. Box 20,  
**HERMANUS, 7200**

**Isaziso sikaMasipala No. 140/2023**



Locality Map  
Erf 363 Pringle Bay

## 1. Introduction:

InterActive Town and Regional Planning was appointed by the owners of Erf 363 Pringle Bay to facilitate the required town planning application for off-site parking to accommodate the envisaged restaurant and offices on the Erf 363 Pringle Bay, the application site.

## 2. The objective

The objective is to create a functional and viable new restaurant and offices on the prominent Erf 363 Pringle Bay.

The challenge is that the carefully designed proposed building with the current parking requirements cannot be implemented on the premises.

## 3. The proposal

The proposal is for a double story building of 215.6m<sup>2</sup> GLA that has a restaurant on the ground floor and offices on the first floor. Two parking bays are proposed on-site and seven parking bays are proposed off-site.

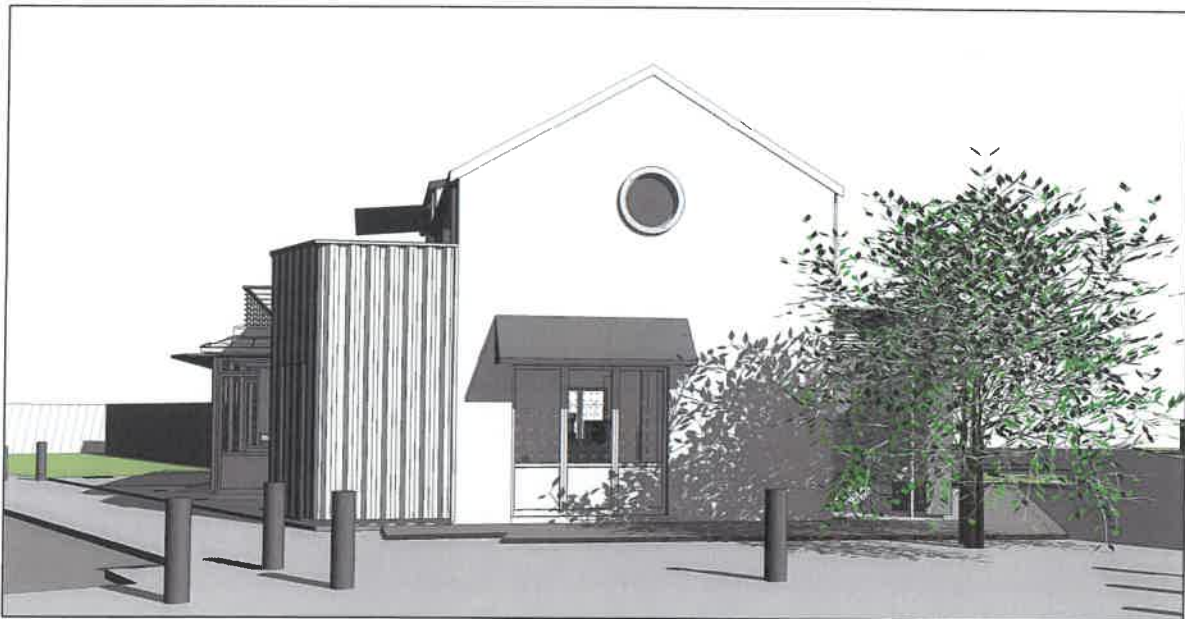


Figure 1: Development proposal for the establishment of a new restaurant and offices





### c. Locality

The following two plans shows the application site in a regional and local context.

#### i. Regional Context:

Within a regional context the Application Area is within Pringle Bay.



Figure 4: Regional Context

#### ii. Local Context:

Within local context, the Application Area is located at 6 Central Road, Pringle Bay.



Figure 5: Local Context

#### d. Zoning parameters:

The Application Area is zoned Business Zone 3: Local Business. No change in zoning is proposed. In the following table the current zoning criteria, the proposed applicable development zoning

Criteria	Scheme regulations	Proposed	Comments	
Zoning	Business Zone 3: Local Business	Business Zone 3: Local Business	Consistent	
Primary Use	Shops, dwelling unit (above ground floor), flats (above ground floor), offices, restaurant, caretaker's accommodation and self-catering.	Restaurant	Consistent	
Consent Use	Bottle store, business premises, clinic, conference facility, dwelling unit (on ground floor), flats (on ground floor), town housing, tourist accommodation, hotel, institution, place of assembly, place of entertainment, place of instruction, place of worship, recreational facilities. residential building, sale of alcoholic beverages, service station, service trade and transmission apparatus.	Not applicable		
Floor Factor	1.5	0.7	Consistent	
Coverage	75%	53.3%	Consistent	
Height	8.5m	7m	Consistent	
Building Lines	Street	0m	0.4m West 0.2m East 0.0m North	Consistent
	Side	0m	n.a.	n.a.
	Rear		1.3m	Consistent
Parking	4 bays per 100m <sup>2</sup> GLA (±215.6m <sup>2</sup> GLA: 9 bays required)	2 on-site bays proposed	An application is required to provide 7 additional off-site parking bays	

#### e. Policy

In terms of the Overstrand Municipal Growth Management Strategy 2010, the Application Area is within a local economic opportunity area. The proposal is considered consistent with the Growth Management Strategy.

In terms of the Overstrand Municipal Spatial Development Framework 2020, the Application Area is within a commercial node. The proposal is consistent with the Spatial Development Framework.

Apart from the Overstrand SDF and the Growth Management Policies and Guidelines, information was also provided by the Overstrand Municipality that a parking masterplan has been compiled and implemented for the Pringle Bay Business Area.

Furthermore information was obtained by the Overstrand Municipality that a decision was made by the Mayoral Committee on 28 December 2005 for Erf 1867 Pringle Bay as part of an application for parking within the road reserve resolving that inter alia that 50% of the required parking be provided on the subject erf (Refer to the extract here-below). It should also be noted that presently Erf 1867 does not provide any parking on site.

Navrae  
Enquiries P Bezuidenhout

Verwysing  
Reference 15/3/10/R

Datum  
Date 28 Desember 2005



HANGKLIP-KLEINMOND  
ADMINISTRASIE ADMINISTRATION

Pringlebaai Eiendomme  
Posbus 1  
PRINGLEBAAI  
7196

Vir aandag : Mev A Breytenbach

Faksnr 273 8256

Geagte Mev

**AANSOEK OM PARKERING BINNE PADRESERWE : ERF 1867, PRINGLEBAAI**

U aansoek in verband met bogenoemde het betrekking.

Die aansoek het voor die Burgemeesterskomitee gediens en daar is besluit dat u 50% van die vereiste parkeerruimtes op perseel moet verskaf en die res (wat 'n 1,5m sypaadjie insluit) op eie koste, binne die padreserwe tot genoë van die Raad moet bou.

Alvorens enige bouplanne goedgekeur word, word u skriftelike bevestiging verlang dat die vereiste parkeerruimtes op eie koste binne die padreserwe tot bevrediging van die Raad gebou sal word en saam met die geboue voltooi sal wees.

Die uwe



MUNISIPALE BESTUURDER

aa Operasionele Bestuurder (Hangklip-Kleinmond)  
Bou-inspekteur (Mnr L Nel)

Figure 6: Extract of the Mayoral Committee resolution regarding parking for Erf 1867 Pringle Bay

The question arises whether this is applicable to all erven, given the nature of the proposal. It should also be noted that a Pringle Bay parking plan was compiled after this resolution, thus changing the circumstances that informed the above resolution.

The following parking masterplan was compiled and implemented for the Pringle Bay Business Area:

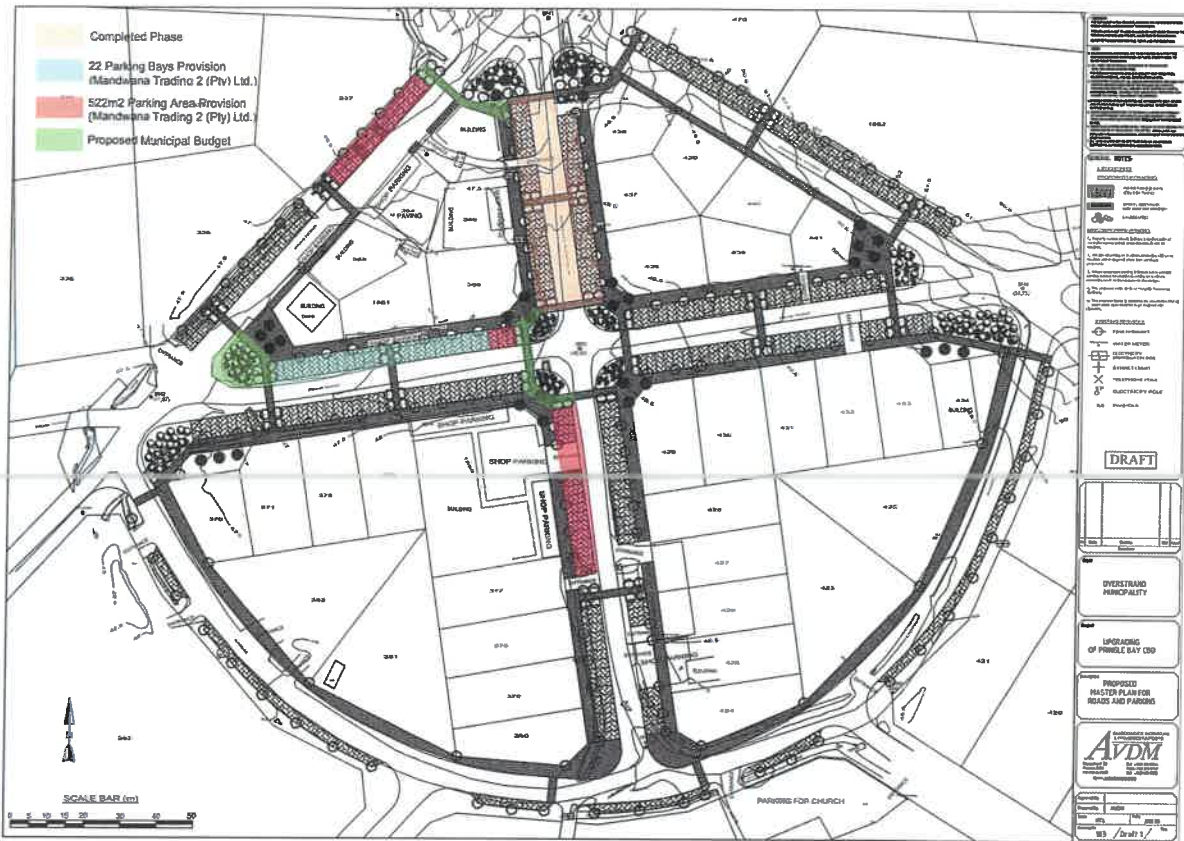


Figure 7: Parking Master Plan for the Pringle Bay Business Area

It should be noted that the parking on the eastern side of the application site has already been “Completed”.

## 6. Motivation for off-site parking

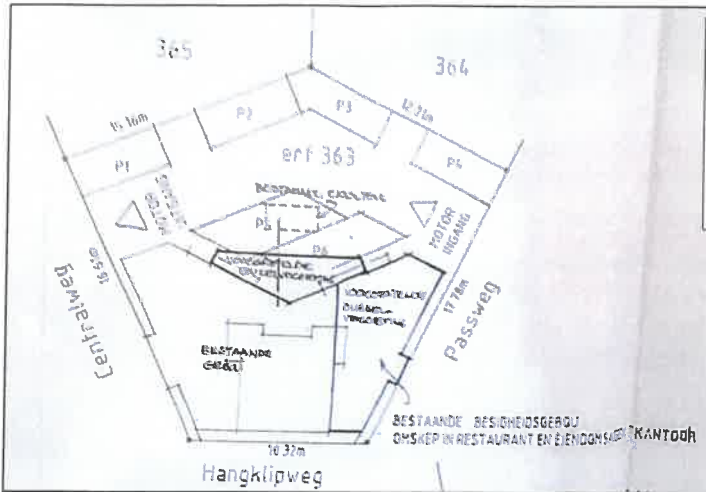
### a. Background

In order to optimally develop the property, the owner plans to demolish the current building and construct a complete new iconic landmark building on the property consisting of a restaurant on the ground floor and offices on the first floor.

### b. Existing property & parking background

The existing property accommodates a building with approximate Gross Leasable Area (GLA) of 220m<sup>2</sup>. Based on this GLA, 9 parking bays at a ratio of 4 bays per 100m<sup>2</sup> GLA as per the zoning scheme will be required for the restaurant.

Building additions were approved with 4 on-site parking bays in 2001 i.e. 2,2 bays per 100m<sup>2</sup> GLA as reflected in the following photograph of the approved plan:



**2001 approved plan extract**  
 6 bays of 1991 approval  
 - 2 bays removed  
 = 4 bays approved in 2001  
 (±220m<sup>2</sup> GLA)

Figure 8: 2001 Approved building plan extract

Since the above approval, the Pringle Bay Parking Master Plan was approved and implemented. The allocation of parking was made along the eastern boundary of Erf 363 Pringle Bay as part of the parking masterplan. The effect of this allocation is inter alia that the parking and traffic movement on Erf 363 Pringle Bay is not viable anymore as derived from in the adjacent Figure.

The closure of the exit way results to a non-viable parking layout for the subject erf.

To make this layout feasible again, two public parking bays will have to be removed, with the effect to no additional parking is established.

Therefore it would be more sensible to apply parking as proposed in the following sketch:



Figure 9: Plan illustrating the impact of the Master Parking Plan on the approved Site Development Plan



**The Proposal**  
 2 bays on site, 7 off-site parking bays  
 = 10 parking bays

Figure 10: Proposed on-site parking with consideration of the applicable Master Parking Plan

## 7. The Motivation for providing off-site parking

### Background

The application site is 350m<sup>2</sup> and the current building on the application site consists of approximately 220m<sup>2</sup> gross leasable area, thus in terms of the applicable zoning scheme 9 parking bays will be required. These 9 parking bays would require approximately 180m<sup>2</sup> parking and manoeuvring space.

A completely new building is proposed and off-site parking bays will have to be purchased due to the lack of space on-site on the application site.

The Pringle Bay CBD has public unallocated parking bays available, which can be purchased.

Below the new development proposal is showed:.

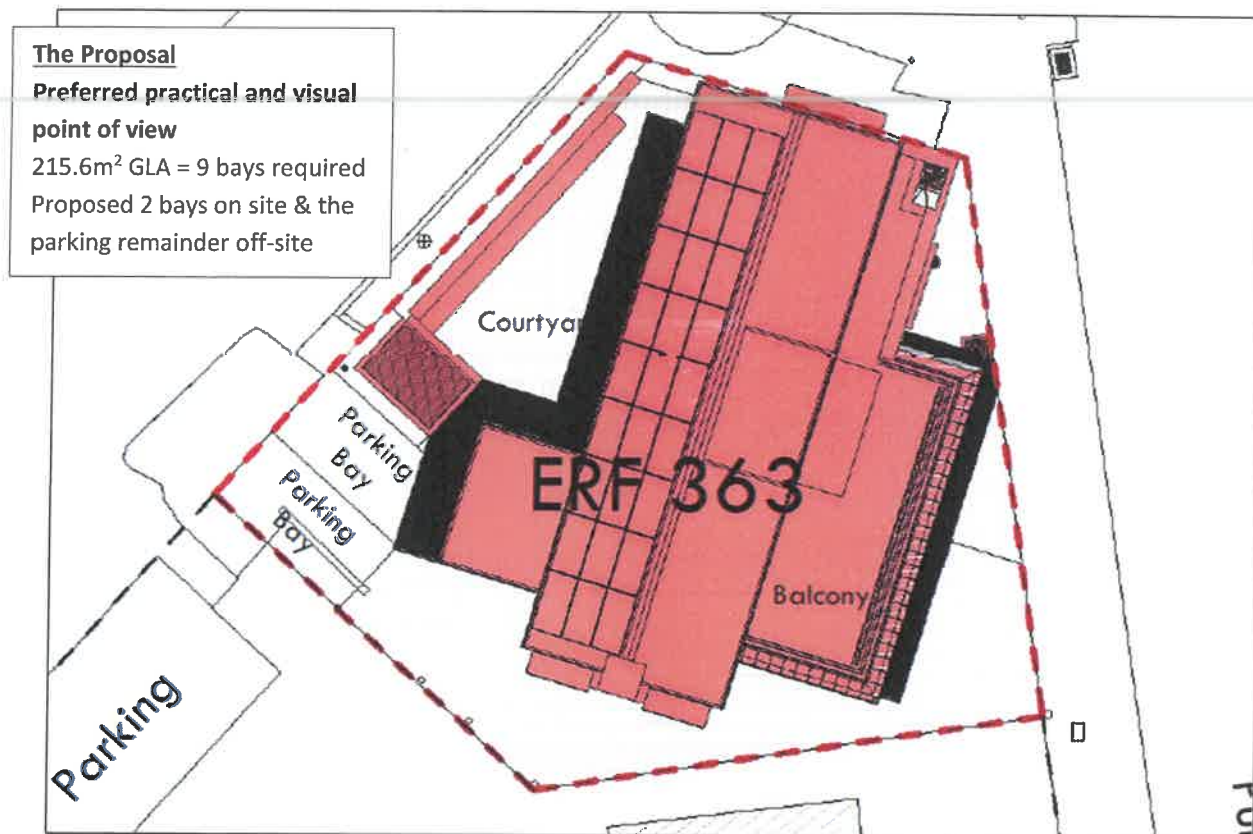


Figure 11: The new proposed Site Development Plan for Erf 363 Pringle Bay

### Urban Design Principles: The size, shape and location of Erf 363 Pringle Bay

The size of Erf 363 Pringle Bay is 350m<sup>2</sup> and is relatively small for the purposes of an individual business premise. Furthermore, the erf being narrow on the one side and wide on the other creates, substantial design challenges specific for accommodating both building or parking space.

Cognisance must also be taken that the erf has practically three street frontages. The erf is located at the main natural and spontaneous prominent entrance point into the Pringle Bay Business Area. Therefore from an urban design perspective it is considered an opportunity to reflect and market the optimal character of the town and business area with a landmark entrance building. The typical character envisaged for Pringle Bay and the business area should be an inviting rural seaside, holiday and tourist town; an area where people can socialize and attract tourists but also serving the residents of the town and providing employment.

#### Practical Layout Considerations:

Due to the shape of the erf being narrow on the one side and broader and wider on the other, it results that the most suitable area for development is on the southern side of the property. Therefore it is not considered ideal to use the most optimal developable area on this small erf for parking purposes.

To provide parking on the northern side is not considered ideal or practical due to access being close to the circle intersection, lack of manoeuvring space and detracting of the prominence opportunity.

There is limited space for parking bays on the southern side without compromising developable area of this already small erf. Based on the current design only two on-site parking bays can be accommodated on the western side of the property.

As part of the Pringle Bay Master Parking Plan parking has already been allocated on the eastern side of the subject erf property resulting the existing approved site development plan to be impractical and inexecutable. Simultaneously it also inhibits and restrict the design for the new development proposal on the erf due to the size, shape and location of the property.

The decision of the Mayoral Committee to provide 50% of the parking on-site is interpreted to be applicable to the specific erf, Erf 1867 Pringle Bay. The decision does not indicate to be a policy document applicable to the rest of the Pringle Bay business area.

#### Additional Considerations:

The provision of on-site parking will limit the viability of such building, especially given the fact that provision officially has been made for a parking master plan to provide off-site parking in the Pringle Bay business area. Even with the provision of 4 to 5 on-site parking bays is likely to result into economically unviable development on the property.

Consideration must also be taken that regular community markets are held within the business area that creates a special and unique character of the town. Having parking bays within the inner areas will severely inhibit this open character and will be detrimental to the existing community character.

#### Desirability:

The application for a departure to relax the parking requirement from 9 on-site bays to 2 on-site bays and 7 off-site bays is considered desirable for the following reasons:

- The proposed building is an improvement on the existing building in terms of functionality and aesthetics and will contribute positively to the character of the area.
- The proposed GLA does not increase, and as a result the proposal will not increase traffic or parking requirements of the area.
- The on-site parking provision is proposed to remain the same, while the purchasing of available additional off-site parking is proposed aligned with the Pringle Bay Master Parking Plan, thus improving the parking of the application area.
- The proposal is consistent with the character of the area, including building scale and parking provision.
- The zoning will remain the same and the proposed GLA will not increase and will therefore not impact on services.

## 8. Planning principles

In terms of Chapter VI of the Spatial Planning and Land Use Management Act, 2013 the following Planning Principles have been applied to the application site:

- 1) **Spatial Justice** which refers to the need for redressing the past apartheid spatial development imbalances and aims for equity in the provision of access opportunities, facilities, services and land.

### **Possible results of the development**

The application relates to parking for an existing property and will not impact on spatial justice.

The application proposal is **consistent** with the principle of **spatial justice**.

- 2) **Spatial Sustainability** which refers to the fact that a spatially sustainable settlement will be one which has an equitable land market, while ensuring the protection of valuable agricultural land, environmentally sensitive and biodiversity rich areas, as well as scenic and cultural landscapes and ultimately limits urban sprawl.

### **Possible results of the development**

The proposal is for parking within an existing business node and will not impact on valuable agricultural land, environmentally sensitive and biodiversity rich areas or scenic and cultural landscapes.

The application proposal is consistent with the principle of **spatial sustainability**.

- 3) **Efficiency** which refers to the manner in which settlements themselves are designed to function in such a way that there will be a minimum need to travel long distances to access services, facilities and opportunities.

### **Possible results of the development**

The proposal will allow for the optimal use of land within the existing business node, thus being efficient.

The application proposal is **consistent** with the **efficiency principle**.

- 4) **Spatial Resilience** which, in the context of land use planning, refers to spatial plans, policies and land use management systems which should enable communities to be able to resist, absorb and accommodate any economic and environmental shocks which might occur in a timely and efficient manner.

### **Possible results of the development**

The application proposal improves the viability of development on the application area, which improves the ability to absorb and survive economic and environmental shocks.

The application proposal is **consistent** with the principle of **spatial resilience**.

- 5) **Good Administration** which, in the context of land use planning refers to the promotion of integrated, consultative planning practices in which all spheres of government and other role players ensure that a joint planning approach is pursued.

### **Possible results of the development**

Consultative practices are being followed in this application as it is done in consultation with the Planning Department of the Municipality who will also advertise the application in such a manner as to enable the relevant government tiers and the general public to participate in the eventual decision-making process.

The application proposal is **consistent** with the principle of **good administration**.

## 9. Conclusion:

The optimal space is required to establish an economical viable structure on the premises and the provision of on-site parking, even 50% on-site parking will restrict the execution and feasibility of the erf. The erf is small, has a complex shape and is subjected to restricted vehicle access.

The Mayoral Committee decision for Erf 1867 Pringle Bay is read to be only applicable to the specific erf which has substantially more suitable conditions in terms of size, location and shape to provide on-site parking and is considered not applicable for the remainder of the Pringle Bay business area.

The layout design for the Pringle Bay Business Area was done in such a manner to accommodate off-site parking. The implementation of the Parking Master Plan is clearly intended to accommodate and manage the off-street parking.

## 10. Recommendation:

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The application as motivated in this report is regarded **desirable** within its local context and well-integrated within the existing community land-use activities.

It is therefore recommended that the application **be approved** for a departure to relax the parking requirement from 9 on-site bays to 2 on-site bays and 7 off-site bays in terms of Chapter IV, Section 16(2)(b) of the Overstrand Municipality Amendment By-Law on Municipal Land Use Planning 2020.

**GENERAL NOTES:**

1. The proposed parking layout is based on the site plan and the proposed building layout.
2. The proposed parking layout is based on the site plan and the proposed building layout.
3. The proposed parking layout is based on the site plan and the proposed building layout.
4. The proposed parking layout is based on the site plan and the proposed building layout.
5. The proposed parking layout is based on the site plan and the proposed building layout.

**LEGEND:**

- PROPOSED PAVING (Grey hatched)
- PROPOSED ASPHALT PAVING (Black hatched)
- PROPOSED CONCRETE PAVING (White hatched)
- PROPOSED GRASS (Green hatched)
- PROPOSED PLANTING (Circles)
- PROPOSED LIGHTING (Squares)
- PROPOSED UTILITY POLES (Circles with cross)
- PROPOSED UTILITY TRENCHES (Dashed lines)
- PROPOSED UTILITY MANHOLES (Circles with 'M')

**EXISTING UTILITY:**

- FIRE HYDRANT
- WATER MAIN
- ELECTRICITY DISTRIBUTION BOX
- STREET LIGHT
- TELEPHONE POLE
- ELECTRICITY POLE
- MANHOLE

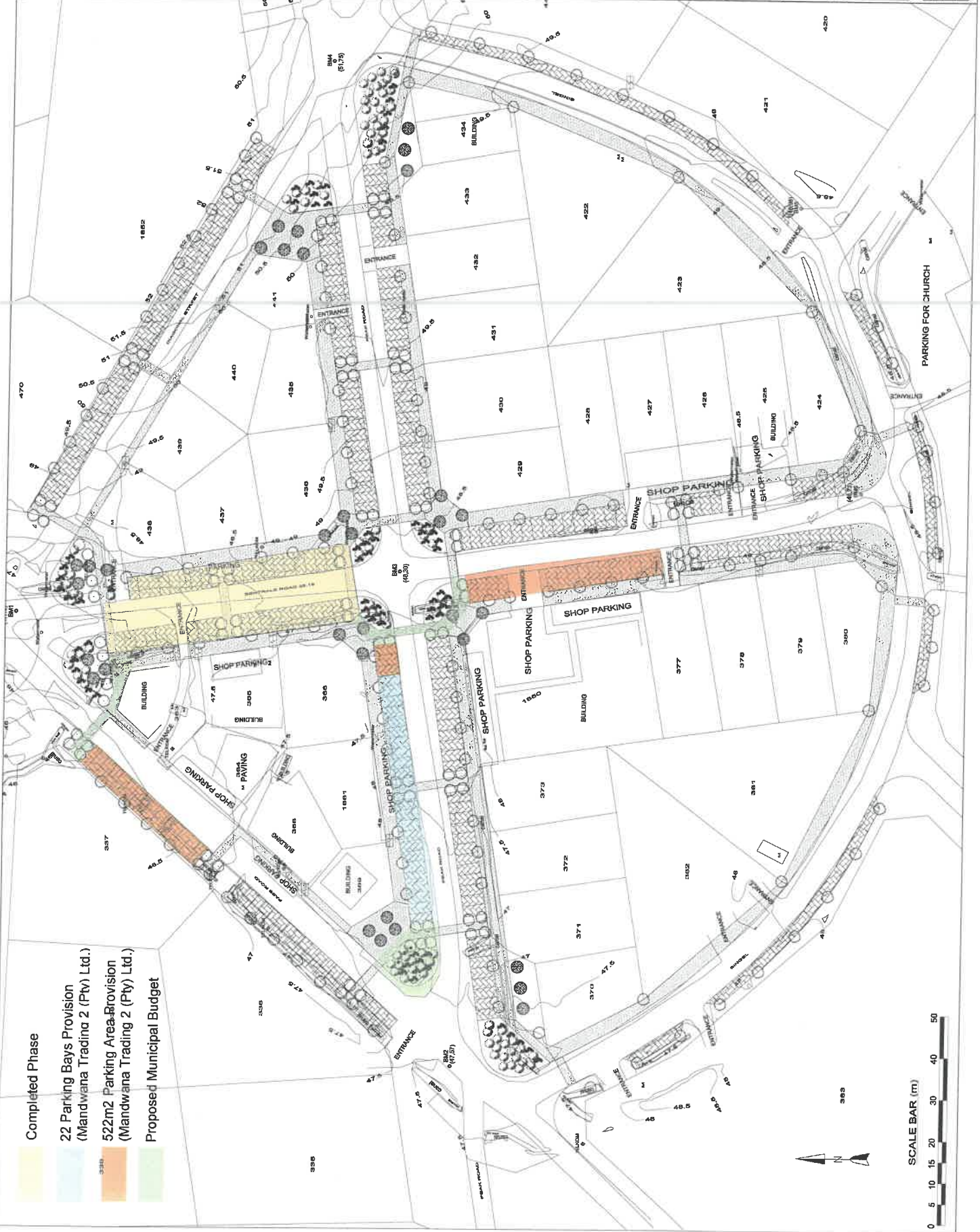
**OVERSAND MUNICIPALITY**

**DRAFT**

Project: OVERSAND MUNICIPALITY  
 Description: PROPOSED MASTER PLAN FOR ROADS AND PARKING

Client: AVDM  
 Date: JAN 2018  
 Drawing No: 103 / Draft 1 /

Scale: 1:500  
 Date: JAN 2018  
 Drawing No: 103 / Draft 1 /

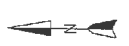


**Completed Phase**

**22 Parking Bays Provision (Mandwana Trading 2 (Pty) Ltd.)**

**522m<sup>2</sup> Parking Area Provision (Mandwana Trading 2 (Pty) Ltd.)**

**Proposed Municipal Budget**

















ARCHITECT: C.E. Grobler	PROFESSIONAL ARCHITECT
HWMB: P. AID, 71339	COSMOS PROJEKTS GEBIENDE
Spazaan:	011 412 343 343
CLIENT: Nisi en Mareille de Villiers	
Spazaan:	

Revision Schedule	
Revision Number	Revision Description

**COUNCIL**

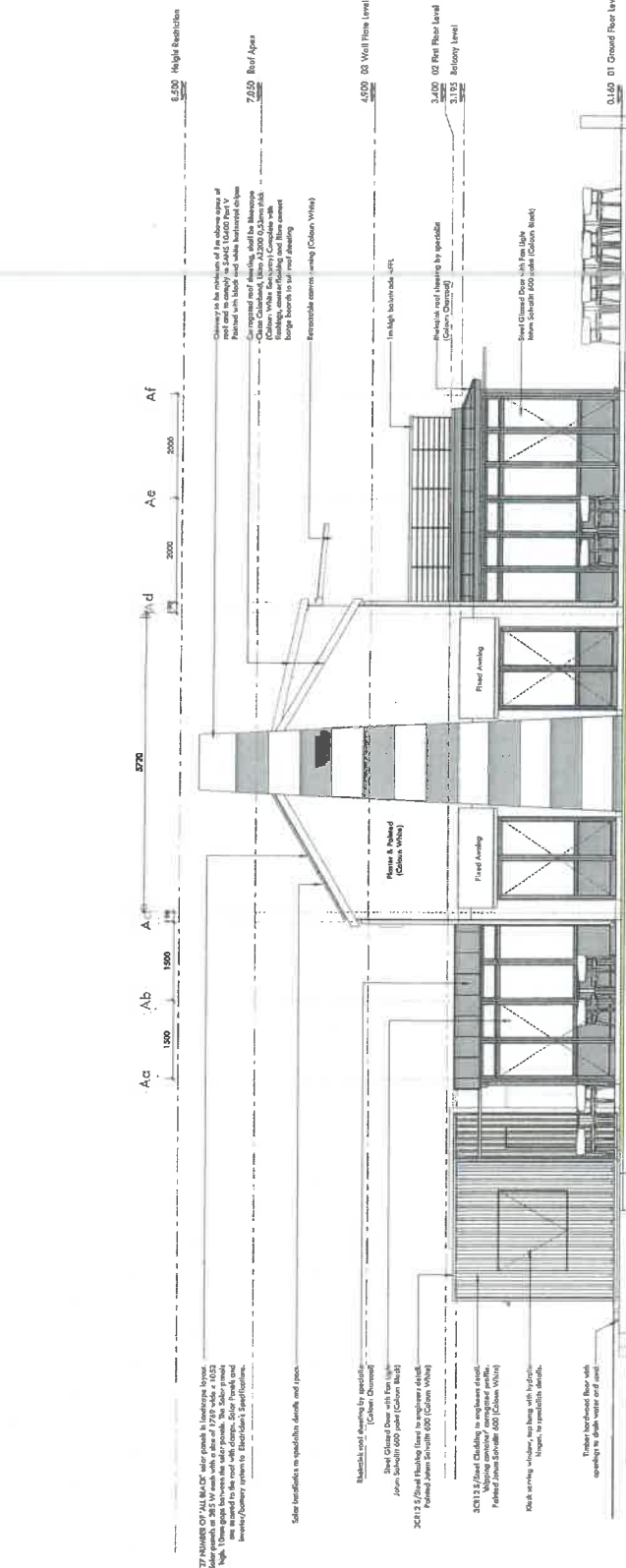
**ERIK GROBLER**  
ARGITEK (EDMS) BPK  
REG. NO. 2013/07070/07 343 MAIN ROAD, PARK, 7646  
DIRECTOR: C.E. GROBLER ERG@ERIGROBLER.CO.ZA

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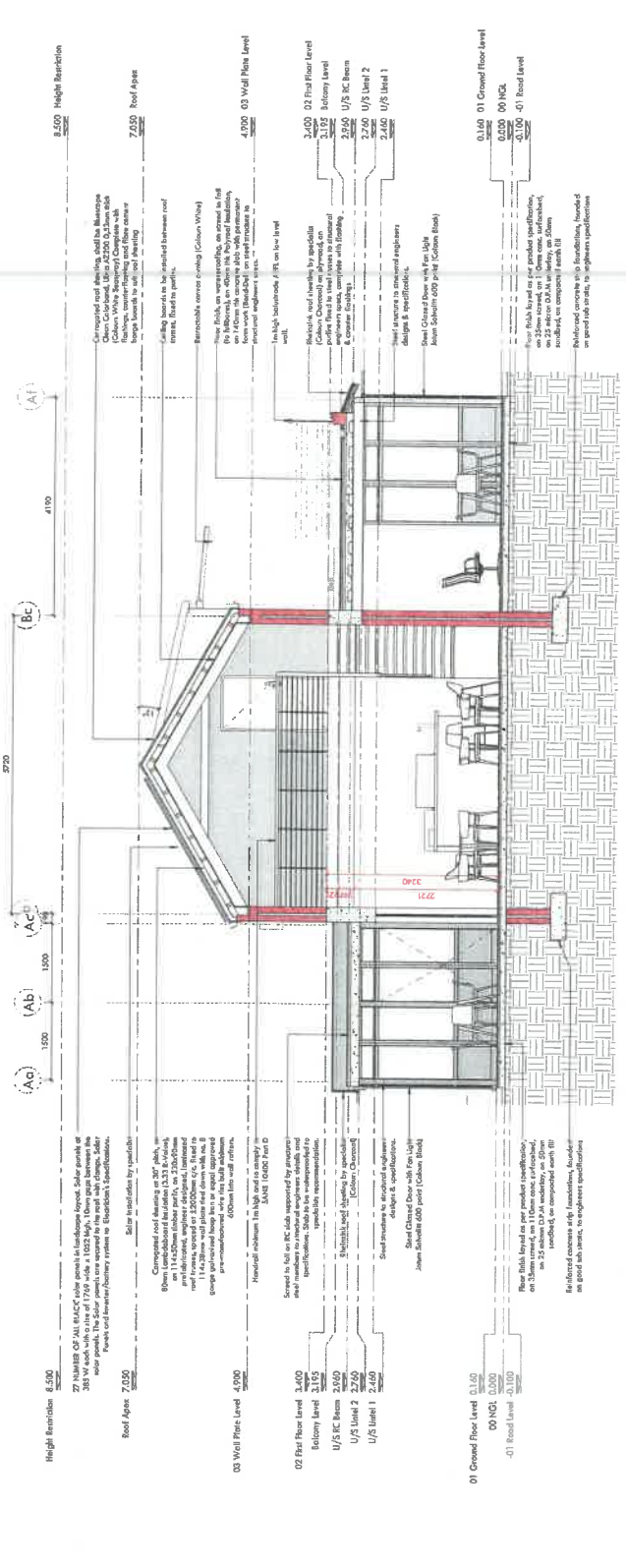
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PROFESSIONAL ARCHITECT  
COSMOS PROJEKTS GEBIENDE  
011 412 343 343

E02-03



1 Elevation - South  
1 : 50



2 Section A-A  
1 : 50

DIE LIGHUIS

ERF 363  
PASS ROAD  
PRINGLE BAY

SHEET NAME  
SOUTH ELEVATION & SECTION A

PROJECT  
DRAWINGS

DATE: 2023/07/27 15:35:50

PROJ. NO. 478  
FILE: 2304\PROJECTS\Pass Road\proj\_0201\Project 0201.dwg  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
DATE: 2023/07/27 15:35:50

E02-03

ARCHITECT: C.F. Grobler  
 NUMBER: P1 Arch 21 1339  
 DATE: 2022/02/27  
 CLIENT: N&I en Marais de Villiers  
 SITE: 3145 Marais de Villiers, Pretoria

Revision Number	Revision Date	Revision Description



PROFESSIONAL ARCHITECT  
 CONRADUS FREDERIKS GROBLER  
 REG. NO. 2012/07079/07 342 MAIN ROAD, PAARL, 7446  
 DIRECTOR: C.F. GROBLER ERM@CFARCHITECT.CO.ZA

G02-01

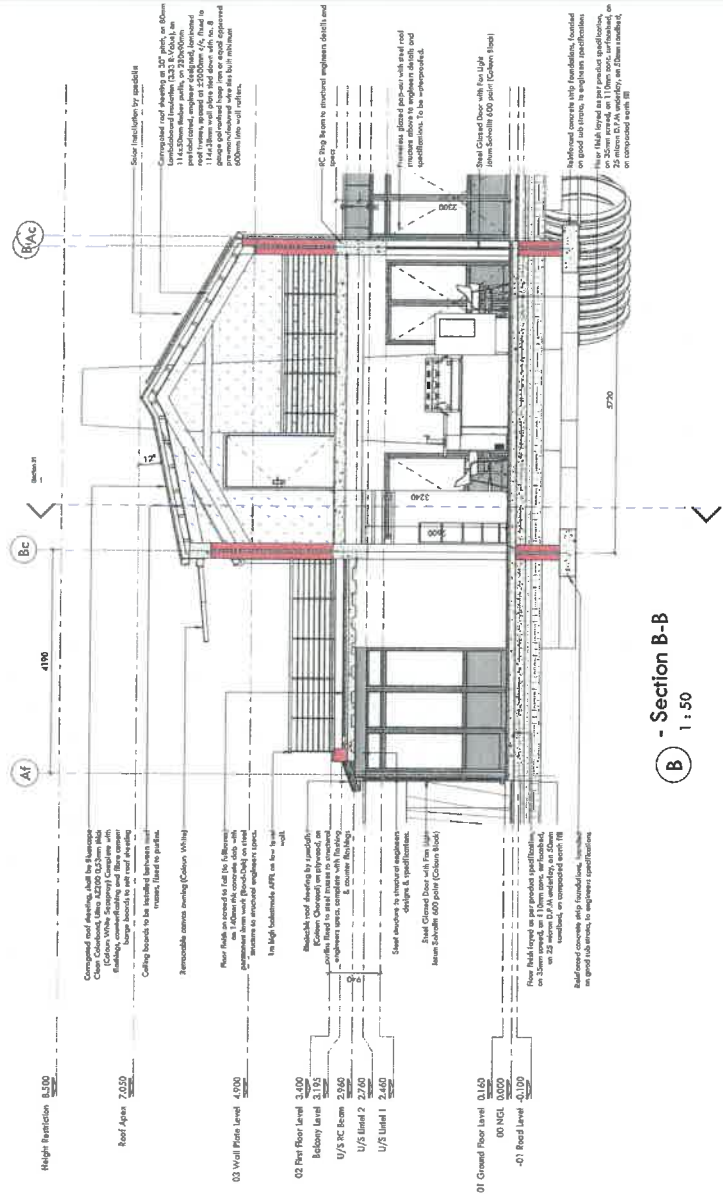
**COUNCIL**  
**ERIK GROBLER**  
**ARGITEK (EDMS) BPK**  
 REG. NO. 2012/07079/07 342 MAIN ROAD, PAARL, 7446  
 DIRECTOR: C.F. GROBLER ERM@CFARCHITECT.CO.ZA

PROJECT: DIE LIGHUIS

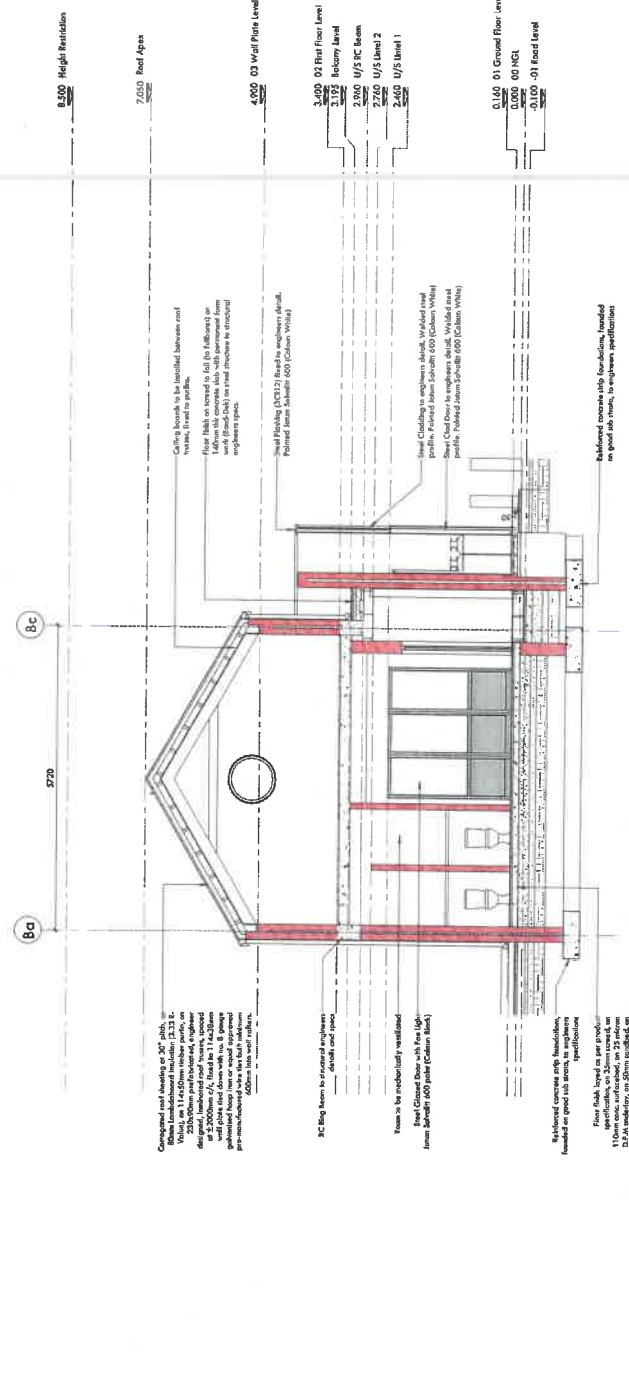
ADDRESS: ERF 363  
 PASS ROAD  
 PRINGLE BAY

SHEET NAME: SECTIONS B & C

PROJECT NO.: 428  
 FILE: D:\PROJECTS\1339\G02-01\G02-01.dwg  
 PLOT DATE: 2022/02/27 15:03:13  
 DRAWING NO.: G02-01



**B - Section B-B**  
 1 : 50



**C - Section C-C**  
 1 : 50