



CENTURY PROPERTY DEVELOPMENTS

KYALAMI HILLS EXTENSION 26

VORNA VALLEY SPARK SCHOOL

ROADS AND STORMWATER SERVICES REPORT

SITUATED ON PORTION 73 OF THE FARM BOTHASFONTEIN 406-JR





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TYPE OF DOCUMENT (FIRST ISSUE) CONFIDENTIAL

PROJECT NO. 43103411

OUR REF. NO. 43103411

DATE: FEBRUARY 2026

WSP

Building 1, Maxwell Office Park
Magwa Crescent West, Waterfall City
Midrand, 1685
South Africa

Phone: +27 11 254 4800

WSP.com

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Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	05/02/20256			
Prepared by	L. Moagi			
Signature				
Checked by	N. Roets			
Signature				
Authorized by				
Signature				
Project number	43103411			
Report number	001			
File reference				

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1 INTRODUCTION

WSP Group Africa (Pty) Ltd was appointed by Century Property Developments to deliver a Professional Engineering Services Report focused on road infrastructure and stormwater management for the proposed development at Kyalami Hills Extension 26 situated on Portion 73 of the Farm Bothasfontein 406 JR.

This document details the engineering design methodology for stormwater management services and their integration with the planned road infrastructure, in accordance with municipal requirements and principles of sustainable infrastructure development.

The project site covers an area of 8.6375 hectares. The terrain comprises moderately steep to moderate slopes descending from approximately metres 1,456 metres above mean sea to about 1,438 metres at the river interface, forming a natural low point. The tributary of the Jukskei River flows in a north-east to south-west direction past the development area, guiding natural overland stormwater runoff toward the western receiving environment.

2 PROFESSIONAL TEAM

The project professional team for this project is outlined in Table 2-1 below.

Table 2-1 - Professional Team

	NAME OF COMPANY	CONTACT PERSON
Client	Century Property Developments	Carlo Steenkamp
Architect / SDP	ICM	
Civil Engineers	WSP Group Africa	Nico Roets
Town Planning		
Environmental		
Geologist		
Traffic Engineer		
Land Surveyor		

3 SITE LOCATITY

Kyalami Hills Extension 26 is situated on Portion 73 of the Farm Bothasfontein 406-JR, located within the established Kyalami Hills and Willaway development corridor in Midrand, Gauteng.

The site is primarily accessed via Allandale Road (M39), which connects the area to the N1 freeway, Waterfall City, and the wider Midrand node. Local access is provided Le Roux Road , Springwell Avenue and Robin Avenue

The proposed development falls within the jurisdiction of the City Of Johannesburg. See Figure 1:1 (Locality Plan)

4 LAND USES

The proposed development, with a total area of 8.6375 ha, comprises Educational and Private Open Space land uses as summarised in Table 1-1. Refer to the Proposed Site Plan in **Appendix A**.

TABLE 4-1: PROPOSED LAND-USE RIGHTS

PROPERTY	#ERF	TOTAL AREA (HA)	COVERAGE	FAR	FLOOR AREA (m ²)
Private Open Space	1	1.2246	n/a	n/a	n/a
Educational	2	0.3822	60	0.6	2293
Educational	3	2.0853	60	0.6	12512
Private Open Space	4	0.4630	60	n/a	n/a
Private Open Space	6	4.4824	60	n/a	n/a
TOTAL		8.6375			



Figure 4-1: Locality Plan

5 GEOTECHNICAL AND GEO-HYDROLOGICAL ASPECTS

6 TRAFFIC IMPACT STUDY

7 CIVIL ENGINEERING SERVICES

7.1 CODES OF PRACTICE AND STANDARDS

All civil and structural elements are designed in accordance with the South African National Standards (SANS) codes.

7.2 DESIGN CODES

The following codes were used in the design of the civil engineering services for the site:

- Guideline for Human Settlement Planning and Design (Red Book), Volume 1 and Volume 2
- **SANS 1200 A:** General
- **SANS 1200 AB:** Engineer's Offices
- **SANS 1200 C:** Site Clearance
- **SANS 1200 D:** Earthworks
- **SANS 1200 LE:** Stormwater Drainage
- **SANS 1200 LB:** Bedding (Pipes)
- **SANS 1200 DB:** Earthworks (Pipe Trenches)
- **SANS 1200 GA:** Concrete (Small Works)
- **SANS 1200 GE:** Precast Concrete (Structural)
- **SANS 1200 M:** Roads (General)
- **SANS 1200 ME:** Subbase
- **SANS 1200 MF:** Base
- **SANS 1200 MFL:** Light Pavement Structures
- **SANS 1200 MH:** Asphalt Base and Surfacing
- **SANS 1200 MJ:** Segmented Paving
- **SAICE Code of Practice (2010)**

7.3 DESIGN SOFTWARE

The design of the civil engineering services will be carried out using Autodesk Civil 3D design software.

7.4 OWNERSHIP OF SERVICES

All internal services will remain private, and the Developer will be responsible for the maintenance of the services

8 EXISTING STORMWATER DRAINAGE PATTERNS AND FLOODLINES

8.1 TOPOGRAPHY

The proposed development drains naturally toward the tributary of the Jukskei River, which forms the lowest point on the site. The average slope across the area is approximately 8%

8.2 FLOODLINES

The site is also affected by the 1:50 and 1:100-year flood lines from the tributary of the Jukskei River, and a flood-line study was carried out by WSP to assess the impact of these flood events on the development footprint.

9 STORMWATER METHODOLOGY

The Johannesburg Roads Agency (JRA) requires that stormwater management systems for new developments must be designed to accommodate, at minimum, the 1:5-year storm event for minor systems (including pipes and inlets) and the 1:25-year storm event for major systems or areas at low points. Where applicable, on-site attenuation measures should be implemented to ensure post-development runoff does not exceed the capacity of existing municipal stormwater infrastructure.

Discharges from the development into the municipal stormwater network are required to be limited to the pre-development runoff rate corresponding to a 1:5-year storm event, in accordance with JRA standards.

Runoff volumes are determined using industry-standard hydrological methodologies and software applications such as Civil 3D and Storm and Sanitary Analysis (SSA). The specific design parameters utilized are detailed in Table 9-1 below.

TABLE 9-1: DESIGN PARAMETERS

Flood return period	1:5 and 1:25
Average yearly rainfall	750mm
Design method	Rational method for smaller catchment areas and SDF Method for larger catchment
IDF curve	IDF SA 1979-2
Pre-development run-off factor (C)	0.28
Post-development run-off factor (C)	0.85

The attenuation pond will be sized to accommodate the 1: 5 and 1:25-year storm event. It will provide sufficient storage to retard and manage peak runoff from the site and will limit discharge to the maximum allowable pre-development flow rates.

10 CATCHMENT BASINS

The table 10-1 below summarizes the catchment properties. CAT 47 represents the dominant upstream catchment (626 ha) with natural bypass flow past the site.

TABLE 10-1: CATCHMENT AREAS

REF	CAT AREA (HA)	LONGEST WATERCOURSE (M)	AVERAGE SLOPE (%)
CAT 39	0.33	100.00	7.50
CAT 40	3.72	300.00	8.20
CAT 41	1.37	300.00	10.00
CAT 42	2.39	296.00	10.00
CAT 43	0.43	260.00	10.00
CAT 44	0.40	260.00	10.00
CAT 47	626	3770	3.7

Surface runoff is primarily overland toward the Tributary of the Jukskei River (lowest point).

11 PRE-DEVELOPMENT RUNOFF

11.1 CATCHMENT BASINS

The table 11-1 below summarizes the pre-development catchment properties. CAT 47 represents the dominant upstream catchment (626 ha) with natural bypass flow past the site. Detailed delineation and calculations are provided on **SK1000** and **SK1001** and in **Appendix B**.

TABLE 11-1: PRE-DEVELOPMENT CATCHMENT RUNOFFS

REF	CAT AREA (HA)	LONGEST WATERCOURSE (M)	AVERAGE SLOPE (%)	PRE-DEV RUNOFF COEFF.	1:5 YEAR PRE-DEV RUNOFF	1:25 YEAR PRE-DEV RUNOFF
CAT 39	0.33	100.00	7.50	0.28	0.04	0.06
CAT 40	3.72	300.00	8.20	0.28	0.47	0.65
CAT 41	1.37	300.00	10.00	0.28	0.17	0.24
CAT 42	2.39	296.00	10.00	0.28	0.30	0.42
CAT 43	0.43	260.00	10.00	0.28	0.06	0.08
CAT 44	0.40	260.00	10.00	0.28	0.05	0.07
CAT 47	626	3770	3.7	0.74	74.23	117.8
SUM					75.32	119.32

Catchment boundaries on SK drawings ensure all contributing areas (on-site and immediate upstream) are accounted for.

12 POST-DEVELOPMENT RUNOFF

12.1 CATCHMENT BASINS

The table 12-1 below summarizes the pre-development catchment properties CAT 47 represents the dominant upstream catchment (626 ha) with natural bypass flow past the site. Detailed delineation and calculations are provided on **SK1002** and **SK1003** and in **Appendix C**.

TABLE 12-1: POST-DEVELOPMENT CATCHMENT RUNOFFS

REF	CAT AREA (HA)	LONGEST WATERCOURSE (M)	AVERAGE SLOPE (%)	PRE-DEV RUNOFF COEFF.	1:5 YEAR POST-DEV RUNOFF	1:25 YEAR POST-DEV RUNOFF	ATTENUATION
CAT 39	0.33	100.00	7.50	0.85	0.11	0.16	Yes
CAT 40	3.72	300.00	8.20	0.85	1.27	1.77	No
CAT 41	1.37	300.00	10.00	0.85	0.47	0.65	No
CAT 42	2.39	296.00	10.00	0.85	0.82	1.14	Yes
CAT 43	0.43	260.00	10.00	0.85	0.15	0.21	Yes
CAT 44	0.40	260.00	10.00	0.85	0.14	0.19	Yes
CAT 47	626	3770	3.7	0.74	74.23	117.51	Yes
SUM					77.17	121.63	

The “Yes/No” in the attenuation column on the table indicates whether runoff from each catchment drains into the attenuation pond (Yes) or bypasses it (No). Catchments CAT 40 and CAT 41 are marked “No” because these sub-catchments are located downstream of the attenuation facility, on the lower side of the internal road formation. Their natural drainage direction is toward the south-west position of the development area, and they therefore do not flow into the pond. The attenuation facility is positioned upstream, on the higher portion of the development, and only receives runoff from catchments situated above the road crest, which are marked “Yes” in the table.

Although CAT 40 and CAT 41 bypass the pond, the overall stormwater discharge from the entire development remains fully compliant with JRA requirements. The attenuation pond’s outlet controls are specifically designed so that the controlled discharge from the pond, when combined with the direct runoff from CAT 40 and CAT 41, does not exceed the total pre-development 1:5-year and 1:25 year flow rate. This ensures that the combined outflow—that is, the attenuated catchments plus the two unattenuated downstream catchments—matches or remains below the natural pre-development runoff, preventing any increase in downstream flood risk or adverse impact on the receiving environment.



Please refer ***Proposed Stormwater Management Development Plan*** attached in **Appendix D**.

13 ATTENUATION

The pond should have the following characteristics:

- **Storage Volume:** 4947 m³

The controlled outflow value of **116.65 m³/s** represents the total 1:25-year post-development flow leaving the site, including the contribution from CAT 40 and CAT 41 which are unattenuated.

See attached ***Proposed Stormwater Management Development Plan*** in **Appendix D**.

Tables 11-1 below show the proposed attenuation pond outlets size calculations.

TABLE 13-1: ATTENUATION POND OUTLET STRUCTURES

FLOOD RETURN PERIOD	PRE-DEV RUNOFF (m ³ /s)	POST- DEV RUNOFF INTO POND (m ³ /s)	PEAK WATER LEVEL (m)	POND OUTFLOW(m ³ /s)	ORIFICE SIZE (mm)	WEIR SIZE (mm)	ORIFICE LEVEL (m)
1:5	75.32	74.23	1.01	73.77	1200mm HIGH X 50000mm WIDE		1439.17
1:25	119.32	117.51	1.25	116.65		0.3mm HIGH X 20mm BOTTOM TRAPEZOIDAL	1440.0

14 ROADS

14.1 ACCESS TO DEVELOPMENT

Access to the proposed development will be provided directly from the extension of Le Roux Road, which will connect to Springwel Avenue and traverse the development.

An additional access point will be created from Robin Road on the southern corner of the site.

All intersections and access roads will be designed and constructed in accordance with the standards and specifications of the Johannesburg Roads Agency.

Please refer to **Appendix E** for the Proposed Roads Layout Plan.

14.2 CLASSIFICATION OF ROADS

The classifications of roads are shown in the Tables 14-1 to 14-3 below:

TABLE 14-1: CLASSIFICATION OF EXTERNAL ROADS

DESCRIPTION	CLASS NO.	FUCTION
Entrance Road	5a	Residential Access Collector

TABLE 14-2: CLASSIFICATION OF INTERNAL ROADS

DESCRIPTION	CLASS NO.	FUCTION
Internal Road	5a	Residential Access Collector
Internal Road	5b	Residential Access Loop
Description Internal Road	5c	Access Cul-de-sac

TABLE 14-3: CLASSIFICATION OF INTERNAL PAVED AREAS

	CLASS NO.	FUCTION
Paved Areas	5d	Access Way

14.3 GEOMETRIC DESIGN STANDARDS

Details of the different road classes are shown in the Tables 14-4 to 14-7 below.

TABLE 14-4: CLASS 5A – RESIDENTIAL ACCESS COLLECTOR

DESCRIPTION	CLASS NO.
Design speed	50km/h
Minimum centre line radii	50m
Minimum gradient	0,67%
Favoured maximum gradient	10%
Maximum grade/grade length	12,5% over 70m
Minimum K-value : Crest	6
Sag	6

TABLE 14-5: CLASS 5B – RESIDENTIAL ACCESS LOOP

DESCRIPTION	CLASS NO.
Design speed	30km/h
Minimum centre line radii	30m
Minimum gradient	0,67%
Favoured maximum gradient	12%
Maximum grade/grade length	16% over 50m
Minimum K-value : Crest	4
Sag	4

TABLE 14-6: CLASS 5E – ACCESS CUL-DE-SAC

DESCRIPTION	CLASS NO.
Design speed	20km/h
Minimum centre line radii	15m
Minimum gradient	0,67%
Favoured maximum gradient	10%
Maximum grade/grade length	12,5% over 50m
Minimum K-value : Crest	2
Sag	2

TABLE 14-7: CLASS 5D – ACCESS WAY (PAVED AREAS)

DESCRIPTION	CLASS NO.
Design speed	20km/h
Minimum centre line radii	15m
Minimum gradient	0,67%
Favoured maximum gradient	10%
Maximum grade/grade length	12,5% over 50m
Minimum K-value : Crest	2
Sag	2

14.4 PAVEMENT DESIGN

The proposed pavement design will be based on anticipated traffic volumes and ground conditions. The design life of the proposed pavement is 20 years on provision that repairs to the surface will be made where necessary in order to maintain its skid resistance and impermeability during the design life of the road.

The pavement designs proposed are shown in Table 14-8 to 14-9 below.

TABLE 14-8: PAVEMENT DESIGN OF ROAD CLASSES 5A ,5B & 5E

DESCRIPTION	CLASS NO.
Wearing course	30mm thick continuously – graded medium grade asphalt – AC. (see note below)
Base	150mm thick graded crushed stone compacted to 86% of apparent density – G1. (see note below)
Sub base	150mm thick stabilized natural gravel compacted to 95% of modified AASHTO density. Minimum UCS = 1 200kPa at 95% of modified AASHTO density – C4
Selected sub grade	150mm thick natural gravel compacted to 95% of modified AASHTO density. Minimum CBR = 25 at 95% of modified AASHTO density – G6 (in-situ or imported)
Fill (where required)	150mm thick layers compacted to 93% of modified AASHTO density. Minimum CBR = 7 at 93% of modified AASHTO density – G9

TABLE 14-8: PAVEMENT DESIGN OF ROAD CLASSES 5D (PAVED AREAS)

DESCRIPTION	CLASS NO.
Paving	60mm interlocking paving blocks with 20mm sand bedding
Sub base	150mm sub base stabilised to C4
Selected Layer	None



15 COST ESTIMATES

16 CONCLUSION

The proposed development at Kyalami Hills Extension 26 can be effectively serviced in terms of roads and stormwater infrastructure. The stormwater system has been designed to meet municipal requirements, ensuring controlled discharge and minimising downstream impact. Access arrangements provide safe and efficient connectivity to both the local and regional road networks. Overall, the engineering services proposed are compliant with relevant standards and support the sustainable development of the site.

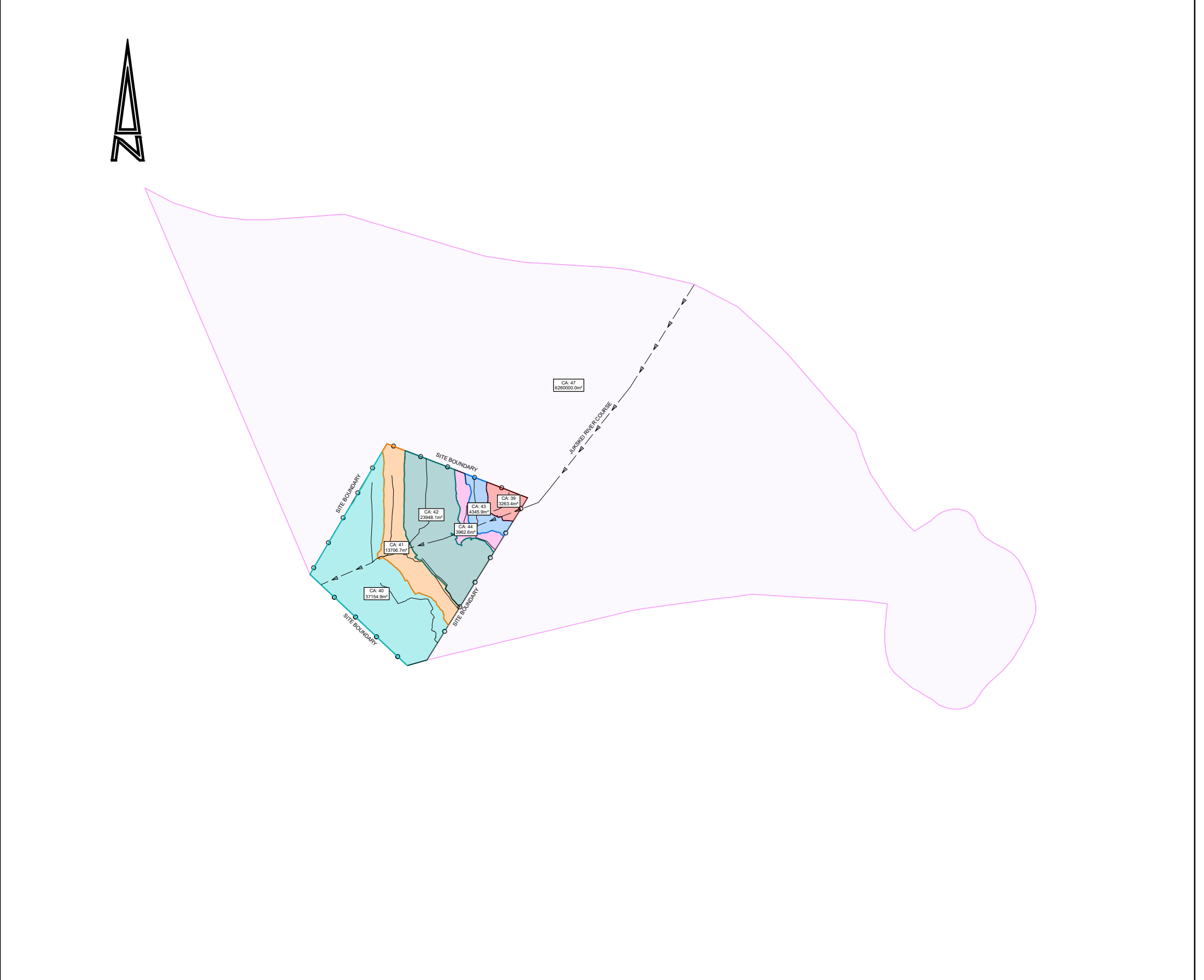
APPENDIX

A PROPOSED SITE DEVELOPMENT PLAN

APPENDIX

B PRE-DEVELOPMENT FLOWS

1:5 YEAR PRE-DEVELOPMENT RUNOFF							
CATCHMENT	AREA (ha)	AVE SLOPE %	LENGTH (m)	Tc (min)	C	I (mm/h)	Q (cms)
CAT: 39	0.33	7.5	100	0 00:05:00	0.28	163	0.04
CAT: 40	3.72	8.2	300	0 00:05:00	0.28	163	0.47
CAT: 41	1.37	10	300	0 00:05:00	0.28	163	0.17
CAT: 42	2.39	10	296	0 00:05:00	0.28	163	0.3
CAT: 43	0.43	10	260	0 00:05:00	0.28	163	0.06
CAT: 44	0.4	10	260	0 00:05:00	0.28	163	0.05
CAT: 47	626	3.7	3770	0 00:12:21	0.74	58.161	74.23



DESIGN DATA

HYDROLOGY METHOD TYPE	RATIONAL
RATIONAL TIME OF CONCENTRATION (TOC) METHOD	KIRPICH
RATIONAL MINIMUM ALLOWED TOC (minutes)	5.00
RATIONAL STORM DURATION (minutes)	5
RATIONAL IDF CURVE NAME	IDF VURVE SA 1979 2
RATIONAL IDF CURVE RETURN PERIOD	5

CLIENT:

CENTURY
DEVELOPMENT
PROPERTIES

WSP Group Africa (Pty) Ltd
Transport and Infrastructure
Building C, Knightsbridge, 33 Sloane Street, Bryanston, 2191, South Africa
PO Box 98967 Sloane Park 2152
Tel: +27(0)11-361-1300 Fax: +27(0)11-361-1301 www.wsp.com

PROJECT:

LX ROAD EXTENSIONS:
KYLAMI HILLS EXT 26 DEVELOPMENT

TITLE:

1:5 YEAR PRE-DEVELOPMENT
CATCHMENT AREAS

SCALE @ A3:
N.T.S

CHECKED:
N. ROETS

APPROVED:
N. ROETS

DESIGN:
L. MOAGI

DRAWN:
L. MOAGI

DATE:
2026/02/05

PROJECT No:
43103411

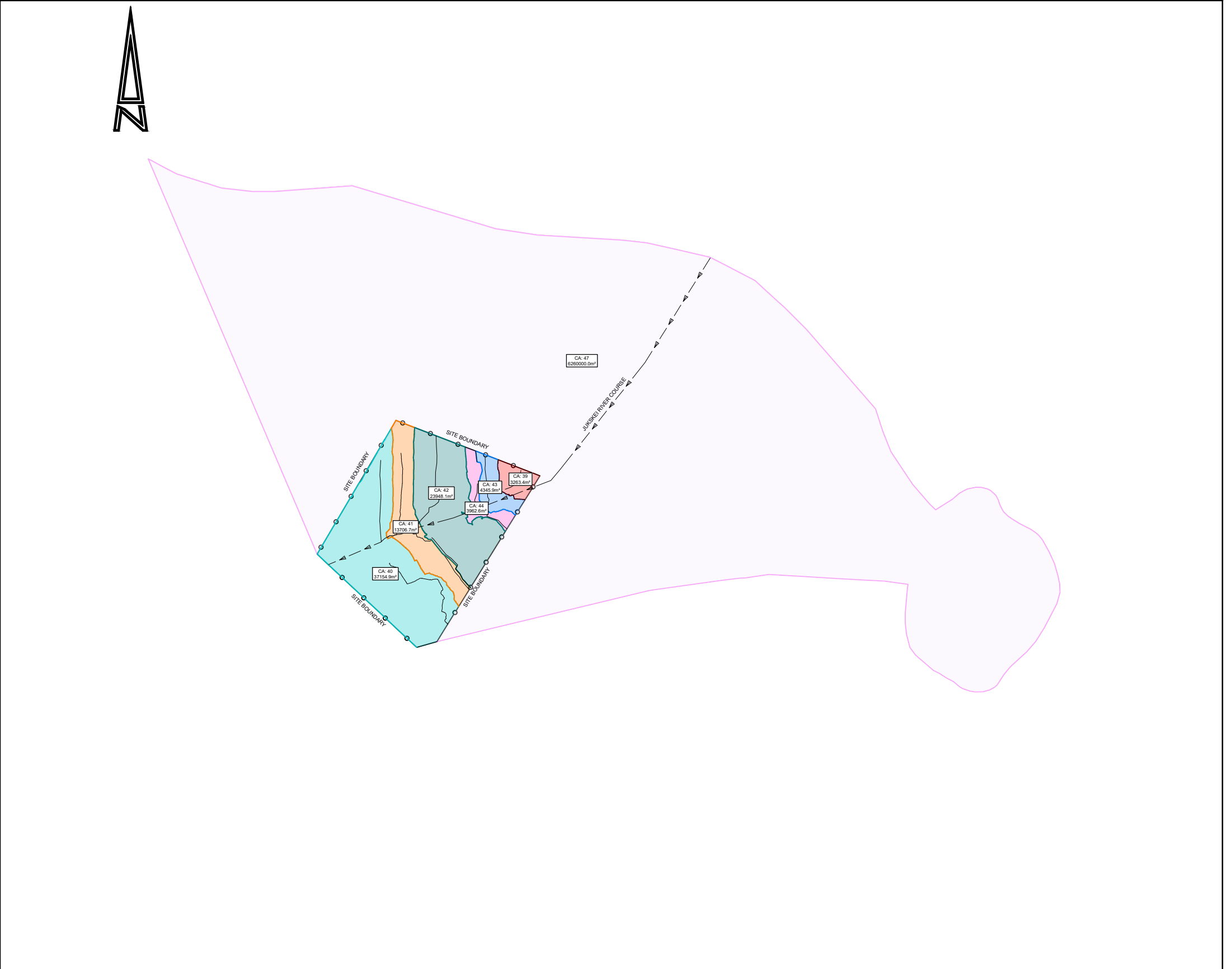
DRAWING No:
SMP1000

REV:
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PLOT DATE: 2026/02/07 12:26:51

1:25 YEAR PRE-DEVELOPMENT RUNOFF							
CATCHMENT	AREA (ha)	AVE SLOPE %	LENGTH (m)	Tc (min)	C	I (mm/h)	Q (cms)
CAT: 39	0.33	7.5	100	0 00:05:00	0.28	225	0.06
CAT: 40	3.72	8.2	300	0 00:05:00	0.28	225	0.65
CAT: 41	1.37	10	300	0 00:05:00	0.28	225	0.24
CAT: 42	2.39	10	296	0 00:05:00	0.28	225	0.42
CAT: 43	0.43	10	260	0 00:05:00	0.28	225	0.08
CAT: 44	0.4	10	260	0 00:05:00	0.28	225	0.07
CAT: 47	626	3.7	3770	0 00:39:18	0.74	92.079	117.51



DESIGN DATA	
HYDROLOGY METHOD TYPE	RATIONAL
RATIONAL TIME OF CONCENTRATION (TOC) METHOD	KIRPICH
RATIONAL MINIMUM ALLOWED TOC (minutes)	5.00
RATIONAL STORM DURATION (minutes)	5
RATIONAL IDF CURVE NAME	IDF VURVE SA 1979 2
RATIONAL IDF CURVE RETURN PERIOD	25

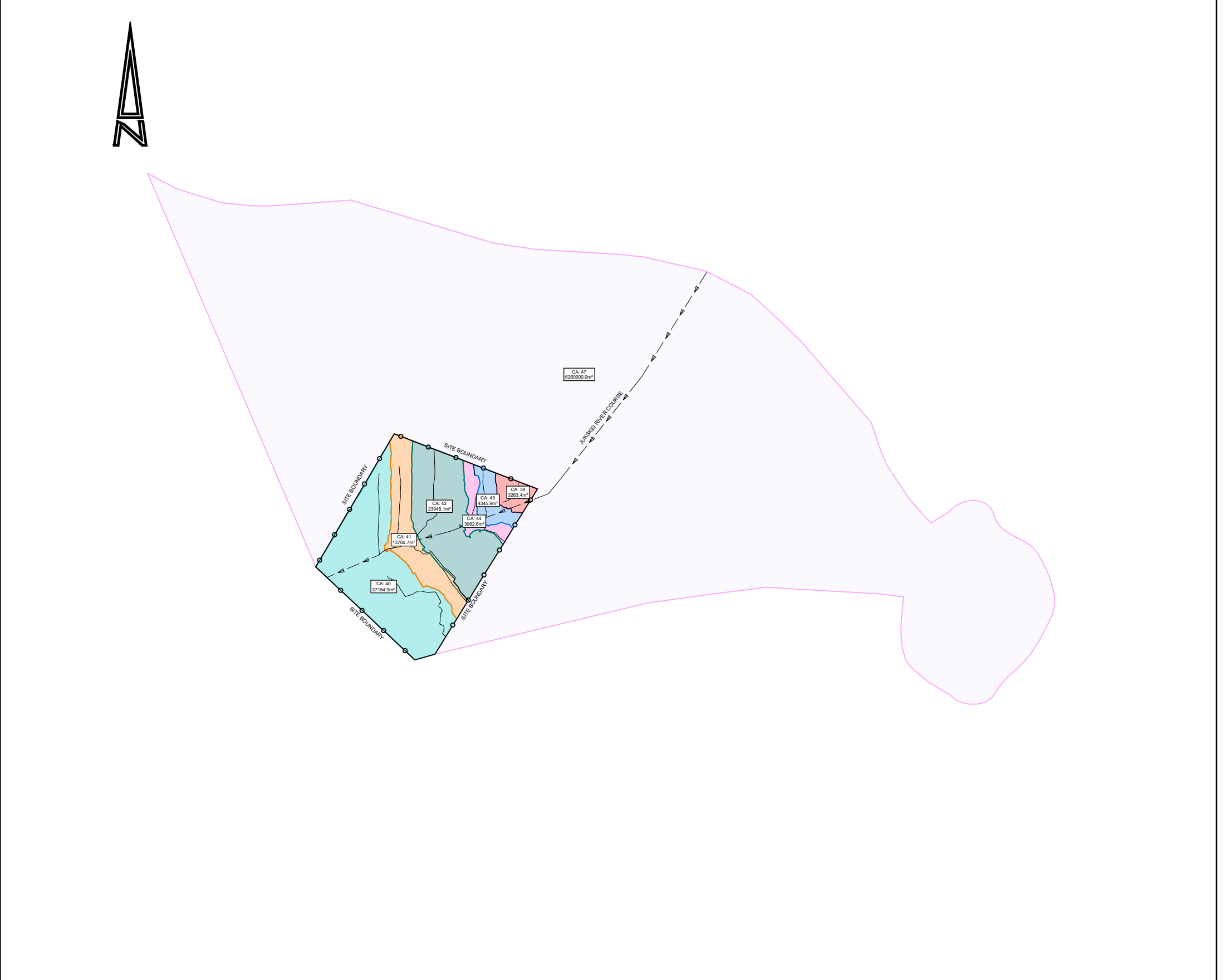
CLIENT: CENTURY DEVELOPMENT PROPERTIES	 WSP Group Africa (Pty) Ltd Transport and Infrastructure Building C, Knightsbridge, 33 Sloane Street, Bryanston, 2191, South Africa PO Box 98867 Sloane Park 2152 Tel. +27(0)11-361-1300 Fax: +27(0)11-361-1301 www.wsp.com	PROJECT:	LX ROAD EXTENSIONS: KYALAMI HILLS EXT 26 DEVELOPMENT		SCALE @ A3: N.T.S	CHECKED: N. ROETS	APPROVED: N. ROETS		
				DESIGN: L. MOAGI	DRAWN: L. MOAGI	PR No.: DATE: 2026/02/05			
		TITLE:	1:25 YEAR PRE-DEVELOPMENT CATCHMENT AREAS		PROJECT No: 43103411	DRAWING No: SMP1001		REV: A	
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Plot Date: 2026/02/07 12:55:44

APPENDIX

C POST-DEVELOPMENT FLOWS

1:5 YEAR POST-DEVELOPMENT RUNOFF							
CATCHMENT	AREA (ha)	AVE SLOPE %	LENGTH (m)	Tc (min)	C	I (mm/h)	Q (cms)
CAT: 39	0.33	7.5	100	0 00:05:00	146.048	203.528	0.11
CAT: 40	3.72	8.2	300	0 00:05:00	146.048	203.528	1.27
CAT: 41	1.37	10	300	0 00:05:00	146.048	203.528	0.47
CAT: 42	2.39	10	296	0 00:05:00	146.048	203.528	0.82
CAT: 43	0.43	10	260	0 00:05:00	146.048	203.528	0.15
CAT: 44	0.4	10	260	0 00:05:00	146.048	203.528	0.14
CAT: 47	626	3.7	3770	0 00:39:18	58.161	92.079	74.23



DESIGN DATA

HYDROLOGY METHOD TYPE	RATIONAL
RATIONAL TIME OF CONCENTRATION (TOC) METHOD	KIRPICH
RATIONAL MINIMUM ALLOWED TOC (minutes)	5.00
RATIONAL STORM DURATION (minutes)	5
RATIONAL IDF CURVE NAME	IDF VURVE SA 1979 2
RATIONAL IDF CURVE RETURN PERIOD	5

CLIENT:

CENTURY
DEVELOPMENT
PROPERTIES

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Building C, Knightsbridge, 33 Sloane Street, Bryanston, 2191, South Africa
PO Box 98867 Sloane Park 2152
Tel: +27(0)11-361-1300 Fax: +27(0)11-361-1301 www.wsp.com

PROJECT:

LX ROAD EXTENSIONS:
KYLAMI HILLS EXT 26 DEVELOPMENT

TITLE:

1:5 YEAR POST-DEVELOPMENT
CATCHMENT AREAS

SCALE @ A3:
N.T.S

CHECKED:
N. ROETS

APPROVED:
N. ROETS

PR No.:
DATE:
2026/02/05

DESIGN:
L. MOAGI

DRAWN:
L. MOAGI

PROJECT No:
43103411

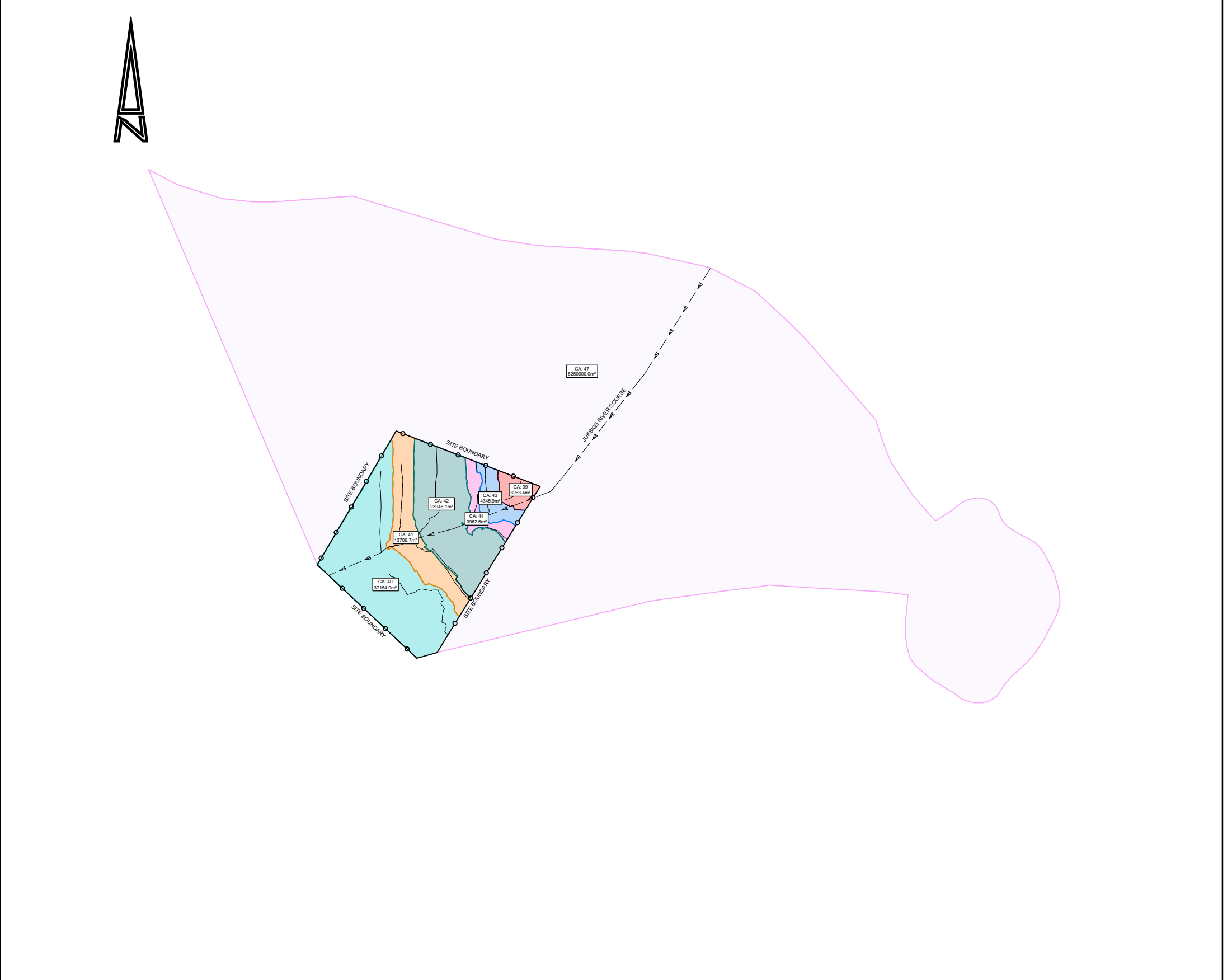
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REV:
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PLOT DATE: 2026/02/07 12:16:18

1:25 YEAR POST-DEVELOPMENT RUNOFF							
CATCHMENT	AREA (ha)	AVE SLOPE %	LENGTH (m)	Tc (min)	C	I (mm/h)	Q (cms)
CAT: 39	0.33	7.5	100	0 00:05:00	0.85	203.528	0.16
CAT: 40	3.72	8.2	300	0 00:05:00	0.85	203.528	1.77
CAT: 41	1.37	10	300	0 00:05:00	0.85	203.528	0.65
CAT: 42	2.39	10	296	0 00:05:00	0.85	203.528	1.14
CAT: 43	0.43	10	260	0 00:05:00	0.85	203.528	0.21
CAT: 44	0.4	10	260	0 00:05:00	0.85	203.528	0.19
CAT: 47	626	3.7	3770	0 00:39:18	0.74	92.079	117.51



DESIGN DATA

HYDROLOGY METHOD TYPE	RATIONAL
RATIONAL TIME OF CONCENTRATION (TOC) METHOD	KIRPICH
RATIONAL MINIMUM ALLOWED TOC (minutes)	5.00
RATIONAL STORM DURATION (minutes)	5
RATIONAL IDF CURVE NAME	IDF VURVE SA 1979 2
RATIONAL IDF CURVE RETURN PERIOD	25

CLIENT:

CENTURY
DEVELOPMENT
PROPERTIES

WSP Group Africa (Pty) Ltd
Transport and Infrastructure
Building C, Knightsbridge, 33 Sloane Street, Bryanston, 2191, South Africa
PO Box 98867 Sloane Park 2152
Tel: +27(0)11-361-1300 Fax: +27(0)11-361-1301 www.wsp.com

PROJECT:

LX ROAD EXTENSIONS:
KYLAMI HILLS EXT 26 DEVELOPMENT

TITLE:

1:25 YEAR POST-DEVELOPMENT
CATCHMENT AREAS

SCALE @ A3:
N.T.S

CHECKED:
N. ROETS

APPROVED:
N. ROETS

DESIGN:
L. MOAGI

DRAWN:
L. MOAGI

DATE:
2026/02/05

PROJECT No:
43103411

DRAWING No:
SMP1003

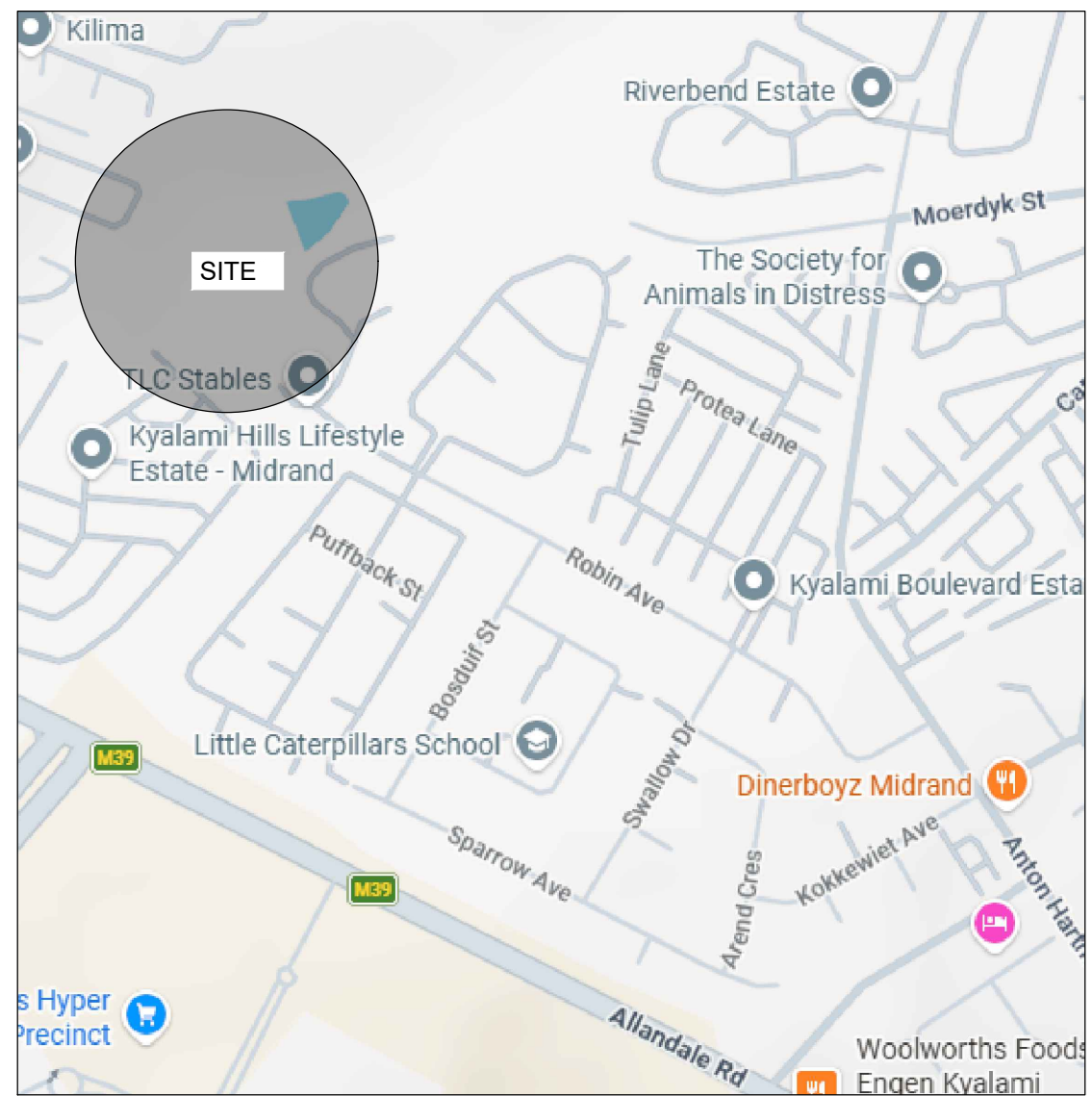
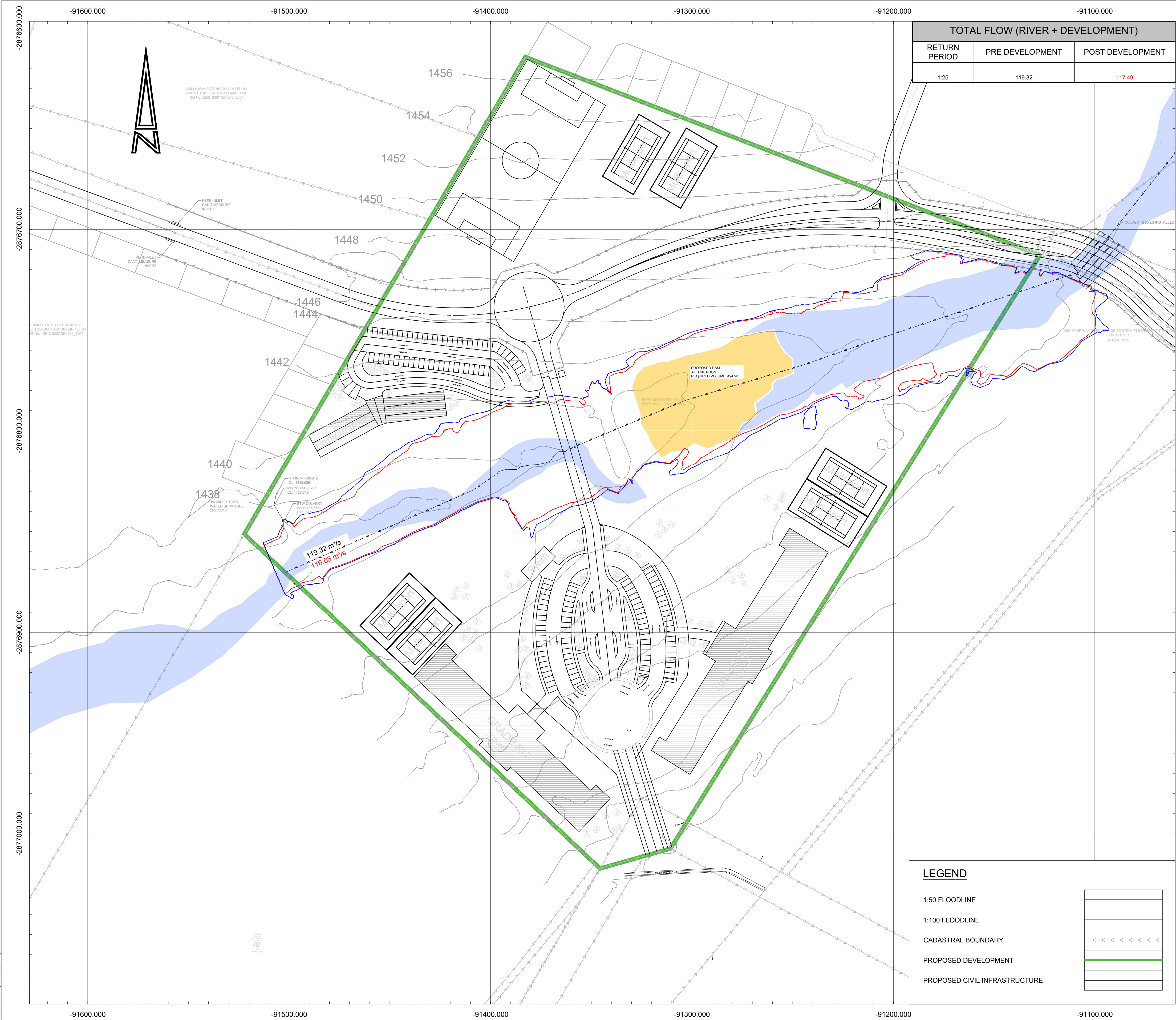
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PLOT DATE: 2026/02/07 12:18:07

APPENDIX

D PROPOSED STORMWATER DEVELOPMENT PLAN

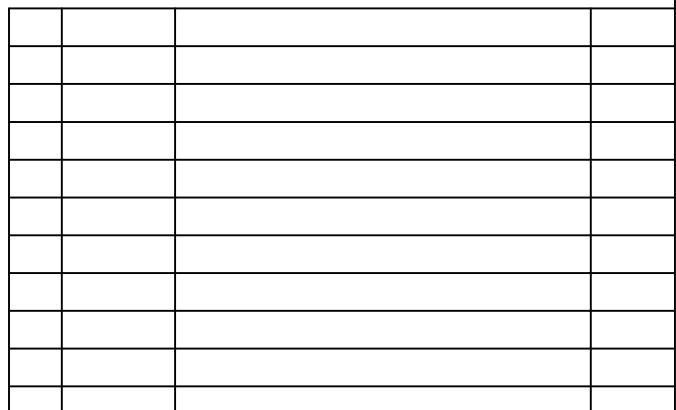


LOCALITY PLAN
N.T.S

					ARCHITECT:		CLIENT:		PROJECT:		SCALE:		CHECKED:		APPROVED:
							CENTURY PROPERTY DEVELOPMENTS			LX ROAD EXTENSION - KYALAMI HILLS EXTENSION 26	1:1000		N. ROETS		N. ROETS
							Century Property Developments (Pty) Ltd 5 Lynx St, Treasbank AH, Midrand, 1683				DESIGN:		L. MOAGI		DATE:
													L. MOAGI		2026/02/07
											PROJECT No:		DRAWING No:		REV:
											43103411		WSP-DR-CV-SW1000		A
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											Cesa				
											TEMPLATE VERSION MAY 2017				

APPENDIX

E PROPOSED ROADS LAYOUT PLAN



Century Property Developments
5 Lynx Road, MIDRAND
P.O. Box 70406
BRYANSTON, 2021
Tel: +27(11) 300-8700
Fax: +27(11) 300-8790
carlo@century.co.za
www.century.co.za

CLIENT _____

DRAWING TITLE
ROAD LAYOUT PLAN AND SENSITIVITY MAP

PAPER SIZE: A0		DESIGNED C STEENKAMP	DRAWN I WESELS
SCALE 1:750	DATE 2025/11/17	CHECKED C STEENKAMP	APPROVED H.SCHREURS
PROJECT NUMBER 0000	DRAWING NUMBER SKC-C100		REV A