



transport

Department:
Transport
Province of KwaZulu-Natal

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TRANSPORTATION ENGINEERING SUB - DIRECTORATE

DEPARTMENTAL REQUIREMENTS FOR PROPOSED RURAL HOUSING DEVELOPMENTS

1. With reference to proposed **RURAL HOUSING DEVELOPMENT**, the Minister as the Controlling Authority as defined in the Kwazulu-Natal Roads Act No. 4 of 2001, has in terms of section 21 of the said Act, no objection in principle to the proposal.
2. However, **prior** to any development taking place, in terms of section 21 of the Kwazulu-Natal Provincial Road Act No. 4 of 2001 a detailed to-scale development plan adhering to the following requirements is to be submitted for assessment and comment.
 - 3.1 Most Main Roads, unless expropriated, have a proclaimed road reserve width of 30 meters measured 15 metres on either side of the constructed road centreline.
 - 3.2 Most District and Local Road have a proclaimed road reserve width of 20 meters measured 10 metres on either side of the constructed road centreline.
 - 4.1 In terms of section 13 of the Kwazulu-Natal Provincial Roads Act No. 4 of 2001, no buildings or any structures whatsoever, other than a fence, hedge or a wall which does not rise higher than 2,1 meters above or below the surface of the land on which it stands, shall be erected on the land within a distance of 15 meters measured from the road reserve boundary of a Blacktop surfaced Main or District Road, or within a distance of 30 meters measured from the center line of a Gravel surfaced Main Road; or within a distance of 25 meters measured from the center line of a Gravel surfaced District Road.
 - 4.2 Service roads and parking as required in terms of the Town Planning Scheme (if there is one) may be positioned within the 15 meters building line but no closer than 7,5 meters measured from the road reserve boundary of a Provincial Road. **The road reserve boundary of the Provincial road must be confirmed in consultation with this Departments Road Information Services Component. (Tel: 031-355 8600)**

***Structures** means any structure, erection or other improvement, aboveground or underground, whether permanent or temporary and irrespective of its nature or size, including but not limited to advertisements, any enclosures, fences, driveways, garden walls, golf course fairways, loading areas, parking areas, patios, signs, swimming pools, tennis courts, thatched shelters or utility service.
 - 4.3 The applicant's attention is drawn to the relevant stormwater clause contained in section 12 of the Kwazulu-Natal Provincial Roads Act No. 4 of 2001 and section 5 of the Roads Regulations, wherein it is advised that the disposal of stormwater emanating from the road reserve through the layout, or any stormwater emanating from the layout through the road reserve, shall be undertaken in consultation with and to the satisfaction of this Departments Cost Centre Manager, during the development of the property concerned.
5. The Department in terms of the Road Infrastructure Strategic Framework for South Africa RISFSA of 2006 (RISFSA) must protect the mobility of its transportation corridors from becoming activity corridors.
 - 5.1 In terms of RISFSA, access to private developments of this nature is no longer considered by the Department and accesses to such developments are to be obtained from Municipal Streets. This is in order to maintain the mobility, the integrity, functionality and classification the road was constructed for. Where there is no planning of streets, the implementation of side roads are to be looked as collectors and brought onto Provincial Main Roads at safe and strategically spaced intersections.

- 5.2 The formalization of and positioning of accesses must conform to this Department's legislation and design criteria as described in the TRH 26 being the Road Classification and access management document observed by the Department.
- 5.3 Accesses are to be limited to spacing's in accordance with RISFSA and TRH 26 Formal application for access must be made to this office and shall upon approval be constructed in accordance with the standard to be determined.
- 5.4 In regard to the positioning of community facilities such as schools, clinics, welfare pay points etc. this Department is opposed to these being positioned on the major Main Roads for safety reasons. There is no objection to these being positioned on minor District Roads or Community Access Roads in close proximity to the Main Roads.
- 6. Upon the finalisation of the housing project this Department requires a detailed to-scale layout proposal to be submitted to this Department for assessment and comment.