



# transport

Department:  
Transport  
Province of Kwazulu-Natal

Street Address: 224 Prince Alfred St,  
Pietermaritzburg, 3200  
Postal Address: Private Bag X9043,  
Pietermaritzburg, 3200  
Tel: (27)(33) 355 0570  
Fax: (27)(33) 342 3962

## TRANSPORTATION ENGINEERING SUB-DIRECTORATE

Onkweni Petrol Station  
P.O. Box 356  
Nongoma  
3950

Enquiries: Mr N. S. Zondo  
Extension: 0570  
Reference: TBC

ATTENTION: Mr Siphamandla  
Zulu

Your Reference: Onkweni

Date: 05 July 2019


Dear Sir,

**DISTRICT ROAD 1730; PROPOSED ONKWENI FILLING STATION SITUATE ON PORTION 4 OF THE FARM RESERVE No. 20 No.15840 REGISTERED DIVISION GU: SITUATE IN THE BULUWANE AREA OF NONGOMA: SITUATE IN THE ADMINISTRATIVE DISTRICT PROVINCE OF KWAZULU-NATAL.**

1. With reference to your letter dated 17 May 2019, in connection with the abovementioned proposed **ONKWENI FILLING STATION** (the development), I have to inform you that the Minister as the Controlling Authority as defined in the Kwazulu-Natal Roads Act No. 4 of 2001 (Roads Act), in terms of section 21 of the said Act is in favour of the proposed development as represented on the accompanying layout Plan prepared by **THAMI K'BHEKA AND ASSOCIATES CONSULTING** (pty)ltd subject to the following conditions:

2. A new bell mouth access designed (by a Registered (ECOSA) Civil Engineer) to B1 standard as shown in the attached drawing shall be constructed to serve the site. The design should be approved by this department's Geometric Design Chief Engineer prior to construction.
3. In terms of section 13 of the Kwazulu-Natal Provincial Roads Act No. 4 of 2001, no new 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 expropriated road reserve boundary of District Road 1730.
4. The road reserve boundary shall be determined in consultation with this Departments Road Information Services, (Tel: 033 355 8600).

*proposed by through condition*

  
5/07/2019

5. Upon the approval of the road design plan by the Chief Engineer, a minimum of 10 working days notice shall be given to the Cost Centre Manager ULUNDI, (Nozipho Ngcobo, Telephone: 035 879 8100) regarding the intention to commence construction.
6. A safe sight distance shall be maintained at all times by cutting of grass or other vegetation on either side of the access.
7. It is also advised that in term of section 10 (2) (d) of the said Roads Act, this Department reserves the right to amend or cancel the authorization of access or service road.
8. All costs incurred as a result of these requirements shall be borne entirely by the developer.
9. Adequate parking facilities must be provided within the property itself.
10. Please note that this department does not intend to implement any road upgrades in this location for the foreseeable future.

Yours faithfully



**Nobile Zondo: Chief Engineer-Geometric Design**

CC: Wlodek Gorny, CC: Siboniso Mbhele, CC: Bheki Mthethwa, CC: M Sithole (KwaDukuza Municipality)

1.

*responsibility towards mobility*



TABLE 1: DESIRABLE USAGE AND DIMENSIONS FOR TYPE B1/B3 ACCESS

USAGE	MIN. DESIRABLE WIDTH (M)	MIN. DESIRABLE WIDTH (M)
Presumably heavy vehicles > 30t	7.00	10.00
Presumably heavy vehicles < 30t	5.00	8.00
Presumably light vehicles > 20 vtd	5.00	7.00
Presumably light vehicles < 20t	3.00	5.00

- NOTES:
- Type B1 accesses are recommended for secondary and tertiary road intersections and roads serving future developments.
  - Pipe culverts are to be provided when necessary to maintain longitudinal drainage. The pipe shall be manufactured of concrete or galvanized metal with a minimum diameter of 450mm. The pipe shall be sufficiently long to clear the fall slopes.
  - The access layout shall be designed and constructed such that stormwater from the access will not run onto or across the road surface.
  - The proposed layout shall be constructed as directed by the Engineer.
  - Construction is only permitted in selected areas where the cost of surfacing roads be unnecessarily high. A concrete wedge 15m wide and 1.5m deep shall be provided to protect the pavement edge.
  - When two roads intersect, the numerical difference of the greatest first order) should not exceed 10% with a maximum upper of 5% on the main road.
  - Minimum access gradient to be 4% upgrade and 5% down grade.

