

FROM

(FRI) JUL 4 2008 10:48/ST. 10:41/No. 7610309530 P 2

202



DEPARTMENT OF PUBLIC TRANSPORT, ROADS AND WORKS  
DEPARTEMENT VAN OPENSARE VERVOER, PAAIE EN WERKE  
LEFAPHA LA DIPALANGWANG TSA SETJHABA, DITSELA LE MESEBETSI  
UMNYANGO WEZOKUTHUTHA WOMPHEKATHI, EZEMIGWAQO NEZEMISEBENZI

Ms P.B.G. Nxelwala

2008-06-06

1/1/3/1/3 - 18885

Messrs Area Manager: Development Planning  
Boksburg Customer Care Centre  
P.O. Box 215  
**BOKSBURG**  
1460

Sirs

**PROPOSED TOWNSHIP: DELMORE PARK EXTENSION 7**

**DISTRICT: EKURHULENI**

With reference to your letter 7/2/23/7 dated 30 January 2008, we wish to inform you that this Department has no objection to the township subject to the following information and conditions being applied.

1. EXISTING AND PROPOSED ROADS

The following future transport infrastructure are affected by the layout of the above-mentioned proposed township:

- 1.1 Future road K110
- 1.2 Future road PWV 13 (P157-3)

---

Sage Life Building, 41 Simmonds Street, Private Bag X83, MARSHALLTOWN, 2107  
Tel No : (011) 355 7041 Fax No : (011) 355 7181

## 2. CONDITIONS

### 2.1 ROAD OR STREET WIDTHS AND BOUNDARIES TO BE ADOPTED IN THE TOWNSHIP DESIGN

Provision must be made for the following existing and/or future road widths and boundaries in the township design.

#### 2.1.1 Future road **K110**

Future road **K110** with varying widths as planned vide plan **PRS91/57/6LYN** which has been accepted and published in terms of section 10(3) of the Gauteng Transport Infrastructure Act **must** be excluded from the township.

#### 2.1.2 Future road **PWV 13**

Future road **PWV13** with varying widths as planned vide plan **PRS91/57/3LYN** which has been accepted and published in terms of section 10(3) of the Gauteng Transport Infrastructure Act **must** be excluded from the township.

NOTE: Road centerlines and or boundaries must in all instances be established in conjunction with and to the satisfaction of the Department of Public Transport, Roads and Works.

### 2.2 REGIONAL BUSINESS- AND/OR COMMUNITY CENTRE(S)

Should this application include a regional business- or community centre, a Traffic Impact Study, indicating road upgrading, must be submitted for evaluation. This could result in further conditions being specified. This, together with the layout of parking bays and access roads shall be subject to the approval of the Department of Public Transport, Roads and Works. The applicant shall further guarantee that sufficient additional parking can be provided in the event of serious traffic congestion owing to the presence of the business centre.

### 2.3 ACCESS(ES)

No direct access will be allowed to the road **K110** at all. Ingress to and egress from the road **K110** will be **provisionally** allowed through road marked **Du Preez Street** and shall also comply with the requirements of paragraphs 2.3.1 to 2.3.5

**This access point will only be valid if; all the geometric requirements (i.e. sight distances, gradients, acceleration- and deceleration- lanes, etc.) that might be required by the Department can be met.**

**Notice must be taken that this access is not for this development only, but for the area as a whole and no access control gates may be erected on this access road. Said access road should be planned as a class 3 road in accordance with the standards of the local authority.**

Provision must be made for the road reserve splays at the access point to road K110, between points marked A<sub>8</sub> and A<sub>9</sub>, as indicated on Plan: 18885/1 annexed hereto. (Refer to typical plan GRP 5/1, for splay measurements).

The street marked **Du Preez Street** must be at least **25m** wide and must be determined in conjunction with the Local authority.

**This width is the minimum street width required. However, a wider street reserve might be required, depending on site-specific characteristics. To ascertain the required street reserve width, a detailed investigation must be undertaken at the access point taking the existing and future design of the provincial road into account.**

**The final street width must be confirmed with the Department.**

Access to the access street will not be allowed nearer than **100m** from the road reserve of the above mentioned road(s).

**This distance is the minimum requirement. A detailed investigation must be undertaken to determine if this distance is sufficient so as not to have any adverse effect on the construction of the provincial road take the future design of the provincial road into account.**

**The final distance must be confirmed with the Department.**

**After all the above have been complied with, will the access be confirmed**

The access must be constructed before any development takes place.

The right to access will be revoked immediately if the access is not constructed before development takes place.

No direct access will be allowed to the road K110 at all, therefore paragraph 2.3.1 to 2.3.5 are not applicable for said roads.

Where a temporary access is granted for this township, it shall not form part of the conditions for Township Establishment, but for such an access paragraphs 2.3.1 to 2.3.5 will also be applicable.

2.3.1 Any access to the township, whether it is permanent or temporary, shall be built to the satisfaction of the Department of Public Transport, Roads and Works before it is used. Any such access may be constructed in two phases, viz.;

2.3.1.1 A temporary low cost construction which shall be built by the applicant, and which shall be followed by a permanent construction to be built by the applicant/Local Authority (whoever is responsible for the construction of streets in or for the township) simultaneously with the construction of the streets in or for the township.

In the absence of any streets in the township, such permanent construction shall be done to co-incide with the installation of other engineering services, but in any event, before the construction of any structures on the erven in the township.

2.3.1.2 No access as contemplated in par.2.3.1.1 shall be commissioned without the written permission of the Department of Public Transport, Roads and Works having been obtained.

2.3.2 Geometric design and building specifications of the access/streets

For the construction of the access whether temporary or permanent, the applicant shall submit to the Department of Public Transport, Roads and Works, for approval, plan(s) prepared and signed by a Professional Civil Engineer, in accordance with Departmental requirements.

2.3.3 The applicant/Local Authority responsible for the construction of the access

2.3.3.1 After the plans and specifications stated in paragraphs 2.3.2. have been approved by the Department of Public Transport, Roads and Works, the applicant shall build the temporary/permanent access at his cost under the supervision of a Professional Civil Engineer to the satisfaction of the Department of Public Transport, Roads and Works. This work shall be executed in accordance with the requirements of paragraph 2.3.1. On completion of the work, the Professional Civil Engineer shall certify that the work has been carried out in accordance with the approved plan(s) and specifications. The certificate shall be handed in to the Department of Public Transport, Roads and Works.

**NOTE :** The above planning and design specifications must clearly show over which parts and how far inside the township the bitumen surface of the access road(s) shall stretch.

**2.3.4 Permission to work inside the road reserve**

The applicant/Local Authority shall not commence with any work inside the road reserve until he has obtained written approval from the Department of Public Transport, Roads and Works to do so.

**2.3.5 Indemnity of the Administrator against claims**

During the construction of the access inside the road reserve, the applicant/Local Authority shall take the necessary precautions to regulate the traffic satisfactorily, and to safeguard the traffic against accidents. He shall at his own cost erect barriers, road signs in both official languages and employ flagmen to the satisfaction of the Professional Civil Engineer, but with the proviso that the Department of Public Transport, Roads and Works (or his representative) may instruct the Professional Civil Engineer on the precautions taken to safeguard traffic, and these instructions are promptly executed at the sole cost of the applicant/Local Authority.

The applicant/Local Authority shall indemnify the Department of Public Transport, Roads and Works, its officers or workers against any claims arising out of any death of or injuries to any person or damage to any property whatsoever (including services such as water pipes, telephone or electric cable, etc.) caused by or resulting from the activities of the applicant in the road reserve.

Where someone other than the State or Local Authority is responsible for the construction of the access, the applicant shall take out a policy covering him to the amount of R100 000 (one hundred thousand rand). This is necessary to enable the applicant to comply with the above requirements. Before any work is done in the road reserve, the applicant shall deliver proof that the policy has been taken out and all costs of it have been paid in full.

**N.B.** No work shall be executed inside the road reserve until the relevant plans and specifications stated in paragraphs 2.3.2.1 and 2.3.3.1 have been approved by the Department of Public Transport, Roads and Works.

#### 2.4 LINES OF NO ACCESS

No ingress to or egress from the above road will be allowed along the lines lettered A<sub>1</sub>-A<sub>2</sub>-A<sub>3</sub>-A<sub>4</sub>-A<sub>5</sub>-A<sub>6</sub>-A<sub>7</sub>-A<sub>8</sub>-A<sub>9</sub>-A<sub>10</sub>-A<sub>11</sub>-A<sub>12</sub> as shown on the plan mentioned in paragraph 5.1 in red (solid).

#### 2.5 PHYSICAL BARRIER

A physical barrier, which is in compliance with the requirements of EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978 shall be erected on the lines of no access as described in paragraph 2.4.

#### 2.6 SERVICE ROADS

2.6.1 Service roads shall be remote and separated from the road by means of at least one row of erven. (Refer to Typical plan GTP 3/2-case 3).

2.6.2 Parallel service roads shall as far as possible be continuous with existing or planned service roads so as to relieve the traffic volume on the main roads. Therefore, existing and planned parallel service roads in consecutive townships shall be shown on a key plan, to the satisfaction of the Department of Public Transport, Roads and Works.

#### 2.7 BUILDING RESTRICTIONS AREA(S)

Building restriction areas, which are in compliance with the requirements of EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978 shall be provided. The building restriction lines are shown in green (dotted) on the plan mentioned in paragraph 5.1.

No buildings or structures may be erected within the building restriction of 16 metres from the reserve boundary of road K110 and 30 metres from the reserve boundaries of road PWV13 for multiple story residential use and 20 metres from the reserve boundaries of road PWV13 for single story residential and any other uses.

## 2.8 LAND USE ALONG THE ROAD(S)

Land uses of erven abutting on the lines of no access shall be in accordance with EXECUTIVE COMMITTEE RESOLUTION 1112 of 26 June 1978.

### 2.8.1 The Provincial Government shall not be responsible for the cost of (Acoustic Screening) Noise Barrier

The applicant / Local Authority shall be responsible for any costs involved in the erection of Acoustic Screening, if and when the need arises to erect such screening. This stipulation, alternatively, if not accepted by either of the above parties, must be made a condition of township establishment so that the owners of the erven which are within a distance of 95m from the centerline of the effected road(s) are liable for the erection of such screening.

2.8.2 Erven adjacent to road K110 must be approximately the same area as other erven after the 16m building restriction line has been taken into account, and erven adjacent to road PWV13 must be approximately the same area as other erven after the 20/30 m building restriction line has been taken into account

## 2.9 STORMWATER DRAINAGE

2.9.1 Section 84 of Roads Ordinance 22 of 1957 is still applicable. Part 4, Sections 40, 41, 46, 48 of Transport Infrastructure Act, Act No 8 of 2001, are applicable.

2.9.2 The Township Owner is responsible for acceptance, handling and disposal of stormwater. The whole natural catchment above and below the proposed Township must be given consideration.

2.9.3 No alterations to the existing catchment will be allowed without the approval from this Department and/or the relevant Authorities. If alterations are contemplated, a well-motivated concept discussing all possible alternatives must be presented for approval at the stage of Services Report compilation.

2.9.4 If the Township area constitutes only a part of the total effective drainage area this Department, nevertheless, will require a drainage system adequate for the total effective drainage area and which may allow for the final development.

2.9.5 All changes in the run-off resulted from the proposed development must be accommodated within the Township and the discharge must be effected in the general direction of the natural contours.

- 2.9.6 If crossing of the provincial road is unavoidable it should be done in the shortest possible way, with taking into account the latest departmental planning.
- 2.9.7 The Township Owner shall be responsible for the construction of the drains within the road's boundaries. Further disposal of stormwater must be acceptable to **all parties** concerned.
- 2.9.8 The Township Owner to agree on costs apportionment with the Local Authority. This Department will not contribute to the cost of stormwater structures.
- 2.9.9 For design guidelines of the drainage system proposal applicant is referred to the following documents:
- Code of Procedure: Structures (Gautrans)
  - Guidelines on the Planning and Design of Township Roads and Stormwater Drainage (SAICE)
  - Drainage Manual (Draft) and Typical Drainage Plans, series 2000.
- 2.9.10 **The Services Report containing the stormwater design proposal must be submitted to this Department for approval at the time of the application, i.e. before Township Proclamation.**
- This condition must form part of the pre-proclamation conditions of the township**
- 2.9.11 No construction of the drainage structures may commence without written permission (the Wayleave) from this Department.
- 2.9.12 The Local Authority or the authorized person acting **on behalf** of the Local Authority should lodge the application for a wayleave.
- 2.9.13 Wayleaves will only be considered for the Townships, for which Services agreement has been signed.

2.10 THE PROVINCIAL ADMINISTRATION NOT RESPONSIBLE FOR THE COST OF THE DRAINAGE SCHEME

The applicant/Local Authority (whoever is responsible for the drainage of the township) shall build the drainage scheme at his cost simultaneously with the construction of the roads and the drainage scheme for the township.



2.11 FINAL APPROVED PLAN TO BE RECEIVED WITHIN 10 YEARS

The final approved plan showing the layout of the township shall be supplied to the Department of Public Transport, Roads and Works within 10 years of the date of acceptance of these conditions by the applicant, otherwise the application shall be submitted to the Department of Public Transport, Roads and Works for reconsideration of these conditions and revision as he deems necessary.

2.12 TRACING TO BE AMENDED

The letters/dimensions stated in the above conditions must be shown on the original tracing of the layout plan before any further prints are made.

2.13 REVISED/AMPLIFIED PLAN

5 Copies of the revised/amplified plan, together with the applicant's written acceptance of all the above conditions, must be submitted to the Department of Public Transport, Roads and Works.

3 TRAFFIC IMPACT STUDY

If this application results in a traffic generation of more than 50 peak hour vehicle trips, this Department must be supplied with a traffic impact study addressing in all road improvements that might be required on provincial roads.

Note: all road improvements will be to the account of the developer.

**This condition must form part of the pre-proclamation conditions of the township**

4. DEPARTMENT OF PUBLIC TRANSPORT, ROADS AND WORKS ENTITLED TO REVISE THESE CONDITIONS

I reserve the right to revise these conditions at any time before I receive the final written acceptance of them by the applicant.

5. PLANS TO BE READ WITH THESE CONDITIONS

The following plans will serve as explanation of the above conditions and shall be read with the conditions:

5.1 Township layout plan 18885/1(as amended 03/06/2008)

5.2 PRS91/57/6LYN (K110)

5.3 PRS91/57/3LYN (PWV13)

5.4 Typical plans GTP 5/1 and GTP 3/2.

6. DESIGN PLANS AND SPECIFICATIONS TO BE READ WITH THESE CONDITIONS

The following shall be read with these conditions:

6.1 Design plans and specifications mentioned in paragraphs 2.3.2.

7. It will be appreciated if you would kindly ensure that all the above conditions are included in the Town Planning Scheme, or the establishment conditions.



9-0-90-0007

2008-06-06

DEPUTY DIRECTOR: RIBBON DEVELOPMENT  
DEPARTMENT OF PUBLIC TRANSPORT, ROADS AND WORKS







