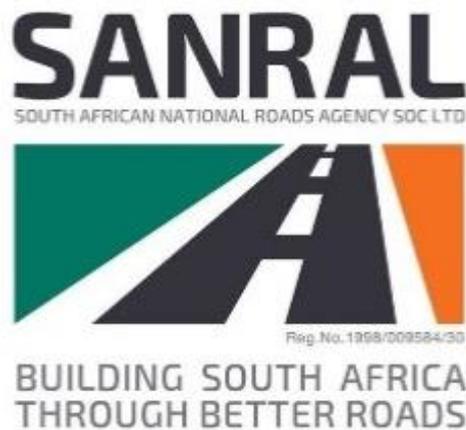


# **The South African National Roads Agency (SOC) Limited**



## **POLICY FOR REST AND SERVICE FACILITIES ON NATIONAL ROADS**

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# 1. INTRODUCTION

The South African Roads Agency SOC Limited (SANRAL), was established in 1998 as an independent, statutory company registered in terms of the Companies Act. The South African Government represented by the Minister of Transport, is the sole shareholder and owner of SANRAL.

SANRAL is tasked with financing, developing, controlling, planning, maintaining and rehabilitating national roads within the framework of government policy.

The Application Procedure for Direct Access to Class 3 Service Areas along National Roads for access to Rest and Service Facilities (RSF) were drafted in January 2003 and used predominately on Class 1 roads. However, over the years since, SANRAL has taken over a number of Class 2 and Class 3 roads. The purpose of this document is to clearly define the requirements and standards for application for Rest and Service Facilities on all National roads, irrespective of the functional classification. This policy is a specific application of SANRAL's statutory powers regarding access to and egress from a National Road (Section 44 and Section 48) and may therefore on occasion deviate from the guidelines for "Access to and Egress from a National Road" as contained in the Statutory Control Guideline Manual.

In terms of SANRAL's Act, and aligned with SANRAL's business development objectives, SANRAL may charge a levy as a condition in terms of the approval granted. This policy determines the levies to be charged.

## 2. POLICY STATEMENT

To establish a policy framework for the location, scale and limits of Rest and Service Facilities (commonly often referred to as filling stations) and their ancillary development, along national roads.

### **2.1 Background and Principles**

2.1.1 The Southern African Development Community Road Traffic Signs Manual (RTSM) makes reference to 3 types of Rest and Service Areas, namely:

i) Rest Area Class 1

Basic Requirements – tree shade, rubbish bin and table and bench

ii) Service Area Class 2

Basic Requirements – roofed shade, toilets, braai, rubbish bins and table and benches

iii) Service Area Class 3

Basic requirements - roofed shade, toilets, braai, rubbish bins and table and benches; fuel; restaurants (for light and heavy vehicles and passengers). Additional criteria include :

- a) fuel and restaurant facilities shall comply with warrants for these type of facilities
- b) a wide range of additional facilities may be provided;
- c) the facility may qualify for the use of a primary name on the tourism signs provided

- 2.1.2 This policy sets out the provisions for the full Rest and Service Facility (RSF), classified as Service Area Class 3, on National Roads.
- 2.1.3 Apart from the provision of refuelling opportunity, Rest and Service Facilities perform an important function in terms of road safety by providing opportunities for drivers to take breaks during their trip or have a reasonably safe refuge in case of perceived or real safety concerns and emergencies.
- 2.1.4 To meet the objectives of providing services to long distance road users, the basic requirements for Rest and Service Areas as described in Chapter 4 of Volume 2 of the Southern African Development Community Road Traffic Signs Manual (RTSM) should be met.
- 2.1.5 In addition, there exists a need for differentiation of specific restrictions and needs for the different classes of roads and the environment , namely:
- I. Rest and Service Facility (Urban)
  - II. Rest and Service Facility (Rural)
  - III. Maxi Service Areas
  - IV. Exclusive Truck Stops
- 2.1.6 It is important that the land use rights on the property allows for the proposed use and layout as contained in a Site Development Plan of the RSF of which will be approved by SANRAL.
- 2.1.7 The provisions described in this policy will have effect in all regions of SANRAL in South Africa and applies to all applications from a National Road or within a 500m radius of an intersection with a National Road.
- 2.1.8 RSF's should not compromise the mobility of a national route or its functional classification.
- 2.1.9 The provision of an RSF should not impair the future development and access requirements of the road network in the vicinity of the RSF, including future upgrading of the national road.
- 2.1.10 This policy classifies the applications based on the road functional classification, traffic volumes and the environment.
- 2.1.11 All applications for facilities will ensure compliance to the SANRAL Transformation Policy.
- 2.1.12 RSF's aim to improve general road safety and reduce driver fatigue on long distance trips. They should therefore not be destinations or traffic generators. In cases where the envisaged land use can be interpreted as including traffic generators, the application must be treated as a conventional development application and not in terms of this policy.
- 2.1.13 This policy seeks to restrict the size of such facilities and nature of the business to ensure that the RSF's do not become trip generators or destinations. Any planned RSF facility that exceeds the stipulated target size in this document will be considered as a normal traffic generating development, and access will therefore be subject to the access requirements of the COTO TRH26 – South African Road Classification and Access Management Manual.
- 2.1.14 Apart from the normal services provided at RSF's, these facilities may also be utilised to provide additional services to the travelling public such as public transport facilities, toll operations facilities, etc.

- 2.1.15 Accesses should comply with road safety and geometric design principles and standards of the SANRAL.
- 2.1.16 Where the specific guidelines do not provide clear and adequate detail, the proposed design solution should be developed by a Registered Professional Engineer before it will be considered by SANRAL.
- 2.1.17 Approval will be granted for a period of 9 months from the date of the letter unless otherwise specified. If an extension is required, it should be made timeously to SANRAL. Only a single extension per stage will be granted. Exceptional circumstances will be considered on a valid motivation.
- 2.1.18 SANRAL has no development or operational role in relation to private sector facilities in the vicinity of the national road network, even though the developments in question might include services for motorists. SANRAL does, however have a role to play as part of the planning process and approval of access to these facilities, which is set out herein this policy document.
- 2.1.19 Any deviation of the requirements of this policy will be subject to approval by SANRAL, based on a formal motivation and limitations of traffic generation.
- 2.1.20 The technical evaluation for direct access off a national road does not constitute approval. Final approval can only be granted by the Board of SANRAL. All preceding work, even if supported by SANRAL employees, is therefore undertaken at the sole risk of the applicant.
- 2.1.21 SANRAL reserves the right as per Section 44 and 48 of the Act to close the access to the facility if it is deemed that the use of the access is abused (not for the intended purpose that was applied and approved or where no approval was granted).
- 2.1.22 SANRAL will not carry risk with regards to any or all expenses, approvals or applications gained prior to SANRAL's approval for access for the proposed facility. SANRAL will only approve any such facilities in accordance with the provisions of this policy.

# 3. ABBREVIATIONS

AADT	Annual Average Daily Traffic
COTO	Committee of Transport Officials
GLA	Gross Leasable Area
LOS	Level of Service
RSF	Rest and Service Facility
SANRAL	South African Roads Agency SOC Limited
RTSM	Southern African Development Community Road Traffic Signs Manual
TMH16	South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual, COTO
TRH26	South African Road Classification and Access Management Manual
VAT	Value Added Tax

# 4. LEGISLATIVE FRAMEWORK

## 4.1 SANRAL Act

Informal access to the national road network is prevented in terms of the SANRAL Act<sup>1</sup> 7 of 1998 where clause 44 states that

*“(1) No person may—*

- (a) take a vehicle onto a national road except at an entrance provided for that purpose;*
- (b) take a vehicle off a national road except at an exit provided for that purpose;*
- (c) enter a national road which is fenced, except at an entrance provided for that purpose;*
- (d) leave a national road which is fenced, except at an exit provided for that purpose.”*

*Section 48 – Structures and other works on, over or below national roads or certain other land*

*48. (1) Except as provided in subsection (2), no person may do any of the following things without the Agency’s written permission or contrary to that permission, namely—*

- (a) on or over, or below the surface of, a national road or land in a building restriction area, erect, construct or lay, or establish any structure or other thing 5 (including anything which is attached to the land on which it stands even though it does not form part of that land);*
- (b) make any structural alteration or addition to a structure or that other thing situated on or over, or below the surface of, a national road or land in a building restriction area;*
- (c) give permission for erecting, constructing, laying or establishing any structure or that other thing on or over, or below the surface of, a national road or land in a building restriction area, or for any structural alteration or addition to any structure or other thing so situated.*

*(2) Subject to any condition imposed under section 49(3)(a)(iii) or (iv), the provisions 15 of subsection (1), except in so far as they prohibit the erection, construction, laying or establishment of a structure or other thing on or over, or below the surface of, a national road, do not apply to—*

- (a) a structure erected or constructed by the South African Rail Commuter Corporation Limited on land under its control;*
- (b) any dwelling on a farm and any other structure on a farm used only for farming operations in the true sense.*

*(3) (a) The Agency, in its discretion, may give or refuse its permission in terms of subsection (1).*

*(b) When giving permission, the Agency may prescribe—*

- (i) the specifications to which the structure, other thing, alteration or addition for which permission is asked, must comply;*
- (ii) the manner and circumstances in which, the place where and the conditions on which the structure, other thing, alteration or addition may be erected, constructed, laid, established or made; and*

(iii) *the obligations to be fulfilled by the owner of the land in question if the structure, other thing, alteration or addition is erected, constructed, laid, established or made.*

(4) (a) *If an obligation to remove a structure or other thing is prescribed by a condition imposed under subsection (3)(b), the Registrar of Deeds having jurisdiction in respect of 35*

*the area concerned must, at the written request of the Agency, note the obligation on the title deed of the land affected thereby and in the appropriate register kept by that Registrar.*

(b) *The costs in connection with that noting must be paid by the person to whom the permission has been given.*

(c) *The Agency may enforce compliance with an obligation that has been so noted.*

(d) *The provisions of section 49(6)(a) and (b), reading in the changes necessary in the context, will apply to an obligation so noted.*

(5) *Where a person without the permission required by subsection (1) or contrary to any permission given thereunder, has erected, constructed, laid or established a structure or other thing or has made a structural alteration or addition to a structure or other thing or given permission therefor, the Agency by notice in writing may direct that person to remove the unauthorised structure, other thing, alteration or addition within a reasonable period which must be stated in the notice but which may not be shorter than 30 days calculated from the date of the notice.*

(6) *If the person to whom a notice has been issued in terms of subsection (5), fails to remove the structure, other thing, alteration or addition mentioned in the notice, within the period stated therein, it may be removed by the Agency itself which may recover the costs of the removal from that person.*

(a) *Despite the provisions of any other law, the Agency may remove or shift, to a 55 place determined by it, any structure or other thing (except a structure or thing mentioned in subsection (2)) which, before the date on which the road or route*

## **4.2 Financial Compensation to SANRAL**

The relevant section of the SANRAL Act is:

### **Funding of Agency**

34. (1) *The Agency is funded and provided with capital from—*

(i) *income generated through developing, leasing out or otherwise managing its assets within the scope of this Act;*

(j) *any other levies and any fees, rentals or other moneys charged by and payable to the Agency in terms of this Act;*

## **4.3 SANRAL Policy on Road Planning and Design**

The SANRAL Geometric Design Guidelines shall be used in the submission and assessment of applications if the Guidelines and Procedures for Direct Access to Rest and Service Facilities does not provide adequate detail.

## **4.4 TRH26 Road Classification and Access Management Manual**

The TRH26 document will apply in cases where the Guidelines and Procedures for Direct Access to RSF's does not provide adequate detail.

*COTO TMH 16 Volume 2, February 2014 & COTO TRH 26 August 2012*

*4.5.1 Access to service stations is subject to the same conditions and requirements applicable to other types of development, but with the following exemptions:*

- a) Access may be provided by means of marginal access on all classes of roads in both urban and rural areas.*
- b) Access separation requirements may be reduced as specified in this manual.*

*4.5.2. The above exemptions may only be allowed when the access is restricted to the service station only and not to a shared access with any other adjacent erven or other parts of the road network. This restriction is applicable where the access meets all the requirements provided in this chapter (i.e. if no exemptions are required to accommodate the access).*

*4.5.3. The service station may include ancillary facilities associated with the service function of the service station and which are intended to serve the driving public making use of the primary service function. The ancillary facilities may not be primary trip generators.*

#### **4.5 SANRAL Statutory Control Manual**

The Statutory Control Guideline Manual will be applicable, where statutory control will administratively deal with the building line, rezoning or other relevant town planning processes and agreement approval process.

## 5. SCOPE

### **5.1 Types of Rest and Service Facilities**

The following types of facilities are accommodated in this policy:

- 5.1.1 Rest and Service Facility (Urban), Rest and Service Facility (Rural) - a small scale service area providing a small convenience shop, parking, Automatic Teller Machines (ATM's), wash bays, and all types of fuel and additional transport related services to the benefit of the public.*
- 5.1.2 Class 3 Full Service Facility (Maxi Service Area) - a large scale service area providing an amenity building (including a convenience shop, restaurants, fast food drive-thru, washrooms and tourist information), all types of fuel (including alternative energy source(s) like electrical charging), ATM's, parking and additional transport related services as defined in 2.1..*
- 5.1.3 Exclusive Truck Stop – is a facility that provides the basic amenities to enable drivers to rest. These can include ablution facilities, washrooms, dedicated sleep areas and food services. The list of facilities and amenities allowed is detailed in Annexure A .

5.1.4 Separate GLA requirements for rural and urban areas as per the table below:

**Table 5-1: Allowable sizes for types of RSF's**

	Max size of the ancillary facilities (m <sup>2</sup> )			
	Convenience Store	Other Ancillary Services (restaurants, drive thru's etc.)	Car Wash	Total GLA
<b>RSF (Rural)</b>	150	200	5 hand wash bays or 1 automated bay	350
<b>RSF (Urban)</b>	250	250	5 hand wash bays or 1 automated bay	500
<b>Maxi Service Area</b>	250	2000	None	2500
<b>Exclusive Truck Stop</b>	250	2750	Dependent on size of facility and location	3000

- 5.1.5 RSF's should serve traffic travelling in both directions on the roadway. Facilities located on either side of the roadway are not required to be directly opposite each other, but should be close enough to be visible from one another. As a guide, it is always preferable to have the left-hand side facility upstream of the right-hand side facility. Irrespective of the type or size of the facility, adequate provision must be made for circulation of all vehicles accessing the facility, including deliveries.
- 5.1.6 Building restriction requirements will be specified by SANRAL in the zoning / rezoning / township establishment process. If the site is developed as a consent use site, the 30m (thirty) building line will be applicable to service stations according to the Statutory Control Guideline Manual. Note should be taken that this restriction is applicable to anything above or below the ground, including parking and circulation roadways.
- 5.1.7 No stores that provide alcohol will be allowed at an RSF under any circumstance.
- 5.1.8 The size of exclusive truck stops is dependent on the demand and location of the facility however it should not exceed 3000m<sup>2</sup> unless adequately motivated.

## **5.2 Class 1 Urban Road**

This policy will apply to all national roads classified as Class 1 Urban<sup>1</sup> Roads as defined in the SANRAL Act 44 and 48 of 1998. This requirement will also apply for facilities on roads that intersect with the Class 1 urban road and are located within the influence zone of the interchange terminal.

SANRAL will determine the acceptable locations for Class 3 Service areas within the Urban Class 1 network with careful consideration to future traffic growth and optimal use of SANRAL property as follows:

- 5.2.1 SANRAL will determine the preferred locations for RSF's and implement such in an open tender and in compliance with the PFMA and any other relevant legislation.
- 5.2.2 SANRAL will consider future traffic growth, road upgrades and development planning and future land use plans when considering locations. The SANRAL Roads Plan will also be considered when evaluating an application.
- 5.2.3 Ad-hoc applications on these portions of SANRAL's network will only be considered on completion of a Fatal Flaw report stating how this location will fit into the existing road masterplan. However, this does not guarantee the approval of the application.
- 5.2.4 The facility will conform to the descriptions as contained on the tender but may include inter alia some or all of the following:
- Normal RSF requirements in terms of minimum requirements
  - Interchange improvements

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<sup>1</sup> As defined in the SANRAL Act 44 of 1998

- Payment of levies
- Public transport / modal transfer facilities
- Electrical vehicle service points
- Toll office / services / parking for the SANRAL On road Services
- Period of contract and minimum hand-back requirements
- Conditions for termination of agreement

5.2.5 Along all Class 1 designated routes, irrespective of the existing technical status, planning for facilities serving motorists must be provided for each direction of traffic, whether through duplication or a grade-separated connecting road. The location must be confirmed by the applicant as being suitable to become a future interchange serving the surrounding area through a supporting road network, and the layout of the facility must allow for this eventuality. A connecting service road (either an underpass or overpass) between the facilities on both sides must in all cases be provided in a manner that accommodates future upgrading to a public road, whether for an interchange or as otherwise agreed with SANRAL as part of the road master plan.

5.2.6 The intersection must be lit at night.

### **5.3 Class 1 Rural Road**

5.3.1 Must meet the spacing requirements as per **Table 5-2** below.

5.3.2 Along single carriageway roads, a single facility serving two directions of traffic may be provided if:

- a. The AADT is less than 3000 vehicles per day.
- b. The AADT is between 3000 and 6000 and the roads' level of service is forecast to remain above LOS C for the next 20 years. Allowance as set out above must nevertheless be made for future doubling or grade separated access.

5.3.3 Along all Class 1 designated routes, irrespective of the existing technical status, planning for facilities serving motorists must be provided for each direction of traffic, whether through duplication or a grade-separated connecting road. The location must be confirmed by the applicant as being suitable to become a future interchange serving the surrounding area through a supporting road network, and the layout of the facility must allow for this eventuality. A connecting service road (either an underpass or overpass) between the facilities on both sides must in all cases be provided in a manner that accommodates future upgrading to a public road, whether for an interchange or as otherwise agreed with SANRAL as part of the road master plan.

5.3.4 The intersection must be lit at night in all cases.

#### **5.4 Class 2 / 3 Urban Road**

- 5.4.1 A conceptual road master plan to be drafted by the applicant for consultation with the affected municipality, within 2km of the site. Alternatively, if available, the existing road master plan will need to be referenced.
- 5.4.2 No spacing restrictions will apply.
- 5.4.3 The preferred location of RSF facilities will be downstream of an intersection, only 2 facilities per intersection. Full access must be provided from the intersecting road, and exit only will be allowed from the national road.
- 5.4.4 Any other location (midblock or upstream of an intersection), will be considered individually on merit taking into consideration safety and mobility.
- 5.4.5 Illegal manoeuvres to be prevented, especially across the centre line, through the use of a centre line solid barrier or other acceptable measure where the road is not a dual carriageway road with a formal median, at SANRAL's discretion alone.
- 5.4.6 The intersection is required to be lit at night in all such cases.
- 5.4.7 To incorporate public transport and pedestrian accommodation (lay-byes and public transport stops) as required, subject to a proper investigation and as per **SANRAL's Pedestrian and Public Transport Guideline Document.****

#### **5.5 Class 2 / 3 Rural Road**

- 5.5.1 Must meet the minimum spacing as set out in Table 5-2 below.
- 5.5.2 Preferable locations will be downstream of an intersection, only 2 facilities per intersection. Full access must be provided from the intersecting road, and exit only will be allowed onto the national road.
- 5.5.3 If the location of the RSF is on the intersection of 2 national roads, then full access will be considered of the minor road with the lower AADT.
- 5.5.4 Any other location (midblock or upstream of an intersection), will be considered individually on merit taking into consideration safety and mobility.**
- 5.5.5 To incorporate public transport and pedestrian accommodation (lay-byes and public transport stops) as required, as per **SANRAL's Pedestrian and Public Transport Guideline.****

#### **5.6 Changes to existing facilities**

Details of any or all redevelopment, expansion or upgrading proposals of filling station sites **MUST** be submitted to SANRAL for consideration in accordance with existing rights, conditions and obligations, but at the same time take due cognisance of all the limitations in terms of the SANRAL Act. The levy will be payable in all such cases and will apply to the full facility.

This will include:

- Upgrading/ redevelopment/ expansion of a facility
- Relocation of fuel licences
- New ownership
- Historic approvals not yet exercised
- Class 3 Maxi Service Areas
- Class 3 Facility with a Truck Stop
- Filling Station with a convenience store – Reduced Facility
- Exclusive Truck Stop
- Old rights (still valid)
- Change of Ownership – especially if an agreement was signed with SANRAL
- Facilities near Toll Plazas
- Facilities within a 10km radius of a border post – cluster developments
- Diesel Depots

## **5.7 Exclusive Truck Stops**

- 5.7.1 Applications for exclusive truck stops will be dealt with on a case by case basis.
- 5.7.2 Exclusive Truck Stops are defined as facilities which sell fuel for heavy vehicles, services for truck drivers which may include eating establishments, accommodation and truck repair services. Refer to Annexure A for a detailed list of allowable ancillary services.
- 5.7.3 If the proposed facility is a exclusive truck stop, directional demand may require immediate duplication of the facility where the road is not a freeway with a formal median.
- 5.7.4 A facility for one direction of traffic only (with no at-grade cross access), should therefore only be considered in exceptional cases with proper motivation. Illegal manoeuvres to be prevented through the use of a centre line solid barrier separating the two directions of traffic may be required in such cases.
- 5.7.5 More than one exclusive truck stop at border posts may be considered within a cluster development to encourage competition subject to proper planning of access and potential turning movements. Border control operations, including border control precinct plans may play a defining role in such cases.
- 5.7.6 If the proposed exclusive truck stop includes fuel and general facilities for light vehicles, then the spacing as per Table 5.2 applies.

## 5.8 Cluster developments

- 5.8.1 Cluster developments will be considered within 10km of a border posts. to encourage competition subject to proper planning of access and potential turning movements. Border control operations, including border control precinct plans may play a defining role in such cases.
- 5.8.2 Applications will be carefully considered together with the border post plans.
- 5.8.3 A master plan for the area needs to be developed with all the relevant stakeholders and should ensure fair competition.

## 5.9 Diesel depots

- 5.9.1 No direct access off a national road will be allowed.
- 5.9.2 Therefore no levy will apply.

## 5.10 Parking

Adequate parking within the service and the rest area is an important requirement and the developers must provide the necessary space and capacity. Parking calculations according to the size of the facility and the demand will provided in the **Rest and Service Facilities Guidelines**.

## 5.11 Spacing between Facilities

On National Roads, the minimum allowed spacing between RSF's road classification. Spacing less than these limits **will not be approved**, unless in the sole opinion of the SANRAL, it directly benefits the road user, the economy and the opportunity for work creation can be considered desirable.

**Table 5-2: Spacing between Facilities**

Road	Type	Spacing (Kilometre)
Class 1	Urban	10 km
Class 1	Rural	30 km
Class 2 / 3	Urban	0 km
Class 2 / 3	Rural	20 km

### **5.12 Pedestrians and Public Transport**

- 5.12.1 Where the facility is located along a public transport route, provision should be made in the design to accommodate pedestrian and public transport facilities downstream of the cross road, before or at the access to the RSF.
- 5.10.2 The above should meet the requirements of **SANRAL's Pedestrian and Public Transport Guidelines**.

### **5.13 Land Ownership**

- 5.11.1 Land ownership should be investigated by the applicant and addressed in the application to SANRAL.
- 5.11.2 Where the land is owned by the developer, allowance should be made for the donation of part of the road reserve to accommodate future interchanges or intersection widening.

### **5.14 Land use and size of the Convenience Store**

A motivation for the size of the convenience store and ancillary land uses, that are included at the filling station, must be submitted. The proposed Site Development Plan must be approved by SANRAL. The maximum allowable GLA for each type of RSF is given in Table 5.1 above.

# 6. APPLICATION PROCEDURES

## 6.1 General

SANRAL will identify locations for facilities on Class 1 urban roads and will call for public tenders for each location.

Applicants that apply to construct a facility on Class 1 rural roads or Class 2 and 3 roads will have to follow a three-stage process:

**Table 6-1: Stages of Application**

Stage	Description
<b>Pre – Approval Stage</b>	<b>Application form with requirements and Conceptual layouts</b>
Stage 1	Review of <b>preliminary design</b> and any / all further information required as per the guidelines. Draft agreement between parties.
Stage 2	Review of <b>detail designs</b> and approvals by relevant specialist and any / all further information required as per the guidelines. Final Agreement and financial compensation arrangements.
Stage 3	Construction and as built drawings with <b>Close Out</b> and any / all further information required as per the guidelines.

# 7. FINANCIAL COMPENSATION

## **7.1 Levy percentage**

- 7.1.1** All filling stations or rest and service facilities granted direct access from roads owned by SANRAL, will be required to contribute a levy on all petroleum products sold on the property as well as a levy on the gross turnover value (excluding VAT), of all other sales on the property. The quantum of these levies is determined at the sole discretion of SANRAL, and may be reviewed from time to time
- 7.1.2** The levy to be applied to the various types of facilities will be an addendum to this policy.
- 7.1.3** The above levy will also apply to applications for exclusive truck stops.
- 7.1.4** The owner or operator which enters into an agreement with SANRAL, will be required to submit annual audited statements to SANRAL to confirm the amount of the levy and provide proof of payment thereof within one month of the end of the financial year as applied by SANRAL.

The levy is as approved by the SANRAL Board and can be found accessing the following link <https://www.nra.co.za/service-provider-zone/rest-facilities-policies-rate-card/> . The rate card is further provided in Figure 7-1.



# Rest and Service **FACILITIES RATE CARD**

In line with both its **Horizon 2030 and Business Development Strategy**, SANRAL embarked on a process to revise the levies charged to Rest and Service Facilities, noting that the previous rates had been in place since SANRAL's inception and had not been revised. This is in line with SANRAL's aim of generating its own revenue, sweating its assets and ensuring that commercial terms are fair and market related. The Rest and Facilities Rate Card has been approved by the Board and replaces the previous levy amounts. The revised rates continue to be based on a percentage of actuals (gross sales/turnover) and apply a consistent methodology. EXCO has also made a number of pronouncements with regard to Rest and Service Facilities that include no more automatic renewals and that the term of the agreement should not be the default 30-year period.

Class of Road*	Type of Facility	GLA (rounded nearest figure) - M2	Levy on Ancillary Services	AADT (veh/day)	Levy of Petroleum Products	Comments
Class 1 Urban	Maxi Facility RSF Urban	300	Tender dependent	< 5000	Tender dependent	Tender dependent and regions to issue their own tenders.
		500	Tender dependent	5000 - 50 000	Tender dependent	
		2500	Tender dependent	> 50 000	Tender dependent	
Class 1 Rural Class 2 Urban Class 2 Rural	RSF Urban Maxi Facility RSF Rural	350	5.00%	< 5000	2.00%	Max combined levy is 7.0%
		350	5.00%	5000 - 50 000	2.50%	Max combined levy is 7.5%
		350	5.00%	> 50 000	3.00%	Max combined levy is 8.0%
		500	6.00%	< 5000	2.00%	Max combined levy is 8.0%
		500	6.00%	5000 - 50 000	2.50%	Max combined levy is 8.5%
		500	6.00%	> 50 000	3.00%	Max combined levy is 9.0%
		2500	7.00%	< 5000	2.00%	Max combined levy is 9.0%
		2500	7.00%	5000 - 50 000	2.50%	Max combined levy is 9.5%
		2500	7.00%	> 50 000	3.00%	Max combined levy is 10.0%

\*Classification is based on TRH26



**Figure 7-1: Rest and Service Facilities Rate Card**

## 8. RESPONSIBILITIES

### **8.1 Responsibilities**

The Board is accountable for compliance to this policy and subsequently will review this Policy annually.

Implementation will be in conjunction with other relevant departments and all regions of SANRAL.

## 9. LINKS TO OTHER POLICIES AND GUIDELINES

- This document precedes the Guidelines and Procedures for Direct Access to Rest and Service Facilities and Other Roadside Facilities (Version 1)
- Procedures for Road Planning and Geometric Design
- Guideline for Pedestrian and Public Transport Facilities on National Roads
- Statutory Control Manual
- Transformation Policy
- Roads Plan

# 10. REFERENCES

- SANRAL, The South African National Roads Agency Limited and National Roads Act 7 of 1998
  - SANRAL, Procedures for Road Planning and Geometric Design, 2003
  - Committee of Transport Officials (COTO), TMH16 – South African Traffic Impact Assessment Standards and Requirements Manual, 2014
  - Department of Transport, South African Road Traffic Signs Manual, Volume 2, 2012
  - COTO, TRH26 – South African Road Classification and Access Management Manual, 2012
  - The Southern African development Community Road Traffic Signs Manual, 1999
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#### ANNEXURE A – Exclusive Truck Stop Facilities

- Fuel services
- Basic washrooms and amenities
- Automatic teller machines (ATM's)
- Convenience stores
- Food services i.e takeaways and restaurants
- Lighting
- Security
- Secure, adequate and suitable heavy vehicle parking (for all types of heavy vehicles)
- Shower and sleeping facilities for long distance vehicles
- Truck repair workshops
- Vehicle washing facilities
- Electrical vehicle charging facilities