



CHAPTER 05: SPATIAL DEVELOPMENT FRAMEWORK

INTRODUCTION: SPATIAL DEVELOPMENT FRAMEWORK (2017-18)

Spatial Development Framework (SDF) is a key legislative mechanism that seeks to address numerous spatial and developmental challenges of the District. A number of these challenges considered and highlighted by the SDF include:

- Fragmented and dispersed settlement patterns;
- Dilapidated and minimal bulk services infrastructure;
- High levels of unemployment;
- Lack of investment in developable land;
- Industrial decline;
- Non-functional public transport system;
- Lack of investment in the agriculture and tourism sectors respectively; and
- Environmental degradation and water challenges.

The purpose of the SDF is not to infringe upon land use rights but to guide future land uses. No proposals in this SDF regulate any land use right or exempt anyone from his or her obligation in terms of any other controlling land use schemes. The maps should be used as a schematic representation of the desired spatial form to be achieved by the district in the long term.

The Gauteng Spatial Development Framework forms the basis around which the District SDF is developed, therefore this SDF:

- Gives effect to the policies and principles as laid down in the Spatial Planning and Land Use Management Act (SPLUMA), National Spatial Development Perspective (NSDP), National

Development Plan (NDP) and the Gauteng Spatial Development Perspective (GSDP).

- Sets out objectives that reflect the desired spatial form of the district;
- Indicates desired patterns of land use within the district;
- Addresses the spatial reconstruction of the location of development within the district;
- Provides strategic guidance in respect of urban frameworks within the district;
- Sets out a land use management system in the district;
- Contains a strategic assessment of the environmental impact of the spatial development framework;
- Identifies programs and projects for the development of land within the district;
- Aligns with the spatial development frameworks reflected in the integrated development plans of neighboring municipalities;
- Indicates where public and private land development and infrastructure investment should take place;
- Identifies areas where strategic intervention is required and
- Indicates areas where priority spending is required.

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CONTEXT

There are various plans and policies that influence the Spatial Development Framework. These have been incorporated in the document in order to develop the proposals as set out in the framework.

Legislation & Policy

A number of pieces of Legislation and Policy have a direct influence on the SDF. The following legislative and policy documents have been taken into account:

- **Local Government: Municipal Systems Act, (Act 32 of 2000)**

This Act stipulates that all Municipalities prepare an Integrated Development Plan (IDP), which is the principal strategic planning instrument guiding and informing all planning and development. Chapter 5, Section 26 (e) of the Act stipulates that a Spatial Development Framework (SDF) be a component of the IDP.

- **Local Government: Municipal Structures Act, (Act 117 of 1998)**

Section 84 (i) of this Act provides for the division of functions and powers between Districts and Local Municipalities. The relevant section of the Act dealing with functions of the District is reproduced below:

“A District Municipality has the following functions and powers:

- a) Integrated development-planning for the District municipality as a whole, including a framework for

integrated development plans of all municipalities in the area of the District municipality.

- b) Potable water supply systems.
- c) Bulk supply of electricity, which includes for the purpose of such supply, the transmission, distribution and, where applicable, the generation of electricity.
- d) Domestic waste-water and sewage disposal system.
- e) Solid waste disposal sites, in so far as it relates to:
 - i. the determination of a waste disposal strategy;
 - ii. the regulation of waste disposal;
 - iii. the establishment, operation and control of waste disposal sites, bulk waste transfer facilities and waste disposal facilities for more than one local municipality in the District.
- f) Municipal roads which form an integral part of a road transport system for the area of the District municipality as a whole.
- g) Regulation of passenger transport services.
- h) Municipal airports serving the area of the District municipality as a whole.
- i) Municipal health services.
- j) Fire fighting services serving the area of the District municipality as a whole, which includes:
 - i. planning, co-ordination and regulation of fire services;
 - ii. specialized fire fighting services such as mountain, veld and chemical fire services;
 - iii. co-ordination of the standardization of infrastructure, vehicles, equipment and procedures;
 - iv. Training of fire officers.
- k) The establishment conduct and control of fresh produce markets and abattoirs serving the area of a major proportion of the municipalities in the District.



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- l) The establishment conduct and control of cemeteries and crematoria serving the area of a major proportion of 5 municipalities in the District.
- m) Promotion of local tourism for the area of the District municipality.
- n) Municipal public works relating to any of the above functions or any other functions assigned to the District Municipality.”

The first of the above mentioned functions of the District is the role of Integrated Development Planning for the entire district, a key component of which the district Spatial Development Framework is a part of.

▪ **Spatial Planning and Land Use Management Act, 2013**

The Act prescribes norms and standards for the development of land and provides principles for development planning, which include matters relating to sustainability, equality, efficiency, integration and good governance. All of which must as a result, be taken into account in the development of the Sedibeng District Spatial Development Framework.

▪ **Municipal Planning and Performance Management Regulations (Government Gazette No. 2605, 24 August 2001)**

These Regulations specify that a Spatial Development Framework (SDF) reflected in a municipality's IDP must:

- a) Set out objectives that reflect the desired spatial form of the Municipality.
- b) Contain strategies and policies regarding the manner in which to achieve the objectives.

- c) Set out basic guidelines for a land use management system in the municipality.
- d) Set out a capital investment framework for the municipality's development program.
- e) Contain a strategic assessment of the environmental impact of the spatial development framework.
- f) Identify programmes and projects for the development of land within the municipality.
- g) Be aligned with the spatial development frameworks reflected in the IDPs of neighbouring municipalities.
- h) Provide a visual representation on the desired spatial form of the municipality.

▪ **Gauteng Planning and Development Bill, 2012**

Of relevance to the SDF is chapter 3 of the Gauteng Planning and Development Bill, which directs municipalities to include the following in their Spatial Development Frameworks:

- a) A review of existing land use patterns in the municipality and a statement of issues to be addressed.
- b) A plan showing the desired pattern, including the density or intensity, of land uses.
- c) The future development of roads and transport infrastructure.
- d) A statement of priorities for the development of any particular land uses or land areas within the municipality and the strategies to be implemented to achieve such priorities.
- e) A programme for the development of any particular land uses or land area within the municipality
- f) The availability of engineering services to serve future land use development.



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- g) A programme for the provision of engineering services to serve the development of the desired pattern of land use.
- h) The methods, including the provisions of the land use scheme, to achieve the objectives of the municipal strategic development framework.

▪ **The Gauteng Spatial Development Framework, 2030**

The Gauteng Spatial Development Framework has a number of aspects that have been taken into account in the compilation of this SDF. In particular, this framework is, “premised on building Gauteng as a City Region that allows agriculture to provide a link between rural and urban economic development, shaped by infrastructure led investment”. The framework seeks to:

- Ensure the realisation of national, regional, provincial and local developmental objectives;
- Coordinate, integrate and align provincial plans and development strategies with policies of national government, provincial departments and municipalities;
- Provide spatial guidance regarding those spatial interventions or spatial structuring elements that provincial government is either jointly with national government, or exclusively responsible for, or likely to invest in;
- Make in-principle/normative pronouncements on issues that affect all municipalities in the province and which impact on the overall efficiency of the region;
- Establish a high-level regional spatial logic that makes sense even when administrative boundaries are removed; and
- Provide direction and parameters for addressing strategic issues in municipal SDFs as well as aligning and integrating such frameworks; and

- Provide directives for investment decisions by national and provincial sector departments.

▪ **National Environmental Management Act (NEMA) (Act 107 of 1998), Environmental Conservation Act (Act 73 of 1989) & National Environmental Management Air Quality Act (Act 39 of 2004)**

The above environmental legislation requires that due cognisance be taken of environmental factors in any proposed development. The Acts, in particular NEMA, outlines the procedures for environmental authorisation including that, where required, environmental impact assessments are to be undertaken for approval by the responsible department. The SDF must take into account the protection of environmentally sensitive areas.

▪ **Mineral and Petroleum Resource Development Act (Act 28 of 2002)**

The act requires that consent to mineral rights be granted by the Department of Minerals and Energy before land is developed.

▪ **Water Services Act (Act 108 of 1991)**

This act allows the municipality to divert a river course for the construction of structures within a flood line. No development on affected land can take place without the approval of a municipality.



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▪ National Land, Transport Act (Act 22 of 2000)

The Act authorizes the Department of Transport to proclaim road alignments for national and provincial roads. No development may occur on land earmarked for such roads development.

▪ Subdivision of Agricultural Land Act (Act 70 of 1970)

The Act restricts subdivision of land proclaimed as agricultural in terms of the Act. Ministerial consent must be obtained for subdivision of such land.

▪ National Heritage Resources Act (Act 25 of 1995)

The Act does not allow any developments to occur on land proclaimed as a heritage resource without prior approval of the responsible authority (Provincial Heritage Resources Agency).

▪ National Parks Act (Act 57 of 1976)

The Act sets aside areas to be proclaimed as national parks. These lands may not be developed at all.

▪ The Housing Act (Act 107 of 1997)

This Act, through the Department of Housing, provides for the development of a housing programme and the identification of areas for low income housing. The act promotes the establishment of high density areas.

Legislative and Policy Key Issues

From an analysis of the legislative and policy context, the emerging key issues for spatial development planning can be summarized as follows:

- Sedibeng needs to develop policies that support inherent strengths and intrinsic potentials of the area across municipal and provincial boundaries.
- Current disjointed policies need to be reformulated to address the strategic development of the District as a functional entity.
- Law enforcement needs to be improved.
- Policy and strategy is required for integrated planning and the prevention of sprawl.

PROVINCIAL CONTEXT

Gauteng Department of Economic Development embarked on a project to develop a long-term development plan for Gauteng province which approved in 2011. It proposed a spatial development pattern in the pursuit of planning for shared, equitable, sustainable and inclusive growth and development in the province.

The Spatial Development Framework, with which this document is concerned, is a key part of this initiative. In embarking on this initiative, the Gauteng Provincial Government seeks to:

- i. provide a clear future provincial spatial structure that is robust to accommodate growth and sustainability and also flexible to respond to social, economic and environmental shock;

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- ii. specify a clear set of spatial objectives for municipalities to achieve in order to ensure the realisation of the future provincial spatial structure;
- iii. propose a set of plans that municipalities have to prepare in their pursuit of these objectives;
- iv. provide a common language and set of shared planning constructs for municipalities to use in their planning processes and plans; and
- v. Enable and direct growth.

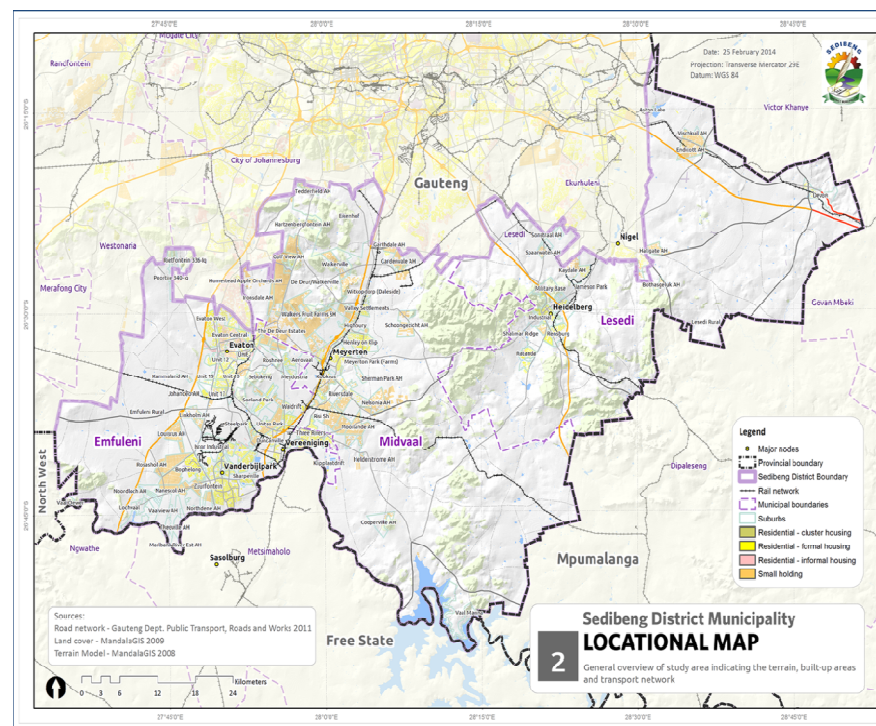
In the Gauteng Spatial Development Framework (GSDF), the Province outlines that population can increase to 18 million people by 2030 and therefore Gauteng requires a serious overhaul of its planning fundamentals to address the social, environmental and economic needs of an added 4.8 million people in the province. The GSDF has mentioned that there are too many inadequacies and inequalities that exist in the present Gauteng economic system and these are in many respects deeply embedded in failings in the spatial structure of the city region.

In addition to the GSDF there are various policies and strategies that have been developed that provide direction to municipalities with regard to the type of developments to promote in the area. Some of these documents included the Integrated Energy Strategy, Green Economy Strategy, ICT Strategy and the Innovation Strategy. Although these strategies do not directly impact on the spatial development of the regions, it does provide some guidance with regard to the types of activities to be promoted. These strategies promote manufacturing related to the green economy, better use of broadband and fibre optic infrastructure that may facilitate developments such as BPO parks.

REGIONAL CONTEXT

STUDY AREA

The study area for the Sedibeng District Spatial Development Framework includes the three local Municipalities that make up the Sedibeng District, namely Emfuleni, Lesedi and Midvaal Local Municipalities, as illustrated on the map below.



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Key Issues

From a contextual perspective, the following Key Issues need to be addressed:

- Focussed development and investment is required, taking into account spatial and economic realities and functional areas. (This will need to take into account cross municipal and provincial border issues.)
- The removal of unnecessary competition between and among municipalities is imperative.
- The outward leakage of resources, both human and economic, needs to be curtailed.
- There needs to be a clear allocation of integrated development planning responsibilities.
- Protection of resources is required, including high potential agricultural areas, environmentally sensitive areas and access to tourism facilities and amenities.
- The Sedibeng Regional Sanitation Scheme project needs to be prioritised.
- A Capital Investment Framework is needed to guide the budget, implement and monitor projects.

LOCAL CONTEXT

Emfuleni

Emfuleni Local Municipality is located on the western part of the Sedibeng District Municipality. It links “functionally” to Pretoria and the Free State. Areas of Sasolburg and Vaalpark in the Free State are economically linked to Emfuleni. According to the GSDF, Emfuleni forms the southern anchor of the greater Emfuleni-

Johannesburg-Tshwane axis. Further strengthening this southern anchor will benefit this axis as a whole, because it will facilitate movement and people and goods along this axis. In addition, the GSDF has identified Vereeniging, Vanderbijlpark and Sebokeng as important urban development nodes of provincial importance. These nodes are to be linked through rail and road networks.

Emfuleni road and rail infrastructure is well developed; the major roads and rail lines traversing the area include the following:

- The N1 linking Pretoria with the Free State continuing to Cape Town
- The K178 linking Vereeniging with the N1 and the North West Province to the west
- The K53 linking Vereeniging in the south with Johannesburg in the north
- The K59 linking Vereeniging with De Deur, Walkerville and Johannesburg to the north
- The rail line that links Vereeniging and Johannesburg to the north.

The spatial structure of Emfuleni is such that the non-agricultural and tourism land uses, namely commercial, industrial, residential and educational activities, are concentrated in a triangle formed by Vanderbijlpark, Vereeniging and Sebokeng. The agricultural activities are concentrated in the west of the municipality. Tourism activities and facilities are concentrated along the Vaal River.

The future growth of Emfuleni is based on the following objectives:

- Create an efficient urban form;
- Increase density and compactness;
- Integrate land use and transportation;
- Establish sustainable socio-economic developments;



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- Protection of open space and high-potential agricultural soils; and
- Promote urban renewal of primary CBDs.

Midvaal

Midvaal Local Municipality is located at the centre of Sedibeng District Municipality with Emfuleni on the west and Lesedi on the east. The municipal area straddles the banks of the Vaal River and the Vaal Dam in the south and extends to the borders of Johannesburg in the north-west and those of Ekurhuleni in the north east.

Major national and provincial roads traversing the municipal area include:

- The R59, a north/south route that links Vereeniging with Alberton and the N12 in Johannesburg. This route is situated in the central part of Midvaal Local Municipality area.
- The N1, which is the major national north/south National Road linking Messina, on the northern border of South Africa, to Cape Town in the south and which passes the Midvaal area adjacent to the western boundary of the municipality.
- The N3, which is the major transport link between Gauteng Province and Ethekewini (Durban) and which passes through the Midvaal area a few kilometres to the north-east border of the municipality;
- The R82, a secondary north/south route linking Vereeniging and Johannesburg via Walkerville, situated in the western parts of Midvaal.
- The M61, a secondary north-south route running parallel to the R59 linking Vereeniging and Alberton via Meyerton, Randvaal and Kliprivier.

- The R42, which runs east/west through Midvaal and links Meyerton with Heidelberg and the N17 in the Lesedi Local Municipality.
- The R551, an east/west route between the N1 and the Suikerbosrand Nature Reserve. This road merges with the R42 at the Nature Reserve.
- The R550, an east-west link between the N3, R59 and R82 in Midvaal.
- The R54, which links Vaal Marina to the R82 in Midvaal

Midvaal is largely rural/agricultural in nature. Suikerbosrand Nature Reserve and the Vaal Dam are significant natural features and important conservation/environmentally sensitive areas in the Municipal Area.

Development is concentrated in the north eastern areas, occurring around and along the R59 in the east and the R82 in the west. Urban nodes occurring along these routes include:

- R59: Waterval, Randvaal, Henley-on-Klip and Meyerton.
- R82: Tedderfield, Walkerville, Savannah City and De Deur.

The Gauteng Spatial Development Framework has identified the importance of the R59 corridor to link Johannesburg, Ekurhuleni, Meyerton and Vereeniging. The close proximity of Johannesburg to Midvaal, linked by the R59, R82, M61 and N1, has contributed to the development of residential areas in the north of Midvaal as dormitory areas for people working in Johannesburg. Recently industrial/commercial areas have also developed in the northern part of the Midvaal Municipality adjacent to the R59 route, which takes advantage of the accessibility, low land costs and proximity

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to the Johannesburg, Tshwane and Ekurhuleni Metropolitan areas.

Areas of strategic development are mainly focusing on future development along the R59 corridor, Henley-on-Klip, Vaal Marina/Mamello, De Deur, Walkerville and Savannah City. In addition, the densification of existing urban areas and emerging areas such as Riversdale is a key priority for the Municipality.

The municipality is grounded on 10 development principles which are listed as follows:

- To protect and actively manage the natural environmental resources in the Midvaal Municipal Area in order to ensure a sustainable equilibrium between agricultural, tourism, industrial, and mining activities, as well as urbanisation pressures in the area;
- To facilitate and enhance agricultural production in the municipal area by actively protecting all land earmarked for agricultural purposes;
- To promote tourism development in the Midvaal area by way of the active utilization of tourism resources available like the Vaal Dam, the Ridges Precincts, and the Nature Reserves in the area;
- To pre-actively plan, design and facilitate the establishment of a Development Corridor along the R59 freeway, and to prioritise the bulk of short to medium term urbanisation as well as the upgrading/provision of engineering services in accordance with an Urban Development Boundary;
- To facilitate the development of a hierarchy of Activity Nodes and a number of Multi-Purpose Community Centres in the Midvaal

area to ensure equitable access to social infrastructure, and to promote Local Economic Development in the Urban and Rural parts of the municipality;

- To capitalise on the strategic location of the municipality by way of regional and provincial linkages, and to establish an internal movement network comprising a hierarchy of roads which include a comprehensive public transport network and services;
- To promote the development of a diverse range of industrial and commercial activities in the Midvaal area with specific focus along the R59 Corridor and at the designated nodal points; and
- To provide for a wide range of housing typologies and tenure alternatives within the municipal area by way of clearly defined Strategic Development Areas, and to manage residential densification by way of the Midvaal Density Policy.
- To delineate an Urban Development Boundary to encourage consolidated urban development.
- To prioritise the bulk of short to medium term upgrading/provision of engineering services in accordance with the Urban Development Boundary.



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Lesedi

Lesedi Local Municipality is located in the eastern part of Sedibeng District Municipality. The municipality is traversed by the N3 and N17 national roads. The N3 is the main link between Gauteng and Durban/EThekweni in KwaZulu Natal (KZN), whilst the N17 serves to link Johannesburg to the Sasol-Secunda industrial node, KZN and Swaziland further east.

Major provincial roads traversing the municipal area include:

- R42 that links Heidelberg with Vereeniging to the south-west and Nigel to the northeast
- R29 that runs parallel to the N17
- R549 that links Heidelberg with Vaal Marina and the Vaal River in the south.
- R550 that runs east-west, linking Nigel with Devon
- R23 that links the area with Balfour in the south east and Benoni to the north.
- R51 linking Nigel with Balfour
- R548 linking Balfour with Devon
- R103 that runs parallel to the N3 freeway.

Lesedi is largely rural/agricultural in nature, with Heidelberg/Ratanda and Devon/ Impumelelo serving as the main urban nodes. A large number of people in these urban areas work in Ekurhuleni which lies outside of the District.

The National Development Plan and the Gauteng Spatial Development Framework have identified the N3 corridor as one of the main economic corridors in the country with a huge potential

economic spinoff. The Lesedi SDF has also identified an “Economic Corridor” (the subject of the Lesedi Nodal & Corridor Study 2009) and a “Tourism Corridor” along the R42.

The development vision of Lesedi is embedded on the following principles:

- Promote integration of social, economic, institutional and physical aspects of land development;
- Integrated land development in rural and urban areas in support of each other;
- The availability of residential and employment opportunities in close proximity to or integrated with each other;
- Optimise the use of existing resources relating to agriculture, land, minerals, bulk infrastructure, roads, transportation and social facilities;
- Promote a diverse combination of land uses, also at the level of individual stands or subdivisions of land;
- Discourage the phenomenon of urban sprawl in urban areas and contribute to the development of more compact towns and cities;
- Contribute to the correction of historically distorted spatial patterns of settlement; and
- Encourage environmentally sustainable land development practices and processes.

From the local municipality SDFs we can identify common issues that are of significant importance. Issues of densification, utilizing of existing resources, promoting Transit Oriented Developments, maximizing on agricultural potential and discouraging urban sprawl through infill/compact developments and delineation of urban development boundaries.



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These are the issues of which the district SDF has prioritized in order to create a smart and sustainable city that will not only serve the needs of the current generation but also those of future generations.

HIERARCHY OF SDFS

The SDF is structured in a hierarchical manner to provide plans that will guide the municipality with guidance for development and land use control. The plans will be the following:

- The Sedibeng District Spatial Development Framework, which should be regarded as a strategic tool, providing broad spatial direction and context to development in the district as a whole.
- Municipal Spatial Development Frameworks, which are detailed plans and aligned with the district SDF and which will contain the local spatial objectives and strategies. Nodes and corridors will also be more detailed and may have a different priority in terms of the local plans.
- Precinct Development Plans, which are development policies/land use plans for specific areas within a local municipality, and are refinements of the SDF proposals and policies. A number of areas within the local municipalities, which are subject to development pressure and are of strategic importance, requiring detail planning.

Development Issues

The identified main development issues in the Sedibeng District can be summarized as follows:

Nature of the area

Sedibeng District can be categorized as an area with low population densities compared to the rest of Gauteng. This has serious implications in terms of cost effective service delivery. The towns in the district are also far apart. Due to the long distance and low population densities, infrastructure and social service facilities provision to the rural communities, which make up 33% of the total population, is very expensive, and innovative ways to provide basic services to these communities must be sought. The bulk of municipal service provision is concentrated in the urban areas.

Infrastructure

The existing services infrastructure in the urban areas of the district is limited, and has minimal capacity to accommodate further urban development. Services backlogs are experienced in certain areas, while services upgrading is also required in certain areas, notably the previously disadvantaged township areas.

Future urban development should be concentrated in those infill/densification areas where spare bulk services capacity is already available. The unavailability of bulk infrastructure hampers on the potential growth potential of the area and is a priority to be addressed.

Economic Stagnation



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Economic growth in the district during the last few decades has failed to keep pace with population growth, and this has resulted in a general decrease in the standard of living. The spatial manifestation of the growing poverty in the area will include general urban decay, growth in informal settlements, decreasing service levels, increased informal economic activity, etc. The local economy is overly dependent on the heavy industrial sector [Arcelor Mittal, BHP Billiton, Scaw Metals etc.] and economic diversification is urgently required. Economic sectors that show potential for future growth include tourism, logistics and agriculture, investment into these sectors should be actively promoted.

Economic growth is vulnerable to fluctuations in the Manufacturing sector due to the high dominance of this sector in the economy. Alternative manufacturing activities related to the green economy should also be considered. There are also opportunities to include manufacturing of pharmaceutical products in order to reduce the dependence on the heavy industrial sector.

District Economic Performance

The economic expansion of the District is a complex matter and is dependent on a number of factors, many of which are beyond the control of individuals and beyond the influence of any form of District or local planning. However, it is clear that good planning can have a direct effect on the development and expansion of the economy.

Economic Key Issues

The economy of the Sedibeng District is not performing well relatively to other areas of Gauteng. This is despite location

advantage, available developable land, high potential agricultural land, tourism facilities, amenities and relatively well developed road and other infrastructure.

A major constraint for the economic growth of the area is the lack of sanitation capacity.

The GEGDS recognizes the need to address unemployment and poverty, which are major factors in the area, in order to develop the economy.

This GEGDS explains the strategic interventions by which Gauteng will work to make this innovating, green and inclusive economy a reality. The strategic interventions spelled out in this document are organised into 5 'strategic pillars'. The five pillars are:

- Transforming the provincial economy through improved efficiency (economic dimension);
- Sustainable employment creation (economic dimension);
- Increasing economic equity and ownership (equality dimension);
- Investing in people (social dimension); and
- Sustainable communities and social cohesion (social dimension).

These 5 pillars are designed to ensure convergence between the economic and social strategies of government, underpinned by environmental strategies to ensure sustainable resource usage. The pillars assume a strong, developmental state able to intervene to shape the economy that the province needs. Amongst other things a developmental state means strong cooperative governance and coordinated government policies that deal effectively with complex, overlapping mandates that wrap services around the people in the province who need government to work cohesively on their behalf. This GEGDS takes for granted that other policies and strategies being generated in the province address social development, environmental sustainability, and state capacity and co-operation in more detail. This strategy does not displace these other policies and strategies. However, some of the pillars refer to what is expected from other strategies in order for the province to achieve the right kind of economic development.



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Projects/actions that appear, from the analysis conducted, to be needed in the District include:

- Establishing an Agripark located on the western part of the district, which is located in the Emfuleni Local Municipality. This is the area with high potential agricultural land within the south-western portion of the Municipality;
- Establishing an empowered agricultural institution capacity in the District;
- Introducing new recreational and tourism activities around the Vaal Dam, which is currently underutilised;
- Extending the rail network into Emfuleni towards the Agripark for transportation of products to markets;
- Establishing mechanisms that benefit owners and potential end users for releasing large parcels of potentially economically productive land for development;
- Creating a robust economic and institutional relationship between Sasolburg (within the Metsimaholo Local Municipality) and Vanderbijlpark (within the Emfuleni Local Municipality) as they are economically functionally linked to each other; and
- Developing a Regional Spatial Development Framework (RSDF) to address cross-border issues between Sedibeng District and neighbouring municipalities.

The key economic issues for the expansion of the Sedibeng District Economy include:

- Diversifying the economy to reduce reliance on the manufacturing and services sector.
- Building on the intrinsic economic resources of the agriculture and tourism sectors across municipal boundaries through District-wide strategy and planning.
- Addressing the lack of sanitation services.

- Reviewing current policy and guidelines that restrict tourism development along the Vaal River and other high potential economic activities.
- Considering the Sedibeng economy as a component of the Gauteng City Region.
- Focussing commercial and industrial development within the “conurbation”, identified economic corridors and in commercial/industrial nodes.
- Creating planning and other mechanisms that benefit all parties for releasing potentially economically developable agricultural and other land currently in private sector ownership for development.
- Reducing the domination of and dependence on Emfuleni for jobs and services.
- The provision of services where the majority of the population resides (Sebokeng/ Evaton) and other high density areas.
- Protection of high potential agricultural and environmentally sensitive land while supporting and facilitating appropriate sustainable development of these areas.
- Support of the proposed agricultural projects to create jobs within the sector to reduce the current unemployment rate.
- Development of a job creation policy, strategy and support structures for the entire District.

Socio-Economic Disparities

There are huge socio-economic disparities between the different communities in the district, with high levels of poverty prevailing in the previously disadvantaged township areas. These disparities should be addressed as part of a holistic development strategy to be followed by the district and local municipalities. Public investment initiatives should favour those projects that will result in upliftment of the previously disadvantaged communities and narrowing the gap between these communities and their more affluent neighbours.



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Vacant Non Productive Land within the Urban Boundary

Currently, approximately 98 000 hectares of developable land is vacant in the Sedibeng District, of which 6 200 hectares is within the current Urban Development Boundaries. This effectively sterilizes almost 92 000 hectares of developable land due to the lack of infrastructure or other reasons. The majority of currently developable land within the urban development boundary is in Emfuleni (76%) followed by 18% in Midvaal and the balance is in Lesedi. Part of this concern is that large parcels of potentially economically productive land parcels are in the hands of a few individuals or companies.

Land ownership remains a very emotive and serious issue and current land reform mechanisms are viewed by many as slow and ineffective. Mechanisms need to be sought for creating benefits for all parties in making this land available for development. This could, for example, include skilling people in the agricultural sector, while allowing owners to develop parts of the land parcels with high development rights with conditions relating to development of the balance of the land.

ENVIRONMENTAL PERSPECTIVE

There are a number of major environmental constraints and opportunities in the district, which should be taken into account in the planning for future development in the area. Environmental constraints include the high levels of pollution, especially in the western parts of the study area, the visual unattractiveness of

certain parts of the study area, adverse environmental conditions in the township areas.

Environmental opportunities in the district include the existing nature reserves [Suikerbosrand and Alice Glockner], the various conservancies and watercourses through the study area, especially the Vaalriver .Kliprivier and Vaal dam, the Suikerbosrand ridges, and the agricultural potential of the study area.

Environmental Areas

The Sedibeng District Municipality contains several sensitive areas, which range from highly sensitive areas, including areas with “red data” fauna and flora, nature reserves, ridges, dolomites areas and wetlands, to non-sensitive areas. The District contains a number of environmentally well preserved and untouched areas to seriously impacted areas such as open cast mining, unrehabilitated quarries and polluted ground water, wetlands and soils. Spread throughout the District are many highly sensitive areas that have been classified in terms of the standard C-Plan categories, ranging from “ecological support areas” to “irreplaceable”, “important” and “protected areas”

Ecological Support Areas

These areas are mainly located within the north-eastern parts of Lesedi and towards the south-eastern parts of Midvaal. A complicating factor is that some of these areas are located within areas that have been found to have high agricultural potential.

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Irreplaceable Areas

These areas, by definition, cannot be recovered once they are lost and are highly vulnerable and must be protected from encroachment by development. They are mostly found in the north-eastern parts of Lesedi and in the southern parts of Midvaal.

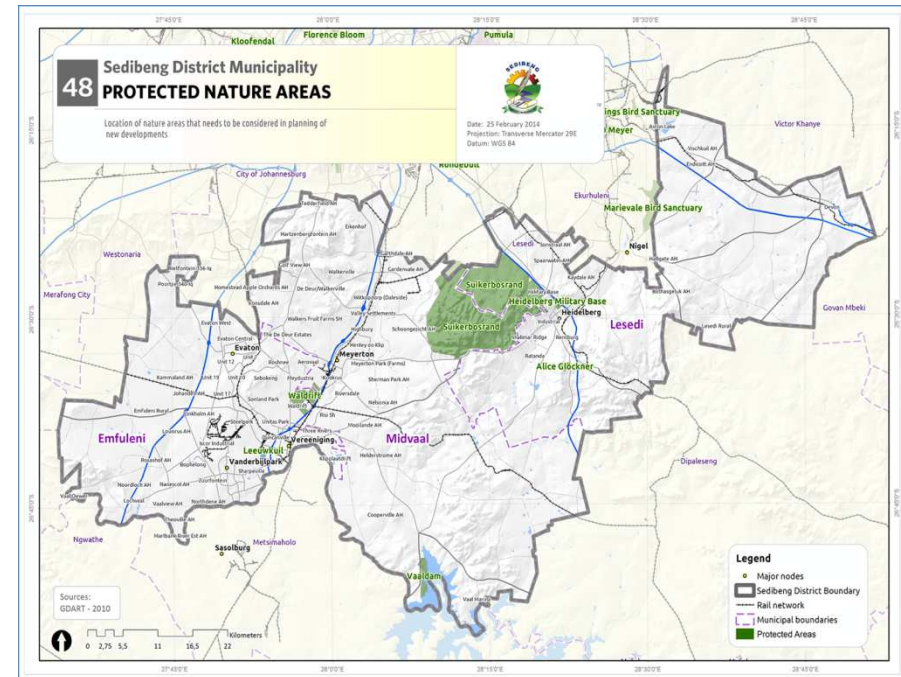
Important Areas

These areas are habitats for certain environmentally important species and although they are widely spread throughout the District, they are mostly found within Midvaal and Lesedi.

Protected Areas

These are recognised conservation areas that are set aside primarily for nature and biodiversity conservation. Protected Areas are important tools in managing the conservation of species and ecosystems. Within these areas, a range of services are provided that are essential to sustaining these valuable environmental and ecological resources. These areas include Suikerbosrand Nature Reserve, Alice Glockner Nature Reserve, the Kliprivier, Vaal Dam and the Vaal River.

The areas are illustrated in the following Map.



Environmental Analysis

The Suikerbosrand Nature Reserve is located on the north-eastern edge of Midvaal and crosses the municipal boundary into the north-western portion of Lesedi. The Nature Reserve, a managed entity to ensure protection of the ecosystem, is one of the areas in Sedibeng that has tourism potential.

The Suikerbosrand Nature Reserve has ridges at an altitude of 1500m to over 1800m above sea level, which is the highest point in Gauteng Province. The Alice Glockner Nature Reserve is located in



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the south of Heidelberg in Lesedi. The reserve is known for its Heidelberg Copper Butterflies and its flora and fauna.

The District is currently facing serious pollution challenges that include air, soil and water pollution. The District is generally characterised by poor air quality, particularly within the western and central parts. The river systems and water bodies are polluted by the mining and industrial activities and often by sewage spills/overflow. The Kliprivier is one of the most polluted rivers in Sedibeng, as a result of mining and industrial activities in the upper catchments, outside the borders of Sedibeng. (Strategic Environmental Focus, 2008).

The Kliprivier provides a habitat to birds and other small animals. The Vaal Dam is affected by pollution from urban and industrial run-offs that drain into the dam. The Vaal Dam is currently the most important water source in Gauteng, with a capacity of 2 536 million cubic metres. The water from the Vaal Dam supplies the mining, industrial, agricultural and other activity sectors within the Region, in Gauteng as well as in Rustenburg. Pollution is mostly found within the industrial areas of Vanderbijlpark, Vereeniging, Heidelberg industrial area, informal settlements, and slimes dams, close to waste water treatment works and on landfill sites.

Numerous Red Data species have been identified in the District and are considered to be in danger of being negatively affected. These species include bird, bullfrog, and invertebrate and plant species.

A very serious concern is the lack of effective environmental law enforcement, which allows the pollution of the air, water and soil in the District to continue.

INFRASTRUCTURE PERSPECTIVE

Water and Sanitation

The Sedibeng District Municipality's water and sanitation services are distributed by the Municipalities at the local level, however, bulk water is supplied to each Municipality by Rand Water.

The Sedibeng Regional Sanitation Scheme (SRSS), as currently envisaged, consists of various components, including a new waste water works, upgrading of the current Sebokeng works, a new pump station, new rising mains and a new gravity main outfall.

Emfuleni is limited to extracting up to 0.2 Ml/day of water from the Vaal River whilst Rand Water supplies 205Ml/day. The Emfuleni Local Municipality has nine reservoirs and a small water treatment plant. The Municipality provides two types of sanitation systems, the flush toilet, which connects to the sewer network commonly found in urban areas, and ventilated pit latrines common in informal settlements. Emfuleni has 3 wastewater treatment works, namely, Sebokeng, Rietspruit and Leeuwkuil wastewater treatment works. The Sebokeng wastewater treatment works is the largest in the area and has a capacity of 119Ml/day. The other two need to be upgraded and rehabilitated.

Water treatment works that are available in Lesedi are Ratanda 5ml/d, Heidelberg 8 ml/d, Devon 1.5 ml/d and Vischkuil 0.125 ml/d.



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The current water supply is under pressure due to in-migration of people from rural to urban areas. The waste water works are currently operating above their design capacities. Lesedi Local Municipality has one main sewer system, the Ratanda Water Care Works (RWCW), which is located on the south western end of the municipal area. The drainage area consists of several sub-basins, Bergsig, Overkruijn, Heidelberg, Rensburg, Shalimar Ridge and Ratanda. Devon/Impumelelo has waterborne sewerage reticulation.

Waste water treatments that are available in Midvaal are Ohenimuri, Vaal Marina and Meyerton, of which the Meyerton Treatment Works is the main facility. Midvaal main supply points are Meyerton, Ohenimuri and Vaal Marina. The Midvaal's' water and sanitation supply is currently under pressure and may not be sufficient to provide adequate supply to the currently envisaged developments, unless services are accessed from the adjacent municipalities, i.e. ERWAT which is the East Rand Water Company and is located on the south of Klipwater Township on the northern boundary of the municipality.

There is an urgent need to speed up the Sedibeng Regional Sewer Scheme project in order to accommodate development pressures in the district, these are for industrial, commercial and residential uses.

Electricity

From information currently available, it is evident that sufficient electrical capacity is available for current and planned developments. The Sedibeng District Municipalities' electricity is mainly supplied by ESKOM, with a few areas supplied by the relevant local authorities.

Road Transport Network

The Sedibeng District Municipality has infrastructure for 3 modes of transportation, namely road, air and rail. Sedibeng District Municipality has a relatively well developed road transport network.

A Bus Network operates on the following routes:

- Vereeniging to Sebokeng, along the K59 and the K45 routes.
- Vereeniging to Meyerton.
- Evaton to Meyerton

Mini-bus taxi networks operate between the CBDs throughout the municipal areas. These routes run mostly between the CBDs into residential and industrial townships. There is a need for a bus network system that will in the future connect Heidelberg, Meyerton, Vereeniging, Vanderbijlpark and Sebokeng.

National Roads

National roads in the District are:

- The N3 national freeway, which connects Gauteng, Free State and KwaZulu Natal.
- The N17 national road, which links Gauteng, southern Mpumalanga, KwaZulu Natal and Swaziland.
- The N1 national freeway, which connects Limpopo, Gauteng and the Western Cape.

Provincial and Municipal Roads

The provincial and municipal roads for each of the local municipalities are as listed below per municipality:

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Lesedi Local Municipality

- The R42 links Heidelberg with Vereeniging to the south-west and Nigel to the north-east.
- The R29 runs parallel to the N17.
- The R549 links Heidelberg with Vaal Marina and the Vaal River in the south.
- The R550 runs east/west linking Nigel with Devon.
- The R23 links the area with Balfour in the south-east and Benoni to the north.
- The R51 links Balfour with Devon.
- The R103 runs to the N3 freeway.

Midvaal Local Municipality

- The R59, north/south route links Vereeniging with Alberton and the N12 in Johannesburg.
- The R82 north/south route links Vereeniging and Johannesburg via Walkerville.
- The M61 north/south route runs parallel to the R59, linking Vereeniging and Alberton via Meyerton, Randvaal and Kliprivier.
- The R42 east/west route through Midvaal links Meyerton with Heidelberg.
- The R551 east/west route between the N1 and the Suikerbosrand Nature Reserve.
- The R550 east/west route between the N3, R59 and the R82
- The R54 route linking the Vaal Marina to the R82.
- The K154 east/west route between R82 and R59.

Emfuleni Local Municipality

- The K178 route links Vereeniging with N1 and the North West Province to the west.

- The K53 route links Vereeniging in the south with Johannesburg in the north.
- The K59 route links Vereeniging with De Deur, Walkerville and Johannesburg to the north.
- The R82 route links Vereeniging with Pretoria via Johannesburg.

Corridors

Three main corridors exist in the District namely:

- The N3 south corridor, which links Johannesburg, Ekurhuleni and Heidelberg. This corridor was identified by the Gauteng Spatial Development Framework.
- The R59 corridor, which links Johannesburg, Ekurhuleni, Meyerton and Vereeniging.
- The N1 corridor is one of the important regional road mobility routes as identified by the GSDF. It places Emfuleni as the southern anchor of the greater Emfuleni-Johannesburg-Tshwane axis.

Air Transportation

There are a number of private air transport services that operate through the following airfields:

- In Lesedi there is a small private airfield which is situated south of Bergsig. This airport is largely utilised by farmers who have built the airstrips.
- The Aeroval Airport, situated on the boundary between Midvaal and Emfuleni, has two runways and accommodates approximately 64 aeroplanes.
- The Tedderpark Airport, situated in Midvaal, is privately owned and is used mostly for recreational purposes. The Tedderfield Airport provides a training academy for pilots.

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- The Vanderbijlpark airport is located on the western boundary of Bophelong in Emfuleni.

Rail Transportation

Rail transportation infrastructure is well developed within the Sedibeng District Municipality.

There are two railway lines in Lesedi Municipality. These are the railway lines that run parallel to the N17 through Devon and the rail linkage between Ekurhuleni with Belfour that runs through to Heidelberg. Both of these are freight lines. The main railway line in Midvaal runs parallel to the R59 from north to south. It connects Vereeniging with Germiston and Johannesburg. In Midvaal there is an east/west line which is used for freight only. A further railway line, running through Vereeniging, Sebokeng and Orange Farm, is used as a passenger rail line.



Infrastructure Key Issues

Infrastructural services are provided mainly in urban areas while there is a shortage of services within informal settlements. The existing infrastructure is, in general, old and overburdened and needs rehabilitation and upgrading. While the site for the Regional Sewer Scheme has been identified and the upgrading of existing works has commenced, the excess effluent is finding its way into the rivers and wetlands, creating serious environmental and health problems.

The Sedibeng District Municipality has good quality road and rail networks that extend into other provinces, creating linkages between Sedibeng and other areas. The proposed R59 and N3 corridors present development opportunities at the District.

The Key Infrastructure Issues can be summarised as follows:

- Lack of services in rural and informal settlements.
- Non-availability of bulk infrastructure is halting development.
- Pollution problems, especially from overflowing sewage and heavy industry waste.
- The presence of pit latrines that may add to pollution.
- Shortage of east/west road networks.
- Ageing road infrastructure, especially in Emfuleni.
- Low threshold for services such as rail, and public transport such as busses.



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SPATIAL STRUCTURE

Structuring Elements

In order to achieve sustainable development, it is imperative that all parties (public sector, private sector and end users) involved in development, have an agreed common vision and strategy for the Spatial Structure of the District. To this end it is important that there is a common Vision, Objectives and understanding of the preferred Spatial Structure of the District. This requires agreement on “Structuring Elements”.

The Sedibeng District Municipality Spatial Development Framework adopted a set of development principles and objectives that should inform structuring elements for spatial planning in the medium to long term. The following principles were adopted:

Sustainability

Development is to be implemented in a manner that ensures sustainability of environmental resources while creating socio-economic opportunities for future generations.

Efficiency

Efficient use of resources is to be achieved through a robust urban form and structure, managed growth, based on availability of infrastructure and interconnectivity between facilities.

Accessibility

Accessibility is to result in the enhanced ability of residents to access various opportunities with reduced costs.

Spatial Development Objectives

The following spatial development objectives were adopted for the District:

A Continuous and Sustainable Open Space Network

The creation is required of an uninterrupted open space network that utilises the ridges, rivers and nature reserves including the Suikerbosrand and the Vaal river area as the key elements within the system.

A System of Functionally Defined Activity Nodes

The main activity node is currently Vereeniging/Vanderbijlpark, with Meyerton in Midvaal and Heidelberg/ Ratanda in Lesedi being secondary nodes. Rural services nodes are located in areas throughout the District.

Linkages

The main roads, such as R29, R42, R59, R82, R54 and R553 should be optimised to link different areas. These routes should promote mixed-use high density development.

Urban Development Boundary (UDB)

UDBs are to be used to prevent urban development sprawl, to promote more compact urban development and to protect the agricultural and ecological potential of the rural areas. Future urban development is to be within the UDB to ensure infill and densification.



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Existing Major Development Opportunities

Opportunities for development around Suikerbosrand, the Vaal River and along the R59 are to be sought and utilised.

Corridors

The R59, N1, N3 corridors as well as other major routes should be harnessed by encouraging strategic development along them and at main public transport links (road/ rail).

Services

Upgrading of services is to be focused primarily on previously disadvantaged communities. The strategic concept is to focus on existing strengths and development opportunities whilst addressing areas of critical need through building on urban and rural strengths. There should also be high order investment (infrastructure, housing and economic enterprises) in the urban core areas as well as in upgrading existing rural settlements.

Urban Development Focus Areas

The identified focus areas include:

- Vereeniging, Vanderbijlpark and Sebokeng nodes.
- Meyerton CBD and Sicelo.
- N3 zone of opportunity.
- R59 development corridor.
- VopakReatile liquid terminal and Transnet bulk liquid terminal.

Precincts

Identified Precincts include:

- Government Precinct Plan
- Fresh Produce Market Precinct Plan
- Doornkuil Precinct Plan
- Waterfront Precinct Plan
- Langzeekoegat Precinct Plan

Development Nodes & Corridors

The key structuring elements in the preferred spatial concept for the district are as follows:

- Conurbation: Areas within Evaton, Sebokeng, Vereeniging, Vanderbijlpark, Meyerton and Savanna City.
- Primary Nodes: Vereeniging, Vanderbijlpark and Meyerton CBDs.
- Secondary Nodes: Sebokeng CBD, Evaton CBD, Savanna City, Waterval Precinct and Elandsfontein Precinct.
- Food Processing, Industrial & Distribution Node: Area around the Heineken Brewery.
- Mixed Use Consolidation Node: Heidelberg, Ratanda, Jameson Park, Heidelberg airfield and surrounding areas.
- Residential Consolidation Nodes: Devon/Impumelelo and Vischkuil/Endicott.
- Corridors: National Development Corridors, Economic Development & Provincial Corridors and Movement Corridors.
- Precincts: CBD Government Precinct, Fresh Produce Market, Doornkuil and Waterfront Precinct.

The detailed description and extent of the above mentioned structuring elements has been included in the Sedibeng District Municipality Spatial



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Development Framework 2015.

LESEDI MUNICIPAL AREA

Development Nodes

Heidelberg / Ratanda serves as a secondary node for District purposes while it is considered to be a primary node for the local municipal area. Vischkuil / Endicott, Devon /Mpumelelo serve as tertiary nodes for the District while they serve as secondary nodes for the local municipality.

Development Corridors

R24 serves as a Development Corridor.

Zone of opportunity

The following intersections with the N3 are identified as zones of opportunity:

- R23
- R550
- R42

Most of the area to the east is considered good for commercial agriculture while areas to the South West are suitable for tourism and as ecological corridors. Less than 5% of the area is used for urban development purposes.

Urban Development Boundaries

Areas indicated above as development nodes, corridors and zone of opportunity are all within the urban development boundaries to prevent encroachment into agricultural and conservation land.

MIDVAAL MUNICIPAL AREA

Development Nodes

A range of nodes are identified, these include, Vaal Marina, Savannah City, Rothdene/Kookrus, Golfpark and Meyerton CBD.

Development Corridor

The R59 is used as the dominant development corridor with nodes along the corridor to serve local interests.

Urban Development Boundary

All major residential and business/industrial areas are provided with urban development boundaries. These include Vaal Marina, the R59 corridor, Rothdene/Kookrus, Golf park and Meyerton CBD, Savannah City and Eye of Africa.

EMFULENI MUNICIPAL AREA

Development Nodes

Vereeniging and Vanderbijlpark CBDs are primary nodes both for Emfuleni and the District, Sebokeng and Evaton are proposed as Secondary nodes.

Development Corridors

The R59 and R42 are identified as a Development Corridors.



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Mobility Corridors

These include the R54 between Sebokeng and Vereeniging and a portion of the R82.

Urban Development Boundary (UDB)

An urban development boundary was adopted for all major urban development areas. The UDB extends north-south approximately at the centre of the municipality, creating an urban east and a rural west.

Spatial Structure Key Issues

While the various policy documents dealing with spatial structure, in particular the Sedibeng IDP and the Local Municipalities' SDFs, all note the need for densification and investing in identified precincts and nodes within the District, such as the "conurbation" and nodes, the reality indicates that this is not taking place. Major investments in the District over the last few years, particularly in housing and related infrastructure, have been in areas that reinforce the old inappropriate land use patterns, placing people far from opportunities and in areas that do not take advantage of existing infrastructure, as illustrated in the Land Cover Map overleaf.

The three municipalities that constitute Sedibeng District (Lesedi, Midvaal and Emfuleni) are very different and distinct from each other with diverse environments and potentials. Further, the spatial structure and planning of these areas tends to be inward focussed, not taking into account adjacent areas and the planning that has been done for the region and province does appear to be effectively taken into account, such as the Gauteng Spatial Framework.

Lesedi has high agricultural potential and limited urban development and is functionally linked to Ekurhuleni (Springs and Nigel) for employment and services.

Midvaal has major conservation and tourism potential with little urban development, except for Meyerton, along the R59 and in newly developed residential areas such as the Eye of Africa and Savannah City. These developments relate to Johannesburg in the north and Emfuleni to a limited extent as they are functionally part of these areas. The northern part of the R59 corridor is, to a great extent, within the sphere of influence of Ekurhuleni (Alberton). Areas in the south of the municipality are functionally linked to Emfuleni. The municipality does not have a strong central economic core.

Emfuleni has defined developed areas with a strong manufacturing sector and has strong linkages and good access. The eastern portion has a developed urban conurbation with high population densities.

The Key Spatial Structure Issues include:

- A gap between urban and rural areas in relation to the provision of services and development plans for the entire District area.
- Lack of fit with the Gauteng Spatial Development Framework and concepts of a "City Region".
- Municipalities are not maximising the development potential of their own strengths and resources from the broader perspective of development of the District and Province.



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SPATIAL DEVELOPMENT FRAMEWORK

The Sedibeng District Municipality seeks to address past spatial planning imbalances and irregularities by bringing services and economic opportunities closer to previously disadvantaged areas. This initiative is supported by the proposed “conurbation” that will focus development of the district in the delineated area which includes Evaton, Sebokeng, Vanderbijlpark, Vereeniging, Meyerton, Heidelberg, Savanna City and R59 corridor.

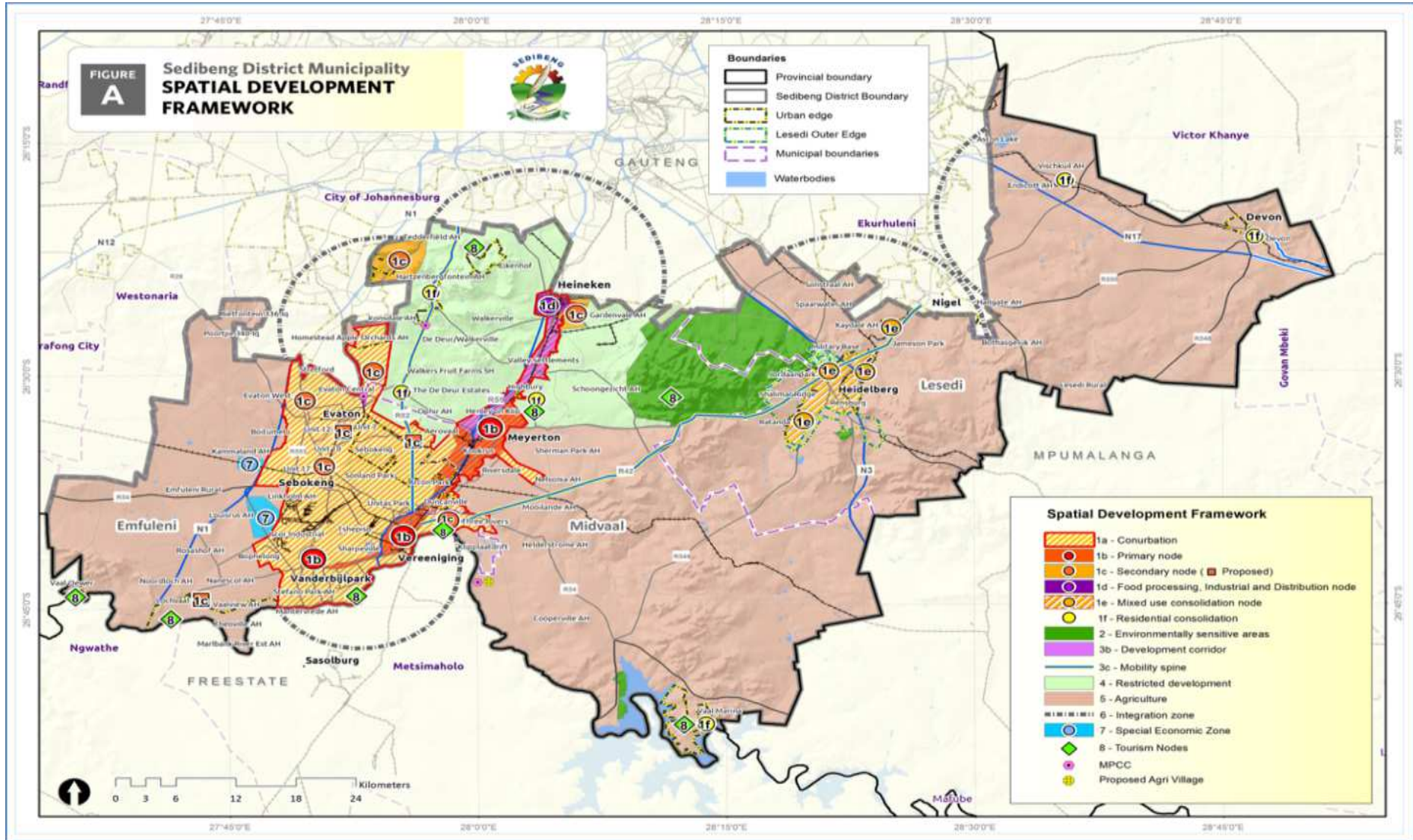
This SDF is embedded on principles which aim to achieve the following:

- Support and align with national and provincial planning, in particular the National Development Plan, Gauteng City Region, Gauteng Vision 2055, the 25 Year Integrated Transport Master Plan and the Gauteng Spatial Development Framework 2030.
- Support and align with the SDFs of the Local Municipalities within the District (Emfuleni, Midvaal and Lesedi).
- Promote higher densities and infill in the urban core in line with national and provincial policy.
- Promote environmental sustainability.
- Promote effective and appropriate use of high potential agricultural areas.
- Facilitate the development of a continuous sustainable open space systems.
- Ensure functionally defined activity nodes.
- Maximize efficiency of service infrastructure and transport systems.
- Build sustainable internal linkages.
- Establish urban development boundaries to reduce sprawl and support strategic infill.
- Support appropriate major current development initiatives and new initiatives.
- Support identified precincts and projects.
- Facilitate the upgrading of existing informal settlements.
- Support identified development nodes and corridors.
- Promote tourism in the region.
- Speed up the Sedibeng Regional Sanitation Scheme Project.
- Establish Cross-border relations with neighboring municipalities via the Regional Spatial Development Framework.

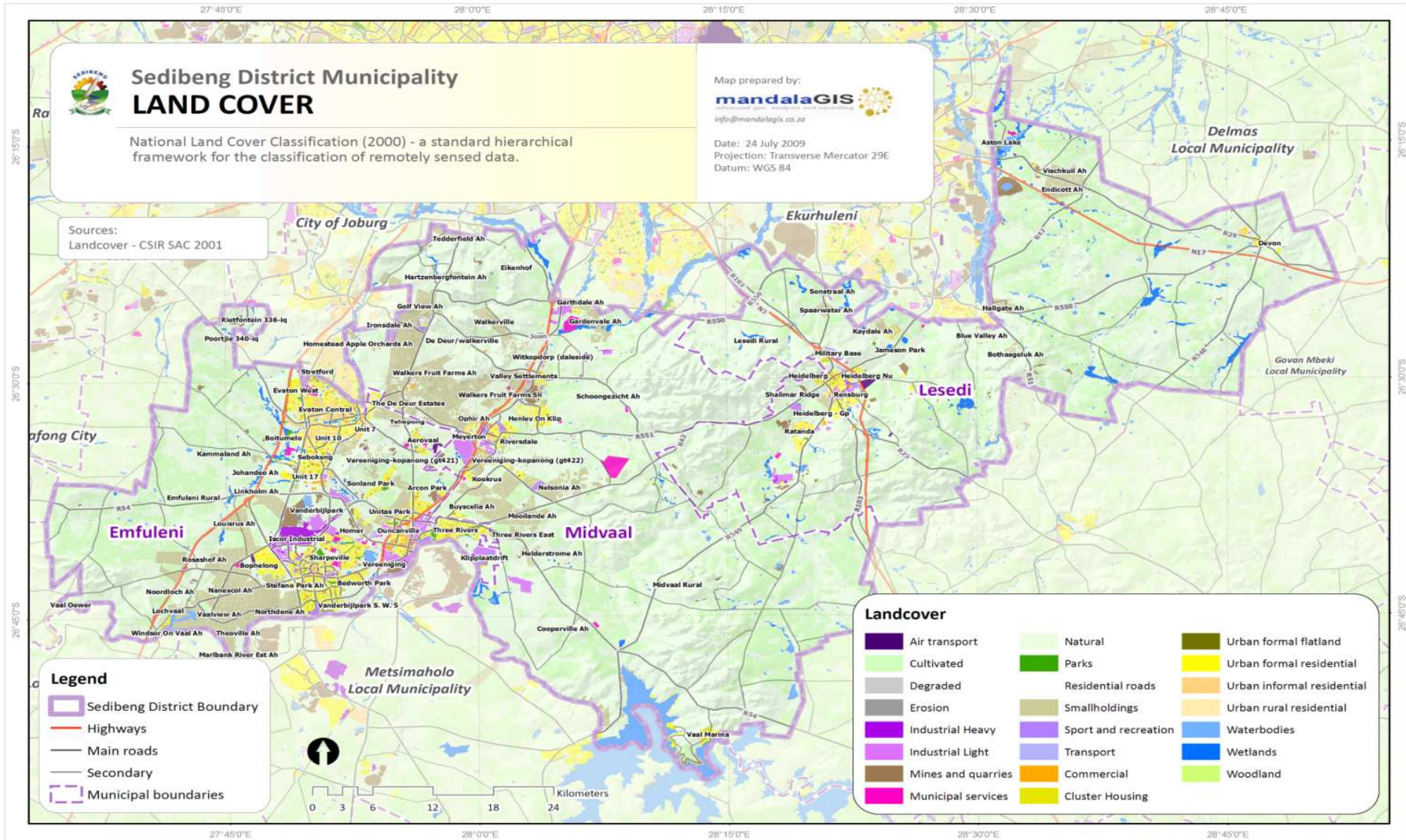
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FLAGSHIP PROJECTS/ GAMECHANGERS

NB: Reflected in Strategies, Sector Plans and Projects Chapter of this IDP document

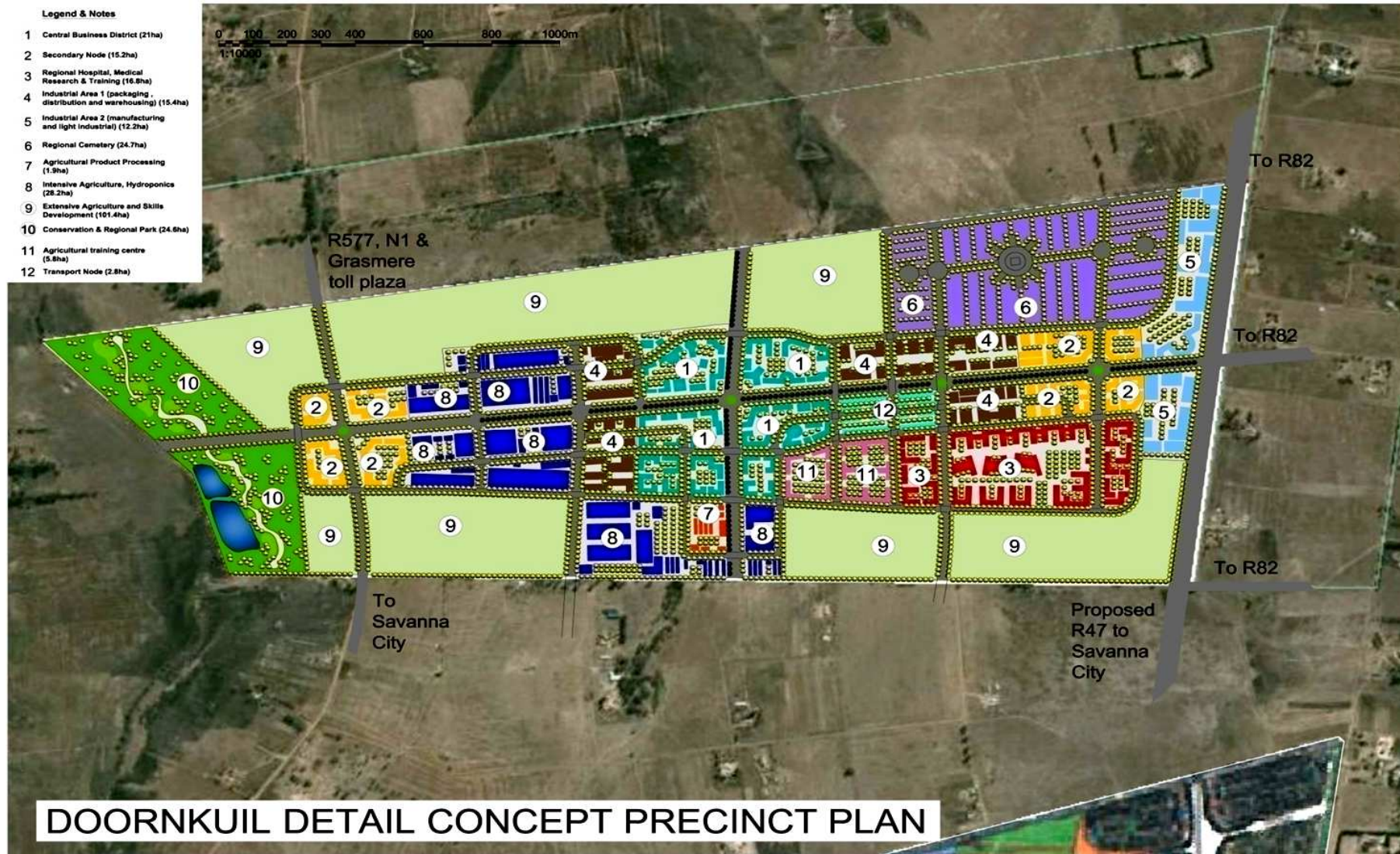
Precinct Plans:-

There are four major Precinct Development Plans which have been identified in the Sedibeng region as plans with potential impact at a district level and not only at a local level. These Precinct Plans will open up Economic opportunities for the area and have an impact on the economic growth of the area. These Precincts are as follows:

Doornkuil Precinct

This precinct lies close to the Savanna City Development. The purpose and objective of this precinct is to develop a regional precinct that will support the Savanna City development and benefit the Orange Farm, Lake side and Evaton residents.

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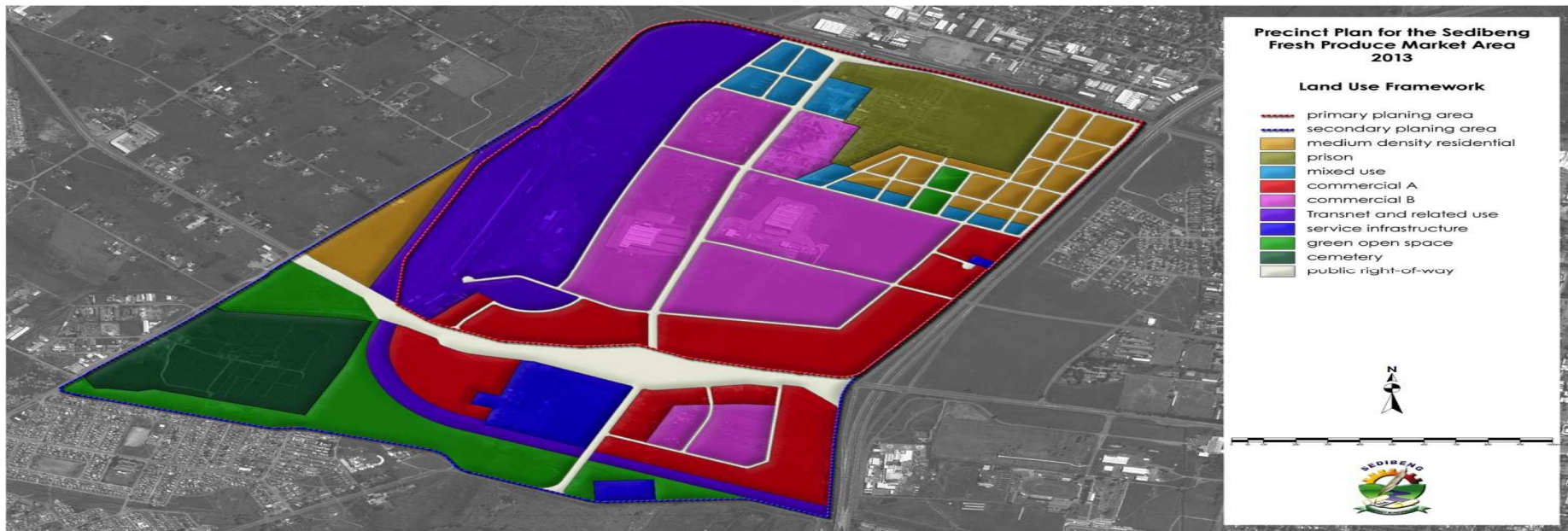


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Fresh Produce Market

The Purpose of this precinct is the enlargement of the Fresh Produce Market site in order to allow for its expansion and renovation, as well as for the accommodation of subsidiary businesses (e.g. wholesale). It is also for the creation of sites suitable for new commercial and light industrial developments, improvement of local accessibility and connectivity with the immediate surroundings (currently separated from the planning area by means of high order roads and railway lines), application of at least some Transit Oriented Development principles in the vicinity of Leeuhof station in order to derive benefits from and at the same time, to support the Johannesburg - Vereeniging public transport (rail) corridor.

The objective is to improve environmental quality and ambiance, particularly to ensure safe, pleasant, interesting and comfortable pedestrian environments; a high quality, landmark or gateway development on this very prominent intersection; proposing a clear and appealing vision for the development of the precinct which will be able to entice the commitment and facilitate the cooperation of the three different tiers of government who own different portions of the precinct.



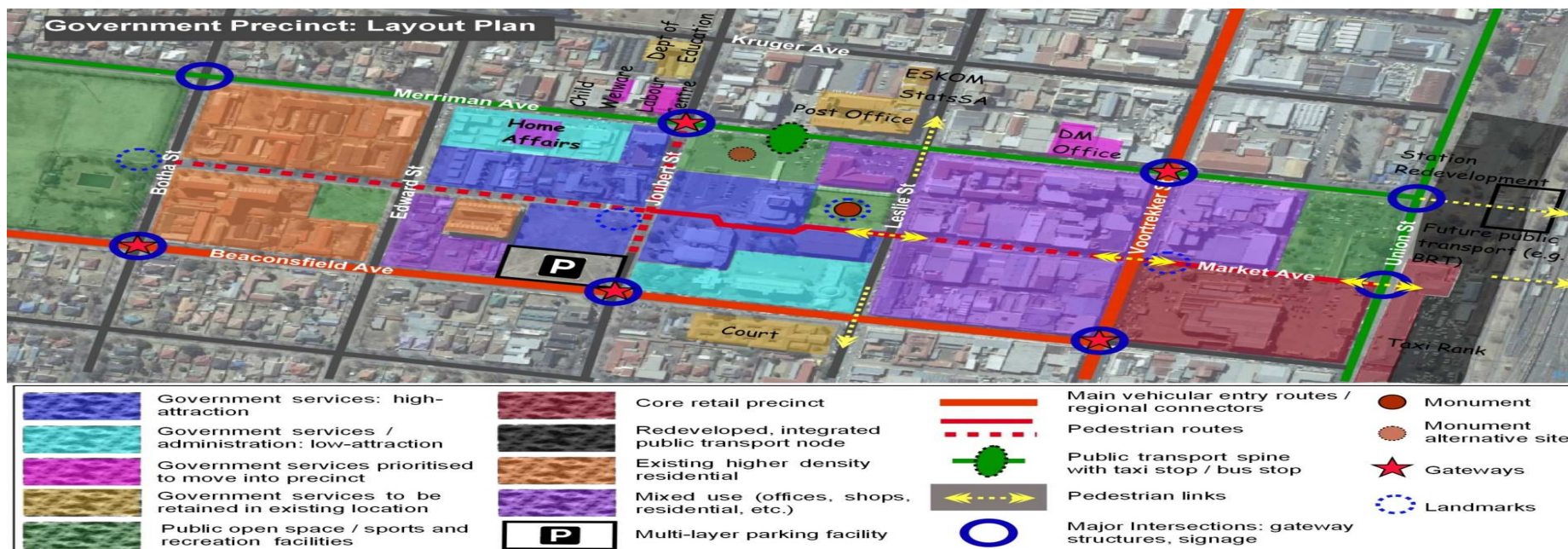
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Government Precinct

The Purpose of this precinct is to create a vibrant one-stop civic service area, where a range of government services and civic facilities are easily accessible to the community of the Sedibeng District, which is to form the core of a rejuvenated, mixed use Central Business District.

The objective is to ensure that the precinct is accessible at all scales, i.e:

- At a regional scale in terms of both public and private transport;
- At a local level in terms of walkability from entry points to the CBD;
- At a precinct scale in terms of clustering services that require direct public interaction in a single area;
- To establish a range of civic uses beyond direct service delivery points, e.g. facilities and spaces for entertainment, cultural activities, sport and recreation, as well as open space and public gathering areas; and
- To develop a high quality government precinct that sets the tone for the urban regeneration of the CBD and to ensure that links are established between the government precinct and other focal points in the CBD area such as the Constitution Square.





CHAPTER 05: SPATIAL DEVELOPMENT FRAMEWORK

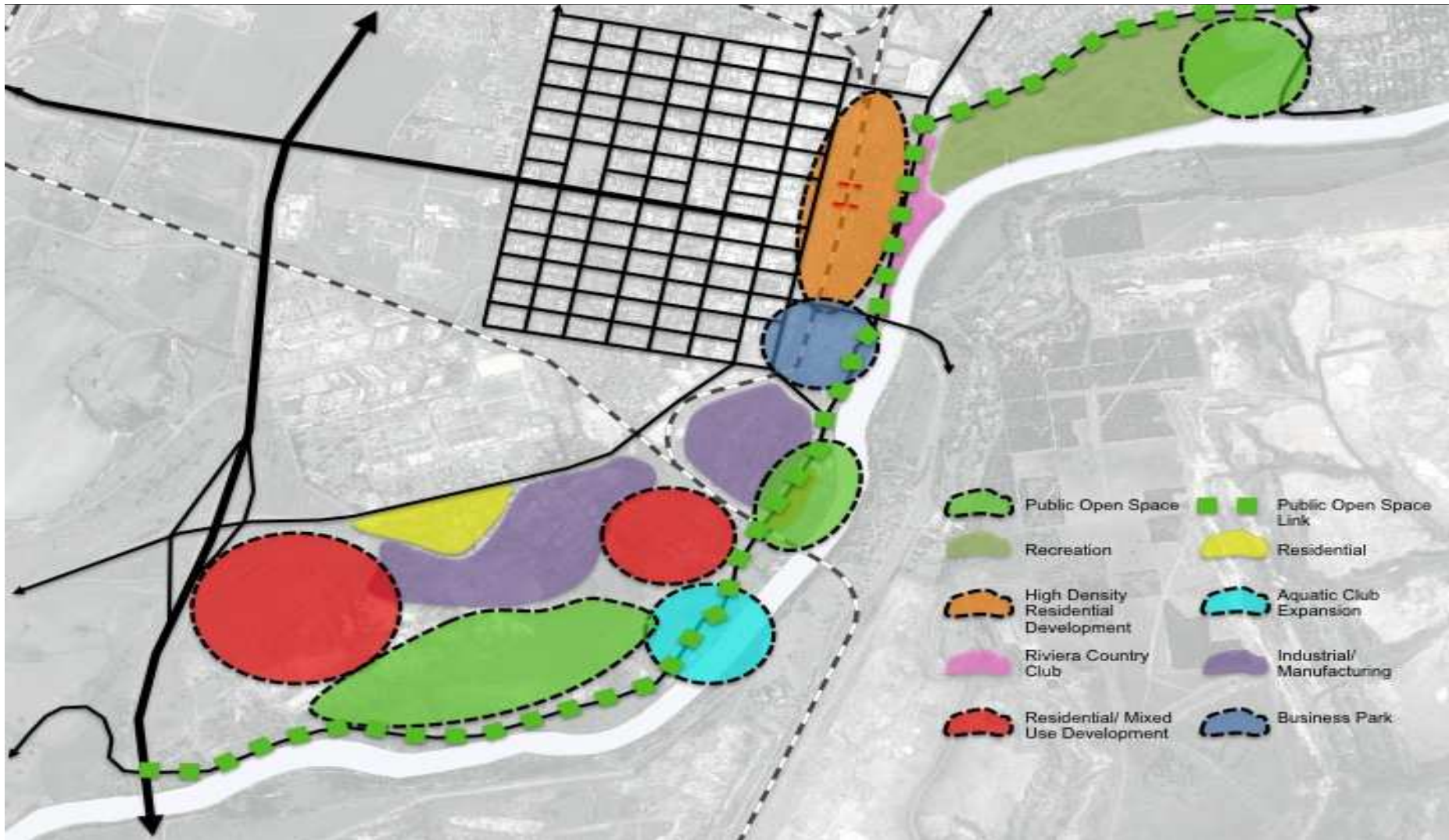
Waterfront Precinct

The Precinct Plan proposals have been divided into short to medium term proposals, which focus predominantly on the northern and central part of the precinct and long term proposals, which focus on the southern part of the precinct.

The short to medium term proposals revolve around:

- The establishment of a movement network to improve connectivity within the precinct as well as with surrounding areas;
- The establishment of the linear public open space system (greenway) as the central axis through the precinct;
- The upgrading and improvement of Vosloo Park;
- The development of the vacant land and Transnet land to the east of the Central Business District; and
- The further improvement of Dickinson Park.
 - The development concept for this area entails the following key interventions and land uses:
- The realignment of Mario Milani Drive to follow the flood line, incorporating the proposed marina area;
- The creation of a large public open space and recreation area between Mario Milani Drive and the river, with opportunities for tourism facilities and/or residential development adjacent to Mario Milani Drive;
- The extension of the existing Aquatics Club to create a much larger and more comprehensive water sport area, which is integrated with the larger recreational area;
- The development of a proposed road to link Mario Milani Drive and Barrage Road, with office-related developments along this road which will act as buffer between the proposed residential area and the existing industrial area;
- The development of offices adjacent to Barrage Road which will act as buffer to the proposed residential development to the south but will also optimize the development potential of these two roads; and
- The development of medium density residential neighborhood (i.e. 2 to 4 storey walkups) in the remainder of the area, with adequate provision for social and community facilities.

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CHAPTER 05: SPATIAL DEVELOPMENT FRAMEWORK

Conclusion

As indicated above, the Spatial Development Framework has been formulated in response to a number of strategic objectives, which aim to develop an efficient and well-structured river city. The SDF seeks to address the needs to acquire or possess land for human settlement, as well as for different social and economic purposes. These strategic objectives relate directly to the core concerns of Local Agenda 21 and the proposed Framework is seen to contribute positively towards the creation and management of a built and natural environment within which the needs of the most disadvantaged members of Sedibeng residents may in future be met. In this regard, the Spatial Development Framework seeks to facilitate the development, over time, of a river city within which levels of access to upgraded infrastructure, social facilities and supportive institutions for marginalized residents and those afflicted with disabilities and illness is improved in both urban and rural environments.

The strategy for spatial development cannot on its own ensure the success of the implementation of the SDF. The spatial strategy is supported by various other strategies and programmes which are part of a co-ordinated and integrated package to ensure that investments and programmes form the basis of longer-term growth and development and that it supports a proper hierarchy of settlements. It also requires that there must be a certain level of intervention with decision-making and implementation to ensure a deliberate move towards a more functional and optimal spatial pattern for the municipality, also creating sustainable developments. The extent in which financial and institutional resources are mobilised will undoubtedly have a major impact and could result in a meaningful change in the existing spatial pattern towards a more natural settlement pattern for the future.