

1. INTRODUCTION

1.1 Historical Background

The Sedibeng District Municipality (SDM) Spatial Development Framework (SDF) was adopted by Council in the year 2015 and is expected to be in place until the year 2020.

1.2 Legislative Framework

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) Portable 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; 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) Firefighting services serving the area of the District municipality as a whole, which includes:
 - I. planning, co-ordination and regulation of fire services;
 - II. specialized firefighting 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 conducts and control of fresh produce markets and abattoirs serving the area of a major proportion of the municipalities in the District.
- l) The establishment conducts 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. The development principles are as follows:

- a) The principle of spatial justice
- b) The principle of spatial sustainability
- c) The principle of efficiency
- d) The principle of spatial resilience
- e) The principle of good administration

- **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.

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

The Gauteng Spatial Development Framework has a number of aspects that have been taken into account in its compilation. 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:



- a) Ensure the realization of national, regional, provincial and local developmental objectives;
 - b) Coordinate, integrate and align provincial plans and development strategies with policies of national government, provincial departments and municipalities;
 - c) 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;
 - d) Make in-principle/normative pronouncements on issues that affect all municipalities in the province and which impact on the overall efficiency of the region;
 - e) Establish a high-level regional spatial logic that makes sense even when administrative boundaries are removed; and
 - f) Provide direction and parameters for addressing strategic issues in municipal SDFs as well as aligning and integrating such frameworks; and
 - g) 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 cognizance be taken of environmental factors in any proposed development. The Acts, in particular NEMA, outlines the procedures for environmental authorization 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.

- **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.

1.3 Purpose of the SDF

The purpose of the SDF is not to infringe upon land use rights but to guide future developments and 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 (GSDF) 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 16 of 2013 (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 neighbouring 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.

• SPATIAL RATIONALE

Sedibeng District Municipality incorporates three local Municipalities that make up the Sedibeng Region, namely Emfuleni, Lesedi and Midvaal Local Municipalities, as illustrated on the map below

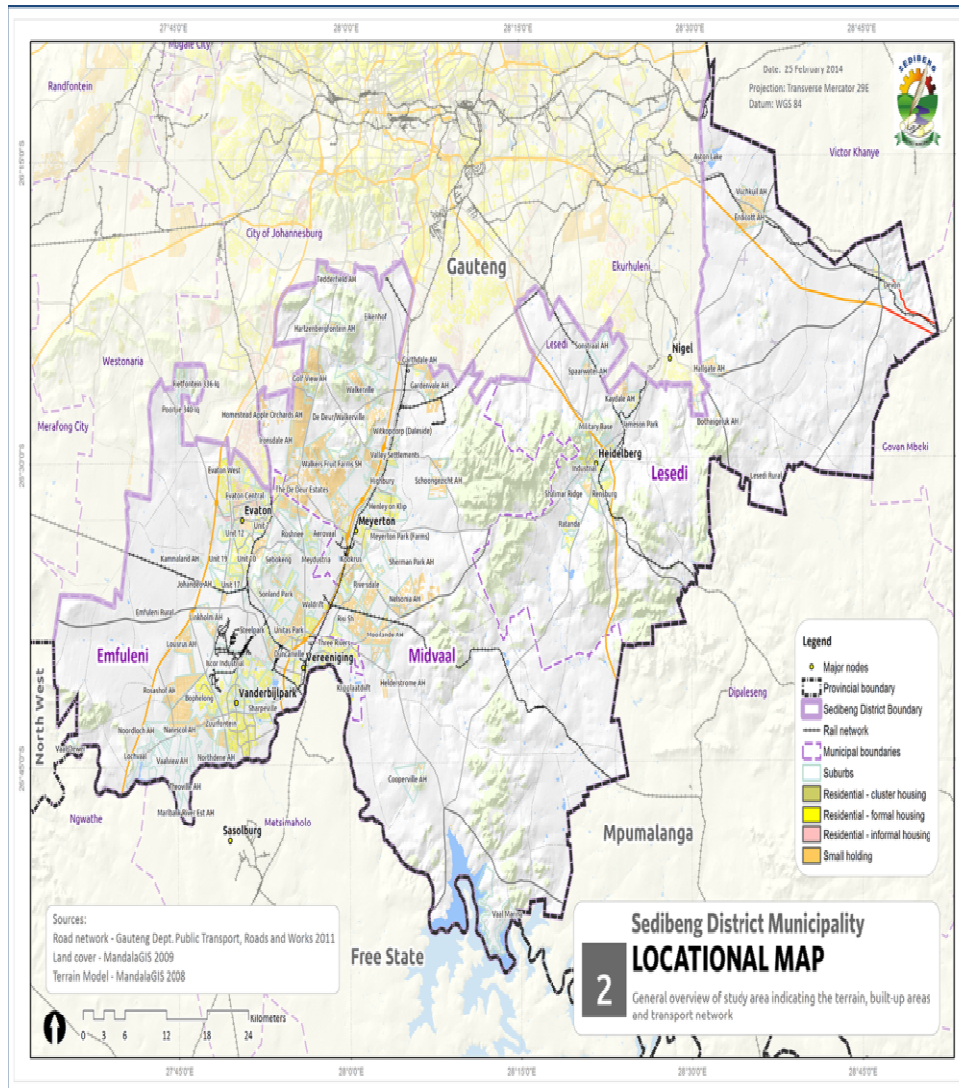


Figure 1: Locational Map of Sedibeng District Municipality (SDF, 2015)

2. SPATIAL DESCRIPTION OF LOCAL MUNICIPALITIES

Emfuleni

Emfuleni Local Municipality (ELM) is located on the western part of the Sedibeng District Municipality. It is functionally linked to Pretoria and the northern Free State. Areas of Sasolburg and Vaalpark in the northern Free State are economically linked to ELM. According to the GSDF, Emfuleni forms the southern anchor of the greater Emfuleni-Johannesburg-Tshwane axis. Further strengthening this southern anchor will benefit the axis as a whole, in that it will facilitate movement of people and goods along the axis. In addition, the GSDF has identified Vereeniging, Vanderbijlpark and Sebokeng as key urban development nodes of provincial significance. These nodes are to be linked via movement networks such as rail and road. Emfuleni major road and rail infrastructure are well developed; these traverse the area and are as follows:

- The N1 linking Pretoria with the Free State continuing to Cape Town to the south
- 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 uses and transportation;
- Establish sustainable socio-economic developments;
- Protection of open spaces and high-potential agricultural soils; and
- Promote urban renewal of primary CBDs.

The following map represents the Emfuleni Spatial Development Framework.

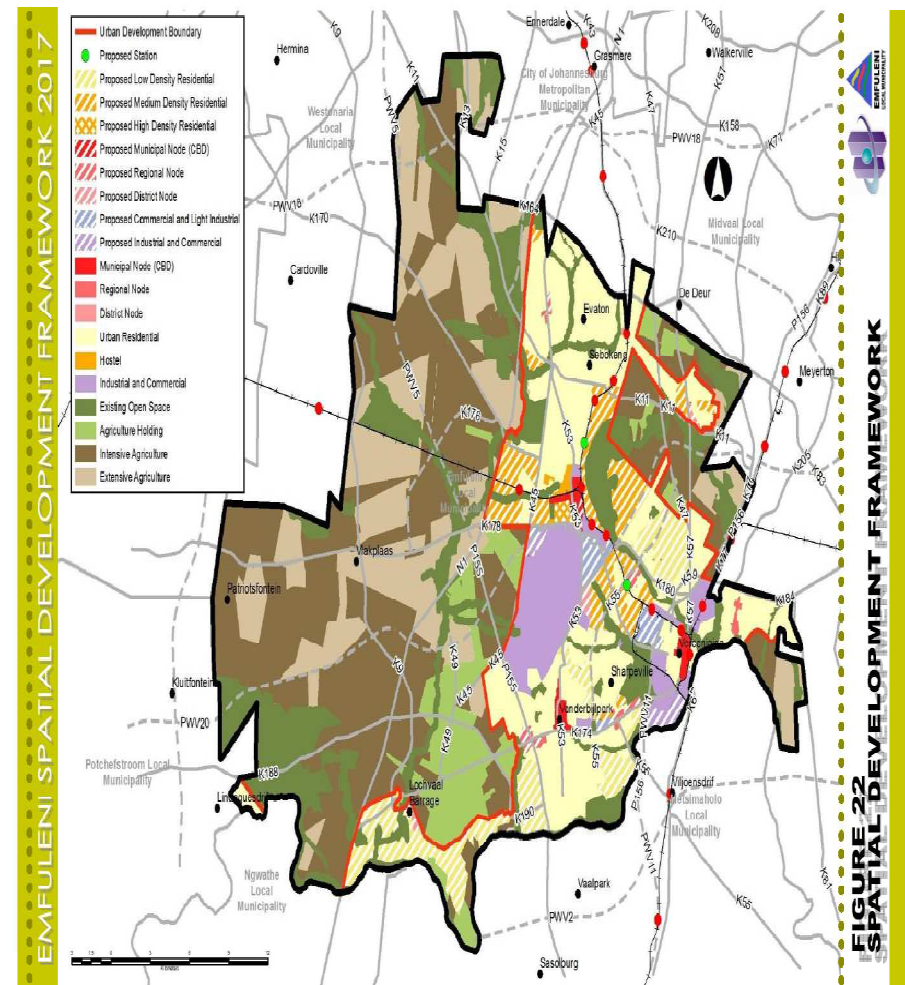


Figure 2: Emfuleni Spatial Development Framework (Source: Emfuleni SDF, 2017)

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 (NDP) and the Gauteng Spatial Development Framework (GSDF) 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;
- Optimize 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

CHAPTER 05: DRAFT SPATIAL DEVELOPMENT FRAMEWORK



- 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. 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. The following map represents the Spatial Development Framework of the municipality.

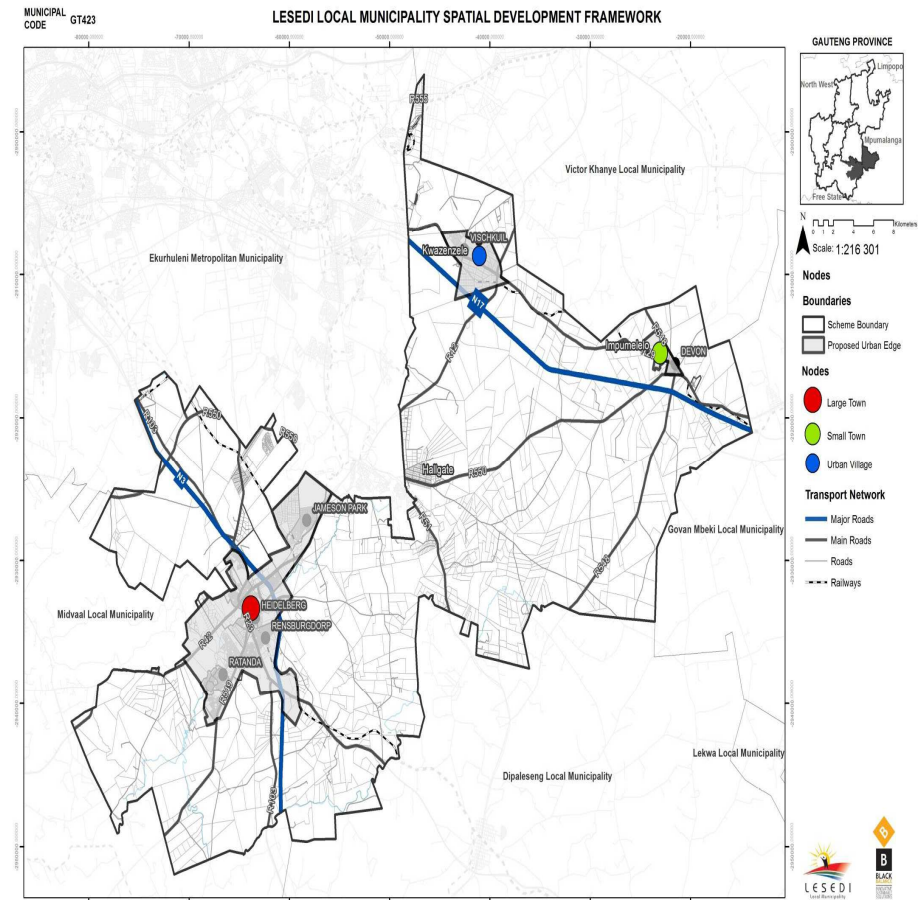


Figure 3: Lesedi Spatial Development Framework (Source: Lesedi SDF, 2016)

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 eThekweni (Durban) 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 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 urbanization 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 pro-actively plan, design and facilitate the establishment of a Development Corridor along the R59 freeway, and to prioritize the bulk of short to medium term urbanization 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 capitalize 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 prioritize the bulk of short to medium term upgrading/provision of engineering services in accordance with the Urban Development Boundary.

The following map represents the Spatial Development Framework of the Midvaal Local Municipality.

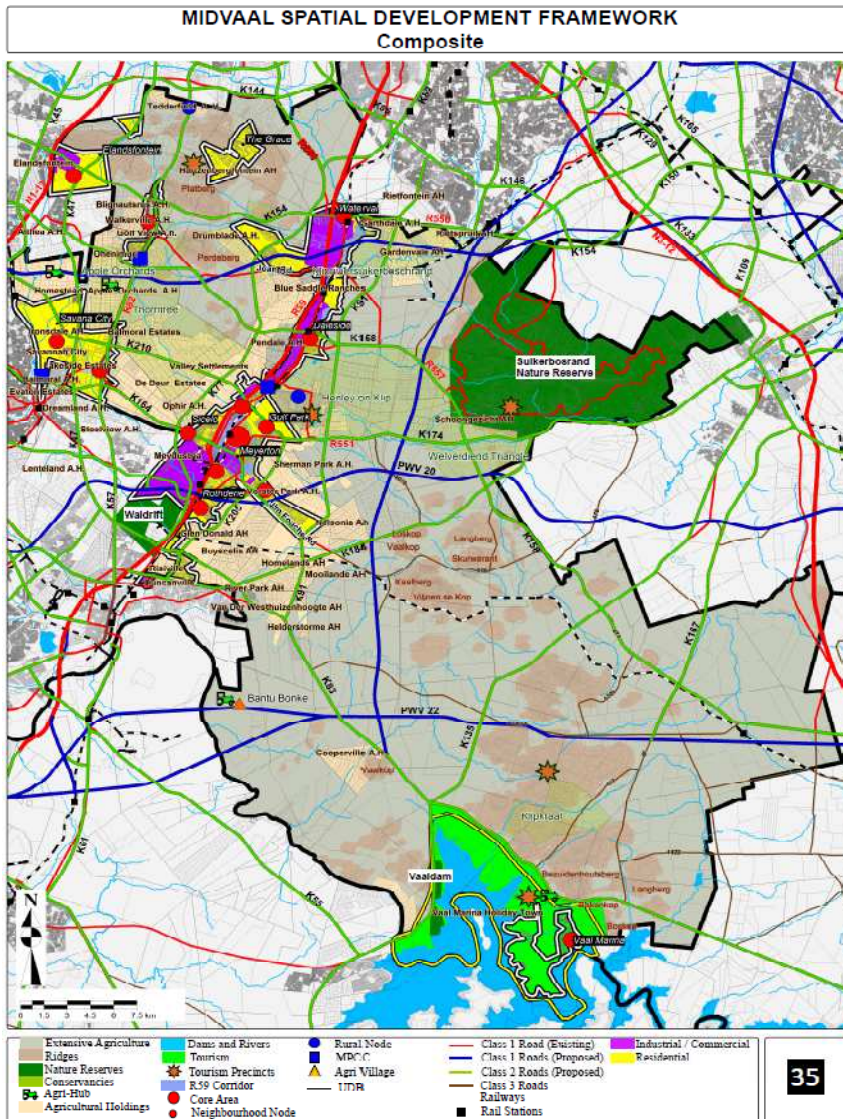


Figure 4: Midvaal Spatial Development Framework (Source: Midvaal SDF, 2017)

1. LINKING IDP, SDF & BUDGET

It is of pivotal importance to link the IDP, SDF and Budget of the municipality in order to improve the quality of life of the people of the Sedibeng District Municipality. The successful linkage of the aforementioned will place the district in a position to address poverty, unemployment and inequalities through both public and private investments which will create jobs, social and economic opportunities. This will subsequently result in long term sustainable growth where the environment will be protected, living conditions enhanced and human development intensified. The below Table illustrates the relationship between the IDP, SDF and Budget.

IDP	SDF	Budget
Medium term general plan that gives an overall framework for development of the municipality. It coherently integrates plans of all spheres of government in aid of improving the quality of life and addressing socio-economic challenges. It looks at issues that relate to how land should be used, what infrastructure and services are needed and how the environment should be protected.	Long term spatial vision of the municipality. Guides and informs all municipal decisions pertaining to the development and use of land.	Short term plan that indicates how and where municipal funds will be spent. It should be informed by capital projects as contained in the SDF and the IDP.

Table 1: SDF, IDP and Budget alignment



1. PROPOSED SDF STRUCTURE

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 redirects development of the district within the delineated area that incorporates areas of Evaton, Sebokeng, Vanderbijlpark, Vereeniging, Meyerton, Heidelberg, Savanna City and R59 corridor.

1.1 Structuring the plan

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, Lesedi and Midvaal).
- Promote higher densities and infill developments 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 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 neighbouring municipalities via the Vaal River Regional Spatial Development Framework (VRSDf).

5.2 Structuring elements

Past spatial planning “apartheid planning” divided cities based on principles of segregation, unequal access to resources and separate development. Evidence of such can be witnessed by the current socio-economic challenges that the majority of the population are facing, challenges such as places of work and economic opportunities being far, lack of access to resources and uncoordinated and costly public transport systems. Such challenges require a new thought of thinking to restructure the city and the current urban footprint and the following elements should be considered in order to achieve this.

National Development Corridors	Economic Development Corridors	Movement Corridors
<ul style="list-style-type: none"> N3 N1 	<ul style="list-style-type: none"> R59 R553 	<ul style="list-style-type: none"> R82 R42

The following table indicates the types of corridors in the region.

Table 3: Development and Movement Corridors

The following map demonstrates the Corridors

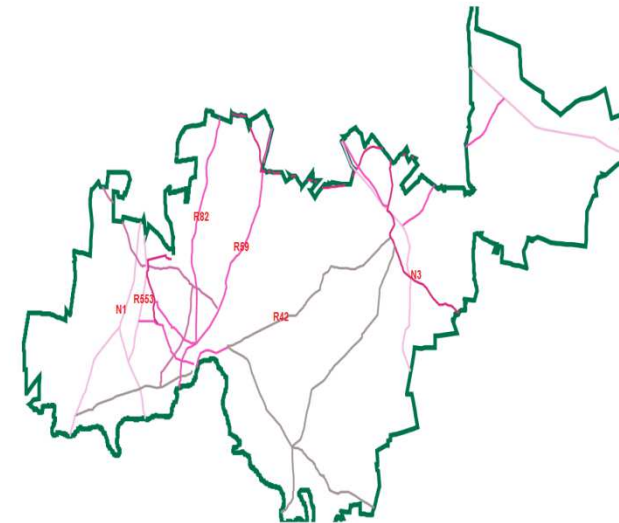


Figure 5: Development and Movement Corridors

5.2.1 Nodes

The SDF identifies key Primary, Secondary and Mixed Use Consolidation Nodes which should be areas of strategic infill and high density developments. The following table illustrates the nodes.

Primary	Secondary	Mixed Use Consolidation
<ul style="list-style-type: none"> Vanderbijlpark Vereeniging Meyerton 	<ul style="list-style-type: none"> Evaton Sebokeng Savanna City Waterval Elandsfontein 	<ul style="list-style-type: none"> Heidelberg Ratanda Jameson Park

2.1.1 Development and Movement Corridors

These are identified for purposes of promoting development along the corridor to increase access points and facilitate movement through the area. They should form a functional area along a main route connecting “anchoring nodes”. The SDM SDF identifies three types of corridors as key to unlocking development in the region, **National Development Corridors**, **Economic Development Corridors** and **Movement Corridors**.

Tourism

The Sedibeng tourism area has been strategically identified with specific themes relevant to an existing tourism profile and demand, namely with respect to key events, the natural and scenic beauty of the area, including cultural and heritage related activities.



The following tourist themes have been identified:

- Scenic routes and viewpoints;
- Nature and wildlife routes and trails (Suikerbosrand);
- Arts and crafts routes;
- Routes related to experiences of leisure and recreation along the Vaal River and Vaal Dam;
- Entertainment and leisure venues;
- The heritage of Struggle (Townships and Anglo Boer War);
- Heidelberg heritage trail or ramble.

Integration Zones

The SDM southern boundary anchors along the Vaal River which traverses the provinces of Gauteng, Free State, North West and Mpumalanga. SDM therefore shares cross-boundaries with the FezileDabi District Municipality (FDDM), the GertSibande District Municipality (GSDM) and the Dr Kenneth Kaunda District Municipality (DKKAM). SDM enjoys both social and economic relations with these municipalities consequently prompting the need for a Vaal Regional Spatial Development Framework (VRSDf). The VRSDf will be focusing on areas close to the banks of the Vaal River from roughly Villiers in the east up to the western boundary of the Vredefort Dome.

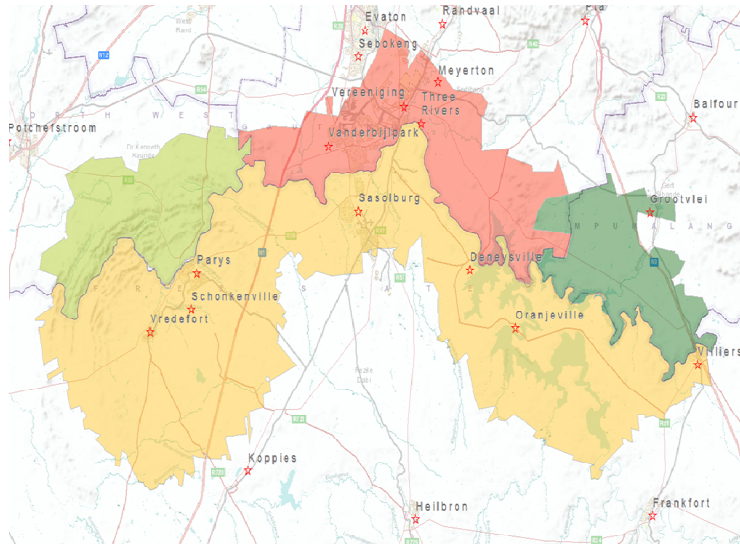
The VRSDf will seek to contribute towards:

- Creating a common vision and strategy for the area;
- Providing a balanced approach to development across jurisdictional boundaries;
- Generating deeper understanding of infrastructural requirements necessary to sustain and improve development;
- Unlocking economic potential in the area;
- Strengthening of inter-governmental relations;
- Alignment of development plans and frameworks;
- Improving regional thinking;
- Increasing cooperation;
- Promoting sustainable developments; and



- Accelerating economic growth and reducing unemployment and poverty.

The following map indicates the proposed VRSDF delineation area.



5.3 GROWTH MANAGEMENT SYSTEM

Sedibeng District has a long term vision of becoming a “Metropolitan City” in line with the long term plans of the Gauteng Province. This requires complying with Section 2 of the Local Government: Municipal Structures Act, (Act 117 of 1998), in particular the need to have “conurbation/s” to be a metropolitan area. In terms of the Act, a conurbation must include:

1. High population density
2. Intensive movement of people, goods & services
3. Extensive Development (size, intensity & complexity)

4. Multiple CBDs & Industrial areas

The proposed conurbation area is within the “Urban consolidation zone” identified in the GSDF. The proposed conurbation would then be the development triangle identified in the Emfuleni SDF, illustrated alongside together with the proposed Savanna City and Meyerton forming part of the extended provincial “urban core”. The areas to be included in the conurbation or urban core are Evaton, Sebokeng, Vereeniging, Vanderbijlpark, Meyerton, Savanna City, and the other areas as illustrated in the SDF map. In order to become a conurbation, with all four of the requirements listed above, a strategic focus will need to be placed on “infill and high density developments”, in particular, residential and industrial land uses within this conurbation.

The following map illustrates the delineated conurbation area as shaded in orange colour.

Municipalities are represent by the following abbreviations:

- Emfuleni Local Municipality (ELM)
- Lesedi Local Municipality (LLM)
- Midvaal Local Municipality (MLM)

Progress on:	ELM	LLM	MLM
Bylaw Promulgations	27 February 2017	Promulgated in 2016	07 March 2017
Establishment of Municipal Planning Tribunals (MPTs) and Appeal Authorities (AAs)	Advertisement Call for Nominations (Closing date was 20 March 2017). Short listing has been completed. Report to SMT done on 8 April 2017. Report for the appointment of members of the MPT and AA (scheduled for	Council resolution in place. Pending the appointment of the chairperson of the Municipal Planning	An item to give a mandate to the Executive Director: Development and Planning regarding the appointment of the Municipal Planning Tribunals and Appeal Authority will serve in July 2017. Thereafter the process regarding the enactment of the



	council agenda 26/06/2017. Appointment of members expected August, 2017.	Tribunal. Appeal Authority is confined to the Executive of the Council.	appointment will progress accordingly
Development of Land Use Schemes (LUSs)	In progress	Service provider appointed to align Town Planning Scheme to SPLUMA requirement s .in process of applying for funds to review and align it in accordance with SPLUMA directives.	In progress
Development of Municipal Spatial Development Frameworks (MSDFs)	2017-2021 SDF was approved by Council on 25 May 2017.	Completed and in operation.	2017-2022 SDF was adopted on 27 May 2017.
Human Resource capacity in each municipality:			
The number of registered planners in each municipality	2	1	4
Internal staff providing administration for MPTs and AAs	None	1(GIS COORDINA TOR)	None

Financial Capacity of each municipality			
The municipalities' budgets for the development of LUSs and SDFs	2017/18 MPT & AA Budget = R 800 000-00. Payment rates to be determined by Council taking into account payment rates of members of the External Audit Committee.	Operational	The Midvaal Draft Single Land Use Scheme, has been financed by the Gauteng Province: Office of the Premier (The Planning Division)
Challenges faced by the municipalities and areas that require provincial intervention	MPT & AA administration staff (4 to 7 officers) required. Inadequate funding for gazetting (financial support needed). Funding needed for GIS software to capture SPLUMA related data and information. Finalisation of opening of Township Registers to improve cadastral integrity & implementation of new scheme requirements. Appointment of service providers where necessary.	Grants to permit the implementati on of SPLUMA which poses huge financial obligations on the Municipality. Assessment of capacity constraints and initiate proactive interventions .	The municipality is facing challenges with regards to the enactment of Chapter 3 of the Spatial Planning and Land Use Management Act, 16 of 2013(Regarding Intergovernmental Support). It is proving to be a challenge to access the following departments: The Gauteng Department of Transport and Roads; The Gauteng Department of Agriculture, Forestry and Fisheries; and The Gauteng Department of Agriculture and Rural Development.

3. SPLUMA READINESS

Municipalities are required to adopt By-laws in order to implement the Spatial Planning and Land Use Management Act 16, 2013 (SPLUMA). They are further required to develop Land Use Schemes in line with the Act within five (5) years of the Act being in operation. The following



table demonstrates the state of readiness of the Local Municipalities pertaining to SPLUMA implementation.

4. RURAL DEVELOPMENT PLAN

The Department of Rural Development and Land Reform (DRDLR) has developed a Rural Development Plan for the Gauteng Province known as the Gauteng Rural Development Plan (GRDP). The purpose of this plan is to guide and manage the development of strategically placed land that is not regarded as “Urban” and also those areas that are outside the Urban Development Boundary of the Province.

In line with the GRDP and the GCR vision 2055 concept, the DRDLR in partnership with SDM have embarked on a process of developing a Rural Development Plan for the Sedibeng Region.

The Sedibeng District Rural Development Plan (SDRDP) will aim to:

- Strategically plan for and provide guidance for future rural development and land reform projects in the Sedibeng District;
- Provide up-to-date detailed GIS data to assist future rural development planning and land reform decision-making;
- Provide an integrated framework (i.e. that of the ‘functional rural region’) within which to approach, engage, explore, think about and undertake rural development and land reform; and
- Assist with reaching the goals of national government as set out in the National Development Plan (NDP) 2030 and the

Gauteng Province Transformation Modernization and Re-industrialization (TMR) strategy.

According to the GRDP, SDM falls within 4 Gauteng Rural Development Typologies which are zones 4, 5, 6 and 7. The SDRDP should therefore find solutions to develop the zones in line with the GRDP.

The following map demonstrates the typologies and zones.

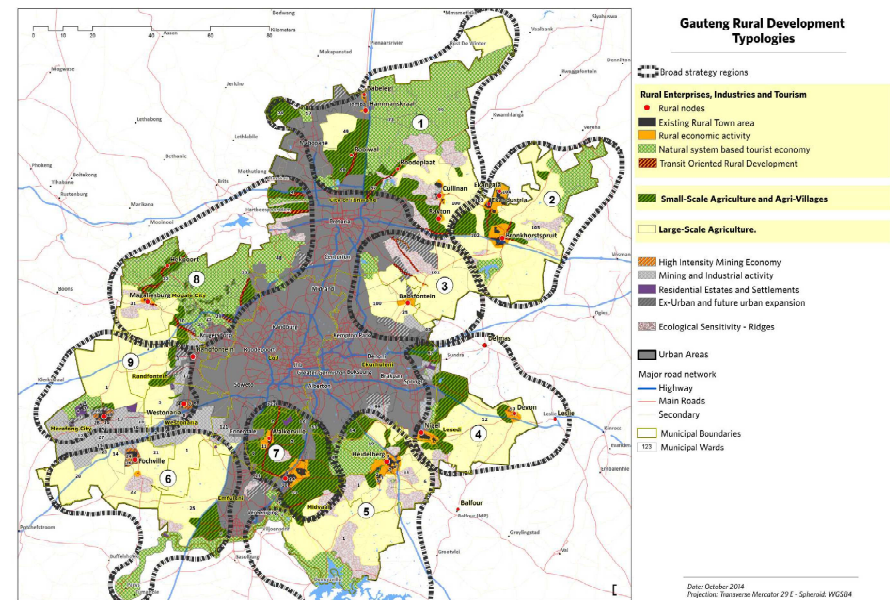


Figure 8: Gauteng Rural Development Typology Zones (Source: Gauteng Rural Development Plan, 2015)



5. SOUTHERN CORRIDOR REGIONAL IMPLEMENTATION PLAN

Sedibeng District Municipality (SDM) forms the Southern Corridor of the Gauteng City Region (GCR) vision 2055. This corridor has been touted as the corridor responsible for *Food Security* through Agriculture related activities and industries, a *Tourism* destination by utilizing the Vaal River and Vaal Dam respectively and also as a *LogisticsHub* due to its close proximity to the Aerotropolis and Tambo Springs node. This therefore means that SDM has the responsibility to prioritize projects which are “Agricultural”, “Tourism” and “Logistics” related. It is therefore imperative to employ a paradigm shift in aid of diversifying the regional economy and implement catalytic projects that will have a greater GCR impact.

The following projects are key strategic game-changer projects which have been identified as catalysts of change in the region.

PROJECT	STATE READINESS	OF	BUDGET REQUIRED
1. Doornkuil.	- Need for a feasibility to be conducted		- R 1 Million
2. Sedibeng Fresh Produce Market.	- Ready for Implementation		- R 2,2 Billion
3. Graceview Industrial Park.	- Dependant on SRSS		- R 20 Million
4. Lesedi Transit Hub.	- Need for a feasibility to be conducted		- R 1 Million
5. Savanna City.	- Implementation in progress		- R 1 Billion
6. Sedibeng Regional Sewer Scheme.	- Ready for Implementation		- R 4 Billion

7. The Graceland.	- Dependant on SRSS		- R 305 Million
8. Ubuhlebethu Infill Development.	- Ready for Implementation		- R 10 Million
9. Vaal Logistics Hub.	- Ready for Implementation		- R 200 Million
10. Vaal River City.	- Dependant on SRSS		- R 11 Billion
11. Sedibeng/Vereeniging Government Precinct.	- Need for a feasibility to be conducted		- R 1 Million
12. R59 Corridor.	- Dependant on SRSS		- N/A
13. Sicelo Precinct.	- Ready for Implementation		- R7.9 billion
14. Devon Tannery.	- Ready for Implementation		- R5.0 billion
15. Langzeekoegat.	- Ready for Implementation		- R3.2 billion

Table 6: Game Changer Projects

6. IMMEDIATE PRIORITY PROJECTS

From the aforementioned projects, three (3) of them have been selected as key catalysts to effect change in the immediate future. These are projects of which the district municipality are pursuing and lobbying for funds in order to implement them. They have been identified as High Priority Projects by the Southern Corridor Regional Implementation Plan matrix as they will have the biggest economic, social and environmental impact in the region.

The following table demonstrates the selected projects as discussed.

NAME	IMPACT	LOCATION
Sedibeng Regional Sewer Scheme.	Unlock residential and industrial development in the region and surrounding areas	Sedibeng Region
Sedibeng Fresh Produce Market.	Provide food security and support local farmers The market is located between the	Vereeniging 26.664 27.900 Degrees



	Johannesburg and Bloemfontein markets therefore it has the potential to serve communities situated between those two markets	
Sedibeng Government Precinct.	Centralize services of all three tiers of Government Urban Regeneration Improve tourism	Vereeniging CBD 26.675 27.926 Degrees

Table 7: Immediate Priority Projects