

CHAPTER 1: SDF OVERVIEW

1.1 Introduction and Background

The Spatial Development Framework (SDF) provides broad spatial terms of reference for all Government Decision-making pertaining to future development in the district, and is a component of the Sedibeng IDP.

The purpose of the Sedibeng District Municipality Spatial Development Framework (SDF) is firstly to assess the position of the District, Provincial and National perspective and secondly to serve as a guide for the Local Municipalities in order to ensure that the Spatial Development Framework of the Local Municipalities link to the overall development perspective of the District. The main objective will therefore be to ensure that the Local Municipalities contribute towards the orderly spatial structure of the District and the Gauteng Province.

A large number of the respective strategies have been implemented in the District as well as in Local Municipalities and are in the process of being implemented or is ongoing as part of the District and Local Municipalities' responsibilities.

1.2 Report Structure

The SDF report will be 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 **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.

- **Local Municipality Spatial Development Frameworks**, which will need to be refined and aligned with the district SDF and which will contain the overall spatial objectives and strategy of the district followed through to the local level.
- **Precinct Development Plans**, which are development policies/land use plans for specific areas within local municipality, and are refinements of the SDF proposals and policies. A number of areas within the district, which are subject to development pressure and are of strategic importance, requiring detail planning, have been identified and undertaken by the Neighbourhood Development Project Grant (NDPG).
- **Economic Growth and Development** and the Growth and Development Strategy (GDS) for the district and the Local Municipalities.

1.3 Legislative Compliance

In terms of Chapter 5 of the Municipal Systems Act each local authority in South Africa is required to compile an Integrated Development Plan for its area of jurisdiction and Section 26 of the Municipal Systems Act it is furthermore stated that the SDF forms core components of an Integrated Development Plan.

Other legislative frameworks that will be taken into account are:

- The Municipal Systems Act, 2000 [Act No. 32 of 2000]
- Government Gazette No. 22605 dated 24 August 2001,
- The Gauteng Planning and Development Act, 2003 [Act 3 of 2003]
- Development facilitation Act, 1995 [act 67 of 1995]
- Gauteng Urban Edge Delineation Policy of 2007

1.4 Study Methodology and Process

1.4.1 Planning Philosophy and Approach

The planning methodology for this project was underpinned by the following principles:

- **Systems Approach to Problem Solving**

A systematic approach was followed during the study, starting with the synthesis and analysis of existing elements, followed by the identification and evaluation of alternative courses of action and ending with the refinement of the desired or optimum course of action to be followed.

- **Integrated Planning**

Urban Development is a diverse process with many elements or aspects, each of which impacts on all the others in many ways. Sensible interventions into the urban dynamics of a complex region such as Sedibeng cannot be made by addressing specific elements in isolation, and an integrated, holistic approach is therefore of the utmost importance. Throughout the duration of the project an inter-sectoral approach was followed.

- **Congruency with Broader Policies**

Not only should the District SDF strive towards achieving broader policies, such as the principles listed in the DFA, and also be co-ordinated with other policies and plans that are currently operational in the province, but it should also facilitate the adjustment of local spatial plans and policies.

- **Issue-Related, Practical and Achievable Proposals**

Proposals are directly aimed at solving existing problems or taking advantage of existing potentials. Proposals are practical and achievable within the framework of the financial and capacity constraints faced by the relevant authorities and should be linked to strategies/action plans for implementation.

- **Adherence to Economic Market Principles**

The development policies and strategies are based on economic market principles and as such will lead to sustainable development over the long-term.

1.4.2 Public Participation and Stakeholder Inputs

The IDP Representative Forum will play the role of a Stakeholder's Forum for the SDF process. As the municipality convenes processes for public participation, the SDF process will form part of those engagements.

1.4.3 Project Steering Committee

A project Steering Committee consisting of the relevant District and Local officials/political representatives and the Consulting Team will be set up to run the project, Steering Committee meetings will be held at regular intervals to assess progress, identify problems and decide on further actions.

1.4.4 The Study Process

The process that will be followed has been broken down into steps/phases.

Step 1: Status Quo Investigation

Existing situation in and surrounding the study area:

- broad land use pattern;
- major movement patterns [transportation];
- physical development features and constraints, including geology;
- major infrastructure;
- environmental scan; and
- socio-economic and economic profiles.
- Overview and contextualizing of provincial planning policy pertaining to the study area, e.g. GSDF, GUE, GOSP, etc.
- Overview of other existing planning policies, strategies and guidelines in and surrounding the study area, e.g. the local SDF's.
- Overview of the relevant IDP sectoral strategies and development programmes (both District and Local) and spatially contextualizing them.
- Overview of development trends in the sub-region and major projects in the pipeline.
- Although this phase involved primarily desktop research, some primary research was undertaken.

Step 2: Situational Analysis

- The main problems, opportunities constraints and issues that may impact on future development in the study area will be identified.
- The relevancy/applicability of the existing district and local municipality SDF proposals will be assessed against the current reality.

Step 3: Development Framework

- With due regard to the findings of Steps 1 and 2 above, a broad Development Framework will be drawn-up to guide detail land use proposals.

Step 4: Formulating Guidelines and Strategy for Implementation

- This phase of the Development Framework which was formulated during the preceding phases will be refined into more detailed guidelines for implementation and land use and development control.

This will serve as the basis for future land use and spatial planning and for the Land Use Schemes that have to be undertaken by the local municipalities in the District.

CHAPTER 2: SITUATIONAL ANALYSIS:

2.1 Introduction

The Sedibeng District Municipality is located on the southern edge of Gauteng and consists of three local municipalities, namely Lesedi, Midvaal, and Emfuleni Local Municipalities.

The jurisdictional area of Sedibeng District Municipality covers the entire southern area of Gauteng Province, extending along a 120km axis from east to west. The total extent of the Sedibeng area of jurisdiction is 4630km², of which Emfuleni takes up 1276km² [27,6%], Midvaal takes up 2312km² [49,9%], and Lesedi takes up 1042km² [22,5%]. The area can be described as mostly agricultural/rural, especially in the eastern parts. The main urban areas are concentrated in the western part of the district, consisting of Vereeniging and Vanderbijlpark as well as the Evaton/Sebokeng residential complex to the north of it in Emfuleni. Lesser urban concentrations are found in Meyerton in Midvaal, and in Heidelberg/Ratanda in Lesedi.

As far as its regional context is concerned, Sedibeng is situated away from the hub of economic activity in Gauteng, which is situated between Johannesburg and Pretoria. The district is however connected to this hub by a number of national roads and freeways, as well as rail lines, which ensure excellent accessibility. The Vaal Triangle [Vanderbijlpark, Vereeniging and Sasolburg in the Free State] is associated with the production of steel and fuel [Arcelor Mittal and SASOL], as well as other types of heavy and noxious industrial activity. The rest of Sedibeng's contribution to the region lies primarily within the agricultural sphere, especially the eastern parts of the district where substantial commercial farming operations can be found.

2.2 Population and population growth

Our region of Sedibeng is moderately populated and the below mentioned statistics and comparative analysis of this district provide a base on which development within the municipality's area of jurisdiction can be made. The 2007-2011 IDP estimates that the total population in Sedibeng District is at 843 006 as per NSDP (2006). According to DBSA (2007) projections which are based on the Statistics SA Census 2001 population figures, the total population for Sedibeng District Municipality is 908 107 people. According to Statistic SA Community Survey 2006, with its limitations, the total population of Sedibeng 800 819.

Table 1: Population figures and Households

MDB Name	Name	Population	Population as per % of District	Population as per % of Province	No of Households	Households as per % of District	Households as per % of District
DC42	Sedibeng District Municipality	800819	100	7.6	241223	100	7.5
DC421	Emfuleni Local Municipality	650867	81.2	6.2	196480	81.4	6.1
DC422	Midvaal Local Municipality	83445	10.4	0.7	24265	10	0.7
DC423	Local Municipality	66507	8.3	0.6	20479	8.4	0.6

Source: Community Survey 2007

Emfuleni Local Municipality represents 81.2% of the entire Sedibeng District Municipality population, which effectively means that more people reside in the Emfuleni area. This indicates that 8 out of every 10 people living in the Sedibeng region reside in Emfuleni. Approximately 27.6% land cover of the total district is made up of the townships where a majority of the population resides. Although Emfuleni represents the largest population of SDM, it is Lesedi that has the biggest land/geographic space followed by Midvaal. There is a great potential for these municipalities for investment that still require land.

According to Statistic SA, the following community survey indicates the total population figures per local municipality in the Sedibeng region:

Table 2: Gender Distribution

Race and Gender		DC42: Sedibeng District Municipality	GT421: Emfuleni Local Municipality	GT422: Midvaal Local Municipality	GT423: Lesedi Local Municipality
Black	Male	319,837	269,218	26,944	23,666
	Female	336,270	287,309	25,936	23,023
Coloured	Male	2,031	1,212	533	307
	Female	2,379	1,544	563	263
Indian or Asian	Male	6,930	6,667	50	99
	Female	6,930	6,733	50	153
White	Male	61,668	37,351	15,122	9,187
	Female	64,886	40,832	14,254	9,808
Grand Total		800,819	650,867	83,445	66,507

Source: Community Survey 2007

2.2.1 Age

The 0-14 year category is the largest category. This implies that over time there will be a significant introduction of new employable individuals to the potentially economic active population i.e. the labour force. The 30-39 year category is the second largest category implying that the HIV/AIDS epidemic had a significant impact on the youth over the past decade. The third largest group was the 20-29 year category that was not significantly affected by the HIV/AIDS epidemic.

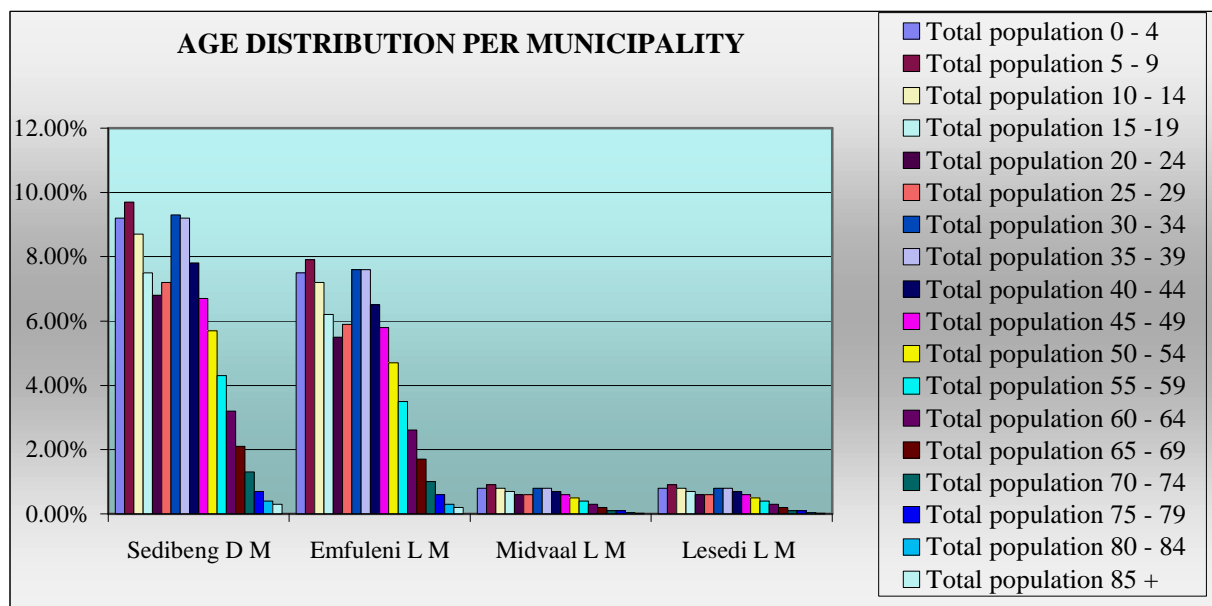


Figure 1: Age Distribution in Sedibeng per Local Municipality

2.2.1.1 Employment/Unemployment

The highest number of employment is concentrated in the manufacturing sector. Arcelor Arcelor Mittal and SASOL are the major employers in the region. According to DBSA (2006) there has been a decrease in unemployment in Sedibeng from 52.3% in 2001 to 50.1% in 2006 while the Statistics SA Community Survey 2007 indicates that the unemployment rate in Sedibeng is 32%. This figure is slightly higher than the Gauteng unemployment rate of 28% for 2006.

The manufacturing sector has been showing an increase of 26.8% in employment. The construction sector increased its employment figures with 47.2% from 2001 to 2006. The Whole Sale and Retail Sector also increased its employment levels with 22.1%. Transport, storage and communication recorded an increase of 2.3%. There has been a total increase in employment of 17.7% and an increase of 12.5% of the labour force from 2001 to 2006.

Below is a graph depicting the employment rate in Sedibeng in 2007:

Table 3: Employment per Industry in Sedibeng

	Agriculture; hunting; forestry and fishing	Mining and quarrying	Manufacturing	Electricity; gas and water supply	Construction	Wholesale and retail trade	Transport; storage and communication	Financial; insurance; real estate; and business services	Community; social and personnel services	Other and adequately defined	Unspecified	Not applicable/institutions	Grand Total
Male	1121	1993	35151	3002	10312	15505	5452	12883	11416	8666	16682	144123	265309
Female	356	560	10089	523	1546	15218	1735	9102	17384	17537	11854	194323	280227
Grand Total	1477	2553	44240	3525	11858	30723	7187	21985	28800	26202	28536	33451	545536

Source: Community Survey 2007

Table 4: Dwelling Types

	01	02	03	04	05	06	07	08	09	+10	Grand Total
House or brick structure on a stand or yard	18703	28454	33965	38074	24801	12127	6878	3260	2178	1943	170383
Traditional dwelling/hut/structure made of traditional material	126	266	324	359	64	106	-	69	83	-	1399
Flat in block of flats	2095	2412	2006	1276	676	130	-	123	-	-	8719
Town/cluster/semi-detached house (simplex: duplex: triplex)	1292	1945	875	734	308	57	-	-	-	-	5210
House/flat/room in backyard	3696	3266	2304	2249	1325	668	273	320	41	171	14331
Informal dwelling/shack in back yard	3404	3930	3749	2878	2589	1014	690	328	201	136	18921
Informal dwelling/shack not in back yard (e.g. an informal/squatter settlement)	2643	3525	2920	2089	1937	1090	502	200	58	169	15134
Room/flatlet not in backyard on a shared property	1179	156	466	130	143	53	-	-	-	-	2107
Caravan or tent	243	134	108	105	-	-	-	-	-	-	589
Private ship/boat	-	-	-	-	39	-	-	-	-	-	39
Workers hostel	1306	500	733	459	111	258	-	-	-	-	3366
Other	460	215	143	143	68	-	-	-	-	40	1023
Grand Total	35146	44822	48496	48496	32063	15502	8343	4301	2562	2459	241223

2.3 Spatial Composition and Land Uses

The main land uses within the Sedibeng District will be on a [Map 5](#) as well and are briefly discussed hereunder.

2.3.1 Urban Residential Areas

Residential land uses include both formal and informal residential suburbs. The defined residential areas within Emfuleni include the areas of Evaton, Sebokeng, Bophelong, Boipatong, Tshepiso, and Sharpeville, which are all previously disadvantaged township areas, as well as the previous white suburbs of Vanderbijlpark and Vereeniging. A number of informal settlements occur in and around the previously disadvantaged township areas.

The residential areas in Midvaal include Risiville, Meyerton and extensions and Henley-on-Klip, which are all situated along the eastern side of the R59 freeway. Some informal settlements occur along the western side of the R59 freeway in Midvaal.

Residential development in Lesedi is confined to Heidelberg/Ratanda and Impumelelo/Devon.

Formal housing development in the previously disadvantaged township areas has in the past consisted almost entirely of mass housing projects driven by government with public funding, and it is not foreseen that this trend will change in the foreseeable future. Due to the depressed local economy, private sector housing development has been slow during the last decade, consisting mostly of small housing schemes within or abutting the existing medium and high-income residential areas.

In view of the above it is submitted that the majority of new housing development in the study area over the short to medium term will be subsidy-linked housing schemes initiated with state funding – private sector housing development will play an insignificant role in respect of generating additional infrastructural and community services demands.

The total area of residential development is $\pm 13\,392$ ha., which makes up $\pm 2,9\%$ of the total area in the district.

2.3.2 Industrial/Commercial Development

Industry in Sedibeng takes up a relatively large amount of land, which demonstrates the significance of industrial activities, especially in Emfuleni. These industrial activities are mainly around Vanderbijlpark and Vereeniging and relate to the steel and petro-chemical industries. There is also a line of industrial activity along the R59 from Kliprivier to the Meydustria area. The most important industry in this area is Samancor. Most of the industries in the Meyerton/Vereeniging/Vanderbijlpark area are heavy/noxious industries and thus potentially have a high environmental impact on the residential areas in the proximity.

The only other significant industrial activity in the district takes place in Heidelberg, consisting of the BAT cigarette manufacturing plant, the Eskort meat processing plant and some other lesser industrial concerns.

Commercial activity [which can be defined as warehousing, distribution and transport businesses] is found interspersed with industries in all the major industrial areas.

The total area taken up by industrial/commercial land uses in the district is $\pm 3\,920$ ha. [0,8% of the total area].

2.3.3 Retail/ Business

Retail/business is mostly concentrated in and around the existing CBD's of Vanderbijlpark, Vereeniging, Meyerton and Heidelberg, as well as some suburban shopping centres. This land use makes out only $\pm 1\%$ of the total area of district.

The CBD's of Vereeniging and Vanderbijlpark show significant signs of urban decay and are in need of urban renewal initiatives.

Table 5: Business/ Retail Classification

Type of centre	Size of centre [m ²]	Trade area	Access Requirements	No households	Population	Socio-economic groups	Radius	Travel time [minutes]	Main tenants
CORE CLASSIFICATION									
Filling station stores	<250	Only at filling stations	Together with filling station.	-	-	All			<ul style="list-style-type: none"> filling station operated store only
Spaza	<50	At houses in suburbs.	Suburban streets.			Low and Middle Low.			<ul style="list-style-type: none"> groceries/café products
Small free-standing centre	500-1 000	Part of suburbs	Suburban street	<2 000	<7 000	Mainly middle, middle low and low	1	<2	<ul style="list-style-type: none"> café/superette few convenience stores
Local convenience stores/centres	1 000-5 000	One suburb or parts of suburb[s]	Minor collector road – traffic study may be required	700-3 600	2500-12 500	All	1,5	3	<ul style="list-style-type: none"> supermarket few convenience stores
Neighbourhood centre	5 000-12 000	Suburb[s]	Major collector roads – traffic impact study required	2 400-5 700	8 300-20 000	All	2,0	4	<ul style="list-style-type: none"> supermarket convenience some small specialised stores
Community Centre	12 000-25 000	Group of suburbs	Main Road – traffic impact study required	8 500-17 800	30 000-62 500	All	3,0	6	<ul style="list-style-type: none"> large supermarket convenience small national clothing restaurants & take away's services

Type of centre	Size of centre [m ²]	Trade area	Access Requirements	No of households	Population	Socio-economic groups	Radius	Travel time [minutes]	Main tenants
Small regional	25 000-50 000	Specific sub-region in city	Main road – traffic impact study	17 800-35 700	62 500-125 000	All	5,0	10	<ul style="list-style-type: none"> • large supermarket • 1 or 2 large clothing nationals • boutiques • entertainment • services
Regional centre	50 000-100 000	Large region in city/or whole city	Main road and perhaps national road – traffic impact study	28 600-57 150	100 000-200 000	Mainly above average	8,0	16	<ul style="list-style-type: none"> • large supermarket/hyper • 2 or more large clothing • small clothing and boutiques • entertainment restaurants • services
Super regional centre	100 000+	Large region in city and surrounding areas	Main and national routes, traffic impact study	57 300-114 300	200 000-400 000	Above average	10+	20	<ul style="list-style-type: none"> • as at regional but more emphasis on entertainment and variety
SPECIALIST CLASSIFICATION									
Specialist/theme centre	Vary from 2 000 to 30 000	Depend on type of store of centre – mostly on regional level	Mostly main roads – traffic impact study	5 700-85 700	20 000-300 000	Mainly above average	5-10	10-30	<ul style="list-style-type: none"> • specialist traders/entertainment and/or theme centre

Type of centre	Size of centre [m ²]	Trade area	Access Requirements	No of households	Population	Socio-economic groups	Radius	Travel time [minutes]	Main tenants
Value centre	5 000-25 000	Next to regional centre or on main road/highway	Main roads – traffic impact study	4 800-23 000	26 700-83 300	Middle to above average	6,0	10	<ul style="list-style-type: none"> • specialist retailers • home improvement • limited groceries • fast food • banks
Hyper centres	15 000-35 000	Strong correlation with regional centre	Main roads	21 400-50 000	75 000-175 000	Middle to above average	8,0	15	<ul style="list-style-type: none"> • one hyperstore • convenience line stores, • services

2.3.4 Rural Residential [Small Holdings]

The rural settlement pattern in the district is characterized by a large number of small holdings/small farms settlements ranging from 1 – 5 ha properties located around the fringes of the urban areas, especially in the western part of the district, in Midvaal and Emfuleni. Agricultural holding areas in Lesedi are limited to the Vischkuil/Endicott area in the northern part abutting the N17 national road, and some settlements on the edges of Nigel northeast of Heidelberg/Ratanda.

Diverse land uses are found on the agricultural holdings, ranging from rural residential, through small scale farming to extensive, informal industrial and commercial activities. A relatively large proportion of the agricultural holdings are vacant.

Rural residential areas make up $\pm 4,0\%$ of the total area of the district [$\pm 18\,582$ ha.].

2.3.5 Commercial Agriculture

Commercial agriculture takes up the largest area within the district and makes up $\pm 33\%$ of the total land usage. Agricultural activity in the district is dominated by large-scale commercial farming operations [crop production including maize, grain, sorghum, wheat, soya and dry beans, ground nuts, sunflower seeds and vegetables, and animal production including milk, beef, mutton and lamb, eggs and poultry]. Sedibeng is a very important resource to Gauteng in terms of food production, and this fact should be taken into consideration in the spatial planning of the area (See [Map 7](#)).

The performance of the agricultural sector is very dependent on climatic conditions and may fluctuate from year to year. The agricultural sector does however present opportunities for downstream economic activities and job creation in terms of further

processing of agricultural produce [e.g. Karan Beef, Eskort, all of which are going concerns within Lesedi].

2.3.6 Nature Reserves

There are two proclaimed nature reserves in Sedibeng district, namely the Suikerbosrand Nature Reserve in Midvaal and the Alice Glockner Nature Reserve in Lesedi.

- *The Suikerbosrand Nature Reserve*

The Suikerbosrand Nature Reserve is situated on the northeastern edge of Midvaal Local Municipality, in the Suikerbosrand hills. These hills contribute substantially to the natural beauty in and around the Sedibeng area. The nature reserve is well managed and the eco-system is fully protected in this area. The reserve has huge eco-tourism potential and is promoted as such. Economic activities within the reserve span a wide range of eco-tourism related activities, including game viewing, hiking, mountain biking, hunting, and other types of outdoor activities. Capital development in the reserve amounts to ±R12 000 000 and job opportunities for at least 100 people are provided. ±30 Labourers are employed in the reserve. The local communities harvest thatching grass, which provides them with an income. It is important to note that substantial extensions to the reserve, towards the north of it, are being implemented currently.

The Suikerbosrand Reserve is under threat from urban sprawl. Low cost informal housing on the outskirts of the Katorus area has almost reached the northern boundary of the reserve and the situation is not well controlled. Communities residing in this area do not have infrastructural and other services and are impacting negatively on the local environment.

- The Alice Glockner Nature Reserve

The Alice Glockner Nature Reserve to the south of Heidelberg/Ratanda, in Lesedi Local Municipality, has been upgraded during the last year. The reserve is primarily known for the Heidelberg Copper Butterfly, which is a red data species. A number of other interesting flora and fauna and geological features can be found in the reserve, while red data plants are currently being investigated. The Alice Glockner Nature Reserve forms part of a larger area for conservation envisaged by GDACE, including linkages with the Suikerbosrand Nature Reserve and the military land to the northeast of Heidelberg. An alien vegetation eradication programme is already underway in the Alice Glockner Nature Reserve. Landowners adjacent to the reserve have been contacted to form an effective buffer area. Capital development is underway and amounts to ±R3 000 000. Staff and visitor facilities are being built (See [Map 5](#)).

2.3.7 Vacant land

The provincial eLand decision support system indicates that there is ±98000ha of developable vacant land situated in Sedibeng District. ±4900ha of this developable vacant land is situated within the urban edge as currently demarcated by Gauteng Province.

A more detailed vacant land audit was undertaken within the urban edge as part of the SDF exercise, based on 2001 aerial photography augmented by physical site visits. In terms of this more detailed land audit, developable vacant land within the current provincially – demarcated urban edge amounts to ±6220 ha, of which 4544 ha [73%] is situated in Emfuleni, 1085 ha [17,5%] is situated in Midvaal and 591 ha [9,5%] is situated in Lesedi. More detailed results of the vacant land audit are included in Annexure “A” to this Report.

Abovementioned figures indicate that there is enough vacant land within the current urban edge to accommodate substantial future urban development within the district.

2.4 Economy

The economy of Sedibeng District Municipality is dominated by manufacturing, which contributed $\pm 32.4\%$ to the local economy during 2001. There are two main sub sectors of manufacturing, namely fabricated metal and the chemical sector. The Arcelor Mittal [former ISCOR] steel plant and the ferro - manganese plant of Samancor are the two main large basemetal plants in the region. With regard to the chemical industry, SASOL is the company presenting this sector.

The manufacturing sector will remain the dominant economic sector in Sedibeng in the foreseeable future. It is therefore a key sector on which efforts to revitalize the economy need to be focused. There are potentially strong backward linkages in the manufacturing sector, mainly with the same sector and with agriculture and mining. Some opportunities within the manufacturing sector include agro-industries [further processing of agricultural and other raw materials].

Other important sectors in the district economy include services, finance, trade, transport, electricity, construction and agriculture.

Some of the abovementioned sectors do present opportunities for further local development and economic growth, as briefly summarized hereunder:

2.4.1 Agriculture

Agriculture as an economic sector has a great deal of potential, not only in percentage contribution to the local economy but also in terms of employment opportunities and linkages with other sectors. The possibility of sustainable SMME development also exists in terms of raw products that can be developed further and effectively marketed.

2.4.2 Tourism

Although tourism is not an economic sector in its own right it is included due to the potential that exists in this sector. Sedibeng District Municipality has a variety of tourism attractions and resources that remain largely undeveloped or poorly promoted. The districts offer a number of tourism features and include sites of significant historical and natural value, e.g.:

- Sharpeville memorial site as an icon of the struggle against apartheid.
- Boipatong – a site of intense political conflict during the height of the community’s struggle against apartheid.
- The South African Anglo Boer war peace site and monument marking the end to the Anglo-Boer war.
- Signing of the RSA Constitution by the President.
- Archaeological & Paleontological Rock engravings
- The Suikerbosrand Nature Reserve, Kareekloof and Heidelberg Kloof.
- Teknorama Museum.
- Vaal River, Emerald Casino, Riviera Resort and various other facilities offering water based sport, recreation and entertainment.
- Vaal River Barrage.
- Heidelberg CBD.

2.5 Social Services and Community Facilities

Communities in lower income areas are generally in greater need of social services and community facilities, because of the ill effects of poverty and limitations to access private facilities and services. The history of development in South Africa has tended to privilege some communities while others have been neglected, leaving inequitable distribution of facilities.

2.5.1 Health Facilities

There are 3 public hospitals in the Sedibeng District Municipality, namely Kopanong Hospital in Vereeniging, Sebokeng Hospital in Sebokeng and the Heidelberg Hospital in Heidelberg. In addition to the public hospitals, there are five private hospitals in the district, of which four are located in Emfuleni and one that is located in Heidelberg.

As far as primary health care clinics are concerned, these are clustered in urban and service centres, while rural areas are served through mobile units. Emfuleni has a total number of 27 clinics, 19% of which are capable of providing basic comprehensive primary health care services. In Midvaal there are five clinics, two in Meyerton, one in Randvaal, one in De Deur, one in Eikenhof and a satellite clinic at Vaalmarina. In Lesedi there are six clinics clustered in the service centres of Heidelberg/Ratanda, Devon/Impumelelo and Vischkuil.

It seems that Midvaal and Lesedi are relatively well catered for in terms of existing health facilities, while the backlogs are mostly concentrated in Emfuleni.

A range of environmental health services and social work services are rendered by all the local municipalities in the district.

2.5.2 Educational Facilities

There are a total of 315 schools in the Sedibeng District Municipality, 206 in Emfuleni, 53 in Midvaal and 56 in Lesedi.

Some of the schools, especially those in the previously disadvantaged township areas and the rural areas, have various upgrading needs, e.g. more teachers, access to water and sewerage, access to electricity, road access, and upgrading of buildings.

As far as tertiary education facilities are concerned, the most important one is the satellite campus of North West University situated in Vanderbijlpark. Other tertiary education facilities include the Sedibeng College and the Vaal University of Technology.

2.5.3 Libraries and Community Halls

There are a total of 19 libraries and 22 community halls within Sedibeng. Midvaal and Lesedi are reasonably adequately provided for in terms of libraries and community halls, however serious shortages of these facilities exist within the more densely populated areas of Emfuleni. Furthermore there is a lack of these types of facilities, particularly libraries, within the rural areas, exacerbated by distance to urban areas and the lack readily available public transport.

2.5.4 Cemeteries

Major cemeteries in the district include the following:

- Palm Springs regional cemetery serving Stretford, Evaton, Sebokeng and surrounding areas.
- Boipatong Cemetery.

- Sharpeville Cemetery.
- Vanderbijlpark Cemetery.
- Old Vereeniging Cemetery.
- Jacobskop Cemetery west of Rust-Ter-Vaal.
- Various Cemeteries in Midvaal [Rothdene, Kookrus, Meyerton, etc.].
- Two regional cemeteries in Lesedi, one south of Heidelberg and one west of Devon.

The Palm Springs regional cemetery is almost full and a new cemetery for the Sebokeng/Evaton communities needs to be developed.

2.5.5 Public Safety Services

There are 13 police stations situated in the district, 6 in Emfuleni, 4 in Midvaal, and 3 in Lesedi. There is a shortage of police stations, especially in the more densely populated urban areas in the western portion of the district.

As far as traffic licensing is concerned, there are at present 4 licensing offices within the boundaries of the district. These are located in Vereeniging, Vanderbijlpark, Meyerton and Heidelberg.

As far as fire and emergency services are concerned, there are 3 emergency call centres in the district, located in Vereeniging and Heidelberg. Ambulance and emergency response services are dispatched from the provincial hospital in Vereeniging, Meyerton and the Heidelberg control room. Fire fighting services for the whole of Sedibeng are

located principally in Vereeniging and in Heidelberg. A satellite emergency services station has recently been erected in Devon, but is not yet fully operational.

Table 6: Standards for the provision of community facilities

	FACILITY	LOCATION	ACCESS	STAND SIZE	USE CAPACITY AND THRESHOLD
EDUCATIONAL FACILITIES	Crèches/Nursery Schools	<ul style="list-style-type: none"> Community-specific within walking distance of res. units. Can be clustered with schools. 	<ul style="list-style-type: none"> Should be accessible by pedestrian pathways. Service area : <ul style="list-style-type: none"> → max. travel time 10 minutes. → max. walking distance 750m. 	Minimum size : 130m ² .	Minimum population : ±5000 Minimum no. of houses : ±1250
	Primary Schools	<ul style="list-style-type: none"> Community-specific . Close to public transport route. Can be clustered with other facilities. 	<ul style="list-style-type: none"> Should be accessible by foot and bicycle. Service area : <ul style="list-style-type: none"> → max. travel time 20 minutes. → max. walking distance 1,5km. 	Minimum size : 2,4ha	Minimum population : 3000- 4000 people. Minimum no of houses : 750-1000.
	Secondary Schools	<ul style="list-style-type: none"> Should be situated on major transport route with public transport stops. 	<ul style="list-style-type: none"> Service area : <ul style="list-style-type: none"> → max. travel time 30 minutes. → max. walking distance 2,25km. 	Minimum size : 4,6ha	Minimum population : 6000-10000 people. Minimum no of houses : 1500-2500.
	Tertiary Facilities	<ul style="list-style-type: none"> Regional facilities located along major transport routes with public transport stops. 	Regional scale facilities : No specific standards prescribed.		

Table 6: Standards for the provision of community facilities

	FACILITY	LOCATION	ACCESS	STAND SIZE	USE CAPACITY AND THRESHOLD
HEALTH FACILITIES	Mobile Clinics	N/A	<ul style="list-style-type: none"> • Must be accessible by foot. • Max. walking distance 1km. 	N/A	±5000 people per mobile clinic.
	Clinics	<ul style="list-style-type: none"> • Close to major transport routes with public transport stops, a block or two back in quieter surroundings. 	<ul style="list-style-type: none"> • Service area : <ul style="list-style-type: none"> → max. walking distance 2km. → max. travel time 30 minutes. 	<ul style="list-style-type: none"> • 0,1ha per 5000 people. • 0,2ha per 10000 people. • 0,5ha per 20000 people. • 1,0ha per 40000 people. • 1,5ha per 60-80000 people. 	Minimum of ±5000 people.
	Hospitals	<ul style="list-style-type: none"> • Regional facility located along major transport routes with public transport stops. 	Regional scale facility : no specific standards prescribed.		
CULTURAL FACILITIES	Libraries	<ul style="list-style-type: none"> • Should be easily accessible – along main routes. • Can be clustered with other facilities. 	<ul style="list-style-type: none"> • Service area : <ul style="list-style-type: none"> → max. walking distance 1,5-2,25km. → max. travel time 20-30 minutes. 	Minimum size : 130m ² . Minimum of 2 books per capita required.	5000 – 50000 people.

Table 6: Standards for the provision of community facilities

	FACILITY	LOCATION	ACCESS	STAND SIZE	USE CAPACITY AND THRESHOLD
	Community Centres	<ul style="list-style-type: none"> Should be situated on major transport route with public transport stops. 	<ul style="list-style-type: none"> Service area : <ul style="list-style-type: none"> → max. walking distance 1,5-2,25km. → max. travel time 20-30 minutes. 	Minimum size : 5000m ²	Minimum population : ±10000 people.
	Religious Centres [Churches, mosques, etc.]	<ul style="list-style-type: none"> Will depend on the community being served. Can be clustered with other facilities. 	<ul style="list-style-type: none"> Service area : <ul style="list-style-type: none"> → max. walking distance 1,5km. → max. travel time 20 minutes. 	150 – 3000m ²	Minimum population : ±2000 people. Minimum no. of houses : ±500
ADMINISTRATIVE FACILITIES	Municipal offices/ pay points	<ul style="list-style-type: none"> Require high levels of exposure. Should be accessible by public transport. 	Max travel time : 30 minutes.	Minimum size : 3000m ²	Minimum population : 50000 people.
	Community information centres	<ul style="list-style-type: none"> Places of high visibility and accessibility. 	<ul style="list-style-type: none"> Within 1km walking distance of residents. Easily accessible by public transport – max. travel time 15 minutes. 	Not prescribed	Minimum population : 22000 people.
	Fire Stations	<ul style="list-style-type: none"> On the intersections of higher order multifunctional routes and primary or regional distributions. 	<ul style="list-style-type: none"> Higher-order facility situated sub-regionally. 	±1,2ha	Minimum population : ±60000 people.

Table 6: Standards for the provision of community facilities

	FACILITY	LOCATION	ACCESS	STAND SIZE	USE CAPACITY AND THRESHOLD
	Post Offices	<ul style="list-style-type: none"> Along activity routes within easy walking distance of public transport stops. 	<ul style="list-style-type: none"> Service area : <ul style="list-style-type: none"> → max. walking distance 2km. → max. travel time 30-40 minutes. 	Generally incorporated into commercial shopping nodes.	Minimum population : ±11000 people.
	Police Stations	<ul style="list-style-type: none"> Central to the communities they serve, along main thoroughfares. 	<ul style="list-style-type: none"> Service area : <ul style="list-style-type: none"> → max. walking distance 1,5km. → max. travel time 20 minutes. 	Between 0,1 and 1,0ha.	Minimum population : 25000 people.
RECREATIONAL FACILITIES	Parks [public open space]	<ul style="list-style-type: none"> Central to the communities they serve. Can be clustered with facilities such as schools, crèches, etc. 	<ul style="list-style-type: none"> Service area : <ul style="list-style-type: none"> → max. walking distance 1,0km. → max. travel time 15 minutes. 	Not specified. Larger, functional parks to be provided rather than smaller, non-functional parks.	Between 18 and 24m ² of open space per res. unit to be provided, depending on density.
	Sports facilities	See "Red Book" standards Chapter 5.4 – Table 5.4.3			

2.6 Demographic and Socio-economic Information

2.6.1 Population Size, Distribution and Growth

The IDP will include the recent population size and growth indicated by the Stats SA. Within the study, focus will also be given to socio-Economic Indicators

The official unemployment rate in Sedibeng District in 2006/2007 community Survey $\pm 28\%$ while a further $\pm 37\%$ of all persons aged 15-65 years in the district was economically inactive. Emfuleni has the highest unemployment rate [29.6%], while Midvaal has the lowest unemployment rate [15.9%] (See [Map 3](#)).

This data will be verified against figures from the Stats SA.

Table 7: Economic Activity and Employment Status

Area	Employed %	Unemployed %	Economically Inactive %
Emfuleni	33.1%	29.6%	37.3%
Midvaal	53.5%	15.9%	30.6%
Lesedi	41.4%	22.3%	36.3%
Sedibeng	35.5%	27.8%	36.7%

Source: StatsSA, 2007 (community survey)

The majority of persons, who are employed, are active within the manufacturing sector [20.5%] followed by the community; social and personal services sector [18.3%], wholesale and retail trade [16.3%] and private households [12.6%]. The relative importance of agriculture in the district is illustrated by the fact $\pm 4\%$ of all employed people in the district are employed in this sector.

2.7 Housing

One of the main focus areas of Gauteng Department of Housing strategy is to formalize all informal settlements capable of being formalized by 2009, densifying existing locations, redevelop all hostels in Gauteng by the year 2009, seek and provide alternative accommodation, regenerate urban areas through integrated development strategies.

The overall scope and objectives of the Strategic Plan are defined by the Department of Housing as follows:

- Promoting better or well located locations for human settlement in Gauteng;
- Promoting effective and efficient use of infrastructure;
- Promoting spatial integration and cohesion of the urban form;
- Strengthening of activity and economic linkages to the Targeted Development Zones;
- Optimising the development potential of suitable development zones.

2.7.1 Land invasions.

Land invasions should be actively discouraged by, inter alia, the following measures:

- Comprehensive audit of all informal settlements in Lesedi;
- Demarcation of transit areas where temporary informal settlement will be allowed;
- Ongoing communication with landless people through the relevant Council structures. (Section 80 committees, Section 79 Committees, Ward Committees, etc.); and

- Implementation of legal procedures for eviction where required.

2.7.2 Informal Settlements and Housing Backlog

There are a number of informal settlements, which vary in extent, situated in Sedibeng District. Because of the predominantly rural environment, various small, scattered settlements occur throughout the area. A map indicating the location of informal settlements in the district will be attached. The map will show informal settlements in the three Local Municipalities, i.e. Emfuleni, Midvaal and Lesedi.

2.7.3 Social and Community Services

Communities in lower income areas are generally in greater need of social services and community facilities, because of the ill effects of poverty and limitations to access private facilities and services. The history of development in South Africa has tended to privilege some communities while others have been neglected, leaving inequitable distribution of facilities.

CHAPTER 3: STRATEGIC AGENDA AND POLICY GUIDELINES APPLICABLE TO DISTRICT MUNICIPALITY

3.1 District and Local Spatial Development Frameworks

The spatial objectives and the spatial development principles need to be promoted. Seven main spatial objectives have been formalized for the district, as follows:

- **A continuous and sustainable open space network** should be created throughout Sedibeng District, utilizing the natural features within the area, such as the ridges, rivers, nature reserves, etc. The two major elements within this system will be the greater Suikerbosrand area, as well as the Vaalriver area (See [Map 6](#)).
- **A system of functionally defined activity nodes** needs to be promoted within the district. The main activity node will be Vereeniging/Vanderbijlpark, while two secondary nodes already exist, namely Meyerton in Midvaal and Heidelberg/Ratanda in Lesedi. In addition to these nodes a number of rural service nodes should be promoted throughout the district.
- **Linkages** between the identified nodes in the district **should be optimized**, as well as linkages between the disadvantaged communities and the main employment centres. In this regard a number of main road linkages have been identified, including Routes R29, R42, R59, R82, R54 and R553. The current commuter rail linkages should be promoted as the main public transport corridors within the district and mixed-use high-density development should be promoted along the routes.

- **An urban development boundary/ urban edge** should be demarcated and enforced in order to strengthen the existing urban areas and nodes, to contain urban sprawl, to promote more compact urban development and to protect the agricultural and ecological potential of the rural hinterland within the district. Future urban development should consist primarily of infill and densification within the proposed urban edge.
- The existing **major development opportunities** in the district **should be maximized**, namely tourism development opportunities around the Suikerbosrand and along the Vaalriver, and economic development opportunities along Provincial Routes R59. The area abutting Route R59 is seen as a major future economic development corridor.
- **High-density** development should be promoted **along main public transport links**.
- **Upgrading of services** should be focused primarily on **previously disadvantaged township areas**.

3.1.1 Proposed Spatial Development Concept

A broad spatial development concept was formulated with due regard to the development objectives outlined above.

The main urban node in the district will remain Vereeniging/Vanderbijlpark, supported by the lesser urban nodes of Meyerton and Heidelberg. A major economic development corridor is proposed along route R59, while Route R42 is seen as a secondary activity spine over the long term. Evaton/Sebokeng will be the focus area for future reconstruction and redevelopment initiatives. Tourism development will be prioritized along the

Vaalriver and the Suikerbosrand/Heidelberg area. Existing rural nodes as indicated on should be strengthened and consolidated (See [Map 2](#)).

3.1.2 Proposed Spatial Development Framework

The proposed Spatial Development Framework for the district is a refinement of the development concept outlined above.

The proposed urban edge is largely predicated on the provincially demarcated urban edge with certain minor modifications. Criteria which were taken into consideration in the assessment of proposed extensions to the urban edge included proclaimed and developed townships, approved unproclaimed townships, areas where substantial state funding has already been allocated and areas where there is an obvious need and desirability and where there is spare capacity bulk infrastructure.

The GDACE/GDED policy of urban edge delineation zones around residential areas, ridges, water courses/bodies and other environmental features will be incorporated as well as the buffer zones around environmental features into more detailed open space planning which is in place.

A transportation network and services as discussed above must support the land use framework in order to materialize (See [Map 13](#)).

CHAPTER 4: STRATEGIC IMPLEMENTATION AND GUIDELINES

One of the main tools which will be utilized by Government and Local Government to ensure the eventual realization of the spatial vision and objectives of the SDF as described in Section 3 above, is their capital investment programme, i.e. Government and Local Government's spending on infrastructure, public works, community facilities, housing and the like. The location of these public projects should obviously strengthen and support the spatial philosophy, principles and vision as set out in the Spatial Development Framework.

Spatial development, capital investment as well as public and private infrastructure investment should be in accordance with the Spatial Development Framework. In this regard, public and private investment should be focused on the optimal use of existing resources, as well as addressing service backlogs. In this regard, the projects put forward in terms of the IDP, indicated on the Project Plan, should enjoy highest priority in terms of public and private investment.

In general the Land Use Management System should promote the objectives and strategies for spatial development set out in this section of the Integrated Development Plan, and provide for the following:

- Promote the concentration of non-residential activities in nodes.
- Promote appropriate mixed land uses in nodes, even at the scale of individual erven.
- Promote appropriate mixed land uses in the Economic Development Spine along the R59 and R82 Corridor
- Protect the character and amenity of existing residential areas (urban and rural).
- Protect rivers, wetlands, watercourses, drainage areas and areas of historical and cultural significance.

- Manage densification and infill in accordance with the above-mentioned measures or specific policies or framework plans for specific areas.
- Give effect to the implementation of the Urban Edge as put forward in terms of the Gauteng Spatial Development Framework.
- Support for major development such as Doornkuil, Sharpeville, Eye of Africa and Viking Bay at Vaal Dam.
- Support mixed uses at residential areas, which have been compromised, etc.

4.1 Local Spatial Development Frameworks

The Gauteng Spatial Development Framework identifies the Johannesburg/Pretoria axis as the main development focus in Gauteng. Sedibeng District is regarded as somewhat of a rural hinterland in this plan. The Sedibeng SDF proposals that show that the majority proposed land use in the district would be rural.

The plan provides for some future urban development between Vereeniging/Vanderbijlpark and Sebokeng/Evaton, and along the R59 as well as in Heidelberg (Zone of Opportunity).

It is significant to note that there are currently no **blue IQ** or other high profile projects situated within Sedibeng District, except the 20 Prioritized Township Projects (20PTP) funded by the Gauteng Department of Public Transport, Roads and Works (GDPTRW), the Precinct Development under the Neighbourhood Development Partnership Grant (NDPG) funded by the National Treasury Department.

4.1.1 Existing Local Municipal Spatial Development Frameworks

All three local municipalities in the district have prepared spatial development frameworks as part of their IDP's are briefly discussed hereunder:

- **Emfuleni**

The Emfuleni SDF of 2007 is a rather detailed plan, indicating a variety of future proposed land uses, as well as development corridors, activity nodes and rural service centers. The biggest problem in this plan is that major urban development is foreseen outside the urban edge as currently demarcated by province. No indication as to development phasing and priorities is given in the plan.

- **Midvaal**

The Midvaal SDF of 2007 indicates certain strategic development areas. The plan emphasizes future development along the R59 corridor. Minor adjustments to the Gauteng urban edge, to include Henley-on-Klip, Vaal Marina/Mamello, De Deur and Walkerville are proposed. It is foreseen that the majority of the Midvaal area will retain its rural character.

- **Lesedi**

The Lesedi SDF of 2008 makes broad proposals relating to strategic development areas. It is proposed that future urban development will be concentrated mainly in Heidelberg/Ratanda and in Devon/Impumelelo, while the rest of the area will retain its rural character. The area next to the N17 has been identified as a “Zone of Opportunity”, pertaining to future local economic development of a rural nature. Certain adjustments to the current urban edge as demarcated by province are proposed, to include Jameson Park/Kaydale, Devon/Impumelelo, and a small area abutting Jordaan Park on the west and the R42 on the north.

4.2 Main Development issues

Emanating from the situational analysis, the identified main development issues in Sedibeng District can be summarized as follows:

4.2.1 Locality on Provincial Periphery

Sedibeng is situated on the southern periphery of Gauteng Province, away from the hub of economic activity, which is situated in the Johannesburg/Pretoria area. Because of its location, the district will find it difficult to compete with more centrally situated areas for new investment, which will hamper the economic growth rate (See [Map 1](#)).

Development policy for the district should concentrate on maintaining and strengthening the existing linkages between the district and the economic hub to the north.

4.2.2 Rural Nature of the area

Sedibeng District can be categorized as a largely rural area, with low population densities, which has serious implications in terms of cost effective service delivery. The towns in the district are far apart and lack a common identity.

Due to the long distance and low population densities, infrastructural and social service provision to the rural communities is very expensive, and innovative ways to provide basic services to these communities must be sought. The bulk of municipal service provision will be concentrated in the urban areas.

4.2.3 Good urban services Infrastructure

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

Future urban development should be concentrated in those infill/densification areas where spare bulk services capacity is already available.

4.2.4 Economic Stagnation

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 [Sasol, Arcelor Mittal, Samancor, etc.] and economic diversification is urgently required. Economic sectors that show potential for future growth include tourism and agriculture, and investment into these sectors should be actively promoted.

The economic growth rate of the three municipal areas has a high degree of correlation while that of Midvaal and Emfuleni show similar growth rates. Economic growth for Lesedi has been the highest of all the municipal areas in the district and showed high growth between 2003/2004 to 2006/2007.

Economic growth in Midvaal in 2007 was approximately 6.4%, while Emfuleni was 4.2% and Lesedi 4.7%.

Economic growth in Emfuleni is vulnerable to fluctuations in the Manufacturing sector due to the high dominance of this sector in the local economy. Since 2002/2003 the local economy gradually started to show signs of improvement while positive growth was evident in 2005/2006.

4.2.5 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.

4.2.6 Environmental Constraints and Opportunities

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, etc.

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

4.2.7 Synthesis

The following are the sectoral dominance in the Sedibeng Region:

- Manufacturing,
- Government services,
- Ancillary manufacturing activities,

Due to the resource-based sectors, the local economy experienced and still experience fluctuations and vulnerability to commodity price and exchange rate fluctuations. The global fuctuations have major impact directly on employment in local economy of the region. The steel industry in the region has been greatly affected by the "global recession" and impacted negatively on the economic development of the region in particular as well as the country in general.

CHAPTER 5: SEDIBENG URBAN EDGE DELINEATION

The urban edge is fundamentally a town-planning tool that was implemented to direct development towards compacting and densifying the urban form. The latter are important principles in the context of conservation, to avoid urban spill-over into natural areas. The urban edge should however not be the only tool to realise such objectives. It would appear that DACE is far advanced in having other policy documents in place, which can inform its decision-making based on a broader foundation of conservation and protection principles.

Previously, the use of the urban edge by GDACE in isolation of the said policy when evaluating applications resulted in the urban edge policy to appear like a management tool that forwards mainly the objectives of GDACE. It must be acknowledged that the positives strides made with regard to the objectives of the urban edge have been fruitful to a large extent due to the meticulous implementation of the policy by GDACE. In order for the urban edge policy to truly be effective and streamline provincial objectives, all provincial departments and municipalities alike should implement it universally and consistently.

The respective areas proposed for inclusion within an amended urban edge linked to above the policy consideration and criteria is indicated in the Table below and [Map 8](#).

Table 8: Urban Edge Delineation areas

Map No.	Area	Policy Consideration	Motivation/Approved
Midvaal LM			
1	Vaal Dam Development (Stryfontein, Viking Bay, Harbour Town, Vaal Marina, Mamello)	Sustainable tourism and leisure development	Not to be included in the process (area forms part of the development outside the urban edge boundary criterion).

Map No.	Area	Policy Consideration	Motivation/Approved
2	Doornkuil	New development node and affordable city	More motivation will be sent as required by GDACE
3	Area between Risiville and Rothdene along the K205 Road (Kookfontein and McKay areas)	Urban integration between Meyerton and Risiville	Submission is done to form part of the future urban infill and expansion residential and CBD of Meyerton. (To be considered by GDACE as positive motivation).
4	North and east of Risiville (Uitvlucht and Risi AH)	Development pressure and urban expansion	Forms part of agricultural Hub (Not to be considered by GDACE and DED)
5	Riversdale and Kookrus	Densification and infill	Submission is done to form part of the future urban infill and expansion residential and CBD of Meyerton. (To be considered by GDACE as positive motivation).
6	Area between Meyerton and Henley-on-Klip, and Glen Donald Industrial area	Urban integration, infill and densification	Not currently a critical area for the Local Municipality in this financial year.
7	Area north and west of Siculo township	Urban expansion	Approved by GDACE in 2008 submission.
8	'Eye of Africa' development	Southern expansion of Alberton new sustainable node.	Local Municipality has withdrawn this submission due to financial and maintenance reasons.
Emfuleni LM			
9	Area between the K54 Road and proposed K11 Road (linkage between Tshepong and Sonland Park)	Infill and densification	Approved And included in the 2008 boundary.
10	Area to the west of the R57 Road and the proposed K188 (west of Bophelong,	Maximisation of infrastructure	Approved And included in the 2008 boundary. More submission was required from Emfuleni LM.

Map No.	Area	Policy Consideration	Motivation/Approved
	Bonnane) to include areas such as Mantevrede, Staalrus AH, Lochvaal. These areas extend to the N1 Freeway.		
11	Area to the west of Arcelor Mittal Steel between the N1 Road, R553 (Golden Highway) and to the north of R5. These areas include Steelvalley, Drakeville and Linkholm AH	Promotion of compact urban structure along strategic corridors	Approved And included in the 2008 boundary.
12	Inclusion of Tshepong Proper, Ext.'s 1 and 2	Compact urban structure	Approved And included in the 2008 boundary.
13	Northern extension of Dadaville	Infill and integration (approved township)	Not approved by GCADE due to criteria of the Gauteng Ridge policy
14	Areas to the west (Johandeo), east (Quaggasfontein) and south of Sebokeng	Infill and integration	Approved And included in the 2008 boundary.
15	Areas between Sebokeng and Vereeniging along the R28 and R54 Roads (Sonland Park, Homer AH and Unitas Park)	Infill and integration	Approved And included in the 2008 boundary.
Lesedi LM			
17	Area to the west of Jordaan Park	Urban expansion (approved township)	Not Approved by GDACE (environmental sensitive area)

Map No.	Area	Policy Consideration	Motivation/Approved
18	Area to the north of Heidelberg Ext. 9 (Eendragt)	Maximisation of infrastructure	Withdrawn by the Local Municipality
19	Area between Heidelberg and Ratanda	Infill and densification	Approved And included in the 2008 boundary.
20	Area between Heidelberg Ext. 9 (Bergsig) and Jameson Park	Infill and densification	Withdrawn by the Local Municipality
21	Agrivillage and Ratanda Ext. 8 (south of Ratanda)	Urban expansion (approved township)	Approved And included in the 2008 boundary.
22	Houtpoort (Government-owned properties)	Compact urban structure (existing township)	Withdrawn by the Local Municipality
23	Devon/ Impumelelo	Rural development areas (approved township)	Approved And included in the 2008 boundary.
24	Vischkuil	Rural development area – infill and densification	Withdrawn by the Local Municipality
25	Jameson Park and Kaydale	Rural development area – infill and densification	Under consideration by GDACE as it forms part of the Zone of Opportunity

Source: Sedibeng Urban Edge Proposal, 2007/8

The proposed urban edge amendments were based on the following criteria:

5.1 Conservation of the Environment

Sedibeng has environmental resources that can contribute to the promotion of tourism and related activities. The promotion of tourism should not be viewed to be in conflict with conservation, but rather as an asset to enhance the regional economy.

It is therefore proposed that certain areas identified for tourism and leisure should be included in the urban edge. While this sounds like a contradiction, one should acknowledge that the key areas of tourism along the Vaal River are in Vanderbijlpark and Vereeniging, already included in the urban edge.

Environmental concerns will continue to be managed in terms of the relevant legislation and the EIA processes can suggest or ensure the relevant mitigation and conservation measures.

5.2 Optimal Utilisation of Engineering Services

With the segregation of racially based townships during the apartheid era, substantial bulk infrastructural networks were installed between the respective areas, with the implication that large tracts of land were left undeveloped between the areas with access to bulk infrastructure.

Our development approach is to:

- Identify and earmark vacant infill areas with the intention to promote and develop an inclusionary compact urban structure; and
- Maximise development where existing infrastructure exists.

Within this context however, a number of areas where no/ limited bulk infrastructure exists have been identified for inclusion into the Urban Edge owing to the following reasons:

- To maximise the tourism potential along natural attributes;

- To acknowledge areas which have been subject to development pressure where a number of applications have been approved by the respective Local Municipalities; and
- To minimise the effect of fragmented localised engineering solutions on developments at the periphery of the existing urban areas. These localised engineering solutions have resulted in poor management, pollution of the underground water sources and the establishment of ad-hoc higher order developments.

5.3 Optimisation of Public Transport

The Sedibeng SDF focuses development along the major transportation corridors of the N1, N3, nodal areas along the N17, R59 and R82 as well as inter-urban corridors (R54, R23, R28, R57, R103 and the R42) along which future integrated developments is proposed. With the inclusion of these corridors within the Urban Edge, it will facilitate and promote the optimisation of public transport and densification along the corridors.

It is proposed that developments adjacent to corridors outside the Urban Edge be supported for tourism, commercial and densified residential development. Residential areas such as De Deur and Walkerville are proclaimed Townships along the R82 corridor, and need to be considered positively for future development (infill, densification and future extension).

5.4 Prevention of urban decay and promotion of urban integration

With the racially based structuring of the urban environment in the past, a large number of townships were marginalised from adequate engineering, social and economic opportunities.

All of the historically disadvantaged communities are included in the urban edge and forms part of the Top 20 Township Programme with the purpose to address the imbalances of the past. The Evaton Urban Renewal Programme was also initiated by the Department of Housing to address the residential, social, economic and engineering backlogs.

In addition to the above, the respective Central Business Districts of Vereeniging, Vanderbiljpark, Meyerton and Heidelberg have been identified to be revitalized.

By extending the urban edge to certain areas, one is able to integrate previously disadvantaged areas with previously advantaged. This can halt urban decay and promote regeneration.

5.5 Promotion of opportunities for redevelopment, infill and densification

The proposed urban structure within the Sedibeng District is primarily structured to address infill, densification and re-development, thereby addressing the optimal use of existing transportation corridors and accessibility to higher order community and economic facilities.

In addition to the above, a hierarchy of activities nodes have been identified throughout the District to address the establishment of higher order retail and social facilities in close proximity to historically disadvantaged areas.

Not only is the focus to consolidate previously fragmented areas into a consolidated single city but to establish an environment that will facilitate investment.

5.6 Creating new well located urban hubs

Although the identified infill and densification areas plays a significant role in the establishment of a compact urban structure with the maximisation of infrastructure and the development of transportation corridors, these areas are viewed as natural extension areas to existing townships.

Within the parameters of the existing urban structure, the establishment of new well-located urban hubs on greenfield land is limited. In view of the policy direction of the Department of Housing (Gauteng) to establish (ten) new cities in Gauteng, the Sedibeng DM has identified the Doornkuil areas as a possible site. It borders the Stretford Station and thus is accessible to public transport.

It is intended that this new hub should provide inclusionary affordable housing options linked to adequate social and economic facilities and link to the urban renewal area of Evaton. This hub can provide job opportunities for the very poor and marginalised communities of Orange Farm, Sebokeng and Evaton.

The above approach will also contribute to the restructuring of the apartheid city by creating a balanced and integrated urban environment.

5.7 Upliftment of rural areas

With the large rural environment within the Sedibeng District Municipality, a number of existing rural settlement areas was ignored in the delineation of the previous urban edge. These rural settlements (Devon/ Impumelelo, Vischkuil, Jameson Park and Kaydale) play an important function in the provision of housing opportunities for the rural dwellers, social facilities and economic opportunities. These are existing townships and housing projects are under way in Impumelelo Ext 2 with a housing project being planned for Kaydale.

CHAPTER 6: CORRIDORS, NETWORKS, LINKAGES AND NODES:

The approach that is required to support the development of the Sedibeng District Municipality needs to be well serviced by a well-established network of roads (North / South and East / West) and rail (See [Map 9](#)).

The SDF will highlight networks of the three local municipalities and how they influence economic growth.

The SDF (including the draft nodal corridor development study undertaken by the Lesedi Local Municipality) has outlined the following objectives for corridor development within Sedibeng District Municipality:

- To determine the infrastructure needed to promote development within the corridors and nodes;
- To develop a plan to optimally capitalise on the development potential in each corridor and node;
- To promote the maximum yield in as far as job opportunities within the corridors and nodes are concerned;
- To retain and expand existing development opportunities and promote new investments;
- To determine catalytic interventions along the corridors and nodes to maximise economic development.

6.1 Emfuleni Local Municipality

The Emfuleni Local Municipality is characterized by a number of strategically linked transportation corridors and potential development nodes (N1, R553, R57, R82, R28, R59 and the proposed K11, and R42), which need to be defined and structured to create economic opportunities. These corridors and nodes in further discussed in detail.

6.1.1 Activity Nodes

Activity “nodes” are “point” developments and are most often located at intersecting or transfer points in the transfer system. They predominantly accommodate business activity combined with a high-density residential component. The identified areas are as follows:

(a) Sebokeng

The proposed node is situated coincidental to the hospital and taxi ranking facilities. For all intents and purposes, it shows all the characteristics of an activity node in the making. It currently comprises an agglomeration of various complementary land uses such as health, commercial, retail and light industrial activities. Further, it is located along the most important and busiest road in the area (Moshoeshoe Road), and is also close to an active rail line. If the node is to be developing as hoped, the current land use must be supplemented with formal retail and banking facilities.

(b) Evaton

This node is situated adjacent to the Golden Highway. Apart from providing retail and commercial facilities this node could also accommodate community facilities like a post office, clinic and police station. The proximity of the node to the Golden highway and Moshoeshoe Roads suggest that a public transport facility would be particularly appropriate.

(c) Vacant land to the north of Tshepiso and Boipatong.

There is vacant land to the north of Tshepiso and Boipatong, and south of the R54. It is suitable for economic activity, which thrives on high levels of passing trade, easy access and high visual exposure. Employment and services provided by a node situated at this point will not only cater for the need of Sharpsville, but will also serve the Steel Park area and its proposed extensions.

The development of this activity node will probably form the best first step in the development of a development corridor along the R54.

(d) Rust-ter-Vaal / Roshnee

The development of an activity node on the R82 in close proximity to Roshnee and Rust-ter-Vaal will serve the northern rural areas, the adjacent communities and the proposed developments.

(e) General Hertzog / Vootrekker Street Intersection.

The development node is earmarked to the west of Mario Milan Road on both sides of railway line in the vicinity of General Hertzog road.

Intersection of the R57 and R42 Roads (south eastern quadrant). The developments of this area are in progress.

6.1.2 Activity Corridors

Development corridors are urban phenomena and vary in scale. They feature a combination of transport services and supporting infrastructure in parallel and denser mixed land use integrated with the transport system, which includes land uses such as retail, residential, service industries, commercial, activities, social, agricultural related uses and recreation. The proposed development corridors are as follows:

(a) Moshoeshoe Road, Sebokeng

Moshoeshoe Road has already been earmarked for corridor development with all the development objectives that would be associated with such development, namely densification, transport facility and service concentration, etc. In the specific case of the Moshoeshoe Road corridor densification efforts are particularly recommended to the east of Moshoeshoe Road itself, up to and over the rail line.

(b) R54, between Sebokeng and Vereeniging

The R54 forms a very important link between Sebokeng, the largest residential area in the Emfuleni Local Municipality area, and Vereeniging. Being situated adjacent a relatively under-utilized rail line and numerous packets of undeveloped land, this road provides a natural spine for an activity corridor.

(c) Along the R59 between Meyerton and Vereeniging (partial development only)

The R59, and the rail line that runs adjacent to it, forms a natural opportunity for a corridor. In fact, previous studies have recognized it for this potential. However, because of the underlying geology and relative remoteness from the largest population concentrations in the area we would recommend that it only enjoy partial development. The siting of industrial activities, which are incompatible with residential land uses, would be ideal (See [Map 4](#)).

Generally speaking, the best opportunities lie to the west of the R59, especially when one considers the industry type that is recommending. The existing local road running to the west of the R59 is ideally situated to serve as a frontage road and provide direct access to potential development sites.

(d) R82, between Vereeniging and De Deur.

This corridor is likely to become a prospect over the long term. The development of residential land uses should be sensitive to this eventually, but ought not to be initiated under an illusion that such a corridor is an imminent possibility.

(e) Barrage Road, between Vereeniging and Vanderbiljpark.

This road carries large traffic volumes between Vereeniging and Vanderbiljpark, and for such reason presents the opportunity to be developed more intensely.

(f) K174, Extension of Barrage Road to the N1.

Although this section of road runs through an area characterized by smallholdings it also provides access to the tourism corridor along the Vaal River south of the K174 and to the smallholdings north of the K174, which is under development pressure. Complimentary non-conflicting activities could be developed along this corridor.

(g) General Hertzog Boulevard (Three Rivers).

(h) Johannesburg Road / Adams Street (Evaton)

This link through Evaton and Ironsides to the R82 (Johannesburg) could provide an effective link over the long term.

(i) R57 from the N1 Southwards

With the development focus of higher income developments in a westerly direction and the development of the node (K174 and R57), activities along this road could increase to provide different development options.

6.2 Lesedi Local Municipality

The Lesedi Local Municipality is characterized by a number of strategically linked transportation corridors and potential development nodes (N3, N17, R42 and R23), which need to be defined and structured to create economic opportunities. These corridors and nodes in further discussed in detail.

In view of the extensive nature of Lesedi Local Municipality, the development and definition of the respective roads in the area is of utmost importance. Apart from the functionality of the respective roads, the linkage between the roads will be important for the following reasons:

- Accessibility to remote settlements need to be improved which will have an impact on economic growth;
- Access between respective settlements need to be improved which will facilitate improved public transport systems, efficient access to community services and the establishment of economic opportunities;
- Spatial development options will be identified; and
- Large areas within Lesedi Local Municipality have development opportunities from an agricultural and tourism perspective. With the establishment of effective linkages, these areas could present various economic opportunities.

A development corridor can be defined as “a linear strip of land or area, connecting large activity nodes, traversing urban or inter-urban areas, surrounding a major transport facility or facilities, providing an appropriate regional level of mobility and accessibility to adjacent areas, and containing a high concentration of population and mixed land uses (job opportunities)”.

The following inter-and intra regional linkages are proposed:

6.2.1 Primary Corridors (National Roads)

The two major development corridors within the Lesedi Local Municipality are the N3 and the N17 Freeways. As the design parameters along these corridors are restrictive in terms of access and building lines, the sheer volume on these roads should be utilized to the advantage of Lesedi Local Municipality.

Although the total length of these corridors within Lesedi Local Municipality will not be feasible to develop, the focus will be to attract potential investors to invest at certain focussed areas (accessibility) and to create economy of scale advantages.

The development proposals along the respective Freeways are as follows:

(a) N3 Freeway

The development focus along the N3 freeway should be a combination of Nodal development and corridor development in order to maximize investment opportunities. The existing accesses and entrances to the N3 with the R23, R42 and the R550 should be strengthening by nodal development.

Apart front the frontage (visual impact) along the N3 between the respective nodal areas which should be utilized (subject to available areas) for “clean” service industries, the development strip between the N3 and the R103 presents the ideal opportunity for the establishment mixed land uses, with the focus on industries, office parks and manufacturing. This area could become the new locality for investors, which are dependent on the Gauteng/ Kwazulu Natal and Free State link.

(b) N17 Freeway

The N17 Freeway is located within the northern section of the Lesedi Local Municipality and creates a link between Gauteng and Mpumalanga Province. Although the R29 Road (between Endicott AH and Devon) runs parallel to the N17, the distance between these roads is too far to provide an effective development corridor. It is proposed that development nodes be established at the intersection of the R42/N17 and R550/N17. These development nodes could act as catalysts for the development of Endicott/ Vischkuil and Impumelelo / Devon.

6.2.2 Secondary Corridors (Provincial Roads)

There are a number of very important inter-and intra roads within Lesedi Local Municipality that should be defined and linked to function and activities. The secondary development corridors are as follows:

(a) R 42 Route – This road provides an important linkage between the Lesedi Local Municipality and the remainder of the Sedibeng District Municipality towards the south and northwards through Heidelberg towards Endicott / Vischkuil. Although it would be impossible to develop the total corridor, emphasis should be given to certain sections of the road.

The following areas along the R42 should receive priority:

- The section south of the Suikerbosrand Nature Reserve towards Heidelberg CBD. The type of activity should focus on tourism, arts and craft, recreational, hospitality and environmental related activities. It would also be important to provide an access point to the Suikerbosrand Nature reserve along the route;
- Section through the Heidelberg CBD (refer to CBD Study);

- Intersection of the R42/N3 where the opportunity zone has identified and planned.
- Section between the N3 and Nigel which should focus on the establishment of service industries (mixed activities); and
- Section between the N17 and R29 that should focus on mixed land uses (service industries, housing, social and manufacturing).

(b) R23 Route – This road links Heidelberg with Dipaleseng Local Municipality and should be strengthened as from the intersection with the N3 Freeway towards Heidelberg and between the N3 northwards through the Spaarwater A.H.

(c) R549 Route – This route links the Lesedi Local Municipality with the Vaal Dam (Vaal Marina and other resorts) which is an important tourist destination. This route should be upgraded by providing proper signage.

The section between Ratanda and Heidelberg should be promoted for mixed land use activities.

(d) R103 Route – This route runs parallel to the N3 and would provide the ideal access road for development between the N3 and R103.

Development should only occur to the south of the R103.

(e) R550 Route – This route provides an east /west link throughout the Lesedi Local Municipality area. Sections on this road where nodal or corridor development should be considered, include:

- Corridor development within the Hall Gate AH and between the N17 and the R548 intersection.

(f) Heidelberg Road (Ratanda) – Heidelberg Road functions as the primary transportation spine (buses and taxis) traversing Ratanda. This road based public transportation spine can be considered the most valuable asset contributing to the development potential of Ratanda, enabling the development of higher-density and mixed land uses. To ensure land use and transportation integration, it will be necessary to construct a Taxi Rank at the intersection of Heidelberg Road and Protea Road, within the Ratanda CBD, which need to be integrated with the surrounding land uses.

Although specific areas have been identified for corridor development along the respective routes, some tourism activities could be established along the routes, subject to legislative and technical requirements.

6.2.3 Tourism Corridors

With the locality of Heidelberg/Ratanda centrally along the N3, the Suikerbosrand Nature Reserve, cultural and historical assets; the linkage to-and from other urban concentrations and areas of natural significance should be strengthen as tourism corridors.

The following roads have been identified to provide some tourism focus:

(a) R42 Road – Linking Heidelberg with Vereeniging (Vaalriver) and Meyerton past the Suikerbosrand Nature Reserve;

(b) R549 Road – Linking Heidelberg with the Vaal Dam and associated resorts.

It is not the intention to develop the total corridor, but rather to focus at establishing tourism related activities (hospitality, arts and craft; and eco-tourism) along the route at certain areas.

6.2.4 Development Nodes

The Lesedi Local Municipality Spatial Development Framework proposes a nodal structure within the area with the purpose to concentrate similar and supporting uses in a particular area, thereby stimulating economic forces. Activity nodes are most often located at intersections between important roads, within strategically located land in urban areas or at intermodal transfer activities. The predominantly accommodate business activities, associated with a number of complimentary land uses (higher density residential, social / recreational activities and public transport activities.

Within the Lesedi Local Municipality area, the following development nodes have been identified:

(a) Primary Activity Node: Heidelberg CBD.

(b) Secondary Activity Node: Ratanda CBD and Devon CBD.

(c) Transport Related Activity Nodes:

- R23/N3 (Commercial and Service Industries)
- R42/N3 (Mixed Activities)
- R42/R29 (Mixed)
- Tertiary Activity Nodes: Jameson Park, Shalimar Ridge

6.3 Midvaal Local Municipality

The Midvaal Local Municipality is characterized by a number of strategically linked transportation corridors and potential development nodes (R82, R59, R54, R549, R42,

R557, and R551), which need to be defined and structured to create economic opportunities. These corridors and nodes in further discussed in detail.

The development of nodes along the R59 and parts of the R82 is clear. **Development corridors** or **development spines** are characterised by mixed land use patterns of complexity and diversity. Movement flows along these corridors and attracts the establishment of various activities along them. The accessibility associated with the linear nature of activity spines is particularly important in the restructuring of the urban system. Foot-bound populations will be able to gain ready access to the facilities and activities located along these spines and public transport routes along these spines will provide them with ready access to the wider system. Midvaal is in the process to promote and market the R59 Corridor. Support from Sedibeng District Council and the Provincial Administration need to assist in the development of the R59 Corridor.

Activity spines also have the potential to act as “tendrils of development” combining the diverse parts of the urban fabric together by stimulating infill development around them.

A large agricultural area exists between Meyerton and Vaal Marina in the south next to the Vaal Dam. This vast agricultural area makes the provision of services for small communities living in the area expensive and difficult. Settlements in the Midvaal area are dispersed, implying that many communities have to travel long distances to reach basic social services.

The Strategic Development Rationale for the Midvaal Municipality is therefore to develop the area with a **hierarchy of nodes**. These nodes will form the focal points for development and service provision, to ensure access to social and economic opportunities for the entire sub-region. The concentration of activities in and around nodes will stimulate a higher order of activities and development, particularly in former dormant residential areas. A nodal system supported by linkages between nodes will provide impetus for an **effective movement network and passenger transport system** at sub-regional level. This nodal system will ensure functional integration of the area and create connectivity, which

stimulates economic and social interaction. The principle of concentrating activities in nodes recognises that *access enables empowerment*.

The following hierarchy of nodes is proposed:

- Primary Node: Meyerton/Sicelo.
- Secondary Nodes: Henley-on-Klip, Walkersville, De Deur, Vaal Marina.
- Tertiary Nodes: Mamello and Kliprivier.
- Proposed Multi-Purpose Community Centres: Kliprivier and Lakeside.

Existing concentrations of non-residential development, particularly industrial and commercial in Randvaal, Highbury and Valley Settlements are also recognised as growth points along the R59 Highway.

The Secondary and Tertiary Nodes are seen as the prime areas for intensification of business and commercial uses. The high population densities just outside the western boundary of Midvaal in Orange Farm were also considered in the Spatial Development Framework. The development of commercial/industrial uses on this boundary (supplemented by the provincial road and Stretford station) is supported. Heavy industrial and commercial uses should be promoted to locate in this district, while light industries and secondary economic activities should be promoted in the Economic Spine along the R59.

Retail, commercial, business, secondary industries and light industrial uses are further promoted in the Sub-regional Nodes, to limit travel distances between place of residence and place of employment and reduce dependency on a very costly transport system. Retail outlets and tourism related activities are promoted in the District Nodes.

6.3.1 Promotion of a strong movement network

A strong movement network is required to create regional and local linkages and promote connectivity between nodes. The R59 is the most prominent road in the Midvaal area. This road should be promoted as an Economic Spine, with economic uses along the road, as well as the promotion of public transport and transport facilities along the road. The R59 should be promoted as a movement corridor within the Midvaal area and a link with surrounding nodes, service centres and tourism attractions.

The location of the R59, Morris Road and the railway line as parallel movement networks in close proximity to each other lends itself to corridor development; therefore the Economic Spine is promoted along this potential corridor. Ribbon development along other roads is however not promoted, as these impacts on the mobility of the movement network. The R82 also provides for movement in the western part of the area.

6.3.1.1 Corridor Development Framework

The proposals and guidelines along the R59 Road are expanded below:

The Johannesburg /East Rand Complex and Vaal Triangle will remain the **major nodes** in the development corridor. Development should aim to capitalise on the inherent economic energy associated with Johannesburg and specifically the City Deep and Wadestown / Alrode Blue IQ projects. Economic regeneration of the Vaal Triangle is very important to the success of the development corridor.

Four nodes were earmarked as designated development areas along the corridor (beads on a string). Each of these nodes was earmarked for a specific purpose, to allow for the clustering of uses. These nodes and the proposed uses are detailed below:

- (a) **Meyerton:** This will be the primary node along the corridor, with a mix of land uses. This area can accommodate heavy industries, large-scale manufacturing, commercial uses, retail, general business and urban residential uses.
- (b) **The Nampak/Everite area:** This node is situated at the gateway of the corridor and should therefore be protected in terms of the type of uses and aesthetic appearance. Light industrial uses, mini-factories, offices, warehouses and commercial uses are proposed for this node.
- (c) **Daleside/Witkop:** This is an existing node, in need of upgrading and renewal. Commercial uses (such as transport uses), manufacturing, industrial uses and service industries for agriculture are proposed.
- (d) **Henley-on-Klip:** This node has strong residential and tourism development potential. Residential uses and hospitality uses in support of the tourism industry are proposed.

Specific **development guidelines** will be applicable to land uses fronting onto the R59, to protect the aesthetic appearance of the Corridor. These guidelines will be applied through the approval of site development plans, addressing aspects such as access, landscaping, signage and fences.

The development of a **road network** to support the development corridor and nodal structure is essential. The R59 fulfils the function of a Mobility Spine, while the K89 acts as an Activity Spine. To complete the road network, the implementation of an Activity Street east of the R59 is required, to provide direct access to land uses and unlock the potential of this area. The construction and upgrading of roads west of the R59 is not supported in the short to medium term, or at least until the area east of the R59 is fully developed.

The development of the four nodes should be strongly focused on the **stations** to support passenger transport. This implies that there should be a concentration on non-residential uses and higher residential densities in and around stations.

In the short to medium term the area west of the R59 should be reserved for **agricultural purposes and rural residential uses**, to strengthen the development corridor. Emphasis should be placed on exploring the opportunities in the agricultural sector, through production and local processing of products for the export market. Non-residential uses in these areas should only be permitted with the consent of the local municipality, subservient to the residential use. Incentives should be provided to encourage non-residential uses to upgrade and relocate to formal business/industrial premises on vacant land in Meyerton. In the long term it is envisaged that this area will also come under pressure for development and this should be supported once the area east of the R59 becomes saturated.

The rural character of the area and proximity to the major economic opportunities in the province, make the area attractive for residential and tourism development. Rural residential estates, equestrian centres and hospitality uses would be supported throughout the area and especially in Henley-on-Klip. These developments should however be sensitive towards the rural character and appeal of the area.

The Klip River is earmarked as the main **open space system** through this area. The river should be protected, especially from effluents from industrial development and should be incorporated as a design feature in developments. Agricultural and rural residential uses should be promoted along the river, to protect it from pollution.

(e) R82 Development Framework

The following principles were applied in deciding on desirable and permissible land uses along the R82 Activity Spine:

- Protect the existing major nodes in the region, specifically the CBDs and industrial areas of Meyerton, Vereeniging and Vanderbijlpark;
- Protect the corridor status of the R59 and prevent competition between the R59 and R82;
- Limit and manage development permitted along the R82 to:
 - Firstly ensure that the road is upgraded to improve safety and service standards; and
 - Secondly protect the mobility function of the route;
- Protect the existing rural character and associated tourism potential of Midvaal;
- Limit land use changes for business purposes to properties directly fronting onto the R82 Activity Spine. The highest order land uses should be directly adjacent to the road, with a decline in the intensity and scale of uses away from the road;
- Protect the farms and agricultural holdings in the area for agricultural and rural residential purposes; and
- Promote the development of alternative north/south routes, which could compliment the R82 and R59, specifically the K47 and K77

6.4 Proposed nodes

The Framework Plan proposes a nodal structure with a differentiation in uses between the various nodes. The purpose of the nodes is to concentrate similar and supportive uses in specific areas, thereby stimulating economic forces. Due to the fact that the land uses are attracted to the R82 to make optimal use of the road frontage, the nodes are linear in form.

6.5 Implementation Considerations

When developing and implementing a **node or corridor**, a number of considerations are important. Firstly, the decentralized node must not impact negatively on local business areas. Usually, areas are older forms a business centres and have provided retail and related services to its region for many areas. Consequently, they are usually entrenched as the primary business nodes within a region. To ensure that an existing business area retains its symbolic and practical function, as well as to continue to utilize the infrastructure investment made in these areas over the years, it is important that they be managed in a way that will ensure their continued viability.

6.6 Integration of SDF into the GIS.

Benefits from using a GIS fall into the two categories of: **efficiency and effectiveness**. The integration of the SDF data into the GIS will assist in the efficiency and effectiveness of data to benefit the users at large. The GIS may be used to accomplish several tasks that were not previously done due to their size and complexity (e.g., flow analysis in water and sewer systems, traffic analysis, investment, etc.). The task in a comparison between manual and GIS methods is that the benefits from using GIS applications can be substantial. Generally categorized as *better planning, better or more effective decision-making*, these applications support more effective investment of government resources in physical infrastructure where relatively small performance improvements can translate into large financial savings. GIS also provides an effective way to communicate and present programs of the institution spatially to the general public and other interested parties.

The implementation of a SDF into Geographic Information System [GIS] across the district is another urgent priority. All the spatial data in the revised District SDF have been captured in a shapefile format (shp.file) as prescribed in the tender document. The local municipalities will have the digital data in for ease-of-use for mapping as each municipality has established its specific GIS systems. Sedibeng District is currently

undertaking the co-ordination between the different local municipalities in terms of compatibility of local GIS.

CHAPTER 7: FLAGSHIP PROJECTS

Flagship projects were identified to attract investments and development in Sedibeng District especially from the 2010 FIFA World Cup tournament. The strategy identified four pillars that would enable the people and communities in SDM to benefit from the 2010 FIFA Soccer World Cup both during the tournament but more importantly to use the opportunity of the World Cup to leave a lasting legacy.

One of the pillars of the strategy was ‘urban regeneration and precinct development’.

The 2010 programme of action document adopted by the Sedibeng District Municipality and presented to the three local municipalities of Midvaal, Emfuleni and Lesedi identified the following objectives for this pillar:

Overcome apartheid settlement patterns.

- Have a single integrated city along a river.
- Give our people access to the beauty of the Vaal River.
- Improve urban management; and
- Create significant job creation opportunities.

Secondly, all the precinct projects are planned to be sustainable. They will be:

- Economically sustainable, not becoming a ‘white elephant’ but instead being able to contribute to the economic development of the area.
- Institutionally sustainable, not creating obligations on local government that does not have the capacity to deliver or which will require local.
- Government to devote a disproportionate amount of resources to.

- Environmentally sustainable, promoting the reuse and recycling of existing resources (e.g. grey water) using renewable resources (e.g. solar energy)
- Where possible and embracing environmentally friendly design principles (e.g. maximising the use of natural light).

Thirdly, all the precinct projects have been designed to be:

- Visionary: They aim to have iconic and memorable features for local residents to have pride in and for visitors to want to experience.
- Fundable: They are not overly ambitious and are designed to attract public and private funds; and
- Phaseable: Some may not be able to be completed in one phase but will be designed so that they can be completed and/or enhances sequentially.
- The document identifies important linkages between these precincts so that not only individually but also collectively they contribute to urban regeneration, building sustainable communities and overcoming the legacies of apartheid planning, contributing towards building a single city facing the river.

However, these precincts were also looked at and their contribution considered in relation to other 2010, precinct and development initiatives in Sedibeng.

This includes:

- Boipatong heritage project and urban renewal.
- Evaton Renewal Project.
- Sebokeng heritage project.
- Twenty Prioritised Township Programme.

- Midvaal Precinct Projects (Tedderfield, Garthdale, Vorsterpark and Zwartkoppies)
- Vaal 21 initiative.
- Promoting Sedibeng as a tourism and accommodation hub for 2010; and
- The Human Rights Festival.

Reference to the Precinct projects will be include points of clarity on how spatially can the SDF assist in promoting the region to achieve GDS strategic goals.

7.1 Growth and Development Strategy pillars

Table 9: GDS Pillars

Strategy	Focus Area
1. Reinventing the Economy	<ul style="list-style-type: none"> - Promote the establishment of manufacturing sector - Tourism and leisure - Residential Property Development - Agriculture - Green Sector - Role of Government
2. Renewing our Communities	<ul style="list-style-type: none"> - Change nature of Housing Delivery - Making Sedibeng attractive - Concentrate public investment in identified nodes - Renew CBD's
3. Reviving over Environment	<ul style="list-style-type: none"> - Partnership to manage the environment - Initiatives to clean our water, land and air

Strategy	Focus Area
	<ul style="list-style-type: none"> - Waste and recycling
4. Reintegrating our Region	<ul style="list-style-type: none"> - Improved Transport connectivity - Revitalization of corridors - Well developed logistical support to industry and business - ICT Correctivity - Integrated Residential development
5. Releasing Human Potential	<ul style="list-style-type: none"> - Local Partnership for education and training - Building Social capital - Promotion of BBBEE - Network of leaders

On the basis of the above mandate and after the various consultations and investigations, the following precinct projects have been identified and defined in SDF report:

- Regeneration of a Civic Precinct in the Vereeniging CBD.
- Development of three interrelated precinct spaces in Sharpeville, namely:
- Heritage precinct in vicinity of Sharpeville Monument.
- Sport and recreation precinct in vicinity of George Thabe Stadium.
- Recreation precinct along shores of Sharpeville or KwaDlomo Dam.
- Development of four related waterfront projects along the Vaal River in the vicinity of Vereeniging namely:
- Upgrading of Dickenson Park.
- Development of Business Park to the immediate left of Dickenson Park.
- Development of an iconic water tourism hub left of R59 bridge.
- Development of a broadwalk stretching to both sides of the River between Riviera Hotel and R59 bridge.

All the precinct projects have been conceptualised so that they will:

- Contribute to redressing the legacy of apartheid. They will be catalysts to overcome apartheid settlement patterns and will contribute to provide redress to communities who suffered from the brunt of apartheid exploitation and repression in the struggle for freedom in South Africa.
- Contribute to achieving the political mandate of the Council in particular in relation to job creation, development and the building of sustainable communities.
- Being people centered: enabling people to have free and open access to all amenities as well as being 'organic', relating to local experiences and history.
- Contribute to the success of the Sedibeng 2010 strategy and leaving behind a lasting legacy.

In developing a business plan for each of the Civic Centre Precinct, the Waterfront Precinct and the Sharpeville Precinct (collectively referred to as the 'Precincts'), the transaction adviser has reviewed the appropriate legal structure in which to develop such Precinct.

Options explored in the process include:

- engaging in conventional public sector procurement;
- entering into a public private partnership, as regulated in terms of the Municipal PPP Regulations, as described below; or
- leasing of municipal –owned land earmarked for development to the private sector; and/or
- a municipal entity established in terms of the Local Government: Municipal Systems Act (No.32 of 2000) ('Municipal Systems Act').
- Set out below is an overview of each of the above options and their suitability as forms of procurement through which to develop the Precincts. We have also included a brief section on why the disposal of municipal-owned land is not an option for the Precinct.

It bears initial mention that once the projects pertaining to a particular Precinct have been identified and agreed with the Client, a question requiring legal review is whether the Client, as a district municipality or one of the municipalities under its control (and in whose area of jurisdiction the Precincts fall) will be the suitable contracting party to any of the above mentioned options. This question will be addressed in greater detail in the following phase.

Initiatives are captured spatially in the Precinct documents and they are emphasized in the District SDF to outline the importance of the Precinct within the Sedibeng spatial space.

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