

1. INTRODUCTION

The Sedibeng District Municipality represents the Sedibeng region that is made up of Emfuleni, Lesedi and Midvaal Local Municipalities. The region has also been named the “Southern Corridor” by the Gauteng Provincial Government.

Key to economic development of the region is the creation of new industries and diversifying the economy to not only focus on steel fabrication, but to also have a strategic focus on Tourism, Agriculture and Logistics related activities.

The Situational Analysis process has identified important features that are pivotal to the socio-economic growth and development of the region, these are listed below as follows.

2. SALIENT FEATURES

- Sedibeng District covers an area of about 418 900 ha of land of which the bulk is farm portions that represent about 88.3% of the total land.
- Agricultural Holdings are placed in the central parts of the region and cover about 24 074 ha of land 5,7% of the total SDM area.
- Formal Townships comprise around 215 306 individual Erven which collectively cover an area of about 25 552 ha of land representing 6% of the total SDM area.
- There are approximately 20 438 informal structures in the SDM with a total Housing Demand of 56 189 units (Housing Demand Database).
- The region is strategically located relative to the N1-Cape Town, N3-Durban-eThekweni and N17-Swaziland/ Richards Bay Corridors, this presents logistics opportunities in the region.
- The SDM has a comprehensive district movement network linking all the major nodal points to one another and to the broader region.
- The envisaged International Airport provides an opportunity for a Transport Hub with potential to create an estimated 35 000 jobs by 2039.
- Several larger and vibrant industrial areas drive the district economy with the proposed R59 Development Corridor and the Vaal Logistics Hub aimed at strengthening this function even more.
- Business activity is concentrated around the CBDs of Heidelberg, Meyerton, Vereeniging and Vanderbijlpark with several smaller nodes developing in marginalised areas.
- The area holds significant natural features which also pose opportunities to promote tourism (Suikerbosrand, Vaal River and Vaal Dam).
- In terms of the Gauteng Rural Development Plan, four functional rural areas are located within the SDM, this presents opportunities for Rural Development Planning and support.
- The dominant commodities in the region are beef, poultry, maize and vegetables.
- An Agri-Park was identified for Sebokeng and an Agri Hub earmarked for the Rietkuil area.
- The SDM holds a comprehensive range of community facilities serving the urban and rural parts of the region.
- Water and electricity is provided at a relative satisfactory level but the bulk sewer network in the SDM needs serious upgrading with the proposed Sedibeng WWTW being the top project for implementation in the District.

3. SPATIAL VISION

The municipal vision has been captured in the IDP as:

Building Towards a Developmental Metropolitan River City of Choice

There are two important aspects of the above Vision that have a direct bearing on the spatial planning of the region: Firstly, the intention to be a “**Metropolitan City**” and secondly, to be a “**River City**”

The aforementioned aspects highlight the importance of adopting an integrated planning approach for our spaces and also the need to restructure the urban footprint of the region.

The SDF principles have been developed towards ensuring the fruition of the development vision of the municipality.

4. SDF PRINCIPLES

The Sedibeng Spatial Planning is based on the following twelve principles:

Principle 1: Effective environmental and land use management to achieve a sustainable equilibrium between ecosystem and biodiversity conservation and urban related development within the District.

The management and maintenance of the natural environment is a key element towards the future sustainable development of the Sedibeng District Municipality. The urban and rural communities are dependent on environmental resources located within the District for income generation and their own existence. It is thus of critical importance that a balance be achieved between development and associated utilisation of resources and the permanent conservation of certain environmental features within the District.

Principle 2: Enhanced spatial efficiency through a defined range of urban and rural nodes in the district around which to consolidate economic development and infrastructure investment (spatial targeting).

In order to minimize the impact on the natural resources it is essential that human settlement and economic activities be consolidated within a number of strategically located nodal points in the district, thereby minimizing urban sprawl as far as possible.

(Refer to Table 1 below)

Table 1: Sedibeng District Priority Nodal Hierarchy	
Primary Nodes	
<ul style="list-style-type: none"> • Vereeniging • Vanderbijlpark • Meyerton • Heidelberg 	
Secondary Nodes	
<ul style="list-style-type: none"> • Sebokeng • Evaton • De Deur • Walkerville • Savannah City 	

<ul style="list-style-type: none"> • Waterval • Ratanda • Jameson Park • Devon/ Impumelelo • Kwazenzele/ Vischkuil
Rural Nodes
<ul style="list-style-type: none"> • Langzeekoeigat • Bantu-Bonke

These nodal points should comprise a diverse range of land uses including residential, community facilities and economic activities (job opportunities). Basic engineering services like portable water, sanitation and electricity should be a prerequisite, a comprehensive movement network and a local open space system should be accommodated.

The size, function and associated range of land uses/ activities provided by the nodes would differ based on factors such as historic development, location, economic potential and environmental constraints.

The urban fabric within nodal points should generally be compact in order to facilitate social and economic integration; promote efficient and sustainable service delivery; and create the “critical mass” required to stimulate local economic development within walking distance from where people reside.

Principle 3: Enhancement of four Strategic Development Corridors supplemented by an extensive local transport network providing linkages between urban and rural nodes.

The four corridors (N1, R59, N3 and N17) represent the most significant structuring element in the Sedibeng District and present a competitive advantage for logistics activities, hence the emphasis on creating activity nodes and supporting transport infrastructure along/ around each of these.

The main objective with the SDM transport network is to ensure that all the nodes in the district are linked to one another and to the surrounding regional economy via the four regional/ national corridors traversing the district.

Activities capitalizing on the economic opportunities associated with the corridors should be encouraged to locate adjacent to the corridors. These could include fleet management, warehousing, agro-processing and inbound/outbound transportation management.

The significance of the railway lines in the District in terms of export opportunities to the Maputo, Richards Bay and Durban harbours should be promoted.

This network also forms the basis of the public transport network in the district and in principle all nodal points should be provided with modal transfer facilities to facilitate movement of commuters in all parts of the SDM.

The intention is to develop high density, mixed use areas around the existing/ proposed railway stations along the Sedibeng District commuter rail network and to incorporate the concept of Multi-Purpose Community Centres (Social Services), residential (including subsidised housing) development, as well as commercial, retail and even light industrial uses in these developments. The number of people residing within or in close proximity to these TOD’s will then create a “critical mass” to sustain the economic and social activities within the area resulting in Local Economic Development (LED).

Principle 4: Consolidation of the urban structure of the District around the nodal points by way of infill development and densification in identified Priority Housing Development Areas (PHDAs).

It is essential that each of the towns and settlements within the District be developed in a manner aimed at consolidating the urban form, limiting further expansion by way of enforcing the urban edge/urban development boundary and by so doing correcting the dispersed development patterns of the past.

All the Municipal Spatial Development Frameworks in the SDM support this principle, but it is important that development is in line with these guidelines. It is furthermore advised that land acquisition processes target land located within the respective Priority Housing Development Areas.

Housing, and more specifically subsidised housing, is a very powerful instrument at the disposal of government to influence development patterns in and around towns, and to give effect to the spatial restructuring objectives of municipalities.

It is critically important that these housing units be developed strictly in accordance with the spatial guidelines provided in the local SDF's and more specifically in the Priority Housing Development Areas identified in these plans as they comply with the development principles contained in SPLUMA.

In order to enhance the overall sustainability of human settlements within the SDM, each township should be developed in accordance with Smart Growth Principles as summarised below:

SMART GROWTH PRINCIPLES
<ul style="list-style-type: none"> ▪ Provide for a mix of different kinds of land uses, e.g. residential, retail, business, and recreational opportunities. ▪ Create well-designed, compact neighborhoods where the different activities are in close proximity to each other. ▪ Provide a variety of transportation choices, including private, public and non-motorized transport opportunities that are safe. ▪ Create a variety of housing opportunities, i.e. in terms of function, form and affordability. ▪ Encourage growth in existing communities through infrastructure upgrade, urban renewal, new amenities and densification. ▪ Preserve open spaces, natural beauty, and environmentally sensitive areas. ▪ Protect and enhance agricultural lands and secure these as a productive land base for food security, employment, etc. ▪ Utilize smarter and cheaper infrastructure and green buildings and promote renewable and sustainable technologies. ▪ Foster a unique neighborhood identity building on the unique and diverse characteristics of each community. ▪ Nature engaged citizens through residential, work and play areas. ▪ Engaged citizens to participate in community life and decision-making.

Principle 5: Consolidate community facilities at urban and rural nodal points to enhance “one-stop” access to such facilities for the community and contribute towards creating “critical mass” required to stimulate local economic development.

The fragmented settlement structure of the Sedibeng District has resulted in both a lack of and the need for costly duplication of essential social services/ community facilities and engineering infrastructure. In principle, the objective is to provide a full range of social services/ community facilities within a reasonable distance of all communities (urban and rural) in the District. These services need to be

consolidated/ clustered together in precincts/ buildings (Thusong Centres) for maximum efficiency as there are spin-off benefits to be derived from such consolidation such as enhanced access to services; increased economic potential (“critical mass”) in surrounding areas and greater sense of “community identity” around such centres.

Principle 6: Enhance business activities (formal and informal) at each of the identified nodal points in the Sedibeng District and incorporate informal/ emerging business activities into Thusong Centres and modal transfer facilities.

The SDF proposes a two tier Business Node Hierarchy for SDM. It comprises the Central Business District (B1) of Vereeniging, Vanderbijlpark, Meyerton and Heidelberg and the lower order Regional Business Nodes (B2) which are intended to serve the second order activity nodes in the district and surrounding rural communities. Business nodes play an important role in serving the retail and office needs of communities, but also represent significant opportunities for economic development and job creation to the informal sector in the region.

These areas should be treated as special precincts requiring dedicated management in order to prevent urban decay and/or the excessive relocation of economic activities to decentralised business nodes. It is also recommended that a developmental approach towards informal trade and the broader “Township Economy” be followed. This should be as much about minimising barriers to entry into this sector for the unemployed as it is about assisting people in this group to grow their enterprise – especially in former township areas.

Informal trading, skills training of informal traders and proper management and regulation of designated informal trade areas within these business nodes should be dealt with as a consolidated programme aimed at economic empowerment of the poor in Sedibeng District assisting informal traders to continuously “upscale” towards and within the formal economy

Principle 7: Concentrate industrial and agro-processing activities at the higher order nodes or along the major development corridors in the District where infrastructure is available

The following industrial development objectives should inform/guide future industrial development in the Sedibeng District:

- Strengthen the functionality and performance of existing industrial nodes at Duncanville and Powerville (I1), Mittal Steel (I2), Meydustris (I3), Daleside (I4), Waterval (I5) and Heidelberg-Springfield (I6).
- Diversify the existing industrial base of the industrial nodes and unlock local resources by developing/ expanding industrial activity where potential exists – especially along the N1 corridor in the vicinity of Mittal Steel as part of the Vaal Logistics Hub and the International Airport (I7) also at the Elandsfontein interchange north of Savannah City (I8) in the long term; and at Heidelberg Showgrounds (I9) as a logistics centre along N3 corridor.
- Exploit the opportunities offered by the existing strong agricultural base by encouraging development of agro-processing and related downstream activities and industries around the Devon/ Impumelelo (I10) and Kwazenzele (I11) rural node with functional linkages to the higher order agro industries located at Delmas (Victor Khanye) to the north-east and to Heidelberg-N3 corridor to the south.
- Initiate the proposed Agri Hub (I12) at Rietkuil.
- Strengthen existing agglomeration advantages which would contribute to the establishment of sustainable clusters.

- Contribute to industry related skills development and capacity building of the local labour force and contribute to SMME development.
- Promote the incorporation of green industries/technology in all industrial areas.
- Ensure availability/flexibility of engineering services and related infrastructure serving industrial areas.

Principle 8: Optimally utilise the mining potential in the District in such a way that a sustainable balance is maintained between mining, agriculture and the natural environment

Mining is a temporary land use which contributes to the economy for a limited period of time. Therefore, measures need to be put in place to ensure that the agricultural and tourism potential of mining areas are restored once the mining activities are terminated. Enhanced mining activities contribute to job creation for poor and unskilled workers. Hence the limited mining activity/potential present in the region should be optimally utilised where possible.

Principle 9: Promote the commercial farming activities throughout the District; and the establishment of the Agri-Park.

Agriculture is an important economic activity in the Sedibeng District which should be protected and enhanced through the development of downstream activities such as Agro-processing which add value to produce and create significant numbers of job opportunities.

It is recommended that the following areas be earmarked as potential Rural Intervention Areas (RIA) in terms of National Outcome 7 (Rural Development) objectives:

- The existing Langzeekoeigat area as a potential Agri Village.
- The existing Bantu-Bonke/Panfontein area as a potential Agri Village.
- The broader Kwazenzele-Vischkuil precinct which comprises a large “rural poor” population amid an area of high agricultural potential.
- The broader Devon-Impumelelo precinct which comprises a large “rural poor” population amid an area of high agricultural potential.
- The agricultural area to the west of the N1 corridor in the vicinity of the proposed Rietkuil Agri Hub.

These areas should be developed based on the competitive advantages of each and should create linkages to complement each other and assist in disseminating and allocating resources.

- Focused (prioritised) tourism development growing from the core of the Vaal River, Vaal Dam and the Suikerbosrand Nature Reserve as anchors from where the benefits of the tourism economy are spread across the district;
- To diversify the current tourism base through providing for various types of tourism such as Agri-tourism, eco-and educational tourism, cultural-historic tourism and adventure tourism etc;
- Providing tourists with safe, high quality and authentic experiences and service excellence;
- Growing both overnight and day visitor numbers and visitor yields in all the Tourism Precincts;
- Promote public and private sector collaboration in developing tourism services and facilities;
- Responsible tourism ensuring environmental and economic sustainability and benefits for all; and
- Utilising the Vaal River for water sports and activities and to attract more visitors to the region.

Principle 10: Utilise the existing natural, cultural-historic and man-made resources towards the development of Tourism Precincts and Tourism Corridors throughout the District.

The proposed objectives towards tourism development in the Sedibeng District are as follows:

- Focused (prioritised) tourism development growing from the core of the Vaal River, Vaal Dam and the Suikerbosrand NR as anchors from where the benefits of the tourism economy are spread across the district;
- To diversify the current tourism base through providing for various types of tourism such as agri-tourism, eco-and educational tourism, cultural-historic tourism and adventure tourism etc.
- tourists with safe, high quality and authentic experiences and service excellence;
- Growing both overnight and day visitor numbers and visitor yields in all the Tourism Precincts;
- Promote public and private sector collaboration in developing tourism services and facilities;
- Responsible tourism ensuring environmental and economic sustainability and benefits for all.
- Utilising the Vaal River for water sports and activities and attract more visitors to the region.

Principle 11: Ensure that all communities (urban and rural) have access to at least the minimum levels of service as enshrined in the Constitution and to direct infrastructure investment towards the economic activity nodes in the district, priority housing development areas earmarked for residential development, and communities with excessive service backlogs.

Engineering services is a critical element towards the establishment of sustainable human settlements and facilitating economic development and job creation.

Hence infrastructure investment within the SDM should be primarily directed towards serving the identified urban and rural nodes within the district.

More specifically, the economic activity areas and priority housing development areas identified in these nodes should inform the future Capital Investment Framework for various engineering services e.g. water, sanitation, electricity and roads and storm water.

Principle 12: Implement a district-wide Growth Management Strategy to ensure spatial manifestation of the SDF Development Principles

The last principle deals with the implementation of the SDF which calls for active Growth Management which is an approach widely used internationally to ensure that population growth and the economy is supported by the necessary services and infrastructure and at the same time meets spatial and socio-economic objectives of towns and cities. In the case of the Sedibeng District Municipality the Growth Management Strategy needs to go a step further, by incorporating important interventions that are critical for a sustainable future and the establishment of the area as a future metropolitan city.

5. Sectorial Alignment

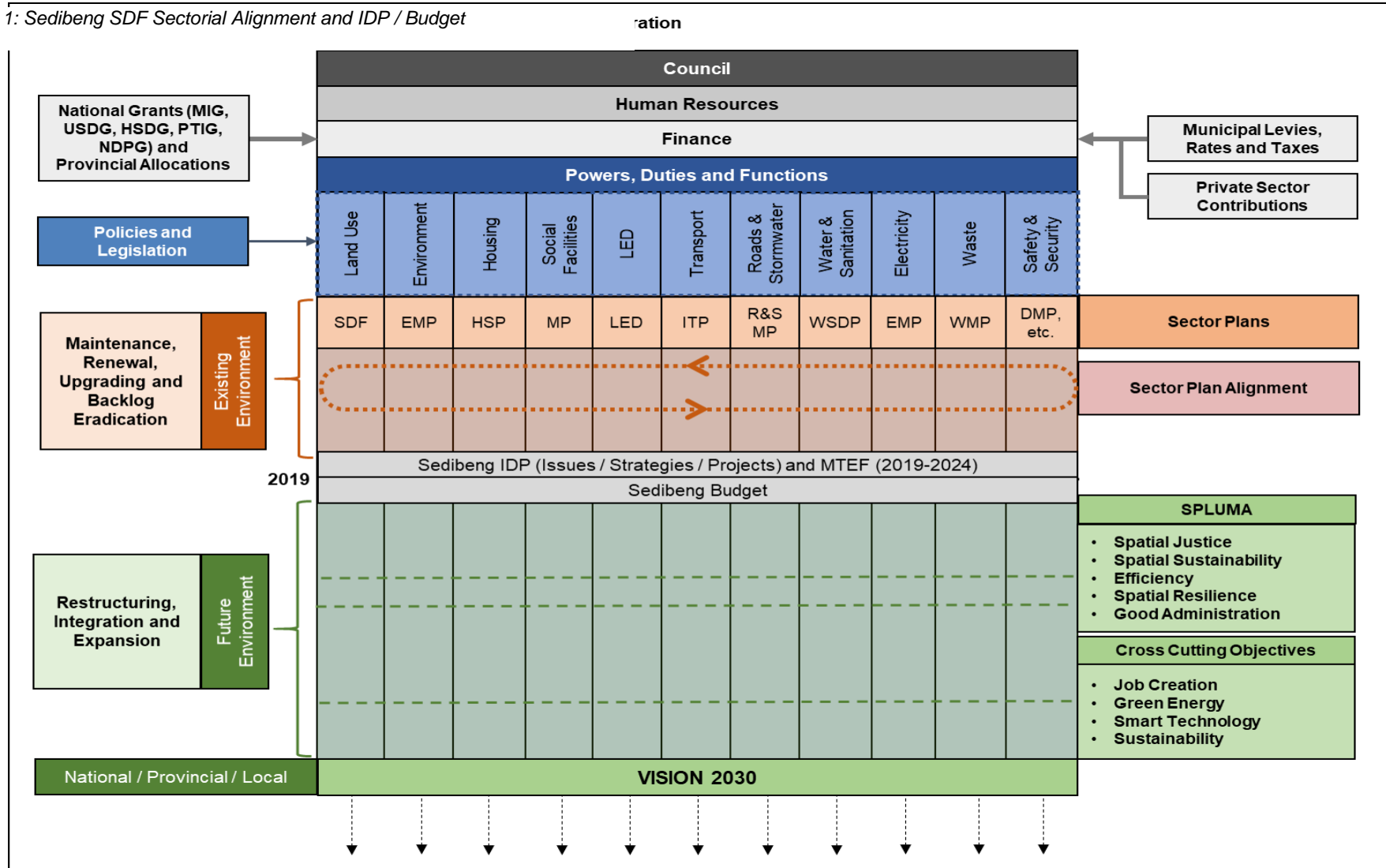
Diagram 1 Illustrates the context of the Sedibeng SDF within the broader municipal institutional environment which is briefly summarized as follows:

- The Sedibeng District Municipality (and Local Municipalities) each has a set of legally mandated powers, duties and functions assigned to it in terms of the provisions of the Municipal Structures Act.
- Council Officials represent the human resources required to perform/execute these powers, duties and functions while Councillors (Political Representatives) need to oversee such activities.

- The funding required to perform the powers, duties and functions is acquired from a number of sources including national and provincial government grant allocations, municipal rates and taxes and private sector contributions.
- The powers, duties and functions of a municipality translate into a number of development sectors/departments like land use, transport, housing, environment, engineering services, economic development etc. within the municipality. Most of these sectors are guided by sector plans to be compiled in line with sector specific policies and / or legislation. For example, an Integrated Transport Plan (ITP) is compiled in terms of the requirements of the National Land Transport Act and a Water Services Development Plan (WSDP) in terms of the Water Services Act.
- Sector Plans deal with the existing environment within the municipality (status quo), and the planned/proposed future environment (3, 5, 10 years or longer into the future).

CHAPTER 05: Spatial Development Framework

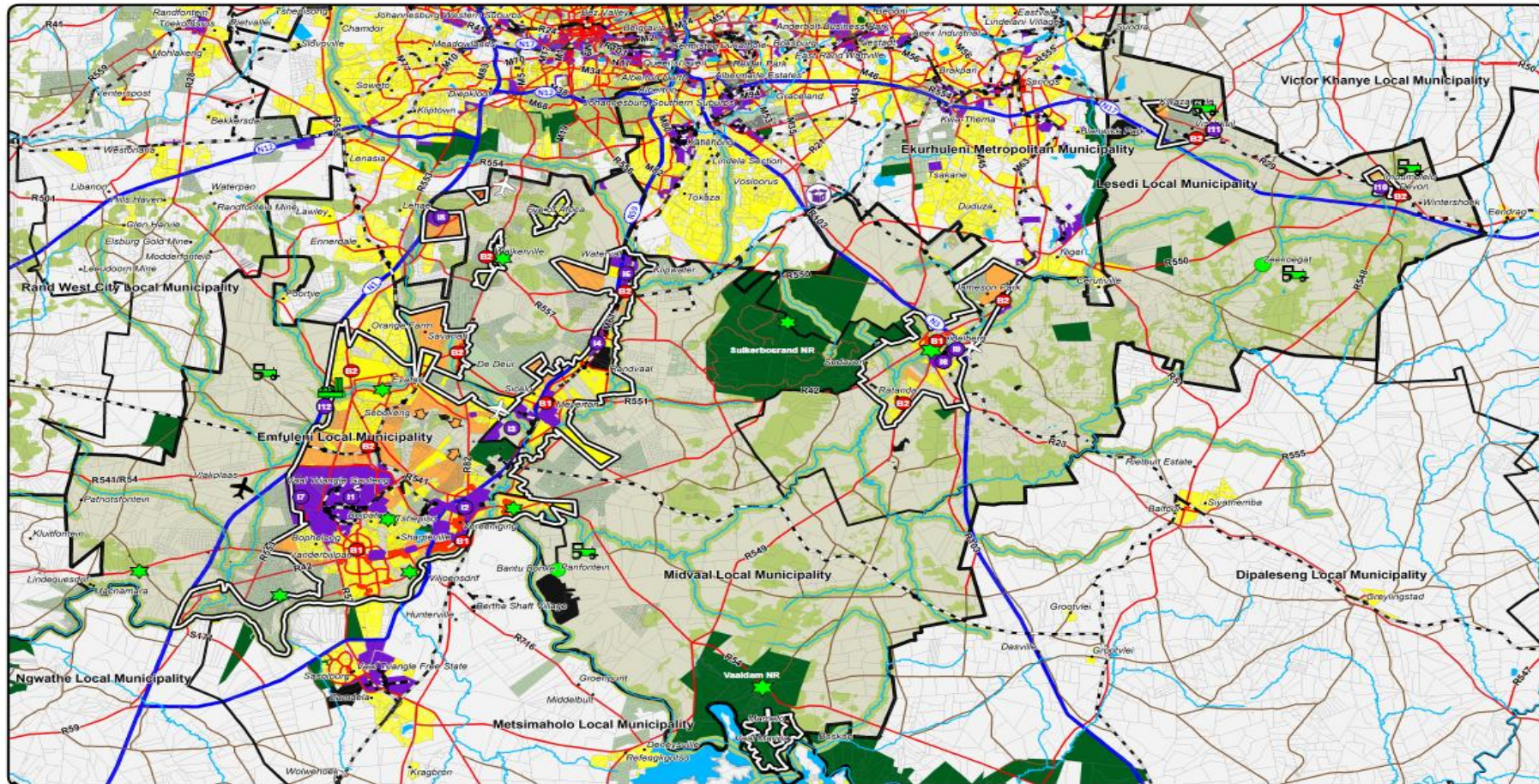
Diagram 1: Sedibeng SDF Sectorial Alignment and IDP / Budget



- It is however essential that these sector plans are all based on a common Vision for the municipal area. Such Vision is normally based on/derived from the National Vision (NDP), a Provincial Vision (Gauteng 2030) and/or District/Municipal Vision documents.
- The Municipal Spatial Development Framework (SDF) represents the Spatial Vision for the municipal area and it serves to provide guidance in this regard to all the other sectors as well.
- When the SDF is compiled it is informed by all the other sectors e.g. the Environmental Management Plan may indicate all areas to be earmarked for conservation in the SDF, or the Water Services Development Plan which indicates the areas most suitable or unsuitable to provide engineering services etc.
- Based on inputs received during the Situational Analysis, the SDF then earmarks different areas in the municipality for different future land uses e.g. the future open space system; the Priority Housing Development Areas, economic activity areas, areas for future community facilities etc.
- When the sector plans are revised in future, these are based on the proposed location, extent and nature of land uses proposed in the municipal SDF. This process is referred to as sectorial alignment.
- In this way it is ensured that all projects identified by the various sector plans (and incorporated in the Municipal IDP, MTEF and Budget) are spatially aligned with each other and that all infrastructure investment within the municipality is consistently well aligned and congruent with the broader development vision as captured in the Spatial Development Framework of the municipality.
- Collective sectorial investment in the correct areas within a municipality over an extended period of time will inevitably result in enhanced spatial justice, efficiency, sustainability and resilience, and effectively represents good administration – the five principles of SPLUMA.
- Lastly there are also some cross-cutting themes that need to be addressed by all sectors within the municipality. These include secondary objectives such as job creation, the green agenda, smart technology and overall sustainability enhancement.

The comprehensive Sedibeng District Municipality Spatial Development Framework can be accessed via the following URL link:

[http://www.sedibeng.gov.za/a_compliance/sdf_2019/Sedibeng%20SDF%20FINAL%20May%202019%20\(Incl%20Figures\).pdf](http://www.sedibeng.gov.za/a_compliance/sdf_2019/Sedibeng%20SDF%20FINAL%20May%202019%20(Incl%20Figures).pdf)



SEDIBENG DISTRICT MUNICIPALITY SDF – COMPOSITE

- | | | | | |
|-----------------------|------------------------------------|----------------------------------|-----------------|----------------------------|
| Urban Footprint | Dams | Business Areas | National Roads | Proposed Airport |
| Agricultural Holdings | Primary Node | Industrial Areas | Main Roads | Airfield |
| Agriculture | Secondary Node | Mining Areas | Other Roads | Proposed Freight Hub |
| Nature Reserve | Rural Node | Agri Hub | Railways | Tourism Precinct |
| Open Space System | Priority Housing Development Areas | Proposed Rural Intervention Area | Railway Station | Urban Development Boundary |

