

Sedibeng District Spatial Development Framework

Prepared For



Gauteng Office of the Premier & Sedibeng District Municipality



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Agenda

- 1. Welcome & Introduction**
- 2. Approval of Agenda**
- 3. Progress & Programme**
- 4. Contents : SDF Guidelines & Mapping**
- 5. Vision & Objectives**
- 6. SDF Map**
- 7. SDF Guidelines**
- 8. Lead Projects**
- 9. Next Steps & Closure**



Stages & Phases

Stage	Phase
1. Status Quo	1. Start Up
	2. Spatial Analysis & Synthesis
	3. Issues & Vision
	4. Workshop
2. Alternatives and Draft SDSDF	4. Draft SDSDF
	5. Achieving Support for the Draft SDSDF
3. Approval	6. Finalisation and Approval

Contextual Key Issues

1. **Need For Focussed Development**
2. **Removal Of Competition Between And Among Municipalities**
3. **Outward Leakage Of Resources, Both Human And Economic**
4. **Clear Definition Of Nodes, Service Centres And Corridors**
5. **Co-ordination Of Integrated Development Planning Responsibilities**
6. **Protection Of Resources : Agricultural, Environmental And Tourism**



Vision

**Building Towards a Developmental
Metropolitan City of Choice**



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Mission

**To Promote and Sustain Integrated
Service Delivery that Enhances and
Supports the Municipality to
Achieve Growth and Development
for its Community**



Metro Requirements

Sect 2 of the Local Gov: Municipal Structures Act (Act 117 of 1998)

Four Elements:

1. Conurbation

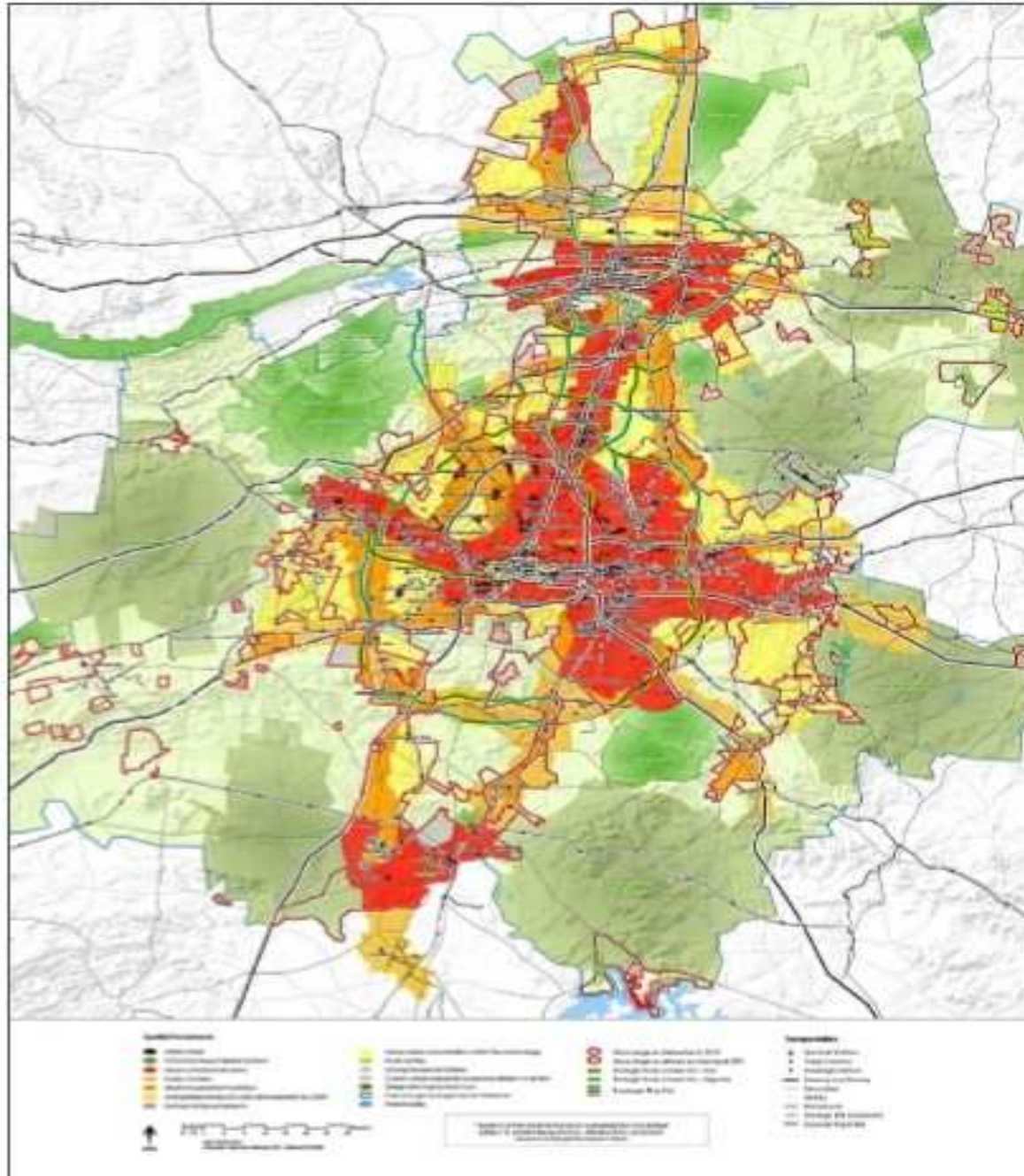
1. High pop density
2. Intensive movement of people, goods & services
3. Extensive Development (size, intensity & complexity)
4. Multiple CBDs & Industrial areas

2. Economic Centres with Complex Diverse Economy

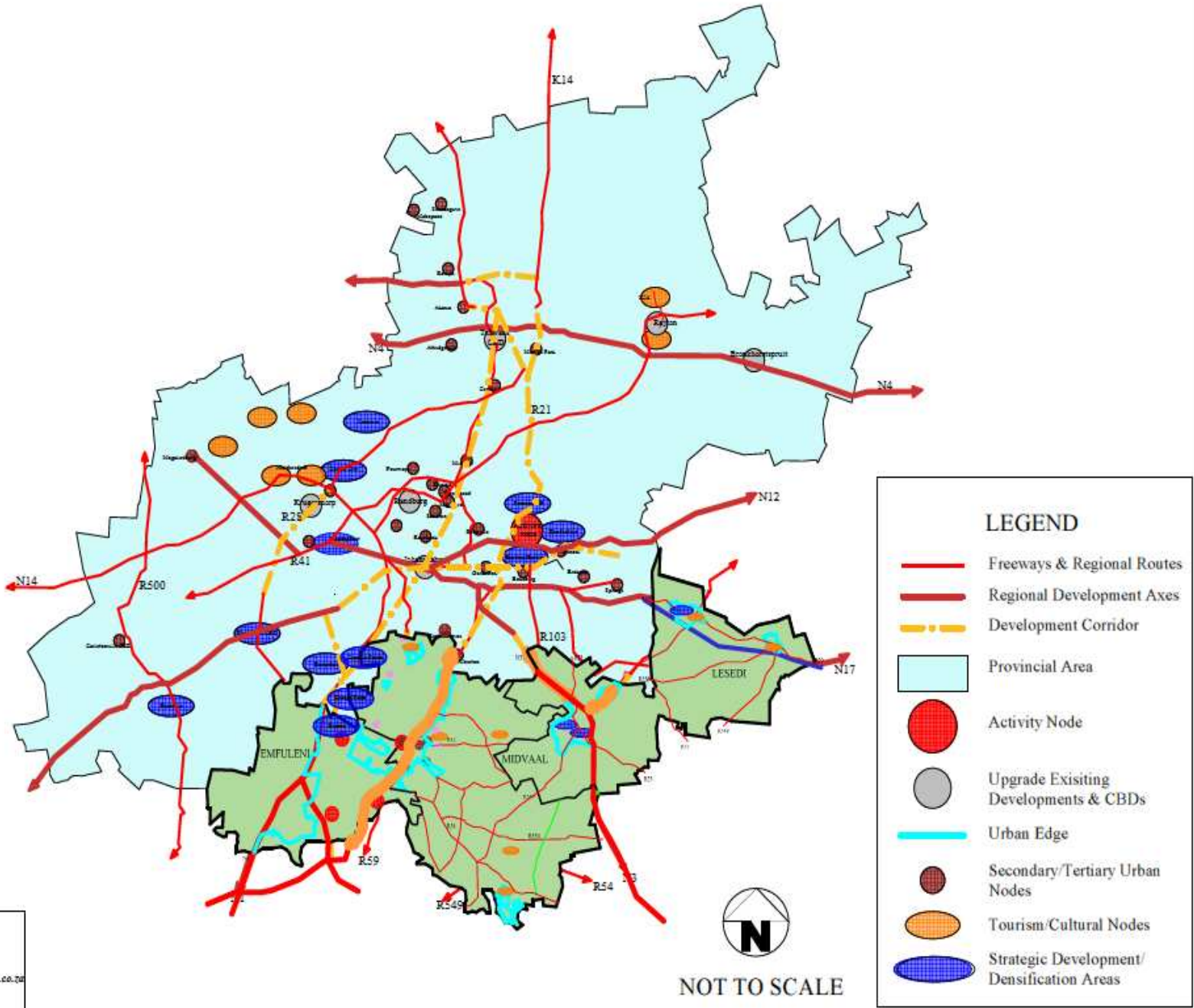
3. Functional Area for IDP planning

4. Economic & Functional Linkages





Gauteng & Sedibeng Combined SDF Structuring Elements



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Alternatives

- 1. Alternatives Limited by Structure of Region & Existing SDFs**
- 2. Build on Intrinsic Resources & Strengths**
- 3. Take into account Limitations**
- 4. District IDP Structuring Objectives**



District IDP Structuring Objectives

1. Continuous Sustainable Open Space
2. Functionally Defined Activity Nodes
3. Linkages
4. Urban Dev Boundaries: ↓sprawl, ↑infill
5. Major Developments (Suikerbosrand/Vaal River/R59)
6. Precincts
7. Upgrading Settlements
8. Dev Nodes & Corridors (Primary, Secondary Tertiary and Development & Movement Corridors)



Structuring Metros

1. Conurbation

1. High pop density
2. Intensive movement of pop/goods/services
3. Extensive Development (size, & complexity)
4. Multiple CBDs & Industrial areas

2. Economic Centres /Complex Diverse Economy

3. Functional Area for IDP planning

4. Economic & Functional Linkage

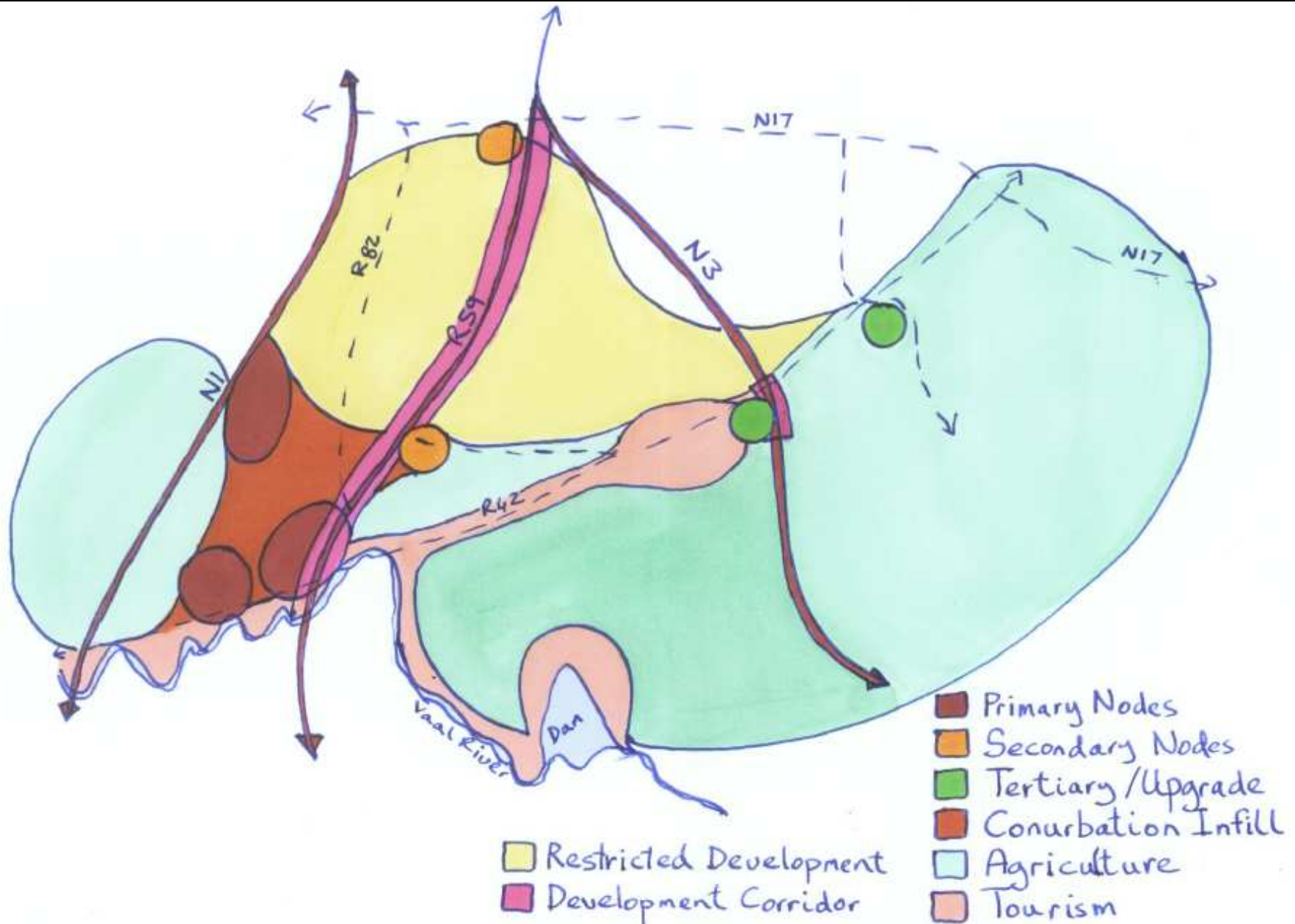


Structuring Guidelines

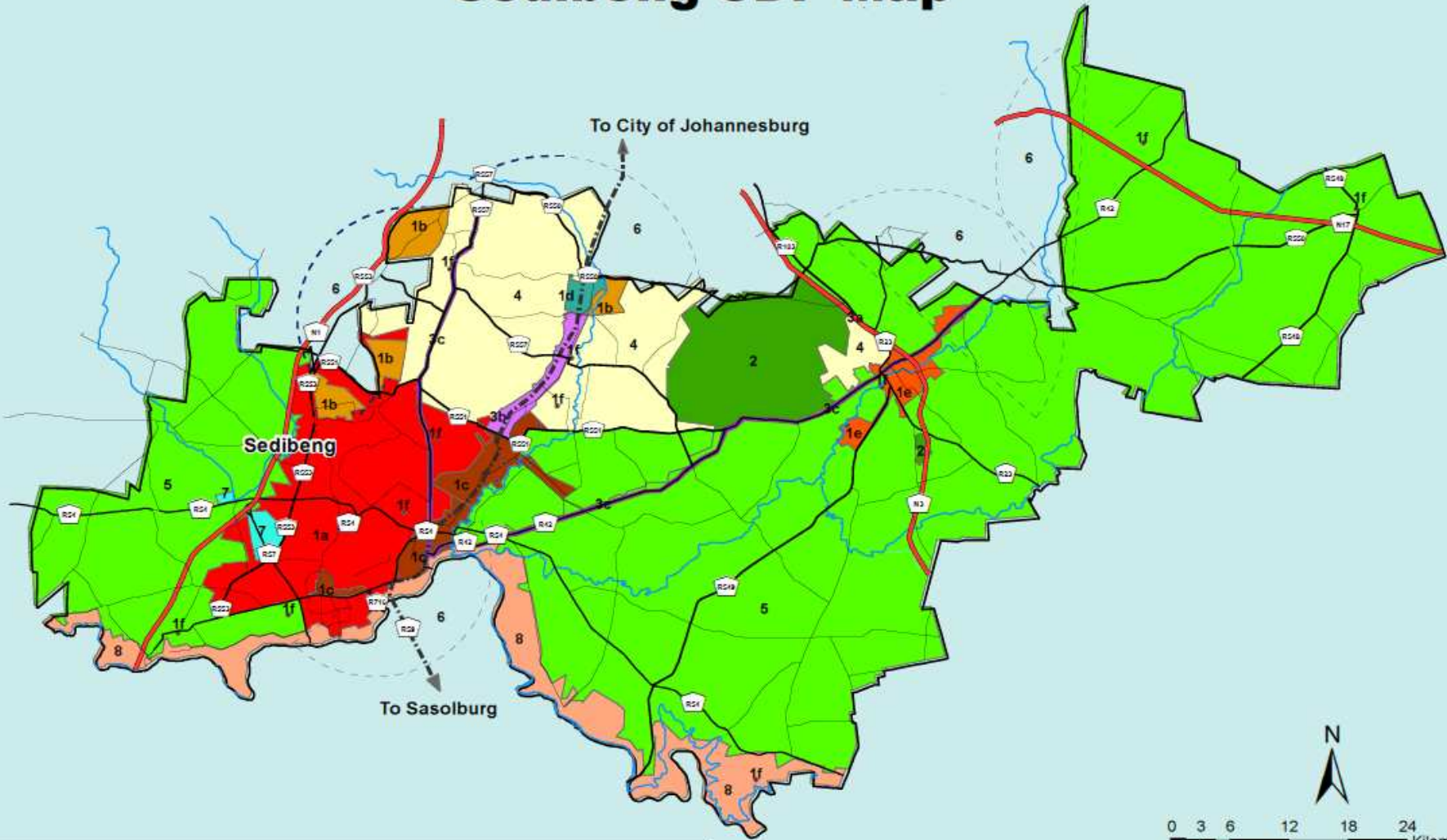
1. Conurbation Infill / High Density Areas
2. High Potential Agricultural Areas
3. New Strategic Development Areas
4. Tourism & Environmentally Sensitive Areas
5. Transportation Routes / Movement Corridors
6. Development / Economic Corridors
7. Low Density Urban Areas
8. Human Settlements



Alternative Two / Draft SDF



Sedibeng SDF Map



Legend

1a Infill (Future Conurbation)	2 Environmentally Sensitive Area	6 Integration Zone
1b Primary Node	3a Provincial Development	7 Special Economic Zone
1c Secondary Node	3b Economic Development & Provincial	8 Tourism
1d Food Processing, Industrial & Distribution Node	3c Movement	Sedibeng
1e Mixed Use Consolidation Node	4 Restricted Development	
1f Residential Consolidation Node	5 Agriculture	

NOTES:

1. Read at a minimum paper size of A2 or A1 in order to see erf boundary and other detail.
2. Boundaries indicated are indicative only. Final boundaries to be determined by the Local Municipality.



**Sedibeng Spatial
Development Framework**



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No. 1							
Nodes							
Category	Conurbation 1a	Primary 1b (Within Conurbation Area)	Secondary 1c (Not necessarily in Conurbation Area)	Food Processing, Industrial & Distribution 1d	Mixed Use Consolidation 1e	Residential Consolidation 1f (Hi & Lo category areas outside the Conurbation area)	
Description	Evaton, Sebokeng, Vereeniging & Vanderbijlpark & Meyerton, Savannah City, Sicelo, Riversdale, Kookrus and Golfpark	Vereeniging, Vanderbijlpark & Meyerton CBDs	Evaton, Sebokeng CBDs & Savannah City, Waterval Precinct and Elandsfontein Precinct	South of the intersection of the R59 and R550 (both sides of the R59)	Heidelberg, Ratanda & Jameson Park including the Heidelberg airfield and surrounds	Hi	Lo
						Dispersed Residential Areas not adjacent to CBDs with average density of 5 to 10 Du per Ha	Dispersed Residential Areas not adjacent to CBDs with average density of 5 Du per Ha or lower
Purpose	To encourage higher density residential development near facilities, amenities, inter-modal transport points and routes and to encourage and support infill development.	Reinforce the mixed use and regional functions of these nodes through: <ul style="list-style-type: none"> • Clustering activities and higher intensity of public & private investment • Promoting the expansion of existing industries and businesses • Supporting residential and related uses • Building on multi-modal transportation and pedestrian accessibility • Supporting and encouraging infill between these nodes. 	Concentrate convenience, commercial, service activities and residential uses within the nodal area. Focus on job creation in close proximity to residential areas with elevated levels of poverty	Activities for food production, agriculture product beneficiation, storage and distribution as well as general industrial activities	To promote the node for office, residential development and business related uses. Areas of this node (to be defined by the Municipality can also be used for commercial, warehousing, manufacturing and industrial uses.	To encourage lower density residential developments that have access to facilities, amenities, transport points and transport routes within a 15 minute commuting distance.	

No. 2	Environmentally Sensitive Areas
Description	Suikerbosrand Nature Reserve & Alice Glockemer Nature Reserve, heritage and historical sites as well as environmental sensitive areas including wetlands, and areas adjacent to rivers and dams and palaeontology locations identified by Municipality.
Purpose	To conserve and appropriately develop special environmental areas for conservation and related uses.
Uses Supported	Conservation uses, conservation education facilities and amenities including visitor centres, research and conferencing with clear conservation controls. Only uses approved in terms of procedure outlined in EMF allowed.
Uses Not Supported	Commercial centres, office parks, industrial, warehousing, workshops, scarp yards, noxious industry, private residential or long term residential accommodation and all other uses deemed detrimental to the area by the Local Authority (Limited accommodation for conservation management staff and tourism accommodation compatible with the conservation area allowed).
Notes	Sensitive environmental areas can be designated by the Municipality or identified through the EMF or the environmental authorisation process in terms of the National Environmental Management Act (NEMA).

No. 3	Corridors		
Category	Provincial Development Corridor 3a	Economic Development & Provincial Corridor 3b	Movement Corridor 3b
Description	N3 highway between Heidelberg and Tokoza as illustrated in the Gauteng Provincial SDF	R59 as described in the R59 corridor document. This corridor is both an economic corridor and a provincial corridor as defined in the Gauteng SDF	R82 from Vereeniging to R557 including the northern section Sedibeng into the City of Johannesburg & R42 from Lesedi to Vereeniging
Purpose	Support economic and commercial development on corridor building on visibility, high traffic volumes and accessibility from N3	Support economic development along corridor and around the corridor	Support ease of movement and increase linkages
Uses Supported	Higher order uses requiring high visibility and accessibility from the N3. Along the corridor with limited access points to the N3.	Industrial, manufacturing, warehousing, packaging, distribution centres, commercial, petrochemical, steel, agricultural processing and medium to higher density residential in areas defined by the Municipality	Uses not requiring direct access to corridor
Uses Not Supported	To be specified by the Municipality	To be defined by the Municipality	Uses requiring multiple access points
Notes	Access points to be defined by relevant transport authority and the Municipality		Access points to be defined by relevant transport authority and the Municipality

No. 4	Restricted Development
Purpose	To limit development requiring municipal services
Uses Supported	Low density residential development and land uses that provide local community facilities and/or amenities compatible with a low density residential and rural area provided services are available. Uses defined in detailed planning documents/precinct plans approved by the Municipality
Uses Not Supported	Uses not compatible with low density residential and rural areas. In particular primary retail, showrooms, industrial uses and warehousing, uses that create noise and pollutants.
Notes	Approved Precinct Plans for areas will provide detail guidelines that supersede the above controls

No. 5	Agriculture
Purpose	To conserve the high potential agricultural areas and to promote food security
Uses Supported	Agriculture, Agricultural Product Beneficiation, Agricultural Schools, Agro-processing, Farmer's Markets, Commercial Farming & Related Activities
Uses Not Supported	All land uses not compatible with agricultural activities
Notes	Uses compatible with agricultural areas that do not compromise the agricultural productivity of the land may be allowed subject to the discretion of the Municipality

No. 6	Integration
Category	Integration Zones
Description	<ol style="list-style-type: none"> 1. Orange Farm and Sedibeng 2. Vereeniging/parts of conurbation and Sasolburg 3. Johannesburg South and Sedibeng 4. Heidelberg and Devon with Ekurhuleni
Purpose	Horizontal Integration of cross border functional areas
Uses Supported	All uses that contribute to the functioning of the area as defined in the integration zone plan for which services are available
Uses Not Supported	Uses not compatible with the identified function of the integration zone plan
Notes	Integration Zone Precinct Plans to be developed

No7	Special Economic Zones (SEZ)
Category	Special Economic Zones
Description	Regional Airport & Logistics
Purpose	To promote economic growth and export opportunities and facilities in order to attract targeted foreign and domestic investments
Uses Supported	Manufacturing, Retail, Commercial, Agro-processing, Light Industries, Logistics Hub, Airport and related uses
Uses Not Supported	To be defined by the Municipality
Notes	A detailed feasibility study to be undertaken on the SEZ which will also define proposed uses

No. 8	Tourism
Description	Vaal River, Vaal Dam and Surrounds
Purpose	To support tourism development through infrastructure upgrades that will improve access and separate heavy vehicles from tourism areas. Maximise functional tourism areas some of which may straddle or cross boundaries
Uses Supported	Tourism, conservation, medium density residential, leisure residential and related uses including conservancies, heritage sites, tourist accommodation, active and passive recreation and related activities.
Uses Not Supported	Office parks, industrial uses, warehousing, scrap yards, commercial and all other uses deemed detrimental by the Municipality of the area.
Notes	Access for the public to the Vaal river and Vaal Dam to be provided in all new developments through registered servitudes and required % of land for public as defined by the Municipality

Lead Projects

- 1. Conurbation Infill Development & Implementation Plan**
- 2. Land Development Objectives & Guidelines for High Potential Agricultural Areas**
- 3. District Environmental Management Framework**
- 4. Integration Zone Precinct & Implementation Plans**
- 5. Special Economic Zone: Sedibeng District Logistics Hub & Airport**
- 6. Vaal River Cross Boundary Nodes & Corridor Guidelines and Implementation Plan**
- 7. Precinct Feasibility & Implementation Plans**
- 8. Infrastructure Master Plan**
- 9. Human Settlement Upgrading /Land Reform Plans**

Agricultural LDOs & Guidelines

1. Highest potential agricultural land reserved for agricultural uses
2. Restrictions on the subdivision of land into sizes no longer suitable for commercial farming (high & med potential land)
3. Policy and guidelines to facilitate ability of owners to create income to finance ongoing commercial farming
4. Legal entity for ongoing management of commercial farming activities
5. Feasibility study for each agricultural parcel of land to be approved by the relevant Public Sector Department
6. All rights and obligations to be entrenched in the Title Deeds
7. Linkages and synergy with the proposed agricultural food processing and distribution node and with the district fresh produce market
8. Take advantage of available funding such as the Agri BEE fund

SEZ: Logistics Hub & Airport

Purpose of Special Economic Zones

4. (1) A Special Economic Zone is an economic development tool to promote economic growth and export by using support measures in order to attract targeted foreign and domestic investments and technology.

(2) The purpose of establishing Special Economic Zones includes— 25

(a) facilitating the creation of an industrial complex, having strategic economic advantage for targeted investments and industries in the manufacturing sector and tradable services;

(b) developing infrastructure required to support the development of targeted industrial activities; 30

(c) attracting foreign and domestic direct investment;

(d) providing the location for the establishment of targeted investments;

(e) enabling the beneficiation of mineral and natural resources;

(f) taking advantage of existing industrial and technological capacity, promoting integration with local industry and increasing value-added production; 35

(g) promoting regional development; and

(h) creating decent work and other economic and social benefits in the region in which it is located and promoting skills and technology transfer.

CHAPTER 5

DESIGNATION OF SPECIAL ECONOMIC ZONES

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Application for designation

22. (1) National government, a provincial government, a municipality, a public entity, a municipal entity or a public-private partnership, acting alone or jointly, may apply to the Minister in the form and manner prescribed for a specified area to be designated as a Special Economic Zone.

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(2) In its application, the applicant must demonstrate that the designation of the area as a Special Economic Zone will further government's industrial development objectives and must specify the extent to which the designation seeks to—

(a) achieve the provisions of section 4(2);

(b) be consistent with any applicable national policies and laws; and

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(c) comply with any other prescribed criteria.

(3) The applicant must—

(a) have sufficient access to financial resources and expertise for the development, operation, management and administration of a Special Economic Zone;

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(b) submit to the Minister a comprehensive feasibility study;

(c) indicate the extent to which it owns and controls the area to be considered for designation as a Special Economic Zone; and

(d) in the case of a public-private partnership, indicate its ownership structure through the submission of a shareholders' agreement, indicating shareholding, percentages of shareholding, requirements for transfer of shares and requirements for the distribution of assets upon liquidation or deregistration.

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(4) The Board must—

(a) consider the application; and

(b) recommend to the Minister whether or not the area is suited to be designated as a Special Economic Zone.

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(5) The Board may request further information and documents from the applicant for the purposes of considering the application.

(6) The Minister, after considering the recommendation of the Board—

(a) may designate an area as a Special Economic Zone by notice in the *Gazette* with or without conditions; and

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(b) must issue the applicant with a Special Economic Zone licence if the area is so designated.

Spatial Planning & Land Use Management ACT (SPLUMA)

“region”, in relation to a regional spatial development framework, means a circumscribed geographical area characterised by distinctive economic, social or natural features which may or may not correspond to the administrative boundary of a province or provinces or a municipality or municipalities;

Integration Zones

1. Orange Farm/CoJ ↔ Savannah City/De Deur
2. Agri processing/distribution node ↔ CoJ
3. Vereeniging/conurbation ↔ Metsimaholo/Sasolburg
4. Heidelberg & Devon ↔ Ekurhuleni Metro

Precinct Feasibility & Implementation Plans

1. Vereeniging Regeneration Area
2. Government Precinct
3. Fresh Produce Market
4. Langzeekoeigat
5. Doornkuil
6. R42 corridor
7. R549 corridor
8. R23 corridor

Vaal River Cross Boundary Nodes & Corridor Guidelines and Implementation Plan



Next Steps

**1. Public Comment &
Submissions**

2. Incorporation of Comments

**3. Finalisation & Approval of
SDF**

