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CHAPTER 1: INTRODUCTION

1.1 BACKGROUND

This document is the Spatial Development Framework for the Central Region of the Midvaal Municipality, which represents the area around the R59 freeway.

It was compiled as part of a planning process commissioned by the Midvaal Municipality during May 2010. This process comprised the formulation of a Spatial Framework for the Midvaal Municipal Area as a whole, as well as a Regional Spatial Development Framework (RSDF) for each of the three Regions the area was divided into: East, Central and West (see Figure 1).

The process also entailed the formulation of a Precinct Plan for Tedderfield Agricultural Holdings; the Waterval Node; and the Meyerton CBD, as well as municipal-wide policies in the following regard:

- Agricultural Development Policy
- Accommodation Policy
- Nodal Development Policy
- Densification Policy

The primary purpose of a Regional Spatial Development Framework is to elaborate in greater detail on the proposals made for each Region in the Municipal Spatial Development Framework, and to formulate a Vision, Objectives and Interventions for each of the three Regions in the Midvaal area.
CHAPTER 2: REGIONAL ANALYSIS

2.1 LOCATION

The Central Region of the Midvaal Local Municipality as depicted on Figure 1 represents in broad terms the area around the R59 Development Corridor. It extends from the Waterval Precinct in the north to Rissiville in the south, and includes the bulk of the urban area of the Midvaal Municipality.

The R59 freeway is an important regional route which connects the City of Johannesburg and Ekurhuleni with the Emfuleni in the south of Gauteng, and Sasolburg in the Free State Province. A section of the R59 freeway runs through the Midvaal Local Municipality and acts as a lifeline to the southern areas of the province. This freeway was constructed some 30 years ago to supplement the K89 (Alberton/Vereeniging Road).

The combination of the R59 freeway, local road and R82, the railway line in close proximity hold the potential for corridor development and a concentration of non-residential uses along this route is already evident.

2.2 SPATIAL STRUCTURE AND DEVELOPMENT TRENDS

The study area can be broken down into distinctive sub-areas in terms of characteristics, development trends and infrastructure services. A description of the current land uses, development trends and level of engineering service infrastructure is provided below for each of the sub-areas (see Figure 2).

2.2.1 Sub-area 1: Area between the K154 and Road 1073 (Kliprivier Area)

The area to the north of the Klip River is underlain by a large aquifer (underground cavity filled with water). It is an important natural resource and this area is therefore protected by Rand Water to prevent pollution or contamination. Development in this sub-area is therefore limited to extensive agriculture. The Klip River runs through this area and crosses the R59 freeway.

This area is not serviced with any municipal infrastructure. Water is obtained from boreholes or from Rand Water through water permits. The farms make their own provision for sanitation services, mainly in the form of septic tanks or French drains. Eskom provides electricity to this area.

Nampak Tissue is located at the north-eastern quadrant of the intersection of the R59 and the K154. Nampak produces paper and plastic products and is located between the K89, Klip River and the
railway line. This development also incorporates a significant residential component and a private golf course. It is serviced with water and electricity by Rand Water and Eskom respectively and is provided with waterborne sewer which drains to the adjacent ERWAT sewer purification works.

Everite\(^3\) is situated east of the K89 south of the K154. This industry produces building products and although asbestos was previously used in their production material, this has now been replaced with new technology to eliminate asbestos from the product range. The hazards associated with asbestos have therefore now been reduced in the area. The industry includes a significant residential component in the form of hostels for workers at the industry.

The Waterval Water Works\(^4\) (property of the East Rand Water Company) is located south of the Klipwater Township on the banks of the Klip River. This facility serves the Katorus and Palm Ridge areas. This township and the developments directly adjacent to the water works are therefore served with waterborne sewer. Rand Water and Eskom are the water and electricity providers to this development. Nampak, Everite and the Waterval Water Works are, however, land uses associated with nuisance and pollution, particularly smells and air pollution, requiring buffer areas around these uses.

There are several light industrial and commercial uses\(^5\) occurring in the area east of the R59. These properties have the advantage of dual road frontage, with high visibility from the R59 and access from the K89. These developments occur on smaller farm portions. There is no municipal service delivery in this area, with water being obtained from boreholes or Rand Water. Septic tanks or French drains are used for sanitation. Eskom provides electricity to this area.

The Klip River runs very close to the K89 in this area and there is evidence of intensive agriculture occurring along the banks of this river. There are two informal settlements in this area, namely Lima's Farm\(^6\) and Jaconi's Farm\(^7\), the latter being located close to the river.

The area west of the R59 is occupied by extensive agriculture. There is also an informal settlement on one of the farms (Piel's Farm\(^8\)). The area falls in the Eskom electricity supply area. Water is obtained from boreholes or Rand Water and sanitation is provided through septic tanks or French drains. The informal settlement has emergency services provided by the Midvaal Local Municipality. Plans are underway to relocate and upgrade the informal settlements in this area.

The proposed PWV 18, which runs from east to west between Fochville and Nigel, traverses this area.

Several development applications have recently been submitted in this sub-area, with the main focus being on the areas around the K154 interchange.
These applications include the Klipriver Business Park which covers all four quadrants of the interchange, Heineken to the west of the R59 freeway and south of Klipriver Business Park which is already constructed, and Graceview Industrial Park which is adjacent to the south of Heineken.

The development interest in this area can be ascribed to the fact that the area is located within the economic influence sphere of the City of Joburg to the north thereof.

2.2.2 Sub-area 2: area between Road 1073 and K158 (Figure 2)

The area west of the R59 is occupied by extensive agriculture. Blue Saddle Ranches, a rural residential estate, is situated just to the west of the freeway. There is a dirt road parallel to the R59 freeway which provides access to Blue Saddle Ranches and the Drumblade Agricultural Holdings. Eskom provides electricity to this area, while farmers make their own provision for water and sanitation services.

The land situated between the R59 and K89 is mainly vacant, except for the Engen One Stop filling stations situated on both sides of the R59. The farm situated directly adjacent to the Daleside Industrial area is owned by a circus, with a coffee shop, residential uses and circus-related activities on the farm.

The Daleside Industrial Area consists mostly of light and service industries. Both the northern and southern portions of this township has not developed yet. It falls within the Eskom electricity supply area. There is municipal water available in the area, but no water borne sewer. There are many vacant properties in this area.

The Daleside railway station is situated in the southern part of this sub-region.

2.2.3 Sub-area 3: Area between the K158 and K210 (Meyer Street) (Figure 2)

Valley Settlements and Pendale Agricultural Holdings are located west of the R59 freeway and Highbury is located in the area between the freeway and the K89. These are agricultural plots and although agricultural uses are still practiced on some of the plots, most are used for rural residential purposes. There is also a strong tendency towards development of business and light industrial uses in the Highbury area, most of which are unauthorised. This trend is particularly evident in properties adjacent east of the R59 freeway with high visibility from the freeway. Some of the properties in Highbury and Valley Settlements have access to municipal water, while the remainder of the area is serviced by Rand Water with no waterborne sewer. Eskom is the main electricity supplier in the area, although some of the properties have municipal electricity. The former Randvaal Municipal offices (now used by the Midvaal Municipality) and primary health care clinic are also located in this area.
The Daleside residential area\(^{(21)}\) is located east of the railway line and old Johannesburg/ Vereeniging Road. This area originated as small farms, but was incorporated into the local town planning scheme as Residential 1 erven. The area has access to piped water provided by the Midvaal Municipality, and water borne sewer on the eastern side and which is to be extended to the western side. It falls within the Eskom electricity supply area.

The Glen Douglas Dolomite Mine and Bass Lake\(^{(22)}\) are situated south of Daleside between the railway line and the Klip River. The mine is still in operation. Bass Lake is a popular recreational destination and includes conference facilities, outdoor adventures (4X4 trails) and scuba diving activities.

The Henley-on-Klip residential area\(^{(23)}\) is situated south of Glen Douglas Mine. This is a formal residential area with a rural residential character. The Midvaal Municipality provides water and sanitation to this area, while Eskom provides electricity. There are many vacant stands in the area, but water and stormwater services are running at capacity and are constraining further development in the area. This area is also host to the Oprah Winfrey Leadership Academy for Girls, South Africa.

South of Henley-on-Klip is a farm portion\(^{(24)}\) which is intensively used for agricultural purposes. The area has however been earmarked for future formal residential development, which will result in the spatial integration of Henley-on-Klip and Meyerton.

There is residential development\(^{(25)}\) (low to middle income bonded) occurring at the north eastern quadrant of the R59/K174 interchange. This area is developed with affordable housing through the sale of stands owned by the municipality. The Midvaal Municipality provides this area with water, waterborne sewer and electricity.

2.2.4 Sub-area 4: Area between the K210 (Meyer Street) and Johan le Roux Street (K164) off-ramp (Figure 2)

The area west of the R59 freeway in this sub area consists of farmland\(^{(26)}\) which is used for farming purposes and a section of smaller agricultural plots adjacent to the freeway, namely Meyerton Farms, which are primarily used for rural residential purposes and peripheral uses. There are numerous illegal uses in this area and considerable development pressure, but the infrastructure requires upgrading and owners cannot afford the service contributions. There are municipal services available to these plots, but upgrading would be required to accommodate extensive development.

There is a large informal settlement namely Sicelo\(^{(28)}\) west of the R59 located adjacent to Meyerton Farms.
The area east of the R59 is the core urban area of the Midvaal Local Municipality and includes the town of Meyerton with residential areas, CBD\(^{(29)}\), commercial\(^{(30)}\) and industrial uses. Unfortunately these developments occurred prior to the development of the R59 freeway and therefore front onto the K89 and railway line, rather than onto the freeway.

There are three clearly distinguishable functional areas east of the R59. The first is the area between the R59 freeway and the K89. This area is used for urban residential development\(^{(31)}\). There are various vacant properties available in this area, with infill development occurring sporadically.

The second area is located between the K89 and the railway line\(^{(30)}\). This area is developed with commercial and light industrial uses. The Meyerton railway station\(^{(32)}\) is also located in this area. There are various vacant properties available in this area, with spare services capacity to accommodate development. There is also a large parcel of vacant land\(^{(31)}\) adjacent to the main road, Meyerton Street, where a shopping centre was recently approved.

The third area is located between the railway line and the Klip River and consists of the Meyerton Central Business District (CBD)\(^{(29)}\) and adjacent residential area\(^{(34)}\). There are vacant stands available adjacent to the main road, Meyerton Street, offering opportunities for development.

The Meyerton residential area can be described as an older, well-established residential area with large, single residential development. The Meyerton Golf Course forms a physical barrier between the main residential area and the northern residential areas.

This area is serviced by the municipal electricity network and there is sufficient spare capacity for further business and residential development. An extension of the network would be required to serve the vacant land on both sides of Meyer Street. This entire area has access to municipal water and sanitation services.

The K89 terminates in this sub-region at the intersection with Johan le Roux Street.

2.2.5 Sub-area 5: Area between Johan le Roux Street (K83) off-ramp and Verwoerd Street (K11) off-ramp (Figure 2)

The area west of the R59 freeway can be described as the heavy industrial area of Meyerton, with the Samancor industries\(^{(35)}\) located adjacent to the freeway. There is intensive agriculture taking place south of this heavy industrial area. The Meyerton water purification works\(^{(36)}\) are located south west of Samancor. These works have reached capacity and intervention in the form of upgrading or alternative purification works is required. The Meydustria industrial area\(^{(37)}\) is located west of the purification works. This is a proclaimed industrial township, but services have never been installed. The area was earmarked as an Export Processing Zone, due to its location adjacent to the Aerovaal
Airport located in the Emfuleni Local Municipality Area. Investigations were conducted to reroute cargo flights from the OR Tambo International Airport to this airport, to alleviate airspace congestion.

In the area east of the R59 freeway, the railway line runs directly adjacent to the freeway with no space for development between the two transport routes. There is a light industrial and commercial area located directly south of Johan le Roux Street. The Noldick area located south east of the R59/Johan le Roux Street interchange was proclaimed as a residential area, but has mainly developed as a mixed commercial and industrial area. The main electrical substation is also located in this area. There are numerous vacant industrial stands, but upgrading of the electrical substation would be required to accommodate extensive development.

The remainder of the area between the R59 freeway and the Klip River is developed with agricultural holdings, mostly used for rural residential purposes. These holdings have however been incorporated into the Meyerton Town Planning Scheme as Residential 1 erven. There is a tendency towards densification in this area, with townhouse complexes being developed on some of the properties. The area lends itself towards residential densification and infill, particularly the area along the Klip River. Business uses and light industrial uses are also occurring sporadically in the area and this trend seems to be increasing. There is piped water, waterborne sewer and electricity available from the municipality in this area.

2.2.6 Sub-area 6: Area between Verwoerd Street (K11) off-ramp and the Southern Boundary of the Municipal Area (Figure 2)

The area west of the R59 freeway falls within the Emfuleni Local Municipality area and is occupied by extensive agriculture.

The area east of the R59 and railway line consists of an urban residential area, Rothdene, as well as agricultural holdings. South of Rothdene the Klip River runs very close to the R59 and the railway line. There are agricultural holdings situated on the banks of this river, used for agricultural and rural residential purposes. The industrial areas of Vereeniging are located just south of the Midvaal Municipal area, with a portion of the Duncanville industrial area situated within the Midvaal jurisdictional area. The railway line turns away from the R59 in the southern section of Midvaal, and the major industrial area of Vereeniging is situated between the railway line and the R59.

2.3 INFRASTRUCTURE AND SERVICES

The Midvaal municipal area, and specifically the Central Region is fairly well provided in terms of engineering services.
2.3.1 Water

The area has a competitive advantage in respect of water, due to its location in close proximity to the Vaal River as a main source of water. There are several Rand Water bulk water pipelines running from the Vaal River through Midvaal to Johannesburg and Ekurhuleni (see Figure 3). In areas where the municipality does not have the bulk infrastructure and ability to provide water, consumers obtain water directly from these bulk water pipes through permits obtained from Rand Water. This is highly beneficial in terms of allowing development throughout the study area depicting the availability of water in the project area.

Municipal water is available from Daleside in the north to the southern boundary of the study area in the townships, industrial areas and agricultural holdings. Most of the existing reticulation infrastructure is located east of the R59, implying that these areas would be easier to service than areas west of the R59. However, most of the bulk water infrastructure (bulk lines and reservoirs) are located on the hilly landscape to the west of the R59 freeway as shown on Figure 3, from where the water gravitates to the reticulation systems currently located to the east thereof. From a bulk water supply point of view, the area to the west of the R59 freeway is thus well supplied. There is some spare capacity on the network to allow for infill development.

The northern portion of the study area (in the vicinity of Nampak and Everite) does not have access to municipal water, but obtains water directly from Rand Water.

The following is a brief technical summary of the current water supply system in the municipal area:

(a) Rand Water

Potable water is supplied from the Rand Water Suikerbosrand /Vereeniging -Johannesburg system. There are 11 connections to the Rand Water system:

(i) Rand Water connection: Kookfontein: Sewage Works (meter no. 1616)

Water is supplied to the sewage works within Samancor area via a 25mm connection. Capacity 7 kl/h.

(ii) Rand Water connection: Meyerton (meter no. 2279)

A 300mm connector from the 790mm Rand Water pipe in Bell Road, supplying the Meyerton reservoirs and Samancor. Capacity 1 000 kl/h.
(iii) **Rand Water connection: Glen Donald (meter no. 2561)**, supplying the Glen Donald agricultural holdings via a 100mm connection. Capacity 90 k/l/h.

(iv) **Rand Water connection: Samancor (meter no. 4060)**, supplying Samancor with water via a 100mm connection. Capacity 90 k/l/h.

(v) **Rand Water connection: Riversdale (meter no. 4164)**, supplying Riversdale residential area with water via a 200mm connection. Capacity 555 k/l/h.

(vi) **Rand Water connection: Spioenkop Reservoir (meter no. 4261)**

A 600mm connection on the Rand Water pump line from the new Rand Water Daleside reservoir supplying Bignautsrus, Faraosfontein, Golfview, Hartzenbergfontein, Ironside AH, Ohenimuri, homestead Apple Orchards and Walkerville with water. The 600mm pipe feeds the Spioenkop reservoir and also supplies the water networks directly with water via two 50mm meters with capacity 30 k/l/h and one 200mm (capacity 555 k/l/h) connection. All three connections are equipped with pressure reducing valves.

(vii) **Rand Water connection: Walkerville (Langerand) (meter no. 1441)**

The 700mm steel pipeline from Langerand supplies water to the Walkers reservoir through a 450mm pipe (capacity ± 1 000 k/l/h), which serves Balmoral, De Deur Estates and Walkers Fruit Farm (western portion).

(viii) **Rand Water connection: Panfontein (meter no 1871)**, supplying water to Uitvlucht village near Suikerbosrand, via a 50mm connection. Capacity 30 k/l/h.

(ix) **Rand Water connection: Kliprivier Valley (meter no. 2853)**

A 300mm connection supplying the Highbury reservoir, which serves Highbury, Daleside and Henley-on-Klip through a gravity system, and also Valley Settlements, Pendale and Walkers Fruit Farm (eastern portion) via a pumping system to the Klipriver Valley reservoir. Capacity 1 000 k/l/h.

(x) **Rand Water connection: Nooitgedacht (meter no. 2854)**

A 100mm connection supplies Blue Saddle Ranches development and Drumblade. Capacity 90 k/l/h.

(xi) **Rand Water connection: Garthdale (meter no. 2940)**, supplying Klipwater village, Garthdale and Everite with water via a 100mm connection. Capacity 90 k/l/h.
R59 CORRIDOR
SANITATION CATCHMENT SYSTEM

- Treatment Facilities
- Outfall Sewer
- Watershed
- Limited Sanitation Capacity
2.3.2 Sanitation

Figure 4 indicates the current sewer reticulation system of in the study area. Municipal sewer reticulation is available in the same areas as water provision, but in most of the areas outside the township of Meyerton a mixed system applies. This implies that not all properties are connected to the municipal sewer system and make use of other systems such as French drains or the STED system. The municipal waste water treatment works, which are located southwest of Meyerton, are operating on capacity and major upgrading or new works are required to accommodate further connections.

The industries and developments in the north of the study area (around Nampak and Everite) make use of the Waterval Water Works operated by the East Rand Water Company (ERWAT).

In broad terms, the areas closest to the two treatment works have the most extensive sanitation network, while the network becomes more limited the further you move away from these two points. As far as the northern part of the R59 Development Corridor is concerned, the areas both to the east and the west of the freeway can be served with relative ease.

The central parts of the corridor around Daleside and surrounds represent the northern extents of the network served by the Meyerton works, and this area currently experiences limited capacity in terms of sanitation infrastructure. As you move further southwards the situation gradually improves.

The area to the west of the freeway and south of the watershed is also problematic due to a lack of infrastructure. This matter can however be addressed by way of a process of incremental expansion. A regional sanitation scheme for Midvaal and Emfuleni is currently planned. The scheme will include an outfall sewer along the Klip and Vaal Rivers with a new regional water care works downstream along the Vaal River. This regional scheme will supplement the existing (limited) capacity of the two treatment plants located within the study area, and will certainly be able to serve the entire corridor, once fully developed.

2.3.3 Electricity

Electricity is fairly readily available to the study area. Figure 5 indicates that the entire area is serviced with electricity, either by the municipality or Eskom. The Midvaal Municipality supplies electricity from Meyerton in the north to the south of the study area mostly on the eastern side of the R59 to the township areas, agricultural holdings and farms. The Meydustria industrial area however obtains electricity from Eskom. The remainder of the study area falls within the Eskom supply area. There is capacity on both of these networks to accommodate additional incremental development.

Construction of the Graceview substation to the north of the study area will commence soon. This substation will serve all developments around the northern part of the R59 Development Corridor.
The Meyerton substation has a 40 MVA capacity, with current consumption standing at about 35 MVA. This substation is scheduled to be soon upgraded to a 60 MVA capacity, which should be sufficient to serve developments in the southern part of the study area in the short to medium term. As illustrated on Figure 5, four more substations are being planned to serve the future electricity needs in the central parts of the R59 Corridor.

Conclusion:
An assessment of the overall availability of engineering services thus indicates that most of the existing infrastructure is located east of the R59 freeway. Upgrading of sanitation services ranks as the highest priority to accommodate further development in the central parts of the corridor, as well as the area adjacent to the west of the R59 freeway, and south of the watershed. Major development would also require medium to long term extensions and upgrading of water and electricity services.

CHAPTER 3: REGIONAL SPATIAL DEVELOPMENT PROPOSALS

3.1 VISION

The Vision for the Central Region is to establish as a Development Corridor around the R59 freeway and the railway line, and to comprise a comprehensive range of land uses including residential, industrial, commercial, and business activities.

3.2 FRAMEWORK PLAN

Figure 6 depicts the proposed Development Framework for the R59 Corridor. The most salient features of the framework are described in the sections below:

Three focus areas have been earmarked as designated development areas along the corridor. These are:

- The Nampak/Everite/Klipriver area to the north;
- Daleside/Witkop and Henley-on-Klip in the central part; and
- Meyerton and surrounds to the south.
Capital investment and development incentives should be focused on these designated areas. In order to encourage these areas to develop, the clustering of uses is proposed in terms of the earmarking of these nodes for specific purposes. The following is proposed:

### Table 1: Proposed Clustering of Land Uses in Nodes

<table>
<thead>
<tr>
<th>NODE</th>
<th>PROPOSED USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nampak/Everite/Klipriver</td>
<td>Light industrial uses, mini-factories, offices, warehouses and commercial uses. This node is situated at the gateway of the corridor and should therefore be protected in terms of the types of uses and aesthetical appearance.</td>
</tr>
<tr>
<td>Daleside/Witkop and Henley-on-Klip</td>
<td>This area is proposed for commercial uses (such as transport uses), manufacturing, industrial uses and service industries for agriculture. Around Henley-on-Klip residential uses and hospitality uses in support of the tourism industry.</td>
</tr>
<tr>
<td>Meyerton and surrounds</td>
<td>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.</td>
</tr>
</tbody>
</table>

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 street to unlock development potential to the east of the freeway. (Gautrans has indicated that it supports this principle). To complete the road network, the implementation of an activity spine west of the R59 is required (refer to Figure 6) to also unlock the potential of this area. The construction and upgrading of roads west of the R59 is not supported in the short term, or at least until the area east of the R59 is substantially developed. Apart from the freeway and the two activity streets running parallel to it on both sides, the corridor will be furthermore straddled by two higher order K-routes which will support it – route K77 (alternative alignment) to the west thereof, and route K91 to the east (see Figure 6).

The development of the three nodes mentioned above should be strongly focused on the stations in support of Transit Orientated Development (TOD). This implies that there should be a concentration of non-residential uses and higher residential densities in and around stations, to support passenger transport. New residential developments should occur at high densities and within walking distance from the stations. Inter-modal transfer facilities should also be provided at stations.

It is proposed that the central part of the area west of the R59 be reserved for medium term commercial and business use, to strengthen the development corridor. Amongst others, emphasis could be placed on exploring the opportunities in the agricultural sector, through production and local processing of products for the export market. The northern section of the area to the west of the R59...
can be developed for a combination of industrial/commercial and residential uses in the short term, while the southern section to the west of the freeway should be utilised for residential infill development.

At a more detailed level several Neighbourhood Nodes have been identified along the R59 Development Corridor, while the Meyerton CBD is earmarked as the Core Area in Midvaal. The detailed guidelines pertaining to the exact extent, nature and intensity of development to be accommodated in these nodes are contained in the Midvaal Nodal Policy (2011) of which an extract is included in Annexure A.

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 residential uses should be promoted along the river, to protect it from pollution.

### 3.3 DEVELOPMENT GUIDELINES PER SUB AREA

Specific guidelines are proposed for the development corridor, to enable co-ordinated development. These guidelines provide detail to the Development Framework and were applied to the various sub-areas described in the Situational Analysis.

#### 3.3.1 Sub-area 1: Area between the K154 and Road 1073 (Kliprivier Area)

The northern part of this area (North of Nampak) should be retained for agricultural purposes, with the emphasis on the protection of the aquifer and prime agricultural land. The area is situated at the gateway to the Midvaal Local Municipality and should be furnished with appropriate signage to indicate the entrance to the municipal area. This signage could include information about the area, particularly the proposed corridor and tourism attractions.

The area around the K154/R59 interchange will form the gateway to the development corridor and appropriate signage is required to announce this. The character and appearance of development at this point is also very important, in order to portray a positive image of the corridor and the entire area. The proposed Klipriver Industrial Park as illustrated on Figure 6 is thus a very important landmark in this regard, and a key project to launch the corridor concept from the northern end of the corridor.

Development can be facilitated in the short term both to the east and west of the freeway, at least up to road 1073 at the southern end of this precinct as all these sites can be served by existing/planned bulk water, sanitation and electricity infrastructure.
In order to protect the image of the gateway, light industries and commercial uses are proposed for this node, while heavy and noxious industries are excluded.

The proposed Waterval Neighbourhood Node which will mainly comprise business and residential uses, as well as community facilities, is located opposite to the west of the railway station.

No provision is made for north-south orientated lower order routes in the eastern precinct between the freeway and K89 which would divide the existing stands in halve due to the fact that there are already two major developments spanning the entire length of the erven.

The development concept of a business park with a single entrance onto the adjacent second/third order routes both to the east and the west of R59 will thus have to be applied throughout this entire area. This is a repetition of the planning concept already applied at the Klipriver and Graceview Industrial Parks. The potential future entrances along the two activity spines are graphically illustrated on Figure 6.

East-west movement across the freeway will also be important, and for this purpose two link roads with bridges across the freeway are suggested in addition to the two access interchanges.

As far as residential development is concerned, it is suggested that the current trend of residential development to the west of the corridor be supported.

The south-eastern part of this precinct comprises of environmentally sensitive open space land.

### 3.3.2 Sub-area 2: Area between Road 1073 and K158

The land situated between the R59 and the Klip River (see Figure 6), which includes farms as well as the Daleside and Witkop industrial townships, is earmarked for commercial and industrial uses. The properties fronting onto the R59 should be retained for light industrial and commercial uses and the same design guidelines should be applicable, than to similar uses in the Nampak/Everite node, to protect the image of the area from the freeway. The industrial land at Daleside situated east of the K89 would not be subject to these stringent design criteria and could accommodate larger scale industries (in line with the current situation), but there should be a buffer between these and the Klip River to protect the open space system.

It is furthermore suggested that the two land parcels to the north of the Daleside industrial area and to the east of the Skansdam railway station be earmarked for future residential use. Because of the proximity to the railway station this development can be in the form of Transit Orientated Development (TOD) with low, medium and high density mixed use. Such development will serve the needs of the surrounding economic activities and will promote the utilisation of public transport in the
area. It will, however, be important that detailed geotechnical studies be undertaken in order to verify the suitability of this land for residential purposes.

The northern and southern sections of Daleside (10 and 11) which front onto the Klip River have never developed as industrial townships. If these do not develop in the next 5 to 10 years, it is proposed that these land parcels be deproclaimed and then also be developed for residential purposes. The northern part of the strip of land (9) between the Skansdam railway station and route R59 is very narrow, and it is suggested that it be developed as individual business parks utilising the three access points onto route K89 as indicated on Figure 6.

The southern portion of land is wide enough to be served by way of a “midblock” access route running between routes K89 and R59. This also allows for the subdivision of this land into smaller individual erven to accommodate more individual land owners.

One local crossing across the R59 freeway is provided for midway between the two access interchanges. This bridge already exists. To the west of the R59 freeway two larger land parcels are defined by the proposed road network. This land should only be opened for development in the medium to longer term once the node to the north and the land parcels adjacent to the east around Daleside are at an advanced stage of development.

The alignment of the route parallel to the west of route R59 around or across the eastern end of Blue Saddle Ranch must also be finalised in due course.

The width of the two land parcels to the west of the freeway allows for a “midblock” access route between the two access interchanges as illustrated on Figure 6.

It should be noted that large parts of the broader Daleside precinct are underlain by dolomite, and that all development applications in this area will be subjected to detailed geotechnical investigations and associated development guidelines e.g. density, coverage, minimum service levels etc.

3.3.3 Sub-area 3: Area between the K158 and K210 (Meyer Street) (Figure 6)

The entire strip of land situated to the west of the R59 freeway in this sub-area is earmarked for future (medium to long term) commercial/light industrial development as illustrated on Figure 6. Individual applications may, however, be considered in the short term if located around the three access interchanges in the area. Due to the width of this strip of land it is again suggested that a “midblock” access road be provided parallel between the freeway and the proposed future activity spine (third order route) to the west thereof.
The agricultural holdings situated to the east of the freeway between the R59 freeway and the K89 are earmarked for mixed land use development. This includes residential uses as well as business, commercial and industrial activities in different functional precincts within this area as reflected on Figure 6.

The section of Daleside situated south of the K158 is earmarked for urban residential purposes. Infill development should be promoted in this area, to enable the development of vacant properties and to make optimal use of the existing infrastructure network. In the broader context of the corridor it provides a valuable opportunity for a residential precinct in the central part of the corridor, amidst a wide range of anticipated future economic activities. This precinct is also earmarked to accommodate the future Daleside Neighbourhood Node as illustrated on Figure 6.

Adjacent to the south, Bass Lake and the Glen Douglas Dolomite Mine are earmarked for mixed land use development, to promote the development of the Bass Lake feature as a tourism attraction. The area could accommodate hospitality uses, such as overnight facilities and restaurants, to supplement the proposed adventure and conference facilities in time to come.

Henley-on-Klip is earmarked for rural residential and tourism related development, and the rural character which serves as the main attraction point of this township, should be maintained. Infill development on vacant properties should be promoted, although cognisance should be taken of service capacity constraints. A special opportunity exists for higher density residential development to take place in the precinct (27) around the Henley-on-Klip railway station and which is also in close proximity to the existing access interchange (refer to Figure 6).

Hospitality uses, such as bed and breakfast accommodation, tea gardens and wedding venues should also be supported in the Henley-on-Klip area, while the Henley-on-Klip Neighbourhood Node as demarcated on Figure 6 should cater for local business related activities. The guidelines for Accommodation in the Midvaal Accommodation Policy (2011) as contained in Annexure B will apply in this regard, but also along the entire length of the corridor.

The land situated on the eastern banks of the Klip River poses potential for rural residential developments as well as intensive agricultural activities.

The land (17) situated south of Henley-on-Klip should be reserved for agricultural purposes until such time as there is sufficient market demand to accommodate residential development in the area. The physical integration of Henley-on-Klip and Meyerton through the development of this land should thus only be permitted, once most of the vacant stands in Henley-on-Klip and Meyerton town to the south have been fully developed.
The properties situated directly west of this agricultural portion, between the R59 and the K89 is earmarked for urban residential development. The area is currently being developed through the sale of stands by the municipality, but this is occurring in a sporadic manner. Densification and infill development is proposed to make optimal use of the existing service infrastructure in this area.

The narrow strip of land between the railway line and route K89 to the north of K210 should be made available for commercial/light industrial uses subject to complying with the access standards along route K89.

The remainder part of the strip of land located between the R59 freeway and route K89 is earmarked for future commercial/business uses as illustrated on Figure 6. The development of this strip of land will be a medium term priority, and the bulk of the land on the opposite side to the west of the R59 freeway will only be opened up for development once development of this strip of land is at a fairly advanced stage.

Apart from the three access interchanges located within this sub-area, it would be advisable to have at least one more local crossing across the R59 freeway somewhere between the K158 and Henley-on-Klip access interchanges as illustrated on Figure 6.

It is furthermore suggested that a local access road be provided for midway between route R59 and K89 in order to serve the individual land uses. It is possible to create a fairly continuous route to perform this function by the utilisation of existing road infrastructure in the area (see Figure 6), but a detailed lower order network should be designed for the area as a matter of urgency, before the area redevelops and densifies.

3.3.4 Sub-area 4: Area between the K210 (Meyer Street) and Johan le Roux Street off-ramp (Figure 6)

The area west of the R59 freeway is already compromised due to the existing informal settlement and proposed township establishment to upgrade this settlement. This area is earmarked for urban residential development, and holds enormous potential for short to medium term residential infill development and densification. It should be noted that densification in the Central Region will take place in accordance with the guidelines contained in the Midvaal Density Policy (2011) of which an extract is contained in Annexure C of this document. The majority part of the Central Region falls within the Midvaal Urban Development Boundary and subsequently the guidelines pertaining to development within the UDB will apply.

The surrounding agricultural holdings further to the west are earmarked for agricultural and rural residential purposes. Intensive agricultural activities should be promoted, or alternatively rural residential estates, to prevent urban sprawl.
The land situated between the R59 and Meyer Street is earmarked for mixed land use purposes. This includes urban residential uses, business as well as commercial and industrial uses. The goal should be to promote intensive development in this area, to support effective use of the public transport system. Residential development should occur at medium to high densities in support of the development corridor and the public transport system.

Apart from the densification and infill development opportunities located around the Meyer Street off-ramp and the large area earmarked for such purposes to the west of the R59 freeway, there is also an opportunity for higher density residential development on the government owned vacant land parcels to the north-east of the Meyerton railway station.

As illustrated on Figure 6 it will be important to provide for two crossings (bridges) across the R59 freeway between the K210 and the K164 access interchanges in order to facilitate/enhance local movement of people between the CBD, the mixed use zone, and the railway station and taxi rank, and the surrounding residential areas.

To the west of the R59 freeway the proposed third order route parallel to the freeway continues through the Meyerton Park area from where it passes through the Samancor site up to the K11 access interchange further towards the south.

The mixed use strip of development between the railway line and the R59 freeway is already served by route K89 (refer to Figure 6) but the configuration of the network in the vicinity of the Meyer Street interchange still needs to be sorted out. To the east of the railway line it should be seriously considered that Meyer Street be extended northwards in order to link up with Henley-on-Klip and to open up the agricultural land for the proposed future residential use.

The Meyerton CBD is earmarked for retail and business uses, while infill development in the industrial area south of the CBD should be promoted. The revitalisation of the Meyerton CBD should be promoted. The remainder of Meyerton is earmarked for urban residential development. Adjacent to the west in the Sicelo area it is suggested that a Neighbourhood Node be established as illustrated on Figure 6, while a small Neighbourhood Node is also provided for in Golf Park.

### 3.3.5 Sub-area 5: Area between Johan le Roux Street off-ramp and Verwoerd Street off-ramp (Figure 6)

The area situated west of the R59 freeway which includes Samancor, Meydustria, and surrounds, should be set aside for industrial uses. Heavy industries and noxious industries should be limited to this area, to protect the remainder of the development corridor. An overall environmental management plan is required for Meyerton and the industrial area, to deal with pollution and aesthetical impacts. The existing agricultural uses south of the industrial area should also be retained.
The Noldick area\(^{(19)}\) east of the R59 has been earmarked for industrial uses and service industries. The development of this area should be sensitive to the adjacent residential areas.

The Kookrus\(^{(23)}\) area up to Verwoerd Road and Riversdale area are earmarked for residential densification and infill development subject to infrastructure availability and capacity. Business uses and service industries in Kookrus should only be permitted as a temporary measure with the consent of the municipality and should be encouraged to upgrade to formal, serviced sites in the Noldick area. As long as these uses are accommodated in the rural residential areas, the formal industrial areas will not develop fully, necessitating this policy measure. Medium to high residential densities are proposed for this area, in support of the development corridor and public transport system.

The area between Verwoerd Street and the Klip River is earmarked for rural residential purposes. This area lends itself very well towards the development of a rural residential estate or equestrian estate. Hospitality uses in support of the tourism industry should be promoted in this area. The land situated east of the Klip River should be reserved for agricultural uses, in support of the protection of prime agricultural land and the promotion of the agricultural sector.

Two Neighbourhood Nodes are proposed; the one at the Verwoerd Drive intersection in Kookrus, and the other in the Riversdale area as illustrated on Figure 6. A very small local business node also exists in Rothdene to the south as illustrated on Figure 6.

3.3.6 Sub-area 6: Area between Verwoerd Street off-ramp and the Southern Boundary of the Municipal Area

The area situated west of the R59 freeway falls within the Emfuleni Local Municipality's jurisdictional area. Co-ordination is therefore required between the two municipalities to ensure that development west of the freeway is complimentary to the proposed corridor development.

The Rothdene area situated east of the freeway (see Figure 6) is earmarked for urban residential development. Infill development should be encouraged, to ensure the development of vacant serviced stands.

The land situated between the R59 and the K205 should be reserved for agricultural uses and rural residential purposes. Properties in this area front onto the Klip River and pose potential for intensive agricultural uses, as water for irrigation is readily available.

The southernmost portion of the study area is earmarked for industrial uses, as this forms part of the Duncanville industrial area situated in Emfuleni, and this represents the point where the Midvaal part of the R59 Corridor merges with that of the Emfuleni Local Municipality.
3.4 CONCLUSIVE SUMMARY

The key features of the Central Region, and more specifically the proposed R59 Development Corridor as reflected on Figure 6, and as discussed in the sections above, can be briefly summarised as follows:

- The corridor will eventually comprise development both to the east and the west of the freeway.
- At regional scale the corridor functionally links the Joburg/Ekurhuleni node to the north of the Emfuleni node to the south.
- At local scale the corridor comprises two main nodes to be developed in the short term: the Everite/Klipriver node to the north and the Meyerton node to the south.
- From these two nodes the development of the corridor should gradually grow towards the central part towards Daleside in order to allow for the incremental expansion of engineering services.
- In the central part of the corridor, first preference will be given to development to the east of the freeway (due to bulk service availability), and then later on to development to the west. (All areas adjacent to access interchanges will be considered for development – even in the short term).
- The strip of land to the east of the corridor between the railway line and the Klip River is predominantly earmarked for residential use (various densities, typologies and affordability levels).
- To the west of the freeway residential development is concentrated around the Klip River node in the north, and the Meyerton node to the south.
- Heavy industries/noxious industries are limited to the Samancor area and surrounds to the south, while the central and northern parts of the corridor are earmarked for commercial and light industrial uses established in a business park type of environment. (Special attention should be paid to the aesthetic quality of all buildings in this area).
- The secondary road network around and across the R59 freeway creates a lattice like network which:

  - provides for continuous circular movement along/around the entire corridor;
  - will serve as the backbone to the future public transport network for the area as it links all precincts of economic activity to all residential precincts (maximises choice);
  - separates local traffic from regional traffic (even at the interchanges because local crossings are provided for);
  - links to all railway stations.
- Residential development and densification is proposed in close proximity to all railway stations in the area in order to enhance the potential ridership (and thus viability) of the commuter rail system.
- Provision is made for both business park developments and individual business/industrial erven.
- In order to ensure that the area develops in a sustainable manner; that all environmental and services requirements are being met continuously; and that the area be characterised by substantial, long term investments/economic activity; it is suggested that all applications for land use change on farm land along the corridor be done by way of fully fledged Township Establishment Applications. Such applications will then be accompanied by the legally prescribed environmental, geotechnical and services investigations and agreements. Council will thus not consider Rezoning Applications on farm land along the R59 Corridor.
- The residential areas earmarked along the R59 Corridor have sufficient capacity to provide for an additional 28 696 housing units which is more than enough to cater for the existing demand of about 4936 units (see Table 2), as well as the projected incremental demand for Midvaal for at least the next 20 years. The existing housing count in the Midvaal area is about 10 800 units.

### Table 2: R59 Corridor: Residential Development Potential

<table>
<thead>
<tr>
<th>NUMBER ON MAP</th>
<th>LAND USE</th>
<th>MIDVAAL</th>
<th>GROSS DENSITY (du/ha)</th>
<th>ESTIMATED NUMBER OF UNITS</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Area (ha)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BNG DEVELOPMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Future Residential Expansion Areas</td>
<td>120.6</td>
<td>20</td>
<td>2,411</td>
<td>8%</td>
</tr>
<tr>
<td>22</td>
<td>Sicelo Extensions</td>
<td>271.9</td>
<td>20</td>
<td>5,437</td>
<td>19%</td>
</tr>
<tr>
<td>24</td>
<td>Skansdam</td>
<td>168.5</td>
<td>20</td>
<td>3,369</td>
<td>12%</td>
</tr>
<tr>
<td>26</td>
<td>TOD at Meyerton Station</td>
<td>4.6</td>
<td>60</td>
<td>276</td>
<td>1%</td>
</tr>
<tr>
<td>27</td>
<td>TOD at Henley-on-Klip Station</td>
<td>80.7</td>
<td>60</td>
<td>4,844</td>
<td>17%</td>
</tr>
<tr>
<td>TOTAL BNG</td>
<td></td>
<td>646.2</td>
<td>25</td>
<td>16,338</td>
<td>57%</td>
</tr>
<tr>
<td>RESIDENTIAL EXPANSION AREA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Golf Park Extensions</td>
<td>375.3</td>
<td>20</td>
<td>7,505</td>
<td>26%</td>
</tr>
<tr>
<td>INFILL AND REDEVELOPMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12A, 12B</td>
<td>Daleside</td>
<td>193.3</td>
<td>12</td>
<td>2,319</td>
<td>8%</td>
</tr>
<tr>
<td>RESIDENTIAL ESTATE DEVELOPMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Blue Saddle Ranches</td>
<td>498.6</td>
<td>1</td>
<td>499</td>
<td>2%</td>
</tr>
<tr>
<td>6</td>
<td>Eye of Africa</td>
<td>678.4</td>
<td>3</td>
<td>2,035</td>
<td>7%</td>
</tr>
<tr>
<td>TOTAL RESIDENTIAL ESTATE</td>
<td></td>
<td>1176.9</td>
<td>2</td>
<td>2,534</td>
<td>9%</td>
</tr>
</tbody>
</table>
The precincts earmarked for industrial development cover about 3562 hectares of land as reflected in Table 3, compared to the 1533 hectares of land which the Midrand corridor between Brakfontein and Buccleuch comprises of.

Table 3: R59 Corridor Industrial Development: A Comparison with Midrand Strip (Brakfontein to Buccleuch)

<table>
<thead>
<tr>
<th>NUMBER ON MAP</th>
<th>LAND USE</th>
<th>MIDVAAL AREA (ha)</th>
<th>MIDRAND STRIP AREA (ha)</th>
<th>Length (km)</th>
<th>Length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,2,3</td>
<td>Industrial Townships in Process</td>
<td>468</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4,9,10,11,13</td>
<td>Future Industrial Expansion Areas East</td>
<td>890</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29-36</td>
<td>Future Industrial Expansion Areas West</td>
<td>1521</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20,25</td>
<td>Existing Industrial Areas</td>
<td>683</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>3562</td>
<td>19</td>
<td>1533</td>
<td>20</td>
</tr>
</tbody>
</table>

The following phasing and projects are proposed to give effect to the development of the corridor (also refer to Figure 7):

**Short Term**

- **Priority 1: Protect and strengthen the Meyerton Node**
  There is considerable public and private investment in this node, which should be protected. Existing businesses should be looked after, while infill development on vacant stands should be encouraged to make optimum use of existing infrastructure.

  There are various initiatives in this regard currently underway. The Midvaal Local Municipality is currently busy with a drive to liaise with local businesses to ensure that their needs are met and that their investment will be protected. The formulation of a number of plans to support this node is in process, particularly the CBD Revitalisation Project, Residential Development Plan and Golf Park Development Plan. The development of a specific Precinct Plan for this node is therefore not required, but rather integrated and dedicated management measures.

- **Priority 2: Promote Development of the Klipriver/Nampak/Everite Node**
  This node is situated at the gateway to the corridor and poses considerable development potential, in terms of its locality relative to the Johannesburg/Ekurhuleni complex. The
R59 CORRIDOR
DEVELOPMENT PHASES
Graceview Industrial Park
development of this node will serve to launch the development corridor and should therefore be addressed at an early stage. The successful completion of the three projects currently underway in this area (Heineken, Graceview and Klipriver Industrial Park) is critical towards setting the standard, nature and character in terms of future developments along the corridor. These projects are thus flagship pilot projects towards the launching of the R59 Corridor initiative, and should be branded as such by the municipality.

Hand in hand with this initiative goes the facilitation of the residential developments adjacent to the west of the Klipriver node.

Medium Term

In the medium term the focus of Council should then move towards the north- and southward expansion of the corridor from the two main nodes, and specifically focusing on the southern parts of the Klipriver node, the eastern section of the central part of the corridor, and the residential and industrial developments towards the southern end of the study area (around Meyerton).

Longer Term

In the medium to longer term the focus should then move towards the full scale development of the western section of the corridor (see Figure 12), as well as the residential expansions towards the south-east.

3.5 PROPOSED PROJECTS

The table below summarises the proposed projects and estimated implementation cost from the implementation programme:

<table>
<thead>
<tr>
<th>PROPOSED PROJECT</th>
<th>TIME FRAME</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Relocation of informal settlements to Klipwater Ext. 1</td>
<td>18 months</td>
<td>Depending on the number of qualifying beneficiaries</td>
</tr>
<tr>
<td>2. Monitoring of illegal settlements. Monitoring of invasion after relocations</td>
<td>Ongoing</td>
<td>Operational</td>
</tr>
<tr>
<td>3. Enforcement of municipal by-laws in terms of building regulations and land use rights</td>
<td>Ongoing</td>
<td>Operational</td>
</tr>
<tr>
<td>4. Revision of Town Planning Scheme to reflect changes</td>
<td>6 months</td>
<td>R800 000</td>
</tr>
<tr>
<td></td>
<td>Activity Description</td>
<td>Duration</td>
</tr>
<tr>
<td>---</td>
<td>----------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>5</td>
<td>Service upgrading in Henley-on-Klip</td>
<td>6 months</td>
</tr>
<tr>
<td>6</td>
<td>Service maintenance: Daleside/Witkop</td>
<td>Ongoing</td>
</tr>
<tr>
<td>7</td>
<td>Establishment of Corridor Development Forum</td>
<td>Ongoing</td>
</tr>
<tr>
<td>8</td>
<td>Branding and signage</td>
<td>3 months</td>
</tr>
<tr>
<td>9</td>
<td>Marketing brochure</td>
<td>1 month</td>
</tr>
<tr>
<td>10</td>
<td>Website development</td>
<td>1 month</td>
</tr>
<tr>
<td>11</td>
<td>Information centre</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
ANNEXURE A

MIDVAAL NODAL POLICY
3.1 Community Facilities

Community facilities are a key component of nodal areas, as it provides basic community services to surrounding communities in key accessible locations. Thus, identifying the community facilities within Midvaal can provide some insight to its existing nodal structure. As depicted on Figure 2, Midvaal has a relatively extensive number of community facilities. Most of these facilities comprise schools serving the rural and urban populations of Midvaal. As such, these schools are not necessarily concentrated in nodal area.

The remaining community facilities, such as clinics, libraries and police stations, are concentrated in nodal areas, most of which are located within the Meyerton CBD. The Meyerton CBD is the primary node within Midvaal. A small number of these community facilities are also located in other locations, such as the police station at Waterval, providing some anchoring facilities for nodal areas in these locations.

3.2 Transportation

Closely linked to nodal development is transportation, and in particular public transportation, because nodal areas require good access for its economic and social viability. Taking into account existing bus and taxi routes, as well as the existing commuter railway line running parallel to the R59 freeway, a potential or future Strategic Public Transportation Network (SPTN) can be identified. As depicted on Figure 3, such a network will most likely be aligned along the R550 (abutting the R59), which would link Vereeniging to Meyerton and Alberton, and one aligned along the R82, which links Meyerton to Evaton and the larger Sebokeng region. This possible SPTN network provides clue the strategically located nodal areas within Midvaal.

3.3 Nodal Structure

Based on the location of the community facilities and the possible future SPTN network, a strategic nodal structure can be identified within Midvaal. This nodal structure consists of three nodal types that are defined both in terms of hierarchy and function. A Central Business District is a primary node and functions as the core area of a municipal area. As depicted on Figure 4, the Midvaal CBD is the only node of this type. This node serves the entire Midvaal region.

Neighbourhood nodes can be considered secondary nodes and largely function as service areas to residential neighbourhoods located within the Urban Development Boundary, such as Henley-on Klip, Daleside and Golf Park. Rural nodes function largely as rural service centres to agricultural and agricultural holding areas within Midvaal, which are located outside the Urban Development Boundary. Walkerville and De Deur are examples of such nodes.
FIGURE 2
COMMUNITY FACILITIES
FIGURE 3: TRANSPORTATION NETWORK
3.4 Nodal Boundaries

Nodal boundaries have been demarcated for each of the Neighbourhood Nodes identified within Midvaal. Boundaries for the Rural Nodes located along the R82 are not defined due to access limitations along this road. Detail traffic impact studies are required for each non-residential rights application along this road access, which can only be done on a case-to-case basis. These demarcated nodal boundaries were demarcated using aerial photography and existing land use data, which are depicted on Figures 5 to 14. The following Neighbourhood Nodes were identified:

a. Meyerton Central Business District

The Meyerton Central Business District (CBD) is delineated on the Meyerton CBD Precinct Plan 2011. The Meyerton CBD and its existing retail floor area are discussed at length in the aforementioned plan. The Meyerton CBD Precinct Plan 2011 estimated the Meyerton CBD to contain approximately 48100 m² of retail space.

<table>
<thead>
<tr>
<th>Node</th>
<th>Node Type</th>
<th>Existing Retail (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meyerton CBD¹)</td>
<td>Central Business District</td>
<td>48100</td>
</tr>
<tr>
<td>Daleside</td>
<td>Neighbourhood</td>
<td>300</td>
</tr>
<tr>
<td>Gateway</td>
<td>Neighbourhood</td>
<td>0</td>
</tr>
<tr>
<td>Golf Park</td>
<td>Neighbourhood</td>
<td>2600</td>
</tr>
<tr>
<td>Kookrus</td>
<td>Neighbourhood</td>
<td>0</td>
</tr>
<tr>
<td>Riversdale</td>
<td>Neighbourhood</td>
<td>800</td>
</tr>
<tr>
<td>Rothdene (outside node)</td>
<td>Neighbourhood</td>
<td>1600</td>
</tr>
<tr>
<td>Sicelo</td>
<td>Neighbourhood</td>
<td>2000</td>
</tr>
<tr>
<td>Vaal Marina</td>
<td>Neighbourhood</td>
<td>600</td>
</tr>
<tr>
<td>Waterval</td>
<td>Neighbourhood</td>
<td>400</td>
</tr>
<tr>
<td>De Deur</td>
<td>Rural</td>
<td>3000</td>
</tr>
<tr>
<td>Henley-on-Klip</td>
<td>Rural</td>
<td>1400</td>
</tr>
<tr>
<td>Walkerville</td>
<td>Rural</td>
<td>3400</td>
</tr>
<tr>
<td><strong>Total Floor Area</strong></td>
<td></td>
<td><strong>64200</strong></td>
</tr>
</tbody>
</table>

Source: Urban Dynamics Gauteng, 2011
Note: ¹) See Meyerton CBD Precinct Plan 2011

b. Daleside Neighbourhood Node

The Daleside Neighbourhood Node is located on the bridge-intersection providing access across the railway line to the R59. The node currently comprises a number of residential-converted businesses that have made use of this accessible location. This node does not contain a retail centre, but is estimated to have approximately 300 m² of retail space. **It is important to note that this node is located on**
dolomite and a detailed geotechnical investigation will thus be required for any non-residential rights applied for within this nodal area.

c. Gateway Neighbourhood Node

The Gateway node is located directly off the R59 freeway on the off-ramp. Rights have been approved for a shopping centre on this site. In addition, a municipal-owner stand is located within this node that can in future be used for a municipal facility, which would give this node a social component. Although a shopping centre is proposed for this node, the node does not currently have any retail space.

d. Golf Park Neighbourhood Node

The Golf Park Neighbourhood Node is an existing node developed that is part of the Golf Park residential development, which was clearly intended to serve this residential development. The node comprises an existing 2600m² retail centre. Higher-density housing units abut this nodal area.

e. Kookrus Neighbourhood Node

The Kookrus Neighbourhood Node is located on the existing Joos Williamson and Verwoerd intersection, which will in future the intersection of two K-routes. This future high-profile intersection has already been secured by a neighbouring development, which intends to use it for a number of non-residential uses. Because the development has not yet been constructed, the Kookrus Neighbourhood Node does not currently contain any retail space.

f. Riversdale Neighbourhood Node

The Riversdale Neighbourhood Node is a poorly defined and developed node, comprising only a number of small businesses with large tracts of vacant land separating them. Although this node does not contain a retail centre, it is estimated to contain approximately 800 m² of retail space.

g. Rothdene Neighbourhood Node

The Rothdene Neighbourhood Node is a nodal situated on the intersection Verwoerd and Viljoen Avenue. It currently contains a filling station and the small supermarket. The aforementioned retail component is estimated to be approximately 1600m² in size.
FIGURE 5: DALESIDE NEIGHBOURHOOD NODE
FIGURE 6: GATEWAY NEIGHBOURHOOD NODE
FIGURE 7
GOLF PARK NEIGHBOURHOOD NODE
FIGURE 8: KOOKRUS NEIGHBOURHOOD NODE
FIGURE 9: RIVERSDALE NEIGHBOURHOOD NODE
FIGURE 10
ROTHDENE NEIGHBOURHOOD NODE
FIGURE 11
SICELO NEIGHBOURHOOD NODE
FIGURE 12
VAAL MARINA NEIGHBOURHOOD NODE
FIGURE 13: WATerval NEIGHBOURHOOD NODE
h. Sicelo Neighbourhood Node

Currently, Sicelo does not contain a formally demarcated nodal area. However, a nodal area was identified in the Sicelo Precinct Plan\(^1\), which is located on the K164. The K164 intersect within the R59 via an interchange, making the node high accessible. The node currently contains a small retail centre and an established industrial area.

i. Vaal Marina Neighbourhood Node

The Vaal Marina Neighbourhood Node is a poorly defined node consisting of a few businesses located near the water’s edge, which largely serves a weekend-tourist market. More significant nodal uses include the community hall and police station. It was estimated that the Vaal Marina Neighbourhood Node contains retail component of approximately 600m\(^2\) in size.

j. Waterval Neighbourhood Node

Currently, the Waterval Neighbourhood Node consists of nothing more than a local police station. However, it is located near a major R59 interchange and near the 'Heineken’ industrial area developing around this intersection. Although classified as a Neighbourhood Node, this node does have the potential to become a Central Business District in future, located midway between the Alberton CBD and the Midvaal CBD. A Precinct Plan has been drafted for the Waterval area, within which this proposed node is located, as part of the Midvaal SDF 2011.

k. De Deur Rural Node

The De Deur Rural Node is centred on the intersection of the Old Vereeniging Road (R82) and Centre Road/ R551. Currently, this node comprises a number of industries, a convenience retail centre and municipal community facilities, which are also located in close proximity to this node. The existing retail floor area is estimated to be approximately 3000m\(^2\) in size.

l. Henley-on-Klip Rural Node

The Henley-on-Klip Rural Node has been developed incrementally; primarily comprising a filling station and small retail centre of 1400m\(^2\). As opposed to the De Deur and Walkerville Rural Nodes, the Henley-on-Klip Rural Node has a demarcated boundary. This is primarily because the Henley-on-Klip Rural Node is not subject to the access restrictions of the R82, which the other Rural Nodes are subject to.

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m. Walkerville Rural Node

The Walkerville Rural Node consists of a retail centre and a number of rural-related businesses that are centred on the intersection of the Old Vereeniging Road (R82) and Nico Reiser Street/ 3rd Avenue. The mentioned retail centre is approximately 3400 m² in size.

4. THEORETICAL PARAMETERS

4.1 Suitable Land Use

This section aims to set the land use parameters within which development may occur within a node. Land use categories that are suitable within nodes are defined and described. The recommended land use categories have been refined to better suit the objectives of nodal development within Midvaal and are described as follows.

a. Commercial

Commercial uses are intended to provide the goods and service needed by the residents surrounding nodal areas. The centre of the node is usually the commercially designated area and serves as the pedestrian core area. In this area, buildings face the street and a public plaza in this location usually contributes to a more vibrant business area. The pedestrian core area typically contains retail uses, such as grocery stores, restaurants, coffee shops, a video store, dry cleaners, beauty salon, etc. Radiating outward from the pedestrian core area are office uses, such as dental/medical, law offices, insurance and banking and travel agencies.

b. Mixed Use

The purpose of the higher-density mixed uses are to simultaneously promote compact housing and the flexibility to provide a limited amount of business uses within residential buildings located within nodal areas. Examples of such building types include live/work units, ground floor retail with residential flats above, horizontal mixed use development containing both commercial and residential buildings.

c. Higher-Density Residential

This land use designation is intended to provide relatively dense residential uses in the nodal areas. Such buildings will likely need to be three-to-four-story apartment buildings to meet the necessary density threshold for nodal areas. This land use designation can be applied in various ways, which can include infill housing or the redevelopment of existing properties.
ANNEXURE B

MIDVAAL ACCOMMODATION POLICY
4. **ACCOMMODATION TYPOLOGIES**

For the purpose of this policy, guest accommodation establishment categories identified are set out below. Note, these categories are for the purposes of grouping together sets of assessment criteria and guidelines and are not to be confused with land use types and zones or their ancillary uses specified in the town planning schemes.

- Camping and Caravanning
- Bed and Breakfast Establishments
- Guesthouses
- Backpackers’ Accommodation (including boarding house)
- Self-catering Apartments
- Hotel
- Resort / Lodge
- Game Farm

*Table 4.1: Description and Definition of Guest Accommodation Typologies*

<table>
<thead>
<tr>
<th>TYPOLOGY</th>
<th>DESCRIPTION</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camping and Caravanning</td>
<td>Informal temporary accommodation in a unique environment.</td>
<td>A property used for erection of tents or other temporary structures for temporary accommodation for visitors or holiday-makers, which includes ablution, cooking and other facilities that are reasonably and ordinarily related to camping. This includes a caravan park, whether publicly or privately owned, but which excludes the alienation of land on the basis of time sharing, sectional title, share blocks or individual subdivision; and excludes resort accommodation or mobile homes</td>
</tr>
<tr>
<td>Bed and Breakfast Establishment</td>
<td>Accommodation in a dwelling-house or second dwelling unit for transient guests</td>
<td>A dwelling house or second dwelling in which the owner of the dwelling supplies lodging and meals for compensation to transient guests who have permanent residence elsewhere; provided that the primary use of the dwelling-house concerned shall remain for the living accommodation of a single family</td>
</tr>
<tr>
<td>TYPOLOGY</td>
<td>DESCRIPTION</td>
<td>DEFINITION</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Guesthouse</td>
<td>Accommodation in a dwelling-house or second dwelling unit for transient guests.</td>
<td>A dwelling house or second dwelling which is used for the purpose of supplying lodging and meals to transient guests for compensation, in an establishment which exceeds the restrictions of a bed and breakfast establishment, and may include business meetings or training sessions for resident guests.</td>
</tr>
<tr>
<td>Backpackers</td>
<td>Accommodation and communal facilities in a building or free standing buildings for transient guests.</td>
<td>A building where lodging is provided, and may incorporate cooking, dining and communal facilities for the use of loggers, together with such outbuildings as are normally used therewith; and includes a building in which rooms / beds are rented for residential purposes, youth hostel, and backpackers’ lodge; but does not include a hotel, dwelling house, second dwelling or guest house.</td>
</tr>
<tr>
<td>Self-catering Units</td>
<td>Accommodation for non-permanent residents and transient guests</td>
<td>A building consisting of separate accommodation units, each incorporating a kitchen facility, and which may include other communal facilities for the use of transient guests, together with such outbuildings as are normally used therewith; which are rented for residential purposes and may include holiday flats; but does not include a hotel, dwelling house, second dwelling or guesthouse. This use shall only be considered on erven within the urban edge.</td>
</tr>
<tr>
<td>Hotel</td>
<td>Large scale accommodation for transient guests incorporating various ancillary facilities</td>
<td>A property used as a temporary residence for transient guests, where lodging and meals are provided, and may include: • a restaurant or restaurants • associated conference and entertainment facilities that are subservient and ancillary to the primary use of the property as a hotel; and • premises which are licensed to sell alcoholic beverages for consumption on the property, but does not include an off-sales facility or a dwelling house.</td>
</tr>
<tr>
<td>Resort / Lodge</td>
<td>Subsidiary transient accommodation that has been clustered, on a large tract of land normally on a small holding or farm</td>
<td>The transient guest accommodation is subsidiary to the main use and is clustered on the property. Not more than one unit per 500m² shall be permitted Meals to transient guests for compensation shall be provided.</td>
</tr>
<tr>
<td>TYPOLOGY</td>
<td>DESCRIPTION</td>
<td>DEFINITION</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Game Farm</td>
<td>Game farming can take the form of an enterprise breeding game for meat production, hunting purposes, export or conservation purposes, or it could be geared towards tourism in which case it would include lodges and other facilities required to accommodate tourists.</td>
<td>A switch from livestock to game farming does not require permission for a land use change in terms of planning legislation (except where tourist accommodation is provided) and also does not require consent, except where veterinary permits are needed for the importation and keeping of certain animal species. Game farming is further controlled by environmental and tourism legislation. The guest accommodation is subsidiary to the main use and is clustered on the property. Not more than one unit per hectare shall be permitted.</td>
</tr>
</tbody>
</table>
5. POLICY ASSESSMENT CRITERIA

The table below provides an explanation of the land use criteria on the basis of which the policy guidelines are set out. Guidelines are set out for each of the eight guest accommodation categories identified.

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>EXPLANATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Explanation of what the land use entails and what types of land use activities are associated with the land use</td>
</tr>
<tr>
<td>Scale</td>
<td>Description of the typical scale of the development as determined by its physical size (i.e. height, coverage, floor area ratio) and the number of occupants/guests (i.e. beds, staff, rooms)</td>
</tr>
<tr>
<td>Location</td>
<td>Description of the desirable characteristics of the location and of the land use</td>
</tr>
<tr>
<td>Self-catering</td>
<td>Clarification of the use of self-catering facilities</td>
</tr>
<tr>
<td>Liquor use</td>
<td>Clarification regarding the serving of alcoholic beverages</td>
</tr>
<tr>
<td>Ancillary facilities</td>
<td>List typical ancillary facilities that can be used by guest</td>
</tr>
<tr>
<td>On-site residence of management</td>
<td>Clarification regarding permanent residence of the owner or management</td>
</tr>
<tr>
<td>Parking</td>
<td>Parking requirement, off-street and on-street</td>
</tr>
<tr>
<td>Loading</td>
<td>Provision for loading and/or deliveries</td>
</tr>
<tr>
<td>Staff facilities</td>
<td>Provision of staff facilities and accommodation</td>
</tr>
<tr>
<td>Signage</td>
<td>Size and location of outdoor signage</td>
</tr>
<tr>
<td>Environmental</td>
<td>Mitigating the impact of the land use on the surrounding environment</td>
</tr>
<tr>
<td>Land Use Process</td>
<td>This elaborates on what type of land use process would be required for such a proposed land use</td>
</tr>
</tbody>
</table>
6. POLICY STATEMENTS

6.1 CAMPING AND CARAVANNING

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| PURPOSE        | • Consist of multiple free standing or linked structures of a temporary nature, and may include caravans and tents, but excludes mobile homes  
• Purpose built development, often in a unique environment  
• Day visitors may be permitted and facilities for their use can be provided.  
• Ownership status of the enterprise may be either public or private | • To provide a more affordable form and particular style of accommodation for tourists  
• Care must be taken when determining available infrastructure, ablution facilities and general amenities |
| SCALE          | • Generally camping establishment should be restricted to a low impact scale and intensity in keeping with the context of the area and its surrounding character  
• Form and scale of development determined by development parameters of particular zone and set out on SDP  
• No individual subdivision permitted  
• No permanent residence shall be permitted | • To ensure low impact and compatibility with its surrounding environment.  
• Limitation on development of permanent structures to maintain character. |
| LOCATION       | • Often located in a unique and attractive natural environment or on urban outskirts/outside the urban edge, but not essential | • Supporting requirement of the SDF for resource location |
| SELF CATERING  | • Cooking and braai facilities are provided for residents, including day visitors | • Forms inherent part of the attraction of a camping site. |
| LIQUOR USAGE   | • Depending on zoning scheme requirement, selling of liquor for on-site consumption by residents may be permitted, subject to a separate liquor licence application  
• Liquor trading hours as per Liquor Trading Hour By-law | • To ensure compliance with Liquor legislation, but allow for diverse range of facilities/services to guests. |
## MIDVAAL ACCOMMODATION POLICY

### CRITERIA

<table>
<thead>
<tr>
<th>LAND USE PROCESS</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDE LINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>The area should be generally rural in nature</td>
<td>Special Consent use application along with a Site Development Plan to determine communal areas, number of caravan sites and ablution facilities</td>
<td>There is a need to manage such activities and facilitate this land use</td>
</tr>
</tbody>
</table>

### ANCILLARY FACILITIES

- Subject to zoning scheme requirements and an application in this regards, a place of entertainment may be provided, with the size and nature of the facilities to be determined by an SDP
- May also include offices, restaurant, conference facilities, ablution facilities, tourist shop, sports and other communal facilities related to the camping
- Complimentary (but strictly ancillary) land use to enhance camping character of establishment.

### ON-SITE RESIDENCE

- Permanent accommodation may be provided on-site for the manager/owner of the establishment
- To accommodate operational requirements and support proper management

### PARKING

- In addition to individual stands, on-site visitor parking requirements shall be determined as per SDP submitted for each application
- Local circumstances will dictate

### LOADING

- Where necessary, loading requirement to be determined by SDP
- Local circumstances will dictate

### STAFF FACILITIES

- Accommodation to be provided for staff to the satisfaction of the ED: Development and Planning
- To prevent staff accommodation being used by visitors

### SIGNAGE

- Must comply with Council’s Outdoor Advertising By-laws
- To prevent oversized signage that might be detrimental to visual integrity of the area

### ENVIRON. ISSUES

- No activities constituting public nuisance shall be permitted
- No disturbance from loud music or other sources after 22h00, except with separate approval from Council
- Specific arrangement for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on SDP
- To protect amenity enjoyed by surround residents
- Ensure that water saving mechanisms are in place

### LAND USE PROCESS

- The area should be generally rural in nature
# 6.2 BED AND BREAKFAST ESTABLISHMENTS

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| **PURPOSE** | Part of a dwelling house or second dwelling converted to accommodate transient guests  
Breakfast is usually served to residents; other meals may also be provided, but for resident guests only  
Guests may share communal facilities with host family  
Bathroom facilities may or may not be en-suite or private  
Except between a second dwelling and main dwelling, rooms must interlead to ensure buildings can revert back to single dwelling use | To provide small scale guest accommodation in a conventional residential neighbourhood setting.  
To enable more optimal use of existing single dwelling infrastructure. |
| **SCALE** | Second business on same premises as the bed and breakfast establishment not permitted  
Between 2 and 6 guest rooms shall be permitted | Scale restricted to ensure single dwelling character of premises is maintained. |
| **LOCATION** | Appearance and scale of the dwelling-unit to be maintained in context of neighbourhood  
Retain single residential character of premises through imposing conditions relating to:  
o landscaping  
o street elevation and streetscape  
o parking  
o architecture/aesthetics | To ensure residential character of neighbourhood is not compromised.  
Limitation on services to non-residents to restrict scale and ensure single dwelling character is maintained. |
| **SELF CATERING** | Only one kitchen permitted per dwelling. Self-catering not permitted | Not permitted |
| **LIQUOR USAGE** | No sale of liquor shall be permitted on site | Not permitted |
| **ANCILLARY FACILITIES** | A place of entertainment, functions, conference facilities or other events not permitted | Prevent noise nuisance and ensure reasonable amenity to neighbours |
## MIDVAAL ACCOMMODATION POLICY

### CRITERIA

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-SITE RESIDENCE</strong></td>
<td>• Proprietor may reside in a second dwelling</td>
<td>• Ensure single dwelling character of property is maintained</td>
</tr>
<tr>
<td><strong>PARKING</strong></td>
<td>• Owner's parking space may be in form of garage.</td>
<td>• Prevent on-street parking that may adversely affect traffic flow, the streetscape or neighbourhood character</td>
</tr>
<tr>
<td></td>
<td>• Except where on-site parking/drop-off space is provided, guests may not arrive by 30-seater (or larger) bus</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 1 parking bay per guest room</td>
<td></td>
</tr>
<tr>
<td><strong>LOADING</strong></td>
<td>• If necessary, designated guest parking bays may be shared as temporary loading space</td>
<td>• Prevent on-street loading for same reasons as above</td>
</tr>
<tr>
<td><strong>STAFF FACILITIES</strong></td>
<td>• Bona fide staff quarters shall not be regarded as rooms for lodgers/guests and may not be converted to guest accommodation</td>
<td>• Restrict scale of operation and ensure staff quarters aren't used by visitors as additional accommodation</td>
</tr>
<tr>
<td></td>
<td>• Limitation on staff employed is a maximum of 3 at any given time</td>
<td></td>
</tr>
<tr>
<td><strong>SIGNAGE</strong></td>
<td>• Signage shall not be free standing</td>
<td>• Prevent oversized signage that might be detrimental to visual integrity of the area</td>
</tr>
<tr>
<td></td>
<td>• Signage must be in keeping with the character of the residential area</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Further, signage shall be in keeping with the Council Signage Policy</td>
<td></td>
</tr>
<tr>
<td><strong>ENVIRON. ISSUES</strong></td>
<td>• No disturbance from loud music or other sources after 23:00, except with separate approval from Council</td>
<td>• Protect amenity enjoyed by surrounding residents</td>
</tr>
<tr>
<td><strong>LAND USE PROCESS</strong></td>
<td>• Special Consent use application along with a Site Development Plan.</td>
<td>• There is a need to manage such activities and facilitate this land use that is on the increase</td>
</tr>
</tbody>
</table>
### 6.3 GUESTHOUSES

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PURPOSE</strong></td>
<td>• Part of a larger single family dwelling house or second dwelling converted to accommodate transient guests and may include detached or semi detached rooms, exceeds bed and breakfast establishment in terms of size and impact&lt;br&gt;• Usually between 6 and 16 bedrooms are provided in a guesthouse&lt;br&gt;• Breakfast is usually served to residents; other meals may also be provided, but for resident guests only&lt;br&gt;• Guests have communal areas for their exclusive use and the host's facilities are separate&lt;br&gt;• Bathroom facilities may or may not be en-suite or private&lt;br&gt;• Serves at least one meal a day to paying guests on a full time basis&lt;br&gt;• The guest house should only provide an evening meal on a specific request from the transient guest</td>
<td>• An accommodation establishment consisting of not less than four and not more than twelve guestrooms&lt;br&gt;• Does not accept permanent residents&lt;br&gt;• Has as its primary activity, the supply of personally supervised accommodation</td>
</tr>
<tr>
<td><strong>SCALE</strong></td>
<td>• Maximum size of 32 persons or 16 rooms permitted&lt;br&gt;• Council may determine/restrict the number of establishments in a locality/guest rooms per establishment and lay down conditions necessary to mitigate the impact of the establishment, in order to protect the area's character&lt;br&gt;• Buildings can be free standing or linked structures, but residential character of particularly streetscape to be retained&lt;br&gt;• Second business (or home occupation) on same premises as guesthouse establishment not permitted</td>
<td>• The establishment should remain compatible with surrounding residential area&lt;br&gt;• Form and scale of development determined by development parameters of particular zone (i.e. floor space, building lines, height) and set out on SDP</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>May not abut onto a public road with a reserve narrower than 10m. With regard to maximum number of establishments in a particular locality, cumulative impact on services infrastructure must form part assessment.</td>
<td>• Encourage location in higher intensity land use areas in order to reduce impact on quite single dwelling neighbourhood character</td>
</tr>
<tr>
<td>CRITERIA</td>
<td>MIDVAAL ACCOMMODATION POLICY GUIDELINES</td>
<td>JUSTIFICATION</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Desirable location</td>
<td>Desirable location that are encouraged include: • properties larger than 800m² • properties near intersections and collector (class 4 and higher) roads; • properties near open spaces/areas/amenities • near or within neighbourhoods and areas designated for higher density and mixed use development • larger ones closer to nodes or main roads</td>
<td>• Provide more flexibility in responding to current trends, but prevent creation of fully fledged separate dwelling</td>
</tr>
<tr>
<td>SELF CATERING</td>
<td>• Meals supplied to guests/lodgers, employees and bona fide residents only • Self-catering by means of a kitchenette (self-catering unit)s only, may be permitted; no fully self-contained units or self-catering apartments permitted</td>
<td></td>
</tr>
<tr>
<td>LIQUOR USAGE</td>
<td>• Subject to obtaining liquor licence and separate departure/consent application in terms of the zoning scheme (where required in terms of the scheme), alcoholic beverages only sold for consumption on-site with meals, to resident guests • Permitted liquor trading hours as per Liquor Trading hour By-law</td>
<td>• Does not have a public bar • Ensure compliance with Liquor legislation</td>
</tr>
<tr>
<td>ANCILLARY FACILITIES</td>
<td>• A place of entertainment shall be permitted, with conditions • Where ancillary activities such as restaurants, lecture room, spa/hydro and wellness centre, small conference facilities or similar types of services are provided and depending on the zoning scheme, these are subject to a separate consent application to Council, if required by such zoning scheme • In addition, such facilities/services may only be provided for the benefit of resident guests and must therefore relate to the extent of the guest-house establishment to ensure they are not used by the general public</td>
<td>• Prevent noise nuisance and parking problems and ensure reasonable amenity to neighbours.</td>
</tr>
<tr>
<td>ON-SITE RESIDENCE</td>
<td>• Proprietor/manager may reside in a second dwelling</td>
<td>• Ensure residential character of property is maintained</td>
</tr>
<tr>
<td>CRITERIA</td>
<td>MIDVAAL ACCOMMODATION POLICY GUIDELINES</td>
<td>JUSTIFICATION</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| PARKING          | • Owner’s parking space may be in form of garage  
• Except where on-site parking/drop-off space is provided, guests may not arrive by 30-seater (or larger) bus  
• Where on-site provision not possible, parking may be provided on abutting or nearby property, subject to a notarial tie being registered, or similar agreement, as approved by Council  
• 1 Parking bay per guest room | • Prevent on-street parking that may adversely affect traffic flow, the streetscape or area character generally |
| LOADING          | • Provide on-site space for loading and deliveries.  
• Depending on scale of establishment, designated guest parking bays may be shared as temporary loading space | • Prevent on-street loading for same reasons as above |
| STAFF FACILITIES | • No more than 5 staff members shall be employed in support of the establishment at any given time  
• Bona fide staff quarters shall be regarded as rooms for lodgers/guests and may not be converted to guest accommodation | • Restrict scale of operation and ensure staff quarters aren't used by visitors as additional accommodation |
| SIGNAGE          | • All outdoor signage to comply with Council’s Outdoor Advertising By-law | • Prevent oversized signage that is detrimental to the area |
| ENVIRO. ISSUES   | • Alteration or additions shall be compatible with the character of the area  
• Where located in historic precincts/heritage areas, external appearance/facade to be sensitive to this attribute and taken into account  
• Where buildings are altered or newly constructed, Council’s Green Building Guidelines should be considered and applied  
• No disturbance from loud music or other sources after 23:00, except with separate approval from Council | • Protect amenity enjoyed by surrounding residents and character of the area  
• No activities constituting a source of public nuisance shall be carried out |
| LAND USE PROCESS | • Permitted as a primary right for 1-3 bedrooms  
• Special Consent use application along with a Site Development Plan for 4-16 bedrooms | • There is a need to manage such activities and facilitate this land use that is on the increase |
### 6.4 BACKPACKING AND YOUTH HOSTELS

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
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</thead>
</table>
| **PURPOSE** | • My contain communal areas such as kitchen and dining areas and meeting rooms for the exclusive use of lodgers. Includes a boarding-house  
• Facilitate provision of flexible, affordable accommodation with associated communal facilities for transient guests in appropriate, accessible locations.  
• Backpacker establishments provide low cost accommodation to travelling people whose primary need is for a sleeping facility  
• Backpacker establishments provide only a bed and pillow  
• A kitchen is available for self-help, but no meals are provided for guests  
• All facilities are communal  
• It is situated in a residential building, block of flats or other suitable building | • Private rooms are sometimes available, but normally six to eight bunker beds are provided in a dormitory  
• Lockers for valuable items are provided  
• Communal ablution facilities are available in terms of health standards |
| **SCALE** | • No general restriction on number of rooms/beds, must be locally appropriate in context of the building characteristics and surrounding area  
• Council may however determine/restrict the number of beds/rooms per establishment in cases and lay down conditions necessary to mitigate the impact of the establishment, in order to protect the area's character  
• Accommodation can be provided from a converted building and buildings can be free standing or linked structures | • Ensure a scale and form appropriate and sensitive to the local building and surrounding area context  
• Form and scale of development determined by an SDP |
| **LOCATION** | • Not supported on a single residential zoned property, subject site must have suitable general residential, mixed use or commercial zoning  
• Locational criteria that should be considered, include:  
  o proximity to public transport routes, commercial centres and tourist activities  
  o character of the surrounding area  
  o localities near intersections and collector/main roads  
  o mixed use or commercial locations (including areas designated for high density development) are encouraged | • Ensure contextually appropriate development, with maximum accessibility for transient guests which are normally less dependent on private transport |
<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>SELF CATERING</td>
<td>• Meals and beverages supplied to resident guests only</td>
<td>• Allow flexibility to guests with regards to catering arrangement but prevent creation of separate (self contained) dwelling units</td>
</tr>
<tr>
<td></td>
<td>• In case of rooms, communal kitchen.</td>
<td></td>
</tr>
<tr>
<td>LIQUOR USAGE</td>
<td>• No on-site liquor selling/licence permitted at establishment located in single residential areas.</td>
<td>• Liquor not permitted to be sold on site</td>
</tr>
<tr>
<td>ANCILLARY FACILITIES</td>
<td>• Depending on the zoning scheme, ancillary tourist facilities are permitted, but a place of entertainment is not permitted</td>
<td>• Prevent escalation of the establishment beyond the intended scale.</td>
</tr>
<tr>
<td></td>
<td>• Such facilities/services may only be provided for the benefit of resident guests and must therefore relate to the extent of the establishment to ensure they are not used by the general public</td>
<td></td>
</tr>
<tr>
<td>ON-SITE RESIDENCE</td>
<td>• Full time manager is required, may reside on-site</td>
<td>• Ensure proper on-site management at all times.</td>
</tr>
<tr>
<td>PARKING</td>
<td>• In addition to car parking, sufficient space to be provided on-site for shuttles, buses and overland trucks</td>
<td>• Prevent on-street parking that may adversely affect traffic flow, or area character generally</td>
</tr>
<tr>
<td>LOADING</td>
<td>• Where possible, provide on-site space for loading and deliveries</td>
<td>• Prevent on-street loading for same reasons as above</td>
</tr>
<tr>
<td>STAFF FACILITIES</td>
<td>• Staff facilities are permitted, such as sleeping quarters, offices and a lounge</td>
<td>• Cater for operational requirements</td>
</tr>
<tr>
<td>SIGNAGE</td>
<td>• All outdoor signage to comply with Council's Outdoor Advertising By-law</td>
<td>• Prevent oversized signage that might be detrimental to visual integrity of the area</td>
</tr>
<tr>
<td>CRITERIA</td>
<td>MIDVAAL ACCOMMODATION POLICY GUIDELINES</td>
<td>JUSTIFICATION</td>
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</tr>
<tr>
<td>ENVIRON. ISSUES</td>
<td>• Any alteration or new structure shall be compatible with the character of the surrounding area</td>
<td>• Ensure a reasonable and contextually appropriate level of amenity to surrounding residents and inhabitants of the area</td>
</tr>
<tr>
<td></td>
<td>• Where located in historic precincts/heritage areas, external appearance/facade to be sensitive to this attribute and taken into account in design</td>
<td>• Specific arrangements for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on an SDP</td>
</tr>
<tr>
<td></td>
<td>• Where buildings are altered or newly constructed, Council’s Green Building Guidelines should be considered and applied.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No activities constituting a source of public nuisance shall be carried out</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No disturbance from loud music or other sources after 22h00, except with separate approval from Council</td>
<td></td>
</tr>
<tr>
<td>LAND USE PROCESS</td>
<td>• It is situated in a residential building, blocks of flats or any other suitable building</td>
<td>• There is a need to manage such activities and facilitate this land use in a sustainable manner</td>
</tr>
<tr>
<td></td>
<td>• Permitted as a primary right where a Residential Building is permitted</td>
<td></td>
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<tr>
<td></td>
<td>• All other land use zones require special consent</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Residential 1 this use is not permitted</td>
<td></td>
</tr>
</tbody>
</table>
### 6.5 SELF CATERING APARTMENTS

<table>
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<tr>
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</table>
| **PURPOSE** | • A building or a group of buildings consisting of separate accommodation units rented for residential purposes, each incorporating a kitchenette/full kitchen, may also include an option of meals being provided communally  
• Include holiday flats, but exclude hotel, group housing, dwelling house or second dwelling  
• These are referred to as a room or rooms, including a facility for the preparation of meals and an ablution facility, which are rented out on a temporary basis. Guests have to cater for themselves  
• Self Catering Apartments shall only be permitted on erven within the designated urban edge of the Midvaal Local Municipality | • Provide a flexibility accommodation option in line with current trends for transient guests, visitors and tourists  
• The self-catering establishments shall according to SATOUR, consist of not less than four units |
| **SCALE** | • Form and scale of development determined by development parameters of particular zone (i.e. floor space, building lines, height) and the building context and set out on SDP  
• No general restriction on number of rooms/beds, must be locally appropriate in context of the building characteristics and surrounding area  
• Council may however determine/ restrict the number of beds/rooms per establishment in cases and lay down conditions necessary to mitigate the impact of the establishment, in order to protect the area’s character | • Ensure a scale and form appropriate and sensitive to the local building and surrounding area context  
• Units can be separate or connected to each other or to a part of the main building |
| **LOCATION** | • Not supported on a single residential zoned property, subject site must have suitable general residential, mixed use or commercial zoning.  
• Locational criteria that should be considered, include:  
  o proximity to public transport routes, commercial centres and tourist activities.  
  o character of the surrounding area  
  o mixed use or commercial locations (including areas designated for high density development) are encouraged | • Ensure contextually appropriate development, encouraged in high intensity land use areas/precincts  
• All facilities of the unit are for the private use of the guests |
<table>
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</table>
| SELF CATERING          | • By definition, self-catering either in the form of a kitchenette or full kitchen per unit is permitted, but an option may also be included to provide meals communally to guests  
  • The self-catering establishments shall according to SATOUR, consist of not less than four units                                                                                   | • Allow flexibility to guests with regard to catering arrangements                                                                                                                                                                          |
| LIQUOR USAGE           | • Unless meals also provided communally to resident guests, no on-site liquor selling/licence permitted                                                                                                                                                                       | • Protect amenity and character of the area                                                                                                                                                                                                                       |
| ANCILLARY FACILITIES   | • Tourist and other ancillary facilities normally associated with a hotel, such as restaurants, tourists shops, sport facilities, banquet halls, spa/hydro and wellness centre and conference facilities, not permitted | • Restrict establishment/development to an appropriate scale                                                                                                                                                                                                       |
| ON-SITE RESIDENCE      | • Depending on zoning schemes, staff quarters are permitted                                                                                                                                                                               | • Accommodate operational requirements                                                                                                                                                                                                                          |
| PARKING                | • Provide on-site parking as follows:  
  • 1.5 bays per unit  
  • Except where on-site parking/drop-off space is provided, guests may not arrive by 30-seater (or larger) bus                                                                 | • Prevent on-street parking that may adversely affect traffic flow, the streetscape or area character generally                                                                                                  |
| LOADING                | • Provide on-site space for loading and deliveries  
  • Depending on scale of establishment, designated guest parking bays may be shared as temporary loading space                                                                                                           | • Prevent on-street loading for same reasons as above                                                                                                                                                                                                                     |
| STAFF FACILITIES       | • Staff facilities are permitted such as sleeping quarters, offices and a lounge  
  • Bona fide staff quarters shall be regarded as rooms for lodgers/guests and may not be converted to guest accommodation                                                                                   | • Cater for operational requirements but prevent escalation of development beyond intended scale                                                                                                             |
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<tr>
<td>SIGNAGE</td>
<td>• All outdoor signage to comply with Council’s Outdoor Advertising By-law</td>
<td>• Prevent oversized signage that might be detrimental to visual integrity of the area</td>
</tr>
<tr>
<td>ENVRON. ISSUES</td>
<td>• Any alteration or new structure shall be compatible with the character of the surrounding area</td>
<td>• Protect amenity enjoyed by surrounding residents and character of the area</td>
</tr>
<tr>
<td></td>
<td>• Where located in historic precincts/heritage areas, external appearance/facade to be sensitive to this attribute and taken into account in design</td>
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<tr>
<td></td>
<td>• Where buildings are altered or newly constructed, Council’s Green Building Guidelines should be considered and applied.</td>
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<td></td>
<td>• No activities constituting a source of public nuisance shall be carried out</td>
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<tr>
<td></td>
<td>• No disturbance from loud music or other sources after 22h00, except with separate approval from Council</td>
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<td></td>
<td>• Specific arrangement for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on SDP</td>
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<tr>
<td>LAND USE PROCESS</td>
<td>• A rezoning application for Self Catering Apartments, along with a detailed Site Development Plan, shall be required as they have a similar impact to that of a hotel.</td>
<td>• There is a need to manage such activities and facilitate this land use that is on the increase</td>
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### 6.6 HOTELS

<table>
<thead>
<tr>
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</table>
| **PURPOSE**  | • Purpose built building, which may consist of multiple free standing structures or a multiple storey single structure  
• Provide separate rooms with at least one communal dining facility  
• Breakfast is served and lunch and dinner are available by prior arrangement  
• All provided facilities are for the exclusive use of the residing guests  
• No provision is made for self-catering | • Provide high end accommodation options for transient guests, visitors and tourists. |
| **SCALE**    | • Form and scale of development determined by development parameters of particular zone (i.e. floor space, building lines, height) and the building context and set out on SDP.  
• No general restriction on number of rooms/beds, must be locally appropriate in context of the building characteristics and surrounding area.  
• Council may restrict the number of bedrooms per establishment in cases and lay down conditions necessary to mitigate the impact of the establishment, in order to protect the area's character. | • Ensure a scale and form appropriate and sensitive to the local building and surrounding area context |
| **LOCATION** | • Locational criteria that should be considered, include:  
  o Scale of operation  
  o Proximity to public transport routes, commercial centres and tourist activities.  
  o Character of the surrounding area  
• A range of locations are supported, including business district areas, medium to high density residential areas, mixed use areas and resorts | • Accommodate hotel in most locations, but excluding single residential dwelling based area. |
<p>| <strong>SELF CATERING</strong> | • Self catering is not permitted in a hotel establishment | • Not permitted |</p>
<table>
<thead>
<tr>
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</thead>
</table>
| LIQUOR USAGE         | • Subject to obtaining liquor licence, alcoholic beverages may be sold for on-site consumption by resident guests including with meals in the dining or bar facilities of the hotel  
                      • Permitted liquor trading hours as per Liquor Trading Hour By-law | • Ensure compliance with Liquor legislation but allow for diverse range of facilities/services to guests |
| ANCILLARY FACILITIES | • Depending on the zoning scheme, other ancillary services may include lecture rooms, a tourist/gift shop, sports facilities, banquet hall, spa/hydro, wellness centre, bar facility or any other facility which is reasonable and ordinary related to a hotel  
                      • Subject to zoning scheme requirements, a place of entertainment may be provided, with the size and nature of the facilities determined by an SDP | • Enable provision of a wide variety of complimentary services and facilities available to guests |
| ON-SITE RESIDENCE    | • Permanent accommodation may be provided on-site for the manager of the establishment, as well as bona fide staff quarters | • Accommodate operational requirement and support establishment management |
| PARKING              | • Sufficient space to be provided on-site for shuttles and buses  
                      • 1 Parking space per bedroom or suite  
                      • 6 parking spaces per 100m² of public floor area | • Prevent on-street parking that may adversely affect traffic flow, the streetscape or area character generally. |
| LOADING              | • Sufficient dedicated on-site loading and delivery space to be provided, and set out per SDP | • Prevent on-street loading for same reasons as above |
| STAFF FACILITIES     | • Staff facilities are permitted, such as sleeping quarters, offices and a lounge.  
                      • Bona fide staff quarters shall be regarded as rooms for lodgers/guests and may not be converted to guest accommodation | • Cater for operational requirements but prevent escalation of development beyond intended scale |
<p>| SIGNAGE              | • All outdoor signage to comply with Council's Outdoor Advertising By-law | • Prevent oversized signage that might be detrimental to visual integrity of the area |</p>
<table>
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</tr>
</thead>
</table>
| **ENVIRON. ISSUES** | • Any alteration or new structure shall be compatible with the character of the surrounding area.  
• Where located in historic precincts/heritage areas, external appearance/facade to be sensitive to this attribute and taken into account in design  
• Where buildings are altered or newly constructed, Council's Green Building Guidelines should be considered and applied  
• No activities constituting a source of public nuisance shall be carried out.  
• No disturbance from loud music or other sources after 22h00, except with separate approval from Council  
• Council may prescribe specific hours for special events that may cause public nuisance, and prescribe specific mitigating measures to be implemented in such cases  
• Specific arrangements for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on an SDP | • Ensure a reasonable and contextually appropriate level of amenity to surrounding residents and inhabitants of the area |
| **LAND USE PROCESS** | • A rezoning application for Hotel, along with a detailed Site Development Plan, shall be required unless the specific land use zone permits a hotel as a primary right. | • There is a need to manage such activities and facilitate this land use |
### 6.7 LODGES / RESORT ACCOMMODATION

<table>
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<tr>
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<th>JUSTIFICATION</th>
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</thead>
</table>
| **PURPOSE** | • Harmoniously designed and purpose built guest accommodation units on a short term occupancy or time sharing basis for holiday or recreational purposes, often in a unique environment  
• Consists of multiple free standing, linked or single structures and is a single (private or public owned) enterprise  
• Or, where inside the urban edge, consist of normal township establishment and allows for alienation of individual units by means of time sharing, sectional title, share block or subdivision and full separate title  
• Does not include a hotel, but may include ancillary facilities which are reasonable related to resort housing such as ablution facilities, tourist facilities, recreation facilities, sports facilities, lecture rooms, restaurant, conference facilities, spa/hydro, wellness centre, caravan park and camping | • Provide accommodation for tourists and visitors in a unique recreational/holiday setting and context  
• The size and nature of the facilities and the resort accommodation to be determined by a special consent use application and the submission of a Site Development Plan |
| **SCALE** | • Form and scale of development to be determined as a maximum of 1 dwelling unit per 5 Ha, subject to the following conditions:  
  o On proposal merits if no policy or spatial framework exist  
  o By contextual informants such as environmental sensitivity, views, carrying capacity for the environment etc.  
  o By the development parameters of particular zone (i.e. floor space, building lines, height) where applicable, set out on a SDP | • Ensure a contextually appropriate scale of development in harmony with its surroundings and with an acceptable environmental impact |
| **LOCATION** | • Council may determine/restrict the number of beds/rooms per establishment in cases and lay down conditions necessary to mitigate the impact thereof, in order to protect the surrounding environment, area's carrying capacity etc.  
• Outside urban edge, no individual subdivision/separate title units/township establishment permitted | • Locational criteria that should be considered include if outside urban edge, proximity to a unique natural/recreational resource |
## Self Catering
- In addition to an option to provide meals communally (e.g. in the form of a restaurant) to resident guests, self-catering may be permitted (e.g. separate kitchen per unit or cooking/braai facilities in case of camping)
- Self-catering may be permitted

## Liquor Usage
- Subject to obtaining liquor licence and separate departure/consent application in terms of the zoning scheme (where required in terms of the scheme), alcoholic beverages may be sold for on-site consumption by resident guests including with meals in a restaurant or in a bar facility.
- Permitted liquor trading hours as per Liquor Trading Hour By-law
- Ensure compliance with Liquor legislation but allow for diverse range of facilities/services to guests

## Ancillary Facilities
- Depending on the zoning scheme, other ancillary services may include ablution facilities, lecture rooms, a restaurant, a tourist shop/facilities, recreation facilities, walking or cycling trails, horse riding, sports facilities, banquet hall, spa/hydro, wellness centre, caravan park and camping and any other use which is reasonable related to resort accommodation, subject to the consent of the Council
- Subject to scheme requirements, a place of entertainment may be provided, with the size and nature of the facilities to be determined by an SDP
- Enable provision of a wide variety of complimentary services and facilities available to guests

## On-Site Residence
- Permanent accommodation may be provided on-site for the manager of the establishment, as well as bona fide staff quarters
- Accommodate operational requirement and support management

## Parking
- Parking to be provided to the satisfaction of the Executive Director: Development and Planning
- Ensure orderly parking arrangement and prevent any unsafe traffic conditions on abutting public roads

## Loading
- Dedicated on-site loading and delivery space to be determined on merit, and set out per SDP
- Ensure orderly loading / delivery arrangement and prevent any unsafe traffic conditions on abutting roads
- Ensure orderly loading / delivery arrangement and prevent any unsafe traffic conditions on abutting roads
<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| STAFF FACILITIES | • Staff facilities are permitted, such as sleeping quarters, offices and a lounge  
• Bona fide staff quarters shall not be regarded as rooms for lodgers/guests and may not be converted to guest accommodation | • Cater for operational requirements but prevent escalation of development beyond intended scale |
| SIGNAGE | • All outdoor signage to comply with Council's Outdoor Advertising By-law | • Prevent oversized signage that might be detrimental to visual integrity of the area |
| ENVIRON. ISSUES | • Any new structures must be sensitively designed in context of the character of the surrounding environment and Council may impose a condition requiring submission and approval of an Architectural Design Guide  
• Where buildings are altered or newly constructed, Council's Green Building Guidelines should be considered and applied.  
• No activities constituting a source of public nuisance shall be carried out.  
• No disturbance from loud music or other sources after 22h00, except with separate approval from Council  
• Council may prescribe specific hours for special events that may cause public nuisance, and prescribe specific mitigating measures to be implemented in such cases  
• Specific arrangements for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on an SDP | • Protect the character and amenity of the surrounding area |
| LAND USE PROCESS | • Does not include a hotel, but may include ancillary facilities which are reasonable related to resort housing such as ablution facilities, tourist facilities, recreation facilities, sports facilities, lecture rooms, restaurant, conference facilities, spa/hydro, wellness centre, caravan park and camping  
• Reference must be made to the zoning to determine whether a special consent or rezoning would be required. | • There is a need to manage such activities and facilitate this land use that is on the increase |
### 6.8 GAME FARMS

<table>
<thead>
<tr>
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<th>JUSTIFICATION</th>
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</thead>
<tbody>
<tr>
<td><strong>PURPOSE</strong></td>
<td>Harmoniously designed and purpose built guest accommodation units on a short term occupancy or time sharing basis for holiday or recreational purposes, in a unique environment related to wild life preservation, hunting or fishing recreation.</td>
<td>Provide accommodation for tourists and visitors in a unique recreational/holiday setting and context.</td>
</tr>
<tr>
<td></td>
<td>Consists of multiple free standing, linked or single structures and is a single (private or public owned) enterprise. The accommodation must be subsidiary to the main use with a maximum of 1 dwelling unit per hectare.</td>
<td>The size and nature of the facilities and the game farm accommodation to be determined by a special consent use application and the submission of a Site Development Plan.</td>
</tr>
<tr>
<td></td>
<td>Does not include a hotel, but may include ancillary facilities which are reasonable related to the game farm such as ablution facilities, tourist facilities, recreation facilities, sports facilities, and restaurant.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>This use is only permitted outside of the urban edge.</td>
<td></td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>SCALE</th>
<th>Form and scale of development shall be a maximum of 1 dwelling unit per 5 hectares, subject to the following conditions:</th>
<th>Ensure a contextually appropriate scale of development in harmony with its surroundings and with an acceptable environmental impact.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>o Shall not deter from the main function of the game farm</td>
<td></td>
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<td></td>
<td>o by contextual informants such as environmental sensitivity, views, carrying capacity for the environment etc.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o by the development parameters of particular zone (i.e. floor space, building lines, height) where applicable</td>
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<tr>
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<td>o and set out on a Site Development Plan</td>
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</tbody>
</table>

<p>| LOCATION | Council may determine/restrict the number of dwelling units per establishment in certain cases and impose conditions necessary to mitigate the impact, in order to protect the surrounding environment. | Locational criteria that should be considered include if outside urban edge, proximity to a unique natural/rec. resource. |</p>
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<tbody>
<tr>
<td>SELF CATERING</td>
<td>• In addition to an option to provide meals communally (e.g. in the form of a restaurant) to resident guests, self-catering may be permitted (e.g. separate kitchen per unit or cooking/braai facilities in case of camping).</td>
<td>• Self-catering may not be permitted</td>
</tr>
</tbody>
</table>
| LIQUOR USAGE          | • Subject to obtaining liquor licence and separate departure/consent application in terms of the zoning scheme (where required in terms of the scheme), alcoholic beverages may be sold for on-site consumption by resident guests including with meals in a restaurant or in a bar facility.  
  • Permitted liquor trading hours as per Liquor Trading hour By-law                                                                                                           | • Ensure compliance with Liquor legislation but allow for diverse range of facilities/services to guests                                                                                                          |
| ANCILLARY FACILITIES  | • Depending on the zoning scheme, other ancillary services may include ablation facilities, a restaurant, a tourist shop/facilities, recreation facilities, walking or cycling trails, horse riding,  sports facilities, banquet hall, and any other use which is reasonably related to a game farm, subject to the consent of the Council. | • Enable provision of a wide variety of complimentary services and facilities available to guests                                                                                                                |
| ON-SITE RESIDENCE     | • Permanent accommodation may be provided on-site for the manager of the establishment, as well as bona fide staff quarters.                                                                                                           | • Accommodate operational requirements and establishment management / oversight                                                                                                                              |
| PARKING               | • Parking to be provided to the satisfaction of the Executive Director: Development and Planning  
  • Ensure orderly parking arrangement and prevent any unsafe traffic conditions on abutting public roads                                                                         | • Ensure orderly parking arrangement and prevent any unsafe traffic conditions on abutting public roads                                                                                                         |
| LOADING               | • Dedicated on-site loading and delivery space to be determined on merit, and set out per SDP  
  • Ensure orderly loading / delivery arrangement and prevent any unsafe traffic conditions on abutting roads                                                                                | • Ensure orderly loading / delivery arrangement and prevent any unsafe traffic conditions on abutting roads                                                                                                     |
<table>
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<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| STAFF FACILITIES    | • Staff facilities are permitted, such as sleeping quarters, offices and a lounge  
                     • Bona fide staff quarters shall not be regarded as rooms for lodgers/guests  
                     and may not be converted to guest accommodation | • Cater for operational requirements but prevent escalation of development  
                     beyond intended scale                                                    |
| SIGNAGE             | • All outdoor signage to comply with Council's Outdoor Advertising By-law                                      | • Prevent oversized signage that might be detrimental to visual integrity of the area |
| ENVIRON. ISSUES     | • Any new structures must be sensitively designed in context of the character  
                     of the surrounding environment and Council may impose a condition  
                     requiring submission and approval of an Architectural Design Guide  
                     • Where buildings are altered or newly constructed, Council's Green Building  
                     Guidelines should be considered and applied.  
                     • No activities constituting a source of public nuisance shall be carried out.  
                     • No disturbance from loud music or other sources after 23:00, except with  
                     separate approval from Council  
                     • Council may prescribe specific hours for special events that may cause  
                     public nuisance, and prescribe specific mitigating measures to be  
                     implemented in such cases  
                     • Specific arrangements for the appropriate on-site storage and disposal of  
                     refuse/solid waste to be incorporated and set out on an SDP | • Protect the character and amenity of the surrounding area  
                     • Water conservation and energy efficiency practices are to be put in place and shall be included in the special consent application to the Council |
| LAND USE PROCESS    | • No individual subdivision/separate title units/township establishment permitted, especially on agricultural land  
                     • Does not include a hotel, but may include ancillary facilities which are  
                     reasonable related to the game farm such as ablution facilities, tourist  
                     facilities, recreation facilities, sports facilities, and restaurant  
                     • Special consent use and SDP for any more that 2 dwelling units | • There is a need to manage such activities and facilitate this land use |
7. PROPOSED LAND USE DEFINITIONS

<table>
<thead>
<tr>
<th>TERM</th>
<th>ACCOMMODATION POLICY DEFINITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ancillary</td>
<td>A land use, purpose, building, structure or activity which is directly related to, and subservient to, the lawful dominant use of the property.</td>
</tr>
<tr>
<td>Backpackers' Lodge</td>
<td>A building where lodging is provided, and may incorporate cooking, dining and communal facilities for the use of lodgers, together with such outbuildings as are normally used therewith; and includes a building in which beds are rented for residential purposes, residential building, youth hostel, backpackers' lodge, guesthouse and residential club; but does not include a hotel, or second dwelling</td>
</tr>
</tbody>
</table>
| Bed and Breakfast    | A dwelling-house or second dwelling in which the owner of the dwelling supplies lodging and meals for compensation to transient guests who have permanent residence elsewhere; provided that:  
• The dominant use of the dwelling-house concerned shall remain for the living accommodation of a single family  
• The property complies with the requirements contained in the zoning scheme for a bed and breakfast establishment.                                                                                       |
| Boarding House       | A building where lodging is provided, and may incorporate cooking, dining and communal facilities for the use of lodgers, together with such outbuildings as are normally used therewith; and includes a building in which rooms are rented for residential purposes, youth hostel, backpackers' lodge, guest-house and residential club; but does not include a hotel, dwelling house, or second dwelling |
| Camping Site         | A property used for the erection of tents, caravans or other temporary structures for temporary accommodation for visitors or holiday makers, and includes ablution, cooking and other facilities that are use of such visitors., which;  
• includes a caravan park, whether publicly or privately owned; but  
• excludes the alienation of land on the basis of time sharing, sectional title, share blocks or individual subdivision; and excludes resort accommodation or mobile homes. |
| Caravan              | A vehicle which has been equipped or converted for living and sleeping purposes and which can be readily moved.                                                                                                                                                                             |
| Communal Facilities  | Indoor and outdoor space intended for recreational use, which may include a play area, garden, and/or a swimming pool.                                                                                                                                                                      |
ANNEXURE C

MIDVAAL DENSITY POLICY
8.3 Proposed Density

The approach to be followed in this Density Policy is to set a base density that can be applied across the entire municipal area, with criteria stating when higher density development would be acceptable. The base density applied in this Density Policy is 20 units per ha for all single residential areas and 25 units per ha for sectional title developments, for development located within the Urban Development Boundary presented in the Midvaal SDF 2001. Higher residential densities are provided on merit, such as the proximity of a site’s location to community facilities, public open space or public transport stations. To an extent, this approach would allow densities to vary in different parts of the municipal area, thus encouraging a varied urban form.

8.3.1 Residential Densities inside UDB

This section sets out the criteria for residential densification within the Urban Development Boundary (UDB) of Midvaal.

a. Nodes

Nodal areas are the primary structuring element within urban areas and are usually areas where both private and public sector development is concentrated. Usually, nodes are associated with a mix of land uses and higher residential densities. Nodes usually accommodate a range of urban activities, including economic activities, services, entertainment and housing on a relatively intense scale.

The clustering of activities at higher densities within nodal areas achieve economic and infrastructure efficiency. At the same time, nodal areas need to be of a pedestrian scale, which allows walking as be to the primary means of moving around within the nodal areas. Thus, as a rule of thumb, nodes should be small enough to enable a pedestrian to walk from end to end, but not so small that economies of scale cannot be achieved. Higher residential densities are a key means to achieving this balance within and around nodes, as is set out in the Midvaal Nodal Policy 2011.

A residential density of 15 units per ha can be added to the base residential density of a residential development if the residential development is:

- located within 400m of a nodal area;
- the nodal area was identified as the core area of the Central Business District in the Nodal Policy and/ or SDF/ RSDF; and
- the nodal area is located within the Urban Development Boundary.
TABLE 2: PERMISSIBLE RESIDENTIAL DENSITIES WITHIN UDB

<table>
<thead>
<tr>
<th>Category</th>
<th>Categories used as criteria for increased density</th>
<th>Maximum distance from facility</th>
<th>Number of units per ha to be added to base density</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Node identified as the core area of the Central Business District in the Nodal Policy and/or SDF/RSDF</td>
<td>Within 400m</td>
<td>+15</td>
</tr>
<tr>
<td></td>
<td>Node as identified as Neighbourhood Node in Nodal Policy and/or SDF/RSDF</td>
<td>Within 200m</td>
<td>+10</td>
</tr>
<tr>
<td></td>
<td>Shopping facility that is not part of a node</td>
<td>Within 200m</td>
<td>+5</td>
</tr>
<tr>
<td>2</td>
<td>Transit stations (e.g. taxi rank, railway station, etc.) (TOD development)</td>
<td>Within 400m</td>
<td>+15</td>
</tr>
<tr>
<td></td>
<td>Distributor road (Class 3 road)</td>
<td>Adjacent to</td>
<td>+15</td>
</tr>
<tr>
<td></td>
<td>Collector road</td>
<td>Adjacent to</td>
<td>+5</td>
</tr>
<tr>
<td>3</td>
<td>Public open space</td>
<td>Adjacent to</td>
<td>+5</td>
</tr>
<tr>
<td>4</td>
<td>Social facility (school, clinic, library, sports facility etc)</td>
<td>Within 200m</td>
<td>+5</td>
</tr>
<tr>
<td></td>
<td>Special town planning merits (e.g. Transition Zone)</td>
<td>As considered by PPM</td>
<td>+5</td>
</tr>
</tbody>
</table>

Source: Urban Dynamics Gauteng, 2011

Notes:
- Each application may use a specific category only once. The base density is not a primary right and has to be applied for in accordance with the standard procedures as approved by the Midvaal Local Municipality from time to time.
- In the existence of a Precinct Plan, such densities as stipulated in the Precinct Plan shall be applicable and shall prevail for the for those areas to which the relevant Precinct Plan applies.
- PPM: Planners Permission Meeting
### TABLE 3: PERMISSIBLE RESIDENTIAL DENSITIES OUTSIDE UDB

<table>
<thead>
<tr>
<th>Area</th>
<th>Permissible density for single residential</th>
<th>Permissible density for sectional title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specific Areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Henley-on-Klip</td>
<td>5 units/ha</td>
<td>10 units/ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 2000 m²</td>
<td>1 unit/ 2000 m²</td>
</tr>
<tr>
<td>Highbury Ext 1</td>
<td>5 units/ha</td>
<td>10 units/ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 2000 m²</td>
<td>1 unit/ 2000 m²</td>
</tr>
<tr>
<td>Ohenimuri</td>
<td>20 units/ha</td>
<td>25 units/ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 500 m²</td>
<td>1 unit/ 400 m²</td>
</tr>
<tr>
<td>De Deur</td>
<td>1,26 units/ha</td>
<td>1,26 units/ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 7937 m²</td>
<td>1 unit/ 7937 m²</td>
</tr>
<tr>
<td>Agricultural holdings and small holdings with piped water as supplied by MLM</td>
<td>1.16 units/ha</td>
<td>1.16 units/ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 8565 m²</td>
<td>1 unit/ 8565 m²</td>
</tr>
<tr>
<td>Farm portions smaller than 20ha with piped water as supplied by MLM</td>
<td>1 unit/ha</td>
<td>1 unit/ ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 1ha</td>
<td>1 unit/ 1ha</td>
</tr>
<tr>
<td>Farm portions smaller than 20ha without piped water as supplied by MLM</td>
<td>0.2 units/ha</td>
<td>0.2 units/ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 5ha</td>
<td>1 unit/ 5ha</td>
</tr>
</tbody>
</table>

Source: Urban Dynamics Gauteng, 2011
### TABLE 4: PERMISSIBLE DENSITIES FOR NON-RESIDENTIAL AREAS

<table>
<thead>
<tr>
<th>Area</th>
<th>Maximum FAR</th>
<th>Maximum Coverage</th>
<th>Maximum Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nodal areas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Business District</td>
<td>1.8</td>
<td>60%</td>
<td>3 storeys</td>
</tr>
<tr>
<td>Neighbourhood node</td>
<td>0.8</td>
<td>40%</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Rural node</td>
<td>0.4</td>
<td>40%</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Commercial areas</td>
<td>0.6</td>
<td>40%</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Industrial areas</td>
<td>0.6</td>
<td>40%</td>
<td>2 storeys</td>
</tr>
</tbody>
</table>

Source: Urban Dynamics Gauteng, 2011

Notes:
- Midvaal Local Municipality may at its discretion require an application for increase density to taper down the Coverage and FAR of a proposed development in order to achieve a suitable density interface between the Central Business District core area and neighbouring residential areas, as proposed in the Midvaal Nodal Policy 2011.
A residential density of 10 units per ha can be added to the base residential density of a residential development if the residential development is:

- located within 200m of a nodal area;
- the nodal area was identified as a Neighbourhood Node in the Nodal Policy and/or SDF/RSDF; and
- the nodal area is located within the Urban Development Boundary.

b. Shopping centres

In modern-day urban areas that are vehicle-oriented, stand-alone shopping centres often function as nodal areas in themselves. Such shopping centres usually accommodate a range of business activities including retail, services and entertainment activities. Despite the fact that such shopping centres are typically inward-facing and therefore do not integrate well with neighbouring residential areas, the existence of the shopping centres need to be acknowledged. Amongst others, this involves creating higher residential densities near shopping centres to place people closer and within walking distances of such shopping centres.
• located within 200 of a shopping centre; and
• the shopping centre is located within the Urban Development Boundary.

c. Transit stations

Residential densification must be encouraged along public transportation routes to allow the viable operation of public transportation systems. Higher residential densities should especially be encouraged within close proximity of public transport stations to locate commuters within walking distance of such transport facilities. Intensified development around public transit stations is known and Transit Oriented Development or TOD. TOD tends to induce higher pedestrian volumes within walking distance of a transport facility, thus contributing to the viability of the public transportation network as whole.

The only fixed-line public transportation system operating within Midvaal is the commuter rail line running parallel to the R59 freeway. This commuter rail line has a number of stations that can become the focal points of Transit Oriented Development. Residential densification should be encouraged around railway stations, with the highest residential densities concentrated adjacent to a commuter railway station. Bus and taxi ranks can also be considered public transportation stations around which TOD development and residential densification can take place.

A residential density of 10 units per ha can be added to the base residential density of a residential development if the residential development is:

• located within 400m of commuter railway station, bus rank or taxi rank, or similar public transportation facility; and
• the public transportation station is located within the Urban Development Boundary.

d. Development corridors

A development corridor refers to high activity areas that are located along major road transportation routes, such as a distributor roads or collector roads. Development corridors usually carry relatively high traffic volumes, which promotes the development of land use activity along these corridors. This usually leads to a high demand for residential, office and retail space along such corridors. Typical housing typologies that are often found within development corridors are townhouses, duplexes and walk-ups.

It is important to link development corridors to the road hierarchy. Typically, as in the case in Midvaal, the road network consists of roads functioning on 4 levels (see Diagram below). The first level contains freeways, consisting of national freeways and provincial PWV roads.
These roads provide regional access, connecting an area to neighbouring cities and towns. The second level comprises distributor roads or K-routes, which aim to provide better intra-urban access between suburbs and activity areas. The third level comprises collector roads. These roads connect residential areas to the mentioned distributor road network. On the fourth level, internal streets provide direct access to land uses and link these land uses to the mentioned collector roads.

**Diagram 5: Mobility-Accessibility Ratio**

In essence, freeways and distributor roads are highly mobile and therefore aim to connect people over large distances to activity areas and neighbouring settlements. Collector roads and internal streets provide good accessibility and therefore aim to connect people and land uses to the more mobile roads. Road-based public transportation systems (taxis and buses) mostly use distributor roads and collector roads, as these provide an efficient balance between mobility and land use accessibility, thus making them good locations for residential densification and corridor development.

A residential density of 15 units per ha can be added to the base residential density of a residential development if the residential development is:

- located adjacent to a distributor road; and
- the distributor road is located within the Urban Development Boundary.

A residential density of 5 units per ha can be added to the base residential density of a residential development if the residential development is:

- located adjacent to a collector road;
- the collector road is located within the Urban Development Boundary.
It is important to note that the concentration of higher density development along distributor and collector roads, instead of scattering this development along a large number of routes, will increase the feasibility of developing bus routes along these routes in future, should development within Midvaal reach the necessary thresholds. To this end, it is necessary that distributor and collector roads be identified that are suitable to function as public transport routes in future. These public transport routes must be identified proactively and strategic plans must be prepared for these public transport corridors in advance.

e. Social Amenities

Walking-distance access to community facilities, such as clinics, schools and public parks, is a fundamental requirement of sustainable urban development. To encourage the above, it is necessary to allow residential densification near community facilities, because this will increase the number of people living within walking distance of such facilities.

A residential density of 5 units per ha can be added to the base residential density of a residential development if the residential development is:

- located adjacent to a public open space; or
- located within 200m of a community facility, such as a school, clinic, library or sports facility, and
- the public open space and community facility is located within the Urban Development Boundary.

8.3.2 Residential Densities outside UDB

This section sets out the criteria for residential densification located outside the Urban Development Boundary or UDB of Midvaal.

a. Specific areas

Permissible densities for single residential and sectional title have been set for 4 existing residential areas within Midvaal. These residential areas are:

- Henley-on-Klip
- Highbury Ext 1
- Ohenimuri
- De Deur

The residential densities applicable to these areas are set out in the Table 3. Henley-on-Klip and Highbury Ext 1 has a maximum single residential density of 5 units/ha and a maximum sectional title density of 10 units/ha. Ohenimuri has a maximum single residential density and
a maximum sectional title density of 20 units/ha. De Deur has a maximum single residential density and a maximum sectional title density of 1.26 units/ha.

b. Agricultural holdings and small holdings

In rural residential areas, such as agricultural holdings and small holdings, residential densities need to be much lower than those in the urban areas, partly because of the limited capacity of rural roads and municipal services infrastructure to cater for densification. In many cases there is also the need to limit densification in order to protect the rural environment from urban encroachment and to provide a rural lifestyle for those families who wish to adopt such a lifestyle. Typically, agricultural holdings and small holdings have residential densities within the 1 to 0.4 units per ha range.

The subdivision of an agricultural holding and small holding to a maximum density of 1.16 units per ha or 1 unit per 8565m² will be permitted, subject to the following conditions:

- The owner can prove to have adequate water supply;
- that the subdivision will not pose any pollution problems related to sanitation,
- that the road infrastructure can handle the resulting increased traffic volumes, and
- that the relevant farm portion is not located on high-potential agricultural soils.

c. Farm portions

The primary aim of farm portions is for intensive and extensive commercial farming purposes to ensure national food security. Applying appropriate residential densities is key to maintaining this overarching function. Conventionally, 20 hectares is considered the minimum farm portion size that allows commercially viable farming practices. It is therefore not desirable to subdivide farm portions larger than 20 hectares in size. The subdivision of farm portions smaller than 20 hectares is justified in certain cases.

The subdivision of a farm portion smaller that 20 hectares to a farm portion with maximum densities of 1 unit per hectare is subject to the following conditions:

- Piped water is provided by the Midvaal Local Municipality;
- that the subdivision will not pose any pollution problems related to sanitation,
- that the road infrastructure can handle the resulting increased traffic volumes, and
- that the relevant farm portion is not located on high-potential agricultural soils.
The subdivision of a farm portion smaller than 20 hectares to a farm portion with a maximum density of 0.2 units per hectare or 1 unit per 5ha is subject to the following conditions:

- The owner can prove to have adequate water supply from local sources, such as boreholes;
- that the subdivision will not pose any pollution problems related to sanitation,
- that the road infrastructure can handle the resulting increased traffic volumes; and
- that the relevant farm portion is not located on high-potential agricultural soils.

8.3.3 Non-Residential Densities

This section sets out the criteria for non-residential densification located within the Urban Development Boundary or UDB of Midvaal.

a. Nodes

Typically, nodes are associated with a mix of land uses and developed at relatively high densities, because space is at a premium within nodal areas. Nodes usually accommodate a range of urban activities including retail centres, office buildings and apartment blocks.

The clustering of activities at higher densities within nodal areas achieve economic and infrastructure efficiency and should therefore be promoted. Densification is a key means to achieving this and it logically requires the sensible application of density within nodal areas, which must adhere to the following criteria:

- In a Central Business District, a maximum non-residential FAR of 1.8 at 60% coverage is allowed.
- In a Neighbourhood node a maximum FAR of 0.8 at 40% coverage is allowed.
- In a Rural node a maximum FAR of 0.4 at 40% coverage is allowed.
- The densities are only allocated to properties located within the nodal boundaries delineated in the Midvaal Nodal Policy of 2011 or the Midvaal SDF/RSDFs of 2011.

b. Commercial and Industrial

Commercial areas provide space for commercial and light industrial activities, such as distribution centres, storage, wholesale and warehousing, and industrial areas provide space for heavy and noxious industrial activities. In Midvaal:

- commercial areas are allowed a maximum FAR of 0.6 at 40% coverage;
industrial areas are allowed a maximum FAR of 0.6 at 40% coverage; subject to
the commercial and/or industrial area being located within the Urban Development Boundary.

In addition, stringent development controls must be implemented within commercial and industrial areas to ensure an acceptable interface between these commercial and industrial areas and neighbouring residential areas. Logically, this requires the sensible application of density within commercial and industrial areas.

8.4 Controls and Safeguards

As was mention previously, densification should occur in areas where municipal services infrastructure capacity is available, densification must occur within acceptable environmental limits, and densification must aim to increase commuter intensity near public transport stations. To achieve this, densification criteria have been proposed in the previous section of this report. However, these criteria are largely quantitative and thus pose the risk of not being able to address the qualitative aspects of densification. To address this, the following controls and safeguards are proposed to supplements the densification criteria proposed.

8.4.1 General Safeguards

The following general safeguards should be taken into account when assessing applications for higher residential and non-residential densities:

- Higher densities should be considered for all stand sizes, but is usually more appropriate for larger stands.
- Proximity to nodal areas and existing or planned public transport routes are appropriate for higher densities.
- The quality of the architectural design must be paramount when allowing higher densities.
- All development proposals on large stands should be encouraged to have a variety of dwelling types.
- Stands earmarked for higher residential densities should have access to a range of community facilities, shopping facilities and employment opportunities.
- Detailed landscape proposals should be included in all applications for higher-density developments.
- The provision of pedestrian linkages between higher-density developments and to open spaces and community facilities should be required.
- Levels of privacy should be maintained and this has to do with the relationship of buildings to one another, potential overlooking, and the use of screening.
• Proposals for traffic calming should form part of a densification application to ensure the safety of the increased pedestrian numbers that are a result of the densification.

8.4.2 Overlooking and Overshadowing

Overlooking and overshadowing is critical issues related to higher residential densities. It is essential that residential dwellings are not subject to undue observation by neighbouring dwellings and that no undue loss of sunlight is caused by overshadowing from adjoining, higher buildings. This applies to all dwellings, whether they are located in new or established residential area.

• Overlooking: With the evolution of more innovative residential layouts and the incorporation of a wider variety of dwelling types, standards regarding overlooking may have to be used flexibly. Flexibility must be employed in the assessment of the overlooking aspects in residential design. However, this flexibility must not be abused.
• Overshadowing: Overshadowing will generally only cause problems where buildings of significant height are involved or where new buildings are located close to adjoining buildings. As a result, buildings that are significantly higher than neighbouring developments may be inappropriate for such a location and can on such grounds be refuted. Higher buildings may be appropriate close to a public open space or in a nodal area.

8.4.3 Public Open Space

Public open space is a key element in defining the quality of a residential and nodal environment. The achievement of higher residential and non-residential densities must therefore be coupled with the provision of public open space. Emphasis should be placed on the quality of open space to be provided. The objective should be to create well designed open spaces that are accessible higher-density housing development within residential areas and non-residential buildings within nodal areas.

9. CONDITIONS FOR SECOND DWELLING UNIT

This section describes the policy for ‘dual occupancy’ or ‘a second dwelling unit’, which is the use of a single residential stand for the purpose of two dwelling units. Dual occupancy essentially allows for the densification of an urban area, but can also be allied to rural residential areas, such as small holdings.

Midvaal has the potential for the increased occupancy of residential areas, largely due to the large residential stand sizes that exist within Midvaal. Due to these large stand sizes, residents within Midvaal do not have many
opportunities to move into smaller dwelling units in the same neighbourhood if
the need arises. Allowing second dwellings to be established on existing
properties would be responding to the need to:

- increase the supply of rental accommodation within residential areas;
- provide a wider housing choice in terms of type and location;
- encourage the better use of existing open space, services and
  municipal services; and
- provide more housing opportunities for special housing groups, such as
  the aged.

Normally, addressing the above would involve the demolition of existing
housing stock before new, higher-density housing stock can be constructed.
Dual occupancy would allow for a more intensive use of buildings and stands
without requiring the demolition of existing housing units. Encouraging dual
occupancy in the residential areas of Midvaal will inevitably provide
additional housing units in these residential neighbourhoods that are smaller in
size, thus also diversifying the range of housing sizes provided within these
residential areas.

However, densification through dual occupancy must be subject to the
availability of the necessary community facilities, municipal services and open
space to serve the increased population numbers. Without the proper
control, the impact of second dwelling units on existing residential areas
could lead to reduced residential amenity. In response to this concern, this
policy outlines the conditions which are intended to control the development
of second dwelling units.

Generally, it is intended that any development under this policy would
conform to the single family dwelling house character of a residential area
and that reasonable levels of amenity would be retained. It is also the
intention of this policy that a dual occupancy development remains on the
original stand and that such a development is not separately titled. This is
because:

- Single titles will assist in the maintenance of the character of a
  residential area
- Single titles will encourage the provision of rental accommodation
- A separate title would encourage the different treatment of the two
dwellings in design terms
- Future redevelopment of the area may require land assembly and this
  would be impeded by unnecessary stand fragmentation.

9.1 General Conditions

A second dwelling unit can be defined as follows:

‘A second dwelling unit is a secondary and separate residential unit
containing bedrooms, a kitchen, and bathroom facilities, located on a
residentially zoned stand that contains a single-family residence as a
primary use. The second dwelling unit can either be attached or detached from the existing dwelling unit located on the stand.

The objectives of this policy on dual occupancy are:

- To supplement the existing supply of housing, particularly rental accommodation
- To encourage better use of existing municipal services and facilities in established residential areas
- To encourage a greater variety of housing typologies
- To enable existing residents to remain in their current neighbourhood in housing more suited to their needs if their needs change
- To ensure that conversions to dual occupancy do not produce undesirable planning, environmental or other consequences in residential areas.

This policy applies to all detached housing stands within Midvaal with a minimum stand area of 750 m². However, the size of the stand is not on its own sufficient reason to approve a second dwelling. In some cases a stand may not be suitable to accommodate an additional dwelling unit because of its unusual shape, its exposed boundaries, its topography, geotechnical conditions, etc. Thus, applications for dual occupancy must be assessed on individual merit to determine whether the policy should be applied. The policy allows for:

- The development of an additional dwelling on a stand
- The conversion of an existing dwelling into two dwellings
- The demolition of an existing dwelling and its replacement by two dwellings

The additional dwelling may be either detached from the original dwelling or attached to it. In most cases, an attached additional dwelling would provide a more attractive and effective solution for small stands. Where the additional dwelling is detached, sensitive integration of the two dwellings will be required.

9.2 Specific Conditions

In assessing applications for the development of a second dwelling on a stand, several circumstances in relation to each individual case and its merits need to be taken into account. These must include:

- Whether the proposal would be consistent with the general planning and development intentions for the area concerned, and specific policy plans and development plans for areas where these have been prepared
- The effect that the proposed development may have on the social amenities of the relevant neighbourhood
- Whether the proposed development could be accommodated within the existing municipal services capacity of the neighbourhood
• Whether the traffic likely to be generated by the proposed development could be accommodated adequately on the road network and whether adequate provision is made for parking
• Whether the proposed development would adversely affect conservation areas or the natural environment.

Based on the above, the following specific condition are set for the approval of a second dwelling unit:

a. Setbacks and interface

Minimum setbacks will be required and determined on the basis of the existing setbacks for the existing detached house. However, greater setbacks may be required in some cases in order to ensure that neighbouring interfacing dwellings are private and retain sufficient daylight.

Applicants for second dwelling units must be required to show what impact building or demolition proposals will have on adjacent properties. In particular, vehicle access and parking areas will need to be related to adjacent developments.

b. Community involvement

Prior to consideration of an application for dual occupancy, neighbours will need to have been informed of the proposal. Neighbours for this purpose are considered having a mutual boundary with the subject stand. Where comments are received from neighbours, these comments must be used to determine whether or not the conditions (set out in this policy) for the development of a second dwelling unit are satisfied and to establish conditions of approval so that the intentions of the policy regarding dual occupancy can be met. The invitation to comment must apply to the design and positioning of buildings and not to the applicant’s opportunity to develop an additional dwelling.

c. Architectural character

The character of a residential neighbourhood is made up of the architectural design of the houses and the landscape setting. The addition of an extra dwelling unit will need to be assessed in relation to the neighbourhood character, in particular the existing house on the stand. Development of a second dwelling must be harmonious in scale, materials, form and character with the existing detached house on the site and with other dwellings in the neighbourhood, if the other dwellings in the neighbourhood are of a particular and unified architectural character. If a contrasting architectural style is proposed, which contrasts the style of the original buildings (e.g. old versus new), this needs to be done by a competent architect who understands the use of contrast to enhance overall building design and appearance.
d. Building height

The impact of an additional dwelling unit may be most apparent in the addition of an extra storey. It is therefore considered important to limit building height to the conditions that neighbours could have expected under the existing design and positioning conditions of the title deed of the stand in question. The maximum height, where an additional dwelling is to be attached to an existing detached house, shall be two storeys. Where an additional dwelling is to be detached from the existing house, single storey development is preferred.

e. Parking

Vehicle parking spaces are required to be provided at the rates depicted by the Table below. The construction of a carport or garage must comply with the design and positioning conditions of the title deed of the stand in question. Car parking spaces are to be located behind the minimum building line and at least two spaces are to have unimpeded access.

**TABLE 5: PARKING REQUIREMENTS OF SECOND DWELLING UNITS**

<table>
<thead>
<tr>
<th>Combined number of bedrooms</th>
<th>On-site parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 or less</td>
<td>2</td>
</tr>
<tr>
<td>4 or 5</td>
<td>3</td>
</tr>
<tr>
<td>6 or more</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: Urban Dynamics Gauteng, 2011

Unless parking is controlled it will have an adverse impact on the existing residential character of a residential area. It will therefore be a condition of approval that the area in front of the house is landscaped and not simply converted into a ‘car park’.

f. Landscaping

The quality of a residential environment is largely determined by the street landscape (e.g. tree-lined streets), which is reinforced by the front gardens of residential properties. It is essential that in the application for a second dwelling unit, the area between the building and the front property boundary does not deteriorate. Deterioration could occur through the introduction of an additional vehicular access, parking in front of the building or through a lack of significant planting.

Applicants for a second dwelling unit should be encouraged to take access from a single driveway, in the interests of preserving the existing streetscape. Existing street trees are to be retained where possible, especially existing mature trees on the stand. In order to achieve this, the Council can require the submission of an acceptable landscape design. Screening by using landscaping may be required to prevent overlooking of neighbouring property.
g. Garden

Each second dwelling unit must have access to at least 50m² of useable garden to provide a private outdoor living area. Useable garden space must have a minimum dimension of 3m. Screening by landscaping or walls may be required to prevent overlooking and ensure privacy of each dwelling and its garden area. In exceptional circumstances, joint use of garden space may be permitted.

h. Municipal services

The requirements of Midvaal for access to municipal services capacity must apply. The cost of any augmentation of municipal services infrastructure and the cost of service connections will be borne by the applicant for a second dwelling unit.

10. DENSIFICATION MANAGEMENT

The administrative context for the management of residential density in Midvaal must be based on statutory powers, as well as on administrative measures. This policy provides the statutory powers, which explicitly sets density criteria and provides for its enforcement. The administrative measures can include a range of incentives and disincentives to encourage densification in a spatially desirable manner.

10.1 Incentives and Disincentives

It is imperative that higher densities be sought throughout Midvaal in strategic locations to ensure a more sustainable urban structure, but also to ensure that Midvaal can accommodate future population growth rates within the municipal area. To this end, residents and developers should be encouraged to develop at higher densities within Midvaal. The following incentivises and disincentives that encourage higher density development can be considered:

a. Incentives

- Bulk service contribution reductions can be provided for development application that aims to densify a property in a suitable area and complies with the densification criteria.
- Special provisions can be made by Midvaal for the fast-tracking of land-use applications that aims to densify a property in a suitable area and complies with the densification criteria.

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• Special municipal rates or property taxes can be used to stimulate the development of properties in suitable areas and comply with the densification criteria.

b. Disincentives

• Midvaal could place a moratorium on the approval of higher-density land use rights in areas that are unsuitable for higher urban densities. Such a moratorium could be taken up in the IDP and Spatial Development Framework and given effect through the Land Use Management System.
• Parking control can be used to encourage the use of public transport and the development of higher densities near public transportation routes.
• Suspending infrastructure provision in peripheral areas can be used as an urban containment measure that functions in a similar manner than the Urban Development Boundary does, thus forcing developers to invest inward rather than outward.

10.2 Direct Public Investment

In order to achieve an urban environment that is conducive to densification, Midvaal will have to invest in aspects such as:

• the provision of community facilities and open space in areas earmarked for higher densities
• the provision of an efficient, high-quality public transport network over the long run to coincide with the urbanization of Midvaal
• the provision of municipal services infrastructure to support higher densities

Investment by Midvaal as set out above is essential to provide the appropriate environment for private investment in higher-density development. The practical way of doing this is through the IDP, which aligns the municipal budget to encourage higher density development in appropriate areas of Midvaal.

10.3 Targets and Timeframes

Densification in Midvaal is not a short-term initiative, but will only be achieved over the longer term. It is therefore important to structure the process of densification in such a way that certain targets can be met within certain shorter-term timeframes, which allows each smaller target achieved to contribute to the ultimate, long-term goal of densification.

Short term targets should focus on the existing municipal infrastructure capacity, the availability of community facilities and open space, the existing public transport network (even if only a taxi and provincial bus system), and