ELANDSFONTEIN

PRECINCT PLAN

Final Report

JANUARY 2013
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1 CHAPTER 1: INTRODUCTION

1.1 BACKGROUND AND STUDY AREA

During March 2011 the Midvaal Local Municipality commissioned a project to compile a Municipal Spatial Development Framework for the entire Midvaal area of jurisdiction. Supplementary to this process the project also comprised the formulation of three Regional Spatial Frameworks (for the Eastern, Central and Western Regions); three Precinct Plans (for the Meyerton CBD, Tedderfield and Waterval Node respectively); as well as four policy frameworks which included the following:

- An Agricultural Development Policy;
- An Accommodation Policy, specifically looking at accommodation in the rural parts of the municipal area;
- A Nodal Development Policy;
- A Densification Policy for the municipal area.

Following from the successful completion of this project, the Midvaal Local Municipality identified a number of additional priority precincts for which Precinct Plans had to be compiled. The Elandsfontein Precinct (see Figure 1) was identified as one of these priority areas.

The area faces a number of challenges, including high crime levels and illegal land uses. Even though it is a rural area located along the north-western periphery of the Midvaal Municipality, it has much potential due to its proximity and future access to the N1 national freeway. Furthermore, the area is served by Nettleton Road which connects settlements like Sweetwaters, Kanana Park and Thulamtwana to the south and south-west via the old Vereeniging Road (R82) to Johannesburg South.

1.2 OBJECTIVES

The objective of this exercise was to compile a Precinct Plan for the Elandsfontein Node which:

- Critically assessed current development trends and pressures in the area, and
- Provided guidelines for the future spatial structure and land uses to be allowed in the Precinct.

The focus was on maximizing the inherent potential of the area without negatively impacting on the tourism potential and rural character of the
local and surrounding regional environment. The current availability and future demand for engineering services and social facilities was also taken into consideration in the Precinct Plan.

The plan was compiled in close liaison with the local community. The document was circulated for comments and two workshops were held (on 22 August 2012 and 15 November 2012) whereby interested and affected parties were able to raise concerns and provide inputs to the Elandsfontein Precinct Plan. The Final Report is a product of these discussions.

2  CHAPTER 2: SITUATIONAL ANALYSIS

2.1  REGIONAL CONTEXT

2.1.1  LOCALITY

The study area is located along the far north-western border of the Midvaal Local Municipality, and it fronts onto the Johannesburg Metropolitan Municipality to the north, west and south (see Figure 2). The N1 national freeway (N1-19) runs along the western boundary of the Precinct, and to the western side of the freeway, in the City of Johannesburg area of jurisdiction, is located Ennerdale, Zakariyya Park and Kanana Park. The study area falls in the Western Region of the Midvaal Local Municipality, and institutionally forms part of Ward 7.

The majority of the Western Region, including Elandsfontein, falls outside the municipal Urban Development Boundary (UDB) though the broader area is characterised by sprawling informal settlement, especially in the City of Joburg area, as well as extensive agricultural holdings and large-scale subdivision of land (see Figure 3). The study area itself remains fairly undeveloped although it has been subdivided into a number of small farms and agricultural holdings.

Although urban development in Midvaal’s Western Region is limited to the Eye of Africa residential estate development, the Oenheimuri township, and the recent Doornkuil/ Savannah City development, a number of informal settlements in the City of Joburg area of jurisdiction surround the Precinct. Rural residential communities in the vicinity include Walkerville, Golf View and the Tedderfield Agricultural Holdings.

2.1.2  ENVIRONMENT

The northern parts of the Western Region of Midvaal are characterised by an extensive range of ridges including Platberg and Perdeberg. This range of ridges is classified as one of four Tourism Precincts in the Midvaal Local Municipality Spatial Development Framework (see Figure 3). Also at a
local scale, the ridges are distinctive form-giving elements, with the two prominent ones located in the northern and eastern extents of the Elandsfontein Precinct (see Figure 4).

The Klipriver drainage system traverses the study area diagonally, with tributaries concentrated in the eastern, central and south-western extents of the Precinct. The associated buffer zones are also indicated on Figure 4.

With regards to agricultural potential, the majority of the study area has ‘very low’ to ‘low’ potential (see Figure 4). However, a few pockets of ‘high’ and ‘moderate’ potential agricultural land have been identified, which are an asset to the area. The ‘high’ potential pockets are namely located to the north and south of the northern ridge; along the western border of the Precinct; and along and around the eastern ridge.

2.1.3 ROAD NETWORK

The Elandsfontein Precinct is predominantly served by route R550/ K47, a tarred north-south road which links to Tedderfield in the north and the Savannah City development to the south (see Figure 3). Furthermore, route R558 (K158) is an east-west link south of the study area between Ennerdale, route R82 south of Walkerville, and the R59 Corridor at Daleside.

The following are proposed roads impacting more directly on the study area (see Figure 3):

- K154, an east-west link between the N1 (Golden Highway), route R82 and the R59 at the Waterfall interchange. Importantly, the route will have an access interchange onto the N1 freeway along the western border of the Elandsfontein Precinct. The construction of the first section of this road (from route R59 up to Walkerville) is scheduled to commence by end 2013;
- K47 will run more or less along the alignment of route R550 (Netleton Road) intersecting K154 more or less in the central parts of the study area.

2.1.4 STRATEGIC DIRECTIVES AFFECTING THE STUDY AREA

2.1.4.1 Gauteng Spatial Development Framework (SDF)

The Gauteng Spatial Development Framework (SDF) 2011 (Figure 5a) identified a need to link the large conurbation of residential areas in southern Gauteng firstly, to one another, and secondly, to the provincial (and national) economic core comprising Johannesburg and Pretoria to the north. Route K154 as discussed in the previous section comprises a crucial portion of the envisioned southern loop (refer to 13, 14 and 15 on
Figure 5b), and this linkage between the low income residential south and the affluent north is a high provincial priority.

*Number 8* on Figure 5b represents a need for a Publicly-Driven Development Initiative in the vicinity of Ennerdale, to address the dire need for economic activities in the southern parts of the Province.

### 2.1.4.2 Midvaal LM SDF and Western Region SDF

According to the Midvaal Local Municipality Spatial Development Framework (SDF) 2011 (Figure 2) and the Western Region Spatial Development Framework (SDF) 2011 (see Figure 3) the Elandsfontein Precinct is earmarked for agricultural purposes. Although routes K154 and K47 are indicated, the Midvaal and Western Region SDFs was completed in the beginning of 2011, prior to the Gauteng SDF which was only completed at the end of the same year. From the latter, as discussed above, emanated the directive to prioritise a southern provincial link which would require the construction of K154 that traverses the study area.

Furthermore, the following policies that apply to the Western Region as a whole are also applicable to the development of Elandsfontein:

- Midvaal Agricultural Policy.
- Midvaal Density Policy.
- Midvaal Accommodation Policy.

### Public Transport

*Figure 6* illustrates the main public transport routes within the Midvaal Western Region. It is evident that route R550 (Netleton Road) that traverses the study area is a main taxi route in the Region. This route is vital in connecting the informal areas in the southern extents of Gauteng, via the study area, to economic opportunities in and around Johannesburg. Route R82 to the east of the Elandsfontein Precinct is a main taxi and bus route but it serves the central parts of the Western Region. Finally, seeing as K154 will have an access interchange onto the N1 national freeway, it should also be mentioned that the freeway was classified as a secondary taxi route in Midvaal’s context.

### 2.1.4.3 Joburg South Planning Framework

According to the adjacent City of Joburg South Planning Framework which was compiled in 2007, the study area was identified as a potential future Priority Housing Area (see *Figure 7*) to aid in addressing the settlement backlogs in the southern parts of Gauteng Province.

However, at present the demand for low cost housing development in this part of Midvaal is too low to justify the construction of large scale low cost housing on this portion of land.
Urban Structuring Initiatives

- Policy support for intensified development initiatives based on stimulating economic growth
- Publicly-driven development initiatives
- New/upgraded roads as activity spines
- New public transit facilities
- New integrated public housing initiatives
- Upgrade of inner-city Urban consolidation along extended/upgraded rail links
- Urban consolidation along extended/upgraded rail links
- Urban integration of peripheral townships

1. Rosslyn growth node
2. Lanseria growth node
3. Modderfontein consol
4. R21 City economic growth
5. OR Tambo economic
6. Blockhouse economic
7. Vereenging/Vanderbijl
8. Ennerdale
9. Chamdor
10. Mabopane
11. Hammanskraal
12. N17 western extension
13. Chamdor/Ennerdale
14. Ennerdale/Blockhouse
15. Blockhouse/ORT
16. Sandton/Lanseria
17. Tshwane inner-rail loop
18. Jhb inner-rail loop
19. Tshwane/Hammanskri
20. Mabopane/Hammansl
21. Mamelodi
22. Attridgeville
23. Tembisa
24. Katorus
25. Soweto
2.2 LOCAL CONTEXT

2.2.1 SPATIAL STRUCTURE

The northern, western and southern borders of the study area are namely the municipal border between Midvaal and City of Joburg, and the N1 national freeway passes along the western boundary of the Precinct (see Figure 8).

Nettleton Road (R550) traverses the Precinct diagonally from north-east to south-west. The two ridges, to the north and east, together with the road network are prominent formgiving elements in the study area.

From Figure 8 it is evident that the Elandsfontein Precinct is generally developed at a low intensity. The central extents of Elandsfontein comprise mostly farmland, with a few built structures concentrated along Nettleton Road (Figure 8). The south-western extents of the Precinct are developed at a low intensity, comprising one to two structures per (roughly equally sized) farm portion. The northern and north-eastern extents of the Precinct are the most densely developed, with built structures in this area especially concentrated along the surfaced road network with a number of routes converging in this area as illustrated on Figure 9.

The area surrounding Elandsfontein is sparsely populated, except for the urban development to the west of the N1 in the City of Joburg area of jurisdiction – including Zakariyya Park, Vlakfontein, and Kanana Park informal settlements.

2.2.2 LAND USE

Figure 9 together with the photo page overleaf gives a good indication of development within the study area. As mentioned, the Precinct is developed at a low intensity. A number of developed land parcels, especially to the north\(^1\) and south-west\(^2\) of the Precinct, comprise rural residential/ agricultural activities like greenhouses and equestrian uses (see pictures 1-3), while others, especially along the central\(^3\) and northern\(^4\) extents of the Precinct, are vacant/ undeveloped (see pictures 4-5).

The two ridges (Figure 9) are undeveloped and are home to some indigenous flora, including medicinal plants. It is unknown how many rare or endangered species are found in the area.
Wedding Venue
Lodge
Green Houses
Quad Track
Image Source: Google Earth 2011
FARMING ACTIVITY

CROP FARMING

GREEN HOUSES

VACANT POCKET OF LAND NEAR N1 FREEWAY

DILAPIDATED RURAL RESIDENTIAL STRUCTURES

BRIDGE ABOVE THE N1 FREEWAY
Furthermore, the local road network, to a large degree, determines the location and intensity of development found in the Precinct. A number of scattered business activities was found in the Precinct, but the greatest concentration occurs where the local road network converges in the north-eastern extents (5) of the Precinct. This concentration is as a result of the road configuration which provides high visual exposure to these properties. Non-residential activities in the vicinity include, amongst others, manufacturing, a wedding venue and a lodge. A quad track (6) was recently shut down by Council due to environmental considerations.

It is clear that there was a fair amount of past activity in the Precinct, but a number of houses have been repossessed and the area appears fairly dilapidated and even somewhat deserted. A number of existing structures were found to be dilapidated or in ruin (see pictures 6-7). This trend might be partially subscribed to high crime levels in the area (according to inputs from the community).

### 2.2.3 ROAD NETWORK

As mentioned, the N1 national freeway forms the western boundary of the Precinct, but currently facilitates no direct access onto the freeway. At a regional scale, the Precinct is served by Nettleton Road (R550/ K47) that primarily connects the informal settlements to the west of the Precinct with the Old Vereeniging Road (R82). This road is the primary access road to the study area, and bisects the Precinct diagonally from south-west to north-east (see Figure 10).

Proposed route K154 transects the southern parts of the Precinct, intersecting with Nettleton Road at right angles. Importantly, K154 will have an access interchange with the N1 freeway, one of only a few access interchanges onto the N1 in the southern parts of Gauteng Province. This road is a provincial priority due to its strategic significance, namely that it forms part of a proposed east-west link road connecting the large residential conurbation in the southern parts of the Province to one another and to the economic core in the north.

The erven fronting onto the freeway have very high visual exposure; and the construction of the access interchange will open the Precinct up for development. Its proximity to the freeway, the access interchange, and the extent of developable land definitely poses opportunity for the development of a regional node – as proposed by the Gauteng SDF (see Section 2.1.4).

In future, Nettleton Road will also be upgraded to K-route status (K47) as indicated on Figure 10. The road will run more or less along the existing alignment of Nettleton Road, except for the northern and southern ends where the K-route will follow a more even alignment than the existing road.

The local road network comprises a system of surfaced roads that act as distributor and collector roads, while gravel roads provide access to
individual properties. A number of tarred roads link into Nettleton Road in the north-eastern extents of the Precinct. These include route D1854\(^{(1)}\) and an east-west road\(^{(2)}\) that both give access to the properties to the north of the northern ridge in the Precinct; as well as Aloe Ridge Road\(^{(3)}\) that leads to School Road and to the R82 at Walkerville Agricultural Holdings.

With regards to public transport and pedestrian movement, Nettleton Road is a Main Taxi Route in the Midvaal area of jurisdiction, and a pedestrian bridge\(^{(4)}\) connects the Precinct to Vlakfontein and other informal settlements to the west of the freeway.

### 2.3 Infrastructure and Services

#### 2.3.1 Water

As indicated on Figure 11, Elandsfontein is not currently served by a water reticulation network like the surrounding agricultural holdings. Note that this network was designed to serve low intensity land uses associated with agricultural holdings and the system as it currently exists has very limited capacity to accommodate land use change, redevelopment and/or densification. The study area does however have access to groundwater from boreholes, though it is unknown whether these sources have spare capacity and the extent thereof.

Bulk water lines and a water reticulation network do, however, exist in the City of Joburg area to the west of the study area.

#### 2.3.2 Sanitation

As illustrated on Figure 12, the study area does not have piped sewer systems installed. In the vicinity, only Ohenimuri is served by a formal sanitation system; the remaining areas deal with sewer treatment on-site by way of septic tanks and VIP toilet systems. Note that septic tanks and french drain systems are no longer allowed in the Midvaal municipal area. Council deems the installation of bio-chemical plants as the short term solution in this regard; however, the bio-chemical plant concept can only accommodate limited redevelopment and/or commercialisation of the area.

Across the freeway, the low income residential areas in the City of Joburg do have limited sanitation services. In the event that the Elandsfontein Precinct is developed, a possible solution to the lack of available bulk might be a cross-border agreement with CoJ.

#### 2.3.3 Electricity

Elandsfontein forms part of the Eskom licence and supply area and is fully electrified at present. Of the region, only the Ophir Agricultural Holdings,
Elandsfontein Precinct Plan

Ohenimuri, Eye of Africa and Savanna areas, are served with electricity by the Midvaal Council.

2.4 Key Issues

Based on the Situational Analysis the following can be deemed to be the key issues to the Elandsfontein Precinct:

- Apparently, the ridges in the study area are home to a number of indigenous flora that has conservation potential. The ridges and drainage systems also form part of one of Midvaal’s tourism precincts and should thus be conserved and protected.
- The Precinct borders onto the N1 national freeway, lending very high visual exposure to adjacent properties.
- It represents the last undeveloped pocket of land adjacent to the N1 freeway in the southern parts of Gauteng Province; it is a very valuable asset which has been earmarked for an intervention in terms of a Public Investment in terms of the Gauteng Spatial Development Framework.
- Route K154 that traverses the study area, and that will have an access interchange onto the N1 freeway, is a provincial priority as it forms part of an east-west link road which connects the conurbation of low income residential areas in the southern parts of Gauteng to one another, and to the more affluent north.
- Because it is a declining area with issues like high crime levels, there is a need for an intervention of sorts.
- It is not advisable to utilise the land for large-scale low income/social housing. In view of the dire need for economic activity in this region (and the lack of pressure for residential development in Midvaal) this would be a sterile and unsustainable use of the very valuable and accessible land.
- In light of the large concentration of low income residential communities in the vicinity, there is potential for the development of a regional mixed use node in the vicinity of the study area. This is in line with provincial plans, including directives emanating from the Gauteng SDF (2011).
- The land uses most suited to being located adjacent to high order routes such as national freeways and K-routes are namely business, commercial, and light industrial uses.
- The area lacks bulk service infrastructure. A cross border agreement with CoJ might be considered, seeing as the development of the Elandsfontein Precinct is in the interest of the whole region.
- The existing road network forms a good basis for future development of the Precinct.
3.1 **Development Objectives**

Based on the situational analysis and identified key issues, the following proposed Development Objectives hold for the Elandsfontein Precinct:

- To maximise the development potential of the last remaining undeveloped land adjacent to the N1 national freeway in the southern parts of Gauteng Province.
- To develop a regional mixed use node to serve the surrounding residential communities with a range of business, commercial, and light industrial activities, as well as regional community facilities and associated residential development.
- To link the two ridges located in the study area into the regional open space system, and conserve these as natural and irreplaceable assets to be utilised for eco-tourism related activities.
- To maximise the development potential of the most strategically located land (in terms of visibility and accessibility) in the Precinct, namely land around the proposed access interchange and adjacent to the N1 national freeway and K154.
- To retain the rural residential character of the northern and eastern extents of the Precinct.
- To accommodate individual business ventures in a central location in the north-eastern extents of the Precinct.
- To address the shortage of engineering service capacity to facilitate large-scale development of the Precinct.

3.2 **Precinct Plan and Strategy**

In line with the above Development Objectives, the following Precinct Plan and Strategy are proposed for the Elandsfontein study area (see Figure 13). The Precinct Plan is discussed in more detail below:

**Environmental Features**
- It is proposed that the two ridges be earmarked for conservation and eco-tourism related activities.
- Development on and around the ridges, as well as along river tributaries, should strictly adhere to environmental legislation and guidelines in order to ensure the preservation of indigenous flora and sensitive or ‘irreplaceable’ areas.
- It is proposed that the areas to the north\(^{(1)}\), north-east\(^{(2)}\) and south-east\(^{(3)}\) of the two ridges be allowed to develop with the following land uses: rural residential, agriculture, tourism and eco-tourism.
- The tourism and eco-tourism activities could capitalise off of the scenic surroundings including the two ridges, thus contributing towards the development of a municipal Tourism Precinct (as directed in the Midvaal SDF).

Local Activity Node
- It is proposed that the existing commercial/business node along Nettleton Road (Precincts 4 and 5) be retained as a local activity node to serve the rural communities to the north and east of the Precinct.
- The node offers good visual exposure and physical access and is ideal for individual businesses.
- The area has latent development potential in view of proposed route K47 which will open up a new section of land parcels for development. Limited infill development and densification should thus be encouraged, as delineated on Figure 13.
- Land use categories to be encouraged in the node include business, commercial, and light industrial; as well as community facilities and government services, creating a local mixed use node.
- Midvaal is challenged to address a number of illegal/incompatible land uses, such as trucking businesses, in residential areas. A sustainable solution would be to relocate such activities to this local mixed use node.

Regional Mixed Use Node
- The Gauteng SDF identified the need for the establishment of a regional economic node in these southern areas of Gauteng Province.
- In terms of visual exposure, the most strategically located land in the Precinct is namely along the N1 national freeway (Precincts 6 and 7) and along proposed K154 (Precincts 8 and 9), while the proposed access interchange will grant physical access to these land pockets from the freeway.
- It is thus proposed that these four precincts (forming a T-shape along the two main roads) be earmarked for light industrial and commercial development, in order to maximise their development potential.
- It is furthermore proposed that the development of the precincts be packaged as one (or a number of) industrial/business park(s), rather than being made available for individual development.
- This is in order to maximise the development potential of these valuable land pockets, to improve security – thereby boosting investor confidence – and to create ‘critical mass’ (faster).
- Existing roads may form the basis for the parks’ layouts and movement systems.
- There are a number of options with regards to the configuration/layout of industrial/business parks along major roads:
  - The first (see Figure 14) is an open system, whereby access is gained from a service road running parallel to a high order road (such as the freeway). This section of the Midrand Corridor.
Example: Midrand Corridor

149.204 Ha (91 Erven)

Example: Midrand Corridor

52.1316 Ha (50 Erven)
between Johannesburg and Pretoria is 149.2 hectares in extent, representing 91 industrial erven.

- The second configuration (Figure 15) also gains access from a secondary/service road running parallel to the main road, but it is a closed system with a single access point. Also located along the Midrand Corridor, this park contains 50 erven and is 52.13 hectares in extent.

- The third configuration (Figure 16) is also a closed system, but the park gains access directly from the adjacent access interchange. Linbro Park comprises 194 erven and 91.85 hectares along the N3 national freeway.

- Finally, Figure 17 shows the Klipriver Business Park, which is an example of an industrial/business park configured around an access interchange. The north-western quadrant is 133.44 hectares in extent, comprising 38 erven.

- These four (sections of) business parks thus represent a total of 426.62 hectares, and 373 erven of varying sizes.

- As reflected in Table 1 overleaf, Precincts 6, 7, 9 and 9 of Elandsfontein represent a total of 373.19 hectares, in other words 89.98 Ha of developable land.

- In order to realistically determine the potential scale of light industrial/commercial development in the study area, the four business/industrial parks discussed above (Figures 14-17) were superimposed on the Elandsfontein Precinct (see Figure 18).

- Taking into account that these business/industrial parks have developed over the course of 10-20 years, it was derived that the area demarcated for such uses in the Elandsfontein Precinct should suffice for at least the short to medium term demands of the market.

- However, these activities may expand over time should the need arise.

- It is proposed that commercial/light industrial-related activities, while being consolidated at the Elandsfontein Precinct, also be discouraged at activity nodes in the immediate surrounds. Such competition could detract from Elandsfontein's chances to develop as a regional node.

- Activity nodes in close proximity, such as the Walkerville Node located along the northern extents of the R82 corridor, should accordingly focus on alternate and more localised economic activities such as retail and tourism.

- Based on the success of the light industrial/commercial precincts, there should be potential to develop a second mixed use node along Nettleton Road – at the intersection with K154 (Precincts 10 and 11).

- The node will provide in the needs of surrounding residential communities and employees in the industrial area, as well as residential communities to the west of the freeway (who would have access to the node via the existing pedestrian bridge over the freeway).

- Land uses could include business and commercial activities, as well as a combination of community facilities and government services.
Example:
Linbro Park

91.8492 Ha
(184 Erven)

Example:
Klipriver Business Park

133.442 Ha
(38 Erven)
### Elandsfontein Precinct Plan

#### Table 1: Precincts - Extent, Proposed Uses and Carrying Capacity

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Extent (Ha)</th>
<th>Proposed Land Use</th>
<th>Carrying Capacity</th>
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<tr>
<td>Ridges</td>
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<td>Conservation, Tourism</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>n/a</td>
<td>Rural Residential, Agriculture, Tourism, Eco-Tourism</td>
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<td>754.07</td>
<td></td>
<td>@ 20 units/Ha = 16 182 units (51 782 population)</td>
</tr>
</tbody>
</table>

DRAFT - October 2012
- It is proposed that the areas surrounding the economic activity zones (Precincts 12, 13, 14 and 15) remain rural residential.
- Based on the success of the proposed industrial/commercial development, a demand will arise for housing close to these economic opportunities.
- When it does, the area may be redeveloped with Breaking New Ground type housing – in other words a mixture of bonded and rental units – to serve the needs of employees in the industrial parks.
- Note that, at a density of 20 units per hectare, the potential yield of the demarcated area is 16,182 dwelling units (see Table 1).
- This translates into an approximate population of 51,782 people.
- Note that the ridges form a natural boundary between the Regional and Local activity nodes, protecting Midvaal’s low density/rural areas from development pressure.

- Finally, it is proposed that Midvaal considers entering into negotiations with the City of Joburg to address the lack of bulk engineering infrastructure in the Elandsfontein Precinct.

### 3.3 WAY FORWARD

As mentioned, nodal development in this region is a provincial priority. Furthermore, the Gauteng SDF identified this area to be a publicly-driven investment. It is therefore proposed that Midvaal Local Municipality initiate discussions with both the City of Joburg and Gauteng Province in order to finance and promote the following projects, as catalysts to the development of the Elandsfontein Precinct (regional node):

- Construction of the proposed access interchange with the N1 national freeway.
- Construction (at least partially) of proposed route K154.
- Sourcing and consolidation of land earmarked for a business/industrial park(s) adjacent to the N1 freeway and K154.
- Initiating the process of making the land available for the development of a business/industrial park(s).

Some of the projects could even be nominated as Blue IQ projects based on the regional and provincial significance of the development of the Precinct.

Based on the success of the industrial parks, the development of the mixed use node and surrounding residential areas could follow.

In the meantime, the Council should also proceed with the development of the northern local activity node, and surrounding rural residential, tourism and eco-tourism activities as these are, to a large degree, independent of the timeframe of the business/industrial park(s).