

**MIDVAAL LOCAL MUNICIPALITY  
INTEGRATED DEVELOPMENT PLAN  
2010/2011**

**1. CHAPTER 1: IDP OVERVIEW**

**1.1. INTRODUCTOIN**

Since the first democratic elections in South Africa in 1994, the nature and functions of municipalities changed drastically, with more emphasis being placed on the developmental role of local authorities. Developmental local government means a commitment to working with citizens to find sustainable ways to meet their social, economic and material needs to improve the quality of their lives. A duty is also placed on local authorities to ensure that development policies and legislation are implemented. Preference must therefore be given to this duty when managing the administrative and budgetary processes of the municipality.

The Constitution of the Republic of South Africa (1996) commits government to take reasonable measures, within its available resources, to ensure that all South Africans have access to adequate housing, health care, education, food, water and social security. The current goal of municipalities is to establish a planning process which is aimed at the disposal of the imbalances created by the apartheid era. Developmental

local government can only be realised through integrated development planning and specifically the compilation of an Integrated Development Plan (IDP).

The compilation of Integrated Development Plans by municipalities is regulated in terms of the Municipal Systems Act (Act 32 of 2000).

Section 25 of the Municipal Systems Act (Act 32 of 2000) stipulates that:

*“Each municipal council must, within a prescribed period after the start of its elected term, adopt a single, inclusive and strategic plan for the development of the municipality which –*

- (a) links, integrates and co-ordinates plans and takes into account proposals for the development of the municipality;*
- (b) aligns the resources and capacity of the municipality with the implementation of the plan;*
- (c) forms the policy framework and general basis on which annual budgets must be based;*
- (d) complies with the provisions of this Chapter; and*
- (e) is compatible with national and provincial development plans and planning requirements binding on the municipality in terms of legislation”.*

As far as the status of an integrated development plan is concerned, Section 35 states that an integrated development plan adopted by the council of a municipality –

- “(a) is the principal strategic planning instrument which guides and informs all planning and development, and all decisions with regard to planning, management and development, in the municipality;*
- (b) binds the municipality in the exercise of its executive authority, except to the extent of any inconsistency between a municipality’s integrated development plan and national or provincial legislation, in which case such legislation prevails; and*
- (c) binds all other persons to the extent that those parts of the integrated development plan that impose duties or affect the rights of those persons have been passed as a by-law”.*

Section 36 furthermore stipulates that –

*“A municipality must give effect to its integrated development plan and conduct its affairs in a manner which is consistent with its integrated development plan”.*

However, in terms of section 34 of the Municipal Systems Act, a municipal council “must review its integrated development plan annually ..”, and based on the outcome of the review process it “may amend its integrated development plan in accordance with a prescribed process”.

The MSA thus places a legislative duty on municipalities to adopt a single, inclusive and strategic plan (Integrated Development) for the development of the municipality which links, integrates and co-ordinates plans and takes into account proposals for the development of the municipality, aligns the resources and capacity of the municipality with the implementation of the plan, and forms the policy framework and general basis on which annual budgets must be based.

## **1.2. THE PROCESS**

The first fully-fledged IDP for Midvaal Local Municipality was completed and approved by mid 2002. This was a first attempt by the then newly formed Midvaal Local Municipality in order to compile IDP's. Although the 2002/2003 document had numerous shortcomings, it provided a base document for future revisions.

A new IDP for the Midvaal local Municipality was completed and approved by mid 2008 whereby this document is reviewed annually to ensure alignment with National and Provincial Key Performance Area.

Ward IDP's were compiled for each of the 10 Wards in Midvaal and comprised of the following components:

- ❖ Ward description.
- ❖ Ward SDF.

- ❖ Needs Analysis.
- ❖ Socio-economic Analysis.
- ❖ Projects & Programmes.

The same process was followed since and the 2009/2010 IDP Review Processes also includes the above mentioned sections / information.

The 2010/2011 IDP public process was initiated during October 2009 and concluded by the end of October 2009. The Midvaal Draft IDP will be finalized during March 2010.

The comments received on the 2009/2010 Midvaal IDP from the MEC are included in **Annexure A**.

### **1.3. REPORT STRUCTURE**

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**CHAPTER 1** of the Midvaal IDP provides some background information pertaining to the concept of Integrated Development Planning, the legal context thereof, and the institutional structures and methodology followed in the Midvaal Integrated Planning Process during the review process.

**CHAPTER 2** describes the Midvaal municipality in national, provincial and local context and represents a multi-sectoral situational analysis highlighting some of the most salient features and key challenges of the municipality and progress made in addressing the key challenges.

It also provides a brief summary of the priority issues reported by communities in the various parts of the municipality.

**CHAPTER 3** reflects on the Strategic Agenda of the Midvaal Municipality. It comprises a brief summary of national and provincial development policy guidelines which direct the Municipal Strategic Agenda, as well as the Midvaal Vision and Mission, and then the Key Priorities which were adopted by Council.

**CHAPTER 4** reflects a synopsis of the various Sectoral Objectives, Strategies and Projects aimed at addressing the priority issues identified in the municipal area.

**CHAPTER 5** of the document summarises the Financial Plan and

**CHAPTER 6** contains an executive summary of the Performance Management System (PMS) of the Municipality.

### **1.4. 2010/2011 IDP PROCESS PLAN**

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#### **1.4.1 INFORMATION**

It is necessary to map out the process to be followed for the 2010/2011 IDP process. The components of the process plan are as follows:

- Institutional Arrangements and Public Participation;

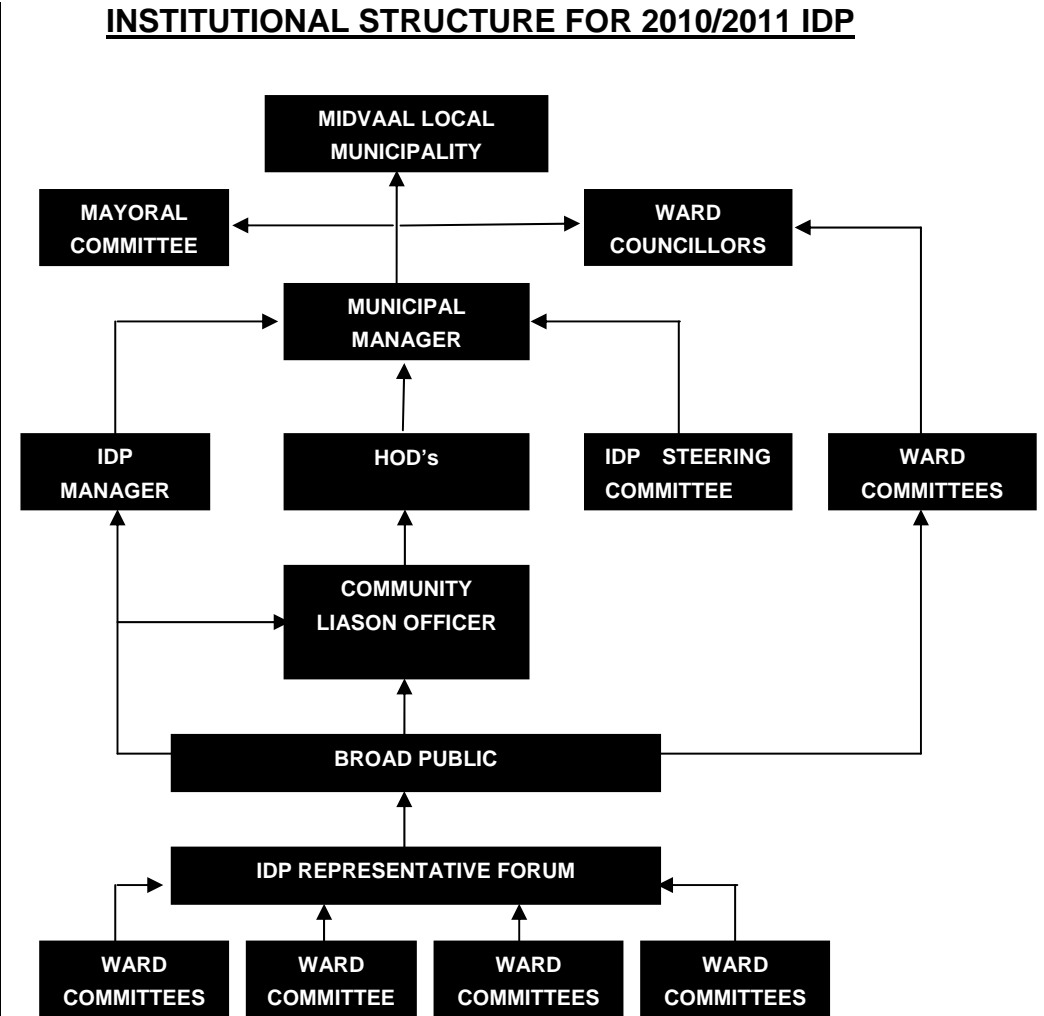
- Progress Reporting;
- Year Planner;
- Ward Analysis;
- Needs Collection;
- Updating of Projects;
- Final Document Compilation;

IDP's are formulated in terms of the Municipal Systems Act, 2000 (Act 32 of 2000) and need to be revised on an annual basis. It is of vital importance that the IDP process informs the Budget. The IDP process therefore needs to be far advanced in the first quarter of 2009/2010 in order to align the two processes. (Refer to Annexure "D" for more detail)

During the IDP process, Provincial and District Council Guidelines will be taken into account.

**1.4.2 INSTITUTIONAL ARRANGEMENTS AND PUBLIC PARTICIPATION (INCLUDING ROLES AND RESPONSIBILITIES)**

The roles and responsibilities of the various parties involved in the IDP Revision are listed below:



The IDP has a “bottom-up” approach concerning public participation. The roles of various parties involved are listed below:

The Ward Committee system will form the basis of public participation for the 2010/2011 IDP process. Through these Committees, the broad public will be involved.

During the IDP process the Ward Committees will be strengthened and all Communities will be involved. Existing Rate Payers Associations and Residents Associations will also be part and parcel of the process.

The broad public will be informed through public notices, information leaflets and assistance from the Ward Councillor and Ward Committees.

### **IDP Representative Forum (RF)**

The Representative Forum (RF) will be elected during the Ward committee meetings and should represent the Community. The RF should be compiled and consist of the following groupings:

- Councillors
- HOD's or nominated Officials
- Representatives from formal groups such as:
  - NGO's
  - Organised Business
  - Tourism
  - SMME's
  - Agriculture
  - CBO's
  - Labour
  - District Council representative
  - Provincial Government Representatives

- SAPS
- Environmental Groups

The RF should be chaired by the Mayor or nominated Councillor. The involvement of Councillors and officials are vital for the success of this forum.

The functions of the RF are as follows:

- Represent the broader community.
- Provide a tool for communication between all stakeholders.
- Identify needs, objectives and strategies, projects.
- Formulation of SDF.
- Monitor implementation of IDP.

### **IDP Steering Committee**

This Committee must ensure co-operation and co-ordination during the IDP revision process. This Committee should consist of:

- Municipal Manager (Chairperson).
- Member of Mayoral Committee.
- Members of Section 80: Engineering and Planning.
- IDP Manager and Assistant Manager.
- HOD's and/or nominated officials.

The functions of this Committee are:

- Ensure inter-Departmental involvement.
- Integration of all Departments.
- Alignment of Budget.
- Give technical and financial input.
- Ensure smooth implementation of the Process Plan.

**IDP Manager**

The IDP Manager is responsible for the management and co-ordination of the IDP Revision Process. He must ensure that the requirements for the IDP are met. He will be responsible for co-ordination with the Sedibeng District Municipality, Municipal Manager, IDP Steering Committee, IDP Representative Forum, Ward Committees, the broad public and will also be responsible for managing the consultants if so required during the process.

The specific aspects that the IDP Manager will be responsible for include:

- Formulation of the Process Plan;
- Management and co-ordination of the IDP process;
- Ensuring involvement of all role players and stakeholders;
- Nominating the formulation of the IDP document and framework plan;
- Ensuring that the public participation process is effective and participatory;
- Ensuring that the IDP is completed within the time frame and budget;
- Responding to input from participants and stakeholders on the draft IDP;
- Amending the IDP in accordance with the proposals from the MEC for Local Government.

The IDP Manager will be supported by consultants to augment the limited capacity in the Midvaal Municipality if so required.

**Community Liaison Officer (CLO)**

The Community Liaison Officer will assist the IDP Manager with his functions and will specifically ensure high level of public participation, including all communities.

**Municipal Manager**

The Municipal Manger is responsible for spearheading the IDP Process within the Midvaal Municipality and ensuring co-ordination between councillors, officials and stakeholders in the process. He will be ultimately responsible and accountable for the entire IDP Process. He should ensure that all councillors and officials are on board and involved in the process.

**Ward Councillors**

Ward Councillors are the link between the Midvaal Municipality and the residents. They are therefore responsible for informing residents of the IDP Revision Process and encouraging them to participate. They are responsible for attending public workshops and ensuring public participation. They will represent the residents in decisions made by the Council in the IDP Revision Process; therefore their involvement in the Representative Forum Meetings is essential. Ward Committees will also form the basis for Public Participation.

**Mayoral Committee and Council**

These bodies remain the decision-making bodies in the IDP Revision Process. Although public participation is essential to the process, the Mayoral Committee and Council are the only bodies able to make binding decisions. They therefore decide on the adoption of the Process Plan which will determine the course for the IDP formulation. They will also consider the delegation of responsibility for managing, co-ordinating, implementing and monitoring of the process. The nomination of persons to be in charge of activities in the process will also be decided upon by these bodies.

### 1.4.3. THE IDP YEAR PLANNER

- **Compilation of Progress Reports**

Progress reports are compiled for every project/programme per sector on a quarterly basis at the end of September, end of December, and end of March and at the end of June. The progress reports done per sector (Department) and additional projects listed are link with the PMS process.

- **Ward Analysis (Ward IDP)**

The existing Ward IDP's will be re-evaluated. A profile for every one of the ten wards will be compiled with a SWOT Analysis and needs assessment.

- **Needs Collection**

During October 2009 Community needs will collected and included in the revised IDP's. The Ward Committees plays a vital role in this process.

- **Updating of Projects/Programmes**

After all the needs have been collected, the projects/programmes will be updated and finalized by the end of December 2009. The prioritization of projects will be included in the Budget process.

- **Compilation of Final IDP Document**

The draft document will be compiled for submission for approval by Council during March 2010, after which it will lie open for inspection to the public. The final IDP must be approved by Council during May 2009.

### 1.4.4. PUBLIC PARTICIPATION PROCESS

Public Participation forms an integral part of the Midvaal IDP process. The IDP process is a continuous process and therefore the process of public participation. During 20010/11 Midvaal IDP process, public meetings will be conducted with each ward, chaired by the Ward Councillor.

The Peoples Assembly, comprising of, *inter alia*, 10 Ward Committees, Government Structures, parastals and service providers, will be held during 2010, where the projects and programmes, SDF and Ward IDP's will be presented and inputs will be received.

### 1.4.5 PROJECTS IDENTIFIED DURING WARD MEETINGS FOR 2010/11

In addition to the existing ongoing projects and projects identified during the 2009/10 IDP process, a large number of additional projects will be identified during the respective ward meetings and will be included in the 2010/11 IDP.

### 1.4.6 COMMUNICATION PLAN

Midvaal Local Municipality utilise several communication channels to convey information to the internal staff and to the community in general.

- **Communication to internal staff**

The staff are being informed of any important information by way of notices to individual desks [offices] or through the Council's notice boards. The notice boards serve both the internal staff and the public.

Memorandums are distributed to the Heads of Departments to inform their departmental staff regarding certain information.

- **Communication with unions**

There is continuously contact between the Local Authority and the local unions [SAMWU and IMATU] in order to disseminate information to their members. This dissemination may take different forms ranging from meetings with union shop stewards to circulars to members. The Local Labour Forum is also functional.

- **Communication to the Community**

The general public or the community is usually given information through their monthly bills. Notice boards are used to notify the public regarding vacancies available. The local newspaper is another media tool used to advertise vacancies, Council resolutions or any other important notice. The Council Website is operational, which is a major information source to the members of the public.

- **Ward committees**

Ward Committees are operational and Ward Committee meetings are being held every month.

- **The Representative Forum (Peoples Assembly)**

This forum is a combination of all major stakeholders in the Municipal area and includes the general public through representatives from Ward Committees, Service providers and other interested parties.

- **The Audit Committee**

This committee is chaired by local residents with public involvement. This committee has as its function by the monitoring of the PMS and tender management.

## TERMS OF DEFINITIONS

Term	Description
<b>Affordable Housing</b>	Housing provided in terms of a government subsidy scheme to low income groups, in accordance with the National Housing Policy (this policy is revised from time to time).
<b>Agenda 21</b>	A global action plan for socially, economically and environmentally sustainable development. Agenda 21 was adopted at the United Nations Conference on the Environment and Development in Rio de Janeiro in June 1992.
<b>Agricultural Potential</b>	The potential or suitability of land for agricultural activities, according to soil potential and the availability of water as well as other factors whether physical, infrastructural, socio-economic or geographic.

<b>Authorised Local Authority</b>	A council which has been declared to be an authorised local authority in terms of Section 2(1) of the Town Planning and Townships Ordinance, 1986. Authorised local authorities have the power to make final decisions regarding amendment schemes, consent uses, township establishments and other planning matters.	<b>Density</b>	The intensity of development and human activity within a certain spatial area, as a function of the size of the area. Gross residential density is the number of dwelling units divided by the total size of the area. Net residential density expresses the number of dwelling units divided by the size of the area that is taken up by residential use only. Only one main dwelling house and one subsidiary dwelling unit (including domestic workers' accommodation) will be permitted on subdivided portions.
<b>Bonded Housing</b>	Housing developed by means of a bond granted by a financial institution, usually associated with private sector/open market housing.	<b>Development standards</b>	Development Standards are defined as the level of service (relative sophistication and convenience) and the quality of the service (availability and reliability) provided.
<b>CBD</b>	Central Business District.	<b>DFA</b>	Development Facilitation Act, 65 of 1995.
<b>Conservation</b>	The management of the use of natural and human resources to ensure that such use is sustainable. Besides sustainable use, conservation includes protection, maintenance and rehabilitation of resources.	<b>DLG</b>	Department Local Government
<b>DED</b>	Gauteng Department of Economic Development	<b>DWAF</b>	Department of Water Affairs and Forestry
<b>Decentralisation</b>	Spatial strategy aimed at reducing the pull of the larger metropolitan areas through incentives for business to locate in subsidiary nodes.	<b>Dwelling Unit</b>	A room or set of rooms, with sleeping, cooking, bathing and toilet facilities.
<b>Densification (Residential Intensification)</b>	The process whereby residential densities (the number of dwellings per hectare) are increased in a planned and meaningful way within the existing boundaries of a specific area.	<b>EIA</b>	Environmental Impact Assessment. The administrative or regulatory process by which the environmental impact of a project is determined.
		<b>EPWP</b>	Extended Public Works Programme
		<b>FAR</b>	$\frac{\text{Total Floor Area of Building}}{\text{Total area of Property}}$

<b>Fragmented Development</b>	Urban development that takes place in an ad hoc fashion with undeveloped farmland, separating the township development.
<b>Greenfield Development</b>	Urban development on previously un-serviced, vacant land, which had been used for agriculture or other non-urban uses.
<b>IDP</b>	Integrated Development Plan. A plan aimed at the integrated development and management of the area of jurisdiction of the municipality in terms of its powers and duties, which has been compiled in accordance with Chapter 1 of the Development Facilitation Act, 1995 (development principles). The Integrated Development Plan is a prerequisite of the Municipal Systems Act, 2 of 2000.
<b>IEM</b>	Integrated Environmental Management. A South African Developed Procedure designed to ensure that the environmental consequences of developments are taken into consideration and understood during the planning process.
<b>Infill</b>	To develop undeveloped land within a developed urban area with infrastructure (link services) available.
<b>Intensification</b>	The process of intensifying an activity or land use by increasing the bulk, height or number of activities.
<b>Inter-modal Transport</b>	The integration and co-ordination of services,

	infrastructure and facilities between all modes within the transport system (buses, taxis, trains, private motor vehicles).
<b>Land Use</b>	The actual or permitted activities on a defined piece of land such as residential, commercial, industrial or a mixture of these.
<b>LED</b>	Local Economic Development, which is a locally driven process, designed to identify, harness and utilise resources to stimulate the economy and create new job opportunities. LED is not one specific action or programme, but the sum total of individual contributions of a broad spectrum of the community. LED occurs when the local authority, business, labour, NGOs and – most importantly – individuals strive to improve their economic status by combining skills, resources and ideas (NBI, 1998: 2).
<b>Level of Service</b>	The level of service The level of service is the relative sophistication and convenience of the service provided.
<b>Local Agenda 21</b>	Local Agenda 21 originates from Agenda 21, and focuses on local authorities and their role in building sustainable environments. It facilitates implementation, in terms of themes (i.e.: improving the quality of life, the efficient use of natural resources, the management of human settlements, sustainable economic

	growth etc.), which were presented in the Agenda 21 blueprint document for sustainable development.
<b>Local Government</b>	Metropolitan and Local Councils together comprise Local Government.
<b>Marginalised economy</b>	Made up of the areas in which most South Africans still live, the former "Black" areas of village and township and now often small town and the hawker on the street. They were areas condemned for selling labour into the modern economy, lacking rights to compete and supporting infrastructure and services. In the process, as dependent upon the modern economy, the "drivers" of the modern economy were removed, that is economies of scale, low unit costs, low transaction costs, cash circulation, and a diversity of goods and services.
<b>Market</b>	A public place, in the open or within buildings, often run or financially backed by local government, where mostly small traders, full or part time, agencies and the public meet to buy and sell a wide variety of goods, access services and participate in cultural and community events. Markets in poorer areas or the countryside often rotate through a ring of markets so that "market days" coincide with livestock auctions, crop deliveries, pension days, and festivals etc. that help draw large

	crowds. Markets build local economies, servicing and rewarding local production and trade. They reduce the costs of service delivery and link small places into the wider economy.
<b>MEC</b>	Member of the Executive Council of the province designated by the Premier of the Provincial Government.
<b>MIG</b>	Municipal Infrastructure Grant
<b>Mixed Use Commercial/Industry/Residential</b>	Combination of all types of uses (excluding noxious activities)
<b>Mixed Use Industry/Commercial</b>	In addition to commercial, it also includes all manufacturing, warehousing and transport activities.
<b>Mixed Use Residential/Commercial</b>	In addition to commerce, it includes all housing typologies.
<b>Mobility</b>	The ability to move relatively swiftly and at acceptable speed and travel time with freedom to manoeuvre without undue interruption and at acceptable levels of comfort, convenience and safety. This concept applies to all modes of transport. Giving people mobility is one means of overcoming lack of accessibility especially when trip distance or travel times between origin and destination are unacceptable.

<b>Modal Transfer Station</b>	A facility at which public transport passengers can change vehicle or mode.
<b>Modern or global economy</b>	Sometimes called the formal economy. Economic activity that is governed by formal rules and payments and which is open to trade in goods and services that can originate anywhere in the world. Gear regulates the budget and open trade suited to globalisation. Areas not already productive, the large apartheid marginalised economy, have been marginalised further by open trade with the global economy.
<b>MOSS</b>	Metropolitan Open Space System. The integration of open spaces in a metropolitan area to create a linked system of open spaces. This open space system serves as the “lungs” of the urban environment and serves to protect open spaces and watercourses.
<b>Nodes/Nodal development</b>	A node is a localised concentration of economic activity to be found at or in association with the intersection of two or more major transport routes (i.e. higher order roads of more or less the same order) and/or modal interchanges (i.e. taxi ranks, bus transfer points and railway stations). In the IDPs distinction has been made between different nodes based on their function, size and range (area serviced by the node).

<b>PMU</b>	Project Management Unit
<b>PPP</b>	Public Private Partnership
<b>Quality of service</b>	The quality of the service refers to the degree to which it meets the design criteria. The design criteria would include for example, flows and pressures in terms of water, but would also include the availability of the service, that is, how often the service is affected by breakdowns or repair and maintenance work. Operation and maintenance are therefore essential ingredients for the quality of service provided. Quality of service could also be referred to as the level and effectiveness of the institutional delivery. In terms of road and rail infrastructure, quality of service refers to the degree of congestion, as well as the state of repair of the infrastructure. It should be noted that in transportation terminology the term “level of service” refers to the degree of congestion.
<b>Red Data species</b>	Classified endangered species.
<b>Residential Areas</b>	These are areas of existing urban uses that are primarily residential in nature, i.e. residential neighborhoods. The areas indicated as the residential component in the IDPs also include related uses such as schools, churches, local neighborhood nodes, smaller parks, etc. serving and supporting the

	resident communities. Uses such as guesthouses and bed and breakfast facilities are also included in the definition of a residential area.		
<b>Ribbon/Strip Development</b>	Piecemeal and uncontrolled development along a linear axis.		
<b>Roads/major roads/spines/routes</b>	Roads classified as metropolitan or provincial roads fulfilling the function of collectors and distributors of traffic. These roads have a higher order function than local access providers to residential land uses in suburbs.		
<b>Scoping Assessment</b>	The process of collecting data and the interpretation thereof to determine if any environmental issue will accrue due to a proposed or intended development.		
<b>SEA</b>	Strategic Environmental Assessment. The administrative or regulatory process of evaluating the environmental impacts of a policy, plan or programme and its alternatives. SEA is the application of EIA to the level of policies, plans and programmes.		
<b>SMME</b>	Small, medium, very small and micro enterprises as defined in the National Small Business Act, No. 102 of 1996 where: <ul style="list-style-type: none"> <li>▪ Very small enterprises have a maximum of 20 employees, a total annual turnover of R0, 4m – R5m (depending on the type of enterprise) and a total gross asset value of R0, 4m – R1, 8m.</li> </ul>		
			<ul style="list-style-type: none"> <li>▪ Small enterprises have a maximum of 50 employees, a total annual turnover of R2m – R25m (depending on the type of enterprise) and a total gross asset value of R2m – R4m.</li> <li>▪ Medium enterprises have a maximum of 200 employees, a total annual turnover of R4m – R50m (depending on the type of enterprise) and a total gross asset value of R4m – R18m.</li> <li>▪ Micro enterprises have a maximum of 5 employees, a total annual turnover of R0, 15m and a total gross asset value of R0, 1m.</li> </ul> <p>These enterprises contribute significantly to LED and are the largest source of employment in South Africa. Medium enterprises are excluded in the LED context due to their size, which is comparable to that of a company. Reference is therefore only made to small and micro enterprises (SMEs).</p>
		<b>Social Housing</b>	Housing provided in terms of a government subsidy scheme (see affordable housing).
		<b>Social services</b>	Services such as welfare, education, health, recreation, sport, art and culture etc. which are essential for the wellbeing and functioning of society.
		<b>Spatial Framework</b>	The organising concept concerned with the appropriate location and form of physical

	development and investment.
<b>Spine Development</b>	Spontaneous or planned linear development along activity spines, which link metropolitan nodes. Spine development differs from ribbon development in that ribbon development occurs in an uncontrolled and piecemeal fashion along major transport routes on the urban periphery and contributes to sprawl. Ribbon development in a planned and controlled form.
<b>Stakeholders</b>	The individuals, organisations and institutions which have an interest (or represent an interest) in metropolitan development. Examples include community-based organisations, political parties, businesses, interest groups, councillors and public officials.
<b>Standard of Service</b>	The standard of service relates to the standards and specifications used for the design of the service provided. This refers to engineering issues such as minimum depths and diameters of pipes, manhole spacing and choice of materials in water and sanitation systems.
<b>Strategy</b>	The route taken to achieve an objective.
<b>Sustainable (engineering services)</b>	The provision of engineering infrastructure in a manner that allows its ongoing use and benefit to the community. It therefore includes

	sustainable financial, institutional and technical provision for its installation, operation, maintenance and future augmentation on a continuing basis, and in an environmentally responsible manner.
<b>Sustainable Development</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It can also be defined as development that delivers basic environmental, social and economic services to all, without threatening the viability of the natural, built and social systems upon which these services depend.
<b>Threshold Population</b>	This can be defined, as the minimum population required to bring about the offering of a certain item for sale or to sustain the provision of any service. In economic terms it implies the minimum demand to make such an offering viable and could be related to the size of the population, assuming uniformity in income, consumption and taste (Carter, 1981: 59).
<b>Town Planning Scheme</b>	A planning tool that sets out use rights pertaining to land. The information is kept in a set of regulations and on a zoning map, and stipulates where and how different forms of development may be allowed to occur.
<b>Urban Agriculture</b>	The cultivation of crops and other produce, as well as the breeding of livestock within the