Final Report
May 2017
# Table of Contents

1 INTRODUCTION ........................................................................................................... 3  
   1.1 Background ........................................................................................................... 3  
   1.2 Study Area and Study Objectives ......................................................................... 3  
2 SITUATIONAL ANALYSIS .......................................................................................... 4  
   2.1 Regional Context .................................................................................................. 4  
      2.1.1 Locality .......................................................................................................... 4  
      2.1.2 Regional Road Network .................................................................................. 4  
      2.1.3 Regional Development Trends ....................................................................... 5  
      2.1.4 Strategic Directives Affecting the Study Area ............................................... 6  
   2.2 Local Context ...................................................................................................... 8  
      2.2.1 Environmental Features .............................................................................. 8  
      2.2.2 Cadastral Structure ...................................................................................... 8  
      2.2.3 Land Use ...................................................................................................... 11  
      2.2.4 Road Network .............................................................................................. 14  
   2.3 Infrastructure and Services .................................................................................. 15  
      2.3.1 Water ........................................................................................................... 15  
      2.3.2 Sanitation .................................................................................................... 15  
      2.3.3 Electricity .................................................................................................... 15  
   2.4 Key Issues .......................................................................................................... 15  
3 DEVELOPMENT FRAMEWORK, PRECINCT PLAN AND IMPLEMENTATION ... 17  
   3.1 Development Objectives ....................................................................................... 17  
   3.2 De Deur Development Framework ....................................................................... 17  
   3.3 DE DEUR BUSINESS NODE PRECINCT PLAN ................................................. 20  
      3.3.1 Proposed Secondary Road Network ............................................................... 20  
      3.3.2 Precincts and Proposed Land Use Rights ..................................................... 21  
      3.3.3 Development Guidelines for Business Strip and Community Node ............ 28  
   3.4 IMPLEMENTATION STRATEGY/ PHASING ......................................................... 28
DE DEUR URBAN NODE - PRECINCT PLAN

LIST OF FIGURES

Figure 1: Study Area
Figure 2: Study Area
Figure 3: Existing Road Network
Figure 4: Strategic Road Network
Figure 5: Regional Land Use
Figure 6: Migration/ Formalisation Areas
Figure 7: Midvaal SDF
Figure 8: R82 Activity Spine Development Framework
Figure 9: Precinct Plan
Figure 10: Agricultural Potential
Figure 11: Cadastral Structure
Figure 12: Developed and Vacant Properties
Figures 13a and b: Savanna City
Figure 14: Doornkuil Concept Precinct Plan
Figure 15: Land Use
Figure 16: R82 Northern Cluster
Figure 17: R82 Central Cluster
Figure 18: R82 Southern Cluster
Figure 19: R551 Western Cluster
Figure 20: K57/ Realignment of R82
Figure 21: K57 Draft Detail Design Diagram
Figures 22a and b: K57/ Re-Alignment of R82
Figure 23: Public Transport
Figure 24: Water Supply
Figure 25: Sanitation
Figure 26: Electricity Supply
Figure 27: Route R82
Figure 28.1: Current Development Context
Figure 28.2a: Development Framework (Short to Medium Term)
Figure 28.2b: Development Framework (Short to Medium Term)
Figure 28.3: Development Framework (Medium to Long Term)
Figure 29: Business Node and Road Network
Figure 30: Business Node and Strategic Land Parcels
Figure 31: De Deur Business Node
Figure 32: Small, Medium and Micro Enterprises
Figure 33: Multi-Purpose Community Centre
Figure 34: Uplifting the Quality of the Public Space
Figure 35: Priorities/ Phasing

LIST OF TABLES

Table 1: Basket of Land Use Rights for De Deur and Balmoral Nodes
Table 2: Savanna City Proposed Land Use (Proper, X1 to X10)
Table 3: Status Quo of Approvals and Serviced Sites: Savanna City
Table 4: Community Facilities
Table 5: Desirable Land Uses per Precinct in De Deur Business Node
Table 6: Definitions of Land Use Categories

LIST OF DIAGRAMS

Diagram 1: R82 Northern Cluster
Diagram 2: R82 Central Cluster
Diagram 3: R82 Central Cluster
Diagram 4: R551 Western Cluster
DE DEUR URBAN NODE - PRECINCT PLAN

INTRODUCTION

1.1 BACKGROUND

During 2010/11 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, Waterval; 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; and
- A Densification Policy for the municipal area.

The Regional Spatial Development Framework for the Western Region identified a number of additional priority precincts for which Precinct Plans had to be compiled, including Walkerville, Elandsfontein and the De Deur Node. The Walkerville and Elandsfontein Precinct Plans were commissioned and completed in 2012, whereafter the Midvaal Municipality decided to commission the development of a Precinct Plan for De Deur Rural Node in April 2013. This document was completed during January 2014.

The De Deur area and its surrounds are, however, experiencing significant development pressure which not only requires a review of the 2014 Precinct Plan, but also the expansion of the study area for the De Deur area. Subsequently the Midvaal Local Municipality commissioned the review of the De Deur Precinct Plan during October 2016. This report represents the draft Precinct Plan for this review process.

1.2 STUDY AREA AND STUDY OBJECTIVES

The De Deur area lies along the border between Midvaal Local Municipality and Emfuleni Local Municipality in the western extents of the municipality. The study area for the De Deur Rural Node Precinct Plan comprises the farms De Deur 539 Estate farm; Schapenvreugd 370; and Doornkuil 369 (depicted on Figure 1). These farms comprise the Savanna City residential township and three sets of Agricultural Holdings: Homestead Apple Orchards, Balmoral Estate and De Deur Estate.

The primary objectives of this study are summarised as follow:

- To assess the existing spatial structure of the study area;
- To analyse development pressures and trends impacting on the area;
DE DEUR URBAN NODE - PRECINCT PLAN

- To assess the availability of bulk engineering services as well as amenities such as social facilities;
- To indicate the future implications of the realignment of route R82 on adjacent and surrounding land uses;
- To provide guidelines to direct the future spatial structure and land uses of the De Deur Node and enhance its inherent economic potential.

2 SITUATIONAL ANALYSIS

2.1 REGIONAL CONTEXT

2.1.1 Locality

The study area is located within Midvaal Local Municipality, bordering on Emfuleni LM to the south, and the City of Joburg to the west and north (see Figure 2). Nearby activity nodes include Meyerton Town to the east and Walkerville to the north. Furthermore, Johannesburg and Vanderbijlpark/Vereeniging – two major destinations – are situated to the north and south of the node respectively. To the west and north-west the study area borders onto townships like Stretford, Drieziek and Orange Farm which fall within the CoJ area; and to the south-west are Evaton, Sebokeng, Ironside and Tshepong which fall under the Emfuleni Local Municipality.

The area to the north-east and east is characterised by extensive agricultural holdings which includes Walkerville, Walkers Fruit Farms and the Ophir Agricultural Holdings. The areas in-between consist of small farms. De Deur itself is a proclaimed town in terms of the Peri-Urban Scheme though it is subdivided into rather large erven.

2.1.2 Regional Road Network

Roads

The De Deur area is located between the N1 and R59 freeways in southern Gauteng (refer to Figure 3). To the west the N1 and route R553 (Golden Highway) run in a north-south direction parallel to one another, connecting Johannesburg with Vanderbijlpark. To the east is the R59 freeway, a major mobility route that connects Meyerton and Vereeniging with Alberton and Johannesburg further to the north. Route M61 runs parallel to route R59 giving access to properties located along the eastern side of route R59.

Route R82 that traverses the study area is the third north-south mobility route/corridor in the region. Locally it connects the rural activity nodes of De Deur, Walkerville, and Tedderfield to one another. Regionally it links Johannesburg to Vereeniging. (Historically this was the main road link between Vereeniging and Johannesburg).
Route R551 – the extension of Johan le Roux Drive, also known as route 878/Weilbach Road – runs from Meyerton, past Sicelo up to De Deur and from there (via a staggered intersection) past Ironside and into Evaton North/Stretford.

The Emfuleni-Joburg commuter railway line passes along the western border of the area with the Residensia and Stretford railway stations impacting on the study area (Figure 3).

The following are proposed future provincial roads that will affect the study area (refer to Figure 4):

- **K57 (R82 realignment)** – The road sections within the De Deur area will be realigned to enhance mobility along the road. The route will be constructed in the short to medium term.
- **K210** – Traverses the central parts of the study area. Once constructed, it will link Meyerton with Orange Farm via Savanna City. The route has an access interchange onto the R59 freeway to the east of De Deur, but will only be constructed in the long term.
- **K164** – Traverses the southern parts of the De Deur area, and represents an extension of route R551/Weilbach Road to create a more direct link to Evaton and the Golden Highway to the west. There is no indication that Weilbach Road will be upgraded to K-route standard (K164) in the short-to-medium term.
- **K47 and K77** – Two north-south roads running parallel to route R82, R59 and the N1 freeway. Both are long term projects, however a portion of the K47 will be constructed by the developers as part of the development of Savanna City.
- **PWV18** runs in an east-west direction along the northern border of the study area. It is a freeway which will not be developed in the foreseeable future.

### 2.1.3 Regional Development Trends

**Figure 5** depicts the dominant regional land use trends around the De Deur precinct. Most evident in this regard is the huge cluster of formal and informal residential use located to the west of the study area. This comprises the Lenasia, Ennerdale, Sweetwaters, Orange Farm, Stretford, Evaton and Sebokeng urban complex located along the N1 freeway which currently accommodates approximately 773 935 people living in 222 696 dwelling units.

**Figure 6** indicates the areas earmarked for in-situ formalisation of informal settlements in this area, as well as the receiving areas intended to accommodate current and future demand for housing (low, middle and high income) based on the City of Joburg MM and Sedibeng DM Sustainable Human Settlement Plans (2012).

From this it is evident that almost all the developable land around route N1, the Golden Highway (R550) and the railway line have been identified and allocated for future use. Over the past three to four decades the development
approach in this area was to direct all development to land areas located between route N1, and the railway line and to use these two features as development boundaries.

Due to the ever increasing development pressure and limited land available, this principle was abandoned in recent years and several new developments established to the east of the railway line e.g. Ironside, Tshepong, Lakeside, Sweetwaters and lately Savanna City.

Development pressure is no longer limited to a north-south orientation, and pressure for lateral east-west expansion is mounting. The De Deur study area as shown on Figure 6 is one of the areas experiencing some of this lateral expansion pressure.

2.1.4 Strategic Directives Affecting the Study Area

2.1.4.1 Midvaal SDF

The study area is currently indicated as a Rural Node (third order node) in the Midvaal municipal SDF, along with Walkerville to the north along route R82 (refer to Figure 7). These are primarily intended to serve the surrounding communities and agricultural areas. De Deur serves the southern parts of the Western Region while Walkerville serves the central and northern parts of the Region.

Tedderfield is a smaller Rural Node located at the far-northern extents of the Western Region.

Meyerton CBD, located to the east of De Deur, was identified as the municipal Core Area. Savanna City and Sicelo, located to the west and east of De Deur respectively, were both indicated as Neighbourhood Nodes, together with Rothdene, Riversdale, Kookrus, Golf Park, Daleside, and the new Waterval node.

2.1.4.2 R82 Activity Spine SDF

In 2006 a Framework Plan was drafted for the development of the R82 Activity Spine (see Figure 8). The R82 links Johannesburg with the Vaal Triangle complex (Vereeniging/ Vanderbijlpark/ Sasolburg).

It was proposed that the spine be developed based on the ‘beads on a string’ concept and that the nodal structure along the Spine differentiate in uses between the various nodes as noted below:

<table>
<thead>
<tr>
<th>Node</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tedderfield(1)</td>
<td>Agricultural and local service node</td>
</tr>
<tr>
<td>Walkerville(2)</td>
<td>Community Service Node (Highest Order Node)</td>
</tr>
<tr>
<td>Golf View(3)</td>
<td>Community service node</td>
</tr>
<tr>
<td>Balmoral Estates(4)</td>
<td>Building supplies and motor vehicle trade</td>
</tr>
<tr>
<td>De Deur(5)</td>
<td>Community services and motor vehicle trade</td>
</tr>
</tbody>
</table>
R82 ACTIVITY SPINE
DEVELOPMENT FRAMEWORK
It was noted at the time that development of the smaller nodes should not compete with, or detract from, the two major nodes in Midvaal, Joburg and Emfuleni.

Table 1 lists the proposed range of land uses earmarked as a basket of rights permissible on any of the erven located within the De Deur and Balmoral Estate at the time when the R82 Corridor Plan was compiled.

It is evident that the proposed focus in Balmoral Estates was more on commercial land uses, service industries and light industrial activities; while in De Deur additional business/retail and community facilities development were proposed/envisaged.

Also, apart from residential development intended for the Savanna City area, the plan also proposes future land uses which will supplement to the basket of land use rights for the De Deur and Balmoral Nodes, and these includes the following uses;
2.1.4.3 De Deur Precinct Plan (2013)

The 2013 De Deur Precinct Plan proposed that the Rural Residential character of the area to the east of route R82 be retained as illustrated on Figure 9. Furthermore, it is suggested that the north-western and south-western quadrants of the area be earmarked for residential development. All land parcels fronting onto routes R82/R551 were earmarked for future “Business” use which included a wide range of retail, commercial and light industrial uses, (excluding scrap yards and noxious industries).

2.2 LOCAL CONTEXT

2.2.1 Environmental Features

The eastern part of the study area is traversed by the Varkensfontein River while the Rietspruit passes through the western extents from north to south. (see Figure 10). The remainder of the study area is gently sloped slightly towards the two rivers, with more prominent ridges found to the north-east of the study area.

The majority of the study area comprises ‘very low’ to ‘low’ agricultural potential, though two small pockets of high potential agricultural land and one pocket of moderate agricultural potential are found in the western, eastern, and central extents of the study area respectively.

2.2.2 Cadastral Structure

Figure 11 illustrates the cadastral structure of the study area. The following is evident in this regard:

- The study area mainly consists of agricultural holdings of varying size as well as a few residential townships.
- The agricultural holdings include Homestead Apple Orchards; Balmoral Estates; and De Deur Estates.
- Figure 12 summarises the size and intensity of development of each of these functional areas.
- The Doornkuil area to the north covers about 1265 ha of land and consists of 106 properties. About 42 of these properties are developed (391 ha) while 64 properties have no structures on it (874 ha).
- In the Homestead Apple Orchards area some 305 properties cover an area of 1093 ha. Most of these properties are developed (240 properties/855 ha) while about 65 properties (178 ha) have no structures.
- Savanna City (Area 3) covers an area of about 1475 ha and the development status of various parts is discussed in the section below. The entire area is earmarked for development and it will eventually comprise more than 19 000 residential units.
**Total Area:**
- **1093 Ha** (305 Properties)

**Developed Properties:**
- **855 Ha** (240 Properties)

**Vacant Properties:**
- **178 Ha** (65 Properties)

**Area 1 – Doornkuil**
- **Total Area:** 1265 Ha
- **Developed Properties:** 391 Ha (42 Properties)
- **Vacant Properties:** 874 Ha (64 Properties)

**Area 2 – Apple Orchards AH**
- **Total Area:** 1093 Ha
- **Developed Properties:** 855 Ha (240 Properties)
- **Vacant Properties:** 178 Ha (65 Properties)

**Area 3 – Savannah**
- **Total Area:** 1475 Ha
- **Developed Properties:** 23 Ha
- **Vacant Properties:** 1350 Ha
  - 11 Large Properties: (1249 ha)
  - 1485 Residential and Social Amenities Stands: (101 ha)

**Area 4 – De Deur**
- **Total Area Size:** 2553 Ha
  - **Developed Properties:** 1551 Ha (648 Properties)
  - **Vacant Properties:** 814 Ha (256 Properties)

**Area 5 – Lakeside**
- **Total Area Size:** 136 Ha
  - **Size of Developed Area:** 91 ha
  - **Vacant Area:** 35 Ha (37 Properties)

**Total Study Area Size:** 6 540 Ha

**Total No. of Properties:** 1352 Properties and Savannah
DE DEUR URBAN NODE - PRECINCT PLAN

- The De Deur (Area 4) is about 2553 ha in extent and it includes 904 properties of which 648 are developed (1551 ha). About 256 properties in this area are still vacant (814 ha).
- The triangular shaped Lakeside precinct (Area 5) comprises a residential township but some 33 ha consisting of 37 properties are still vacant.
- In total the study area covers about 6540 ha of land.
- Savanna City is a new mixed income residential area which will eventually comprise about 19 264 mixed income residential units (see Figures 13a and 13b) with four business nodes and a full range of community facilities.
- The residential component will include 5517 RDP units, 5518 FLISP units and 4729 bonded houses. About 2635 Res 3 units will also be developed.
- Savanna City will be developed in ten phases as shown in Table 2 of which extensions 1, 3, 4 and Proper are furthest advanced at this stage.
- Figure 14 shows the proposed future land uses for a portion of the Doornkuil area owned by the Sedibeng District Municipality. It makes provision for business, community facilities (regional hospital), industrial uses, a regional cemetery, and extensive agri-industry related activities with associated skills development centres. These proposals are contained in the Doornkuil Precinct Plan (2015).
<table>
<thead>
<tr>
<th>Legend and Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Central Business District (21 ha)</td>
</tr>
<tr>
<td>2. Secondary Node (15.2 ha)</td>
</tr>
<tr>
<td>3. Regional Hospital, Medical Research and Trading (16.5 ha)</td>
</tr>
<tr>
<td>4. Industrial Area 1 (packing, distribution and warehousing) (15.4 ha)</td>
</tr>
<tr>
<td>5. Industrial Area 2 (manufacturing and light industrial) (12.2 ha)</td>
</tr>
<tr>
<td>6. Regional Cemetery (24.7 ha)</td>
</tr>
<tr>
<td>7. Agricultural Product Processing (1.9 ha)</td>
</tr>
<tr>
<td>8. Intensive Agricultural, Hydroponics (25.2 ha)</td>
</tr>
<tr>
<td>9. Extensive Agriculture and Skills Development (101.4 ha)</td>
</tr>
<tr>
<td>10. Conservation and Regional Park (24.6 ha)</td>
</tr>
<tr>
<td>11. Agricultural Training Centre (5.8 ha)</td>
</tr>
<tr>
<td>12. Transport Node (2.8 ha)</td>
</tr>
</tbody>
</table>

**Figure 2: Doornkuil Concept Precinct Plan**
### Table 3: Status Quo of Approvals and Serviced Sites: Savannah City

<table>
<thead>
<tr>
<th>Development / Approval Status</th>
<th>Savannah City</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 DEVELOPMENT RIGHTS APPROVED</td>
<td>Pro</td>
</tr>
<tr>
<td>1.1 ROD</td>
<td>yes</td>
</tr>
<tr>
<td>1.2 Township established (COE approved)</td>
<td>3444</td>
</tr>
<tr>
<td>1.3 Section 101</td>
<td></td>
</tr>
<tr>
<td>1.4 Township Register opened</td>
<td>in process</td>
</tr>
<tr>
<td>1.5 Township proclaimed</td>
<td>in process</td>
</tr>
<tr>
<td>SUB-TOTAL</td>
<td>3444</td>
</tr>
<tr>
<td>2 SERVICE DESIGNS APPROVED</td>
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</tr>
<tr>
<td>2.1 Water</td>
<td>yes</td>
</tr>
<tr>
<td>2.2 Sewer</td>
<td>yes</td>
</tr>
<tr>
<td>2.3 Electricity</td>
<td>yes</td>
</tr>
<tr>
<td>2.4 Roads</td>
<td>yes</td>
</tr>
<tr>
<td>2.5 Stormwater</td>
<td>yes</td>
</tr>
<tr>
<td>SUB-TOTAL</td>
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<tr>
<td>3 ENGINEERING SERVICES AGREEMENTS CONCLUDED</td>
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<tr>
<td>3.1 Water</td>
<td>No</td>
</tr>
<tr>
<td>3.2 Sewer</td>
<td>No</td>
</tr>
<tr>
<td>3.3 Electricity</td>
<td>No</td>
</tr>
<tr>
<td>3.4 Roads</td>
<td>No</td>
</tr>
<tr>
<td>3.5 Stormwater</td>
<td>No</td>
</tr>
<tr>
<td>SUB-TOTAL</td>
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<tr>
<td>4 PROCUREMENT PROCESS COMPLETED</td>
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<td>4.1 Water</td>
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<tr>
<td>4.2 Sewer</td>
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<tr>
<td>4.3 Electricity</td>
<td>No</td>
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</tr>
<tr>
<td>4.5 Stormwater</td>
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<td>5 CONTRACTS AWARDED</td>
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<tr>
<td>5.1 Water</td>
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<td>5.2 Sewer</td>
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<tr>
<td>5.3 Electricity</td>
<td>No</td>
</tr>
<tr>
<td>5.4 Roads</td>
<td>No</td>
</tr>
<tr>
<td>5.5 Stormwater</td>
<td>No</td>
</tr>
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<td>1089</td>
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<tr>
<td>6 SITES SERVICED</td>
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<tr>
<td>6.1 Water</td>
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<td>6.2 Sewer</td>
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<tr>
<td>6.3 Electricity</td>
<td>No</td>
</tr>
<tr>
<td>6.4 Roads</td>
<td>No</td>
</tr>
<tr>
<td>6.5 Stormwater</td>
<td>No</td>
</tr>
<tr>
<td>SUB-TOTAL</td>
<td>1089</td>
</tr>
</tbody>
</table>
2.2.3 Land Use

The study area is developed at a low-intensity mostly comprising rural residential development and extensive vacant land parcels (refer to Figure 15). Although the study area demonstrates a rural character, there are also clustered footprints of business activity varying from retail, hardware/building material and motor related services, and also several community facilities.

These are clustered along the R82 (Old Vereeniging Road), the western-segment of route R551 (Rose Road) and the eastern-segment of the R551 (Weilbach Road).

The remaining extent of the study area reflects establishments relating to agricultural activity such as cultivated land for subsistence farming and small-scale agri-business trade, nurseries, and livestock farming.

It is anticipated that the completion of Savanna City will create a new-face to the character and functionality of the area, resulting in increased economic and social development pressures.

At present, there are four business and social facility clusters in the area. These are mainly located along routes R82 and the R551, and include the following:

1. R82 Northern Cluster
   - The cluster represents the northern part of the business strip along route R82, as displayed on Figure 16.
   - The concentration of business activity in this cluster is primarily located in the far-northern part of the R82, comprising of retail and hardware/building material activity, see photograph 1 on Diagram 1. The southern extents contain several scattered motor-trade industries with one hardware business separated from the main business concentration area in the north.
   - Retail is clustered to the east of R82 and comprises of local shops, office space, animal feed outlets, hardware and indoor decoration businesses. To the west of the R82 is a local shop/cafe and an animal feed business, see photograph 2.
   - Hardware activity comprises of an indoor-deco centre and brick making industry.
   - Motor industries provide services such as motor-sales, motor repairs and motor spare sales, see photograph 3.
   - Close to the main retail area along Boundary Road is a Wedding and Conference Facility, (as illustrated on photograph 4).
   - Community facilities include the Ponthsong Clinic to the north along 3rd Road and an informal soccer field between the R82 and 3rd Road, (see photographs 5 and 6).
   - Further to the south along route R82 is a place of worship.
DE DEUR URBAN NODE - PRECINCT PLAN

2. R82 Central Cluster

- Figure 17, represents the central part of the R82 route which reflects also the staggered intersections of the R82 and R551 of Rose Road and Weilbach Road. The area around the staggered intersection represents the largest concentration of business activity in the study area, due to the convergence of north-south and east-west regional traffic.
- In terms of business activities, this cluster comprises retail, motor trade, service industries and hardware / building materials.
- Retail and building material related activities are mainly established to the west of route R82, with the bulk of motor related services to the east.
- The majority of retail activity in the cluster form part of two-storey buildings, and there are a few single-storey retail buildings, (see photograph 8 on Diagram 2).
- Two-storey buildings mainly comprise retail and hardware activity on the ground-floor due to the visibility provided to pedestrians from the street level, and residential use is largely on the upper-floor.
- The motor industry activities mainly include motor-sales and motor-spares businesses (see photograph 9).
- The De Deur Flea Market is located to the north-east along Cross Road, as reflected on photograph 10. The flea market was apparently established in 1974 and its intents were to unlock the economic market particularly for the local entrepreneurs trading with livestock, fresh produce, fast-food service, household goods, etc. The flea market site measures approximately 15ha and comprises of formal and informal trading structures to display goods/services.
- Hardware activities are located to the south of the intersection between R82 and Rose Road (R551), and these mainly represent building material and steel traders.
- In terms of community facilities, there is an educational facility (De Deur Laerskool) at the intersection of Rose Road (R551) and the R82, and access to the school premises is gained from route R82, refer to photograph 11. There is an informal taxi rank close to the retail activity, to the south of Rose Road (R551), see photograph 12.

3. R82 Southern Cluster

- This cluster represents the area south of the intersection of routes R82 and the R551 (Weilbach Road), and the area eastwards along Weilbach Road (refer to on Figure 18).
- Motor industry is the most dominant land use within this cluster and it is largely situated to the east of route R82. The motor industry comprises motor-sales businesses and motor-repair services, (refer to photographs 13-15 on Diagram 3).
- There is minimal retail activity in the area, with the local shop fronting onto the R82 being the most prominent, see photograph 16.
- Community facilities include the De Deur Community Centre along Weilbach Road which represents social services functions such as Cemeteries, Environmental Health, Libraries, Parks, Primary Health Care,
Social Development Services, Sports and Recreation and Waste Management Services, (see photograph 17). Also along Weilbach Road close to the De Deur Community Centre is a vehicle testing centre and a substation.

- A post office is located further to the south along route R82 (see photograph 18), and a Centre for the Disabled along Malherbe Road in the same vicinity.

4. R551 Western Cluster

- This cluster is located along route R551 (Rose Road) in the south-western extents of the study area, close to the Savanna City and Ironside township (refer to Figure 19 and Diagram 4). The cluster is the smallest of the four.
- In terms of retail activity, there is a local shopping centre (Scholyz Shopping Centre) located to the south of Rose Road, which consists of business uses such as furniture shops, restaurants and hardware, (see photograph 19).
- There is only one motor dealership which is located next to the Scholyz Shopping Centre (see photograph 20).
- Hardware activity comprises of building-material traders (see photographs 21 and 22).
- Few agricultural activities are evident in this cluster to the north of the R551, namely goat-farming and some cultivated farming land located next to it (see photograph 23 reflecting the livestock business).

- The only community facility within this cluster is a police station, located to the north of Rose Road (R551), reflected on photograph 24.

2.2.3.1 Community Facilities

Table 3 provides a summary of community facilities found per each of the four clusters in the study area. It is evident that Cluster 3 around the R82-Weilbach Road intersection comprises the majority of community facilities in the study area.

<table>
<thead>
<tr>
<th>NODAL POINTS</th>
<th>R82 Northern Cluster</th>
<th>R82 Central Cluster</th>
<th>R82 Southern Cluster</th>
<th>R551 Western Cluster</th>
</tr>
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<tbody>
<tr>
<td>COMMUNITY FACILITIES</td>
<td>Hospital</td>
<td>●</td>
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<tr>
<td>Clinic</td>
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<td>Disability Care Centre</td>
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<td>Police Station</td>
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<tr>
<td>Library</td>
<td></td>
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<td>●</td>
<td></td>
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<tr>
<td>Municipal Offices</td>
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<tr>
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<td>2</td>
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</tr>
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</table>
2.2.4 Road Network

The two primary distributors in the De Deur area are namely route R82 (north-south) and route R551 (east-west) which divide the surrounding area into four quadrants. Land uses adjacent to the primary road network currently gain direct access from these routes.

The local road network roughly forms a grid in each quadrant that is oriented towards the two main routes (see Figure 11) and grants access to the agricultural holdings in the study area. The majority of roads within the residential fabric are not surfaced, and do not have street lighting.

K-routes and the resultant re-alignment of certain road sections through the southern area will have a significant impact on the presiding spatial form of the study area. As illustrated in green on Figure 20, the proposed roads that affect the southern study area are namely K57, K210, K164 and K47.

While most of the routes will only be constructed in the medium to long term, construction of route K57 (realignment of route R82) will commence soon as the northern section through Walkerville was recently completed. K57 deviates from the alignment of route R82 by forming two bypass loops. The first loop, in the northern parts of the study area, is to the west of the existing R82; the second loop, in the central parts of the study area, is to the east of the R82 (see Figure 11). In the south, the route runs along the current alignment.

The route's draft detail design diagram is indicated on Figure 21, showing the alignment of new intersections. The access points onto K57 are also highlighted on Figures 20 and 21, together with related road closures.

The properties directly affected by the realignment are indicated on Figures 22a and 22b. The northern loop will have a relatively small impact seeing as the road is only one erf to the west of the existing R82. Note that this area will also be affected by proposed route K210 in future. The southern loop, on the other hand, will open up an entire new precinct to the east of route R82.

Although the K-routes will run through certain properties, as shown on the aerial imagery, it is also apparent that existing structures have been built in such a way as to accommodate the K-routes.

Further to the north the main routes that will impact on the study area are K47 which will run along the eastern boundary of Savanna City and route K210 which will pass from east to west through Savanna City. Both routes have been incorporated into the layout plan for Savanna City (refer to Figure 4 in this report).

Public Transport Network and Infrastructure

As indicated on Figure 23, routes R82 and R551 are the primary taxi and bus routes in the area. Public transport infrastructure is limited to an informal taxi rank at the intersection between the two routes, and three formal bus and taxi stops along route R82. The latter include sheltered waiting areas but no lay-by facilities.
2.3 Infrastructure and Services

2.3.1 Water

Figure 24 depicts the current bulk water and reticulation network in and around the study area. There is a Rand Water Pump Station located between Balmoral Estate and Homestead Apple Orchards while a recently constructed reservoir north of Savanna City will serve the development of Savanna City during the next few years.

It is evident that piped water is available to each of the properties in the study area. It should, however, be noted that the system was designed to serve low intensity uses and that the capacity of the existing network might not be sufficient to cater for large scale densification and infill without extensive upgrading of the system.

2.3.2 Sanitation

Figure 25 illustrates that there is a proposed/planned outfall sewer line running through the study area which will feed towards the Meyerton treatment facility further towards the south-east. The outfall sewer line runs through the De Deur area towards Savanna City. The only sewer reticulation network in the area exists in the Lakeside area while Savanna City to the north will be incrementally reticulated over time via the Sebokeng Treatment Works located further towards the south-west in Emfuleni.

In the long term, much of the development in the De Deur area will have to be served by the Sebokeng Outfall Sewer line running along the western border of the study area. This would require extensive upgrading of the line itself and the Sebokeng Sewer Treatment Facility.

2.3.3 Electricity

The entire area is served with electricity by Eskom. However, the network is designed to serve low intensity rural development and associated land uses (Figure 26).

2.4 Key Issues

From the situational analysis, the following key issues were identified that need to be considered as part of the De Deur Rural Node Precinct Plan:

- De Deur was identified as an activity node in the Midvaal Western Region SDF and should be developed as such.
- The area holds potential to become an activity node of scale similar to Meyerton town in future.
- The Orange Farm, Evaton, Sebokeng urban complex is expanding eastwards – thus development pressure from the west is likely to increase.
DE DEUR URBAN NODE - PRECINCT PLAN

- Savanna City will have a huge impact on development trends in the area, and is likely to act as catalyst for increased development pressure in the Balmoral Estate and Homestead Apple Orchards Agricultural Holdings areas in future.
- Agricultural production in the Doornkuil and Homestead Apple Orchards areas needs to be increased in order to support the agri-processing hub proposed in the Doornkuil area.
- The southern parts of the De Deur Node are strategically located along route R82 and R551. Route R82 is a major mobility route in the region (together with the N1 and R59 freeways) (see Figure 27 overleaf).
- The construction of K57 and associated realignment of certain road sections will affect properties adjacent to the existing R82 and the new K57.
- The motor trade, building materials, and retail sectors have a fairly strong presence in the Node, indicating a strong local economy. Opportunities for expansion are created by the existing critical mass.
- The De Deur Node offers limited community facilities to local residents at present.
- This needs to be rectified in terms of the future role that the node will play towards serving surrounding communities.
- The engineering services network was designed to accommodate low intensity land uses (e.g. rural residential). The existing network will have to be upgraded to support extensive redevelopment and densification of the area in future.

Figure 27
3 DEVELOPMENT FRAMEWORK, PRECINCT PLAN AND IMPLEMENTATION

3.1 DEVELOPMENT OBJECTIVES

Based on the situational analysis and identified key issues, the following Development Objectives are proposed for the broader De Deur Nodal Area:

- To develop De Deur as a mixed use node to serve the surrounding residential communities with a range of business, commercial, and service industry activities, as well as community facilities;
- To maximise the development potential of strategically located land along routes K57 and R82 in the De Deur Node;
- To delineate a secondary road network that optimally links all communities with the regional road network and which grants access to land uses in all areas;
- To effectively facilitate residential densification and expansion in the broader nodal area extending from Savanna City towards De Deur;
- To extend the municipal Urban Development Boundary (UDB) to include the R82 business strip and the western extents of De Deur towards Savanna City which are earmarked for residential infill development;
- To promote agricultural production in the Homestead Apple Orchards and Doornkuil areas in support of the agri-processing hub to be established at Doornkuil;
- To create opportunities for economic empowerment of local entrepreneurs;
- To establish an ‘economic and social empowerment precinct’ at the intersection of routes R82 and Rose Road (R551) – close to the De Deur Business Node;
- To retain the low density residential character of the areas to the east of R82 in the short to medium term.

3.2 DE DEUR DEVELOPMENT FRAMEWORK

Figure 28 comprises of a series of maps indicating the proposed incremental development of the De Deur area in three distinct phases over the next few decades. It can be summarised as follow:

Phase 1: Current Development Context

Figure 28.1 indicates the current situation within the De Deur study area. It firstly comprises a range of fully developed township areas towards the west; and extensive rural residential activity in and around the De Deur node and from there northwards towards Homestead Apple Orchards and Doornkuil further north. Some limited economic activities are clustered around route R82...
in the vicinity of Balmoral Estate and at the De Deur intersection further to the south. Economic activity is also clustered at the Evaton CBD along route R551 to the west and at the Residentia and Stretford railway station respectively (very limited).

To the east the Meyerton CBD and the associated industrial/ mixed use areas along the R59 freeway represent the bulk of economic activity in the sub-region.

The Savanna City township structure as graphically depicted on Figure 28.1 is approved and Phase 1 and Phase 4 of the Savanna City residential development is underway at this stage. As shown on Figure 28.1 a total of four business nodes are also proposed within the town in future.

The Doornkuil Precinct Plan to the north of Savanna City is also approved and a multi-use agri-park will be established here in future. The agri-park will comprise business, light industrial and agri-processing use, as well as several community facilities like a regional hospital and cemetery, and a modal transfer facility.

Also shown on Figure 28.1 is the fact that several land use applications have been lodged in various parts of the study area in the recent past. Notable in this regard is the numerous residential applications in the Balmoral Estate area north of Rose Road as well as applications for retail, hardware/ commercial, education and religious facilities in the core area around the Rose-R82-Weilbach intersections.

With the above as point of departure, the Short to Medium Term Spatial Development Framework for De Deur (refer to Figure 28.2a) comprises the following major development proposals:

- Savanna City develops incrementally over a period of time until the entire estimated 19 500 residential units are fully developed. As indicated on Figure 28.2 about 4 mixed use activity nodes are to be developed as part of Savanna City. A large part of the area is left as regional open space due to wetland conditions to the west along the railway line.

In the vicinity of the Stretford railway station a small industrial node is planned to complement the business node currently located to the west of the railway station in Orange Farm.

- The areas around Doornkuil towards the north as well as the Homestead Apple Orchards Agricultural Holdings are to be utilised for intensified agricultural production which will feed into the agro-processing infrastructure to be established in the Doornkuil node as depicted on Figure 28.2. (Refer to Figure 14 in this report for more detailed proposals on Doornkuil).

The Gauteng Department of Agriculture need to take the lead in terms of provision of production infrastructure as well as training/ skills development for emerging farmers in this area. The aim is to significantly
increase food production in this area which would justify the intended investment in agri-processing infrastructure in the Doornkuil Node and which would enhance food security for the broad community. This is a very important intervention in order to facilitate the development of the area to its full potential. As shown on Figure 28.2 the Doornkuil and Homestead Apple Orchards areas are earmarked as an Extensive Agricultural Production precinct. In order to be successful it would require very specific interventions and targeted investment by the Department of Agriculture.

- To the west of route R82 all properties to the south of Road Number 5 in Balmoral Estate and right up to the southern border of De Deur are earmarked for residential use which will functionally link Savanna City to De Deur. This area holds capacity to accommodate approximately 15 000 residential units.
- Business uses are allowed along route R82/ K57 in accordance with the detailed guidelines contained in the De Deur Precinct Plan compiled during 2014 (refer to section 3.3 and 3.4 of this document).
- Also provided for in this phase is the development of a cluster of community facilities to the east of the De Deur Node along Rose Road. This precinct should also accommodate a Skills Development Centre (refer to Annexure A).
- The second and third order road network in the area as illustrated on Figure 28.2b will play a very important role towards the future development of the area. It connects the different functional precincts within the study area to one another, and provides access to individual properties. The importance of the northward extension of Timber Road from Rose Road towards the northern parts of Savanna City and Doornkuil should be emphasised in this regard.
- Canner Road (also referred to as Road Number 3) is earmarked for upgrading to enhance access to Savanna City from the R82.
- The area to the east of route R82 is reserved for rural residential use with very limited alternative land uses allowed in this area over the next 5 to 8 years.
- Figure 28.2b illustrates the proposed Urban Development Boundary for the broader De Deur Node which will be applicable to the area in the short to medium term (5 to 8 years).

Figure 28.3 shows the Medium to Longer Term Vision for the De Deur Node and surrounds. It assumes that routes K164 and K47 are constructed which would open up the southern extents of the De Deur Node for the further expansion of business activity in future. Similarly, the construction of route K47 would enhance north-south movement along the eastern boundary of Savanna City linking the Doornkuil Activity Node to Savanna City as well as the De Deur Node and then further southwards towards Vereeniging.

It is suggested that the construction of route K57 and at least the link section of K164 between Weilbach Road and St Patrick Road be undertaken simultaneously in order to timeously provide the master framework (capital web) for the future development of the De Deur Business Node. Doing it in
MIDVAAL LOCAL MUNICIPALITY
DE DEUR PRECINCT PLAN
DEVELOPMENT FRAMEWORK (MEDIUM TO LONG-TERM)

Legend
- Residential Precinct
- Residential Expansion
- Medium Density Residential
- High Density Residential
- Rural Residential Precinct
- Extensive Agricultural Production
- Intensive Agriculture and Hydroponics
- Agricultural Training Centre
- Agricultural Processing Industry
- Retail
- Business Precinct
(along R82, K57 and K164 Routes)
- Mixed Use Development
- Industrial
- Education
- Community Facilities
- Regional Cemetery
- Hospital and Medical Research Centre
- Sports Facilities / Public Open Space
- Conservation Area
- Open Space System
- Vacant

Road and Railway Network
- National Road
- Regional Road
- Secondary Road
- Local Road
- Railway Line
- Railway Station
- Proposed K-Routes
- Proposed PWV 18

28.3
different phases over an extended period of time will inevitably lead to fragmented and disjointed development.

It is anticipated that the entire De Deur Precinct as illustrated on Figure 28.2 can materialise over a period of approximately 20 to 30 years from now. As noted earlier there is already immense pressure for development from the western side of the area and as illustrated on Figure 28.3 the next phase of development would be the eastward expansion of the De Deur node in the direction of Meyerton town along Weilbach Road/ route K164.

It should also be kept in mind that Meyerton town will in all probability gradually expand in a westerly direction. Hence it is envisaged that Meyerton and De Deur will eventually be consolidated as one large urban cluster anchored around route K164.

The next section provides some detailed guidelines for specific precincts within the De Deur nodal area based on results and outcomes of the more localised precinct plan that was compiled for the De Deur activity node specifically during 2013.

3.3 DE DEUR BUSINESS NODE PRECINCT PLAN

The De Deur Development Framework as described above and illustrated on Figures 28.1 to 28.3 is meant to serve as a vision and development guide for the future development of the larger De Deur Node. It should be used in conjunction with other municipal policies including the Midvaal Accommodation Policy, Agricultural Policy and Density Policy.

A key element of the plan is the proposed business node to be developed along route R82 and the future upgraded K57. The following section comprises a detailed strategy towards the realisation of economic potential along route R82 (current) and future K57 within the De Deur Business Node specifically.

3.3.1 Proposed Secondary Road Network

The first aspect of the implementation strategy for the De Deur Node is namely to delineate a secondary road network as illustrated on Figure 29. It is proposed that gravel sections along the secondary road network be surfaced, and that proposed new linkages be constructed simultaneous to the construction of route K57. Route R82 currently represents the ‘spine’ of the De Deur Node, and will in the near future be supplemented by route K57 which is the upgraded R82. Once K57 has been constructed, the sections of route R82 that are effectively bypassed, will be downgraded to form part of the secondary road network.

The focus of the proposed secondary road network (red and black network on Figure 29) is to facilitate local vehicular movement parallel to the primary road network, as well as to link the local network up with planned access points along K57. The network will link the local community with the regional road
network, while assisting to separate local vehicular movement from the regional traffic.

As illustrated on Figure 29 access points along the K-route (K57) are limited to 600m intervals, and are indicated in green and red. Future road closures along route R82 are also indicated. Furthermore, linkages between K57 and the local road network are highlighted as these will become strategic links into the De Deur Node. Six strategic linkages are proposed (indicated by red dots on Figure 29) to link the secondary road network to route K57.

Apart from local vehicular traffic, the secondary road network will also carry the bulk of pedestrian movement through the Node. Hence, the roads that form part of the network should thus – in addition to being surfaced – be provided with paved pedestrian walkways (along one or both sides of the road based on demand), as well as street lighting. The aim is to facilitate safe, convenient and continuous pedestrian movement throughout the precinct.

In terms of visual exposure, the most strategically located land parcels in the study area are located along the green and red road network and are indicated in blue on Figure 30. These land pockets are typically suitable for business and commercial development. The size of each strategic land parcel is also indicated on Figure 30.

### 3.3.2 Precincts and Proposed Land Use Rights

The detailed De Deur Business Node Precinct Plan is depicted on Figure 31. The Precinct Plan should be read together with the proposed basket of land uses listed in Table 4 (and see definitions in Table 5). The key guidelines embedded in the Development Strategy and Precinct Plan may be divided into four categories and are summarised as follows:

**Precinct 1: Rural Residential**

- Precinct 1 comprises the eastern parts of the study area, with the exclusion of the row of erven bordering onto the existing R82 and K57.
- It is proposed that this area remain outside of the Urban Development Boundary (UDB) and be retained as a low density residential area with a rural character. (Also refer to Figure 28.2b).
- Uses allowed include all rights allowed on rural residential properties at the following densities as defined in the Midvaal Density Policy:
  - For single residential = 1.26 units/Ha
  - For sectional title = 1.26 units/Ha
- Furthermore, agricultural services will also be permitted at the discretion of the local authority.
- It is important to note that existing consent uses approved within the precinct will remain valid subject to the conditions as stipulated in the original application.
- In general, supportive land uses like training centres and other community facilities should preferably be consolidated in the activity area of De Deur (Precincts 3 and 4) or in Meyerton to the east.
However, applications for community facilities and schools within the rural residential precinct (Precinct 1) and residential precinct (Precinct 2) may be considered as long as these border onto the business precinct (Precinct 3) and/or the MPCC precinct (Precinct 4) — and assuming that the land use application has merit in the context of the study area.

As reflected in Table 3, Precinct 1 represents a total of 1490.2 Ha, which could accommodate approximately 1483 residential units at a density of 1.26 units/Ha.
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<tr>
<th>Precinct</th>
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## DE DEUR URBAN NODE - PRECINCT PLAN

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</tr>
<tr>
<td>TOTAL</td>
<td>324.5</td>
<td>@ 30% Coverage = 97.4 Ha</td>
<td>●</td>
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<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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</tr>
</tbody>
</table>

- Allowed

@ 30% Coverage = 12.7 Ha
**Table 6: Definitions of Land Use Categories**

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural Service</td>
<td>Nursery, fresh produce market, dairy, kennels and catteries, petting zoo, aviary, stables and equestrian facilities</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>Land zoned for use by the public as an open space, and includes a park, garden, playground, recreation park or square</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>Facilities which are generally utilised by the community and may include social facilities, sports facilities and cultural facilities, in other words a building designed and used as a public institution, charitable institution, hospital, nursing home, sanatorium, clinic whether public or private, a school, college, technical college, lecture hall, institute, or other educational centre and includes a crèche, a convent or monastery, a public library, art gallery, museum or gymnasium</td>
</tr>
<tr>
<td>Residential</td>
<td>A building, other than a hotel, designed for use, or used for human habitation, and includes blocks of flats, semi-detached residences, tenements, boarding houses, accommodation establishments, residential clubs and hostels (with permissible densities according to the Midvaal Density Policy)</td>
</tr>
<tr>
<td>Hospitality Uses</td>
<td>Guest houses and accommodation establishments, wedding venues, restaurants and tea gardens, gymniasums, arts and craft markets, art galleries, conference facilities, health or beauty spa, wellness centre and other similar uses which in the opinion of the Local Authority will not cause a nuisance</td>
</tr>
<tr>
<td>Business</td>
<td>Land and/or buildings used for the sale of goods, the supply of personal services for compensation, offices, a hotel, a restaurant, or a place of refreshment (subject to the more detailed LUMS)</td>
</tr>
<tr>
<td>Commercial</td>
<td>Land used or a building designed or used for such purposes as distribution centres, wholesale trade, storage, warehouses, cartage and transport services, laboratories and computer centres and may include offices which are directly related and subservient to the main use which is carried out on the land or in the building, and, with the written approval of the local authority such industries as are supplementary and subservient to the main commercial use</td>
</tr>
<tr>
<td>Service Industry</td>
<td>A use which, in the opinion of the local authority, is a small scale industrial activity incidental to the needs of the local community and the retail trade and which, in the opinion of the local authority, will not interfere with the amenity of surrounding properties or be of nuisance value by virtue of noise, appearance, smell or activities or for any other reason whatsoever</td>
</tr>
<tr>
<td>Light Industry</td>
<td>An 'Industry' in which the power source is such that no single motor is rated at more than 3 kW with a total maximum of 24 kW for all motors: Provided that a total demand of 49 kVa on the site shall not be exceeded and the maximum number of workers actively engaged on the site shall be restricted to twenty (20)</td>
</tr>
<tr>
<td>Scrap-Yard</td>
<td>Land or building used as a junk-yard or scrap-yard for the dismantling, stacking, storing or preparation for resale of any used material, scrap metals, scrap vehicles, scrap machinery, or any other scrap materials, whether or not such dismantling or storage be for the purpose of the disposal or re-use of such scrap</td>
</tr>
<tr>
<td>Noxious Industry</td>
<td>Panel-beating, spray-painting, blood boiling, bone boiling, tallow melting, fat melting or extracting, soap boiling, tripe boiling or cleaning, skin storing, bone storing, fellmongering, skin curing, blood drying, gut scraping, leather dressing, tanning, glue making, size making, charcoal burning, brick burning, lime burning, manure making, manure storing, parchment making, malt making, yeast making, cement works, coke ovens, salt glazing, sintering of sulphur beating materials, viscose works, smelting of ores and minerals, calcining, puddling and rolling of iron and other metals, conversion of pig-iron into wrought-iron, reheating, annealing, hardening, forging, converting and carburising iron and other metals; works for the production of, or which employ carbon bisulphide, cellulose lacquers, cyanogen or its compounds, hot pitch of bitumen, pulverised fuel, pyridine, liquid or gaseous sulphur dioxide and sulphur chlorides, works for the production of amyl-acetate, aromatic ethers, butyric acid, caramel, enamelled wire, glass, hexamine, iodof orm, lampblack, B-naphthol, resin products, salicylic acid, sulphonated organic compounds, sulphur dyes, ultramarine, zinc chloride and zinc oxide and oil refining and works dealing with the processing or refining of petrol or oil or their products: Provided that when a certificate, issued by the Medical Officer of Health of a local authority in consultation with the Inspector of Factories, is produced, declaring that the process intended to be used in connection with any of the foregoing activities or factories will eliminate all nuisances or threats to the health in the neighbourhood, the local authority may consent to the erection of such building in Industrial Zones</td>
</tr>
</tbody>
</table>
Precinct 2: Residential Infill

- The western extents of the study area, with the exclusion of the row of erven bordering onto K57 and the existing R82, is earmarked for future residential infill development, subject to the availability of services (Precincts 2.1 and 2.2 on Figure 31) – also refer to Figure 28.2a and b).
- Due to increasing development pressure from the west, it is proposed that this precinct be included in the municipal Urban Development Boundary (UDB).
- Higher densities will hence be allowed in this precinct compared to the Low Density (Rural) Residential Precinct to the east.
- Within the UDB residential uses could include medium density residential development such as two to four storey walk-up flats, semi-detached residences, etc. – up to a maximum density of 60 units per hectare and subject to relevant application procedures (eg. township establishment).
- The area should ideally be redeveloped as a mixture of bonded and rental units – to serve the needs of low, middle and higher income communities.
- The Precinct may also include schools and churches to serve the relevant social needs of the local communities. The number of municipal owned erven located in this area (see brown on Figure 28.2a) could be utilised for such purposes.
- Note that engineering service infrastructure in the Precinct should be upgraded to accommodate infill residential development up to the proposed densities. Provision for the upgrading should be made in the respective infrastructure master plans of the Midvaal Municipality.
- As reflected in Table 3, Precincts 2.1 and 2.2 represent a total of 667.6 Ha, which could accommodate approximately 15 822 residential units at a density of 30 units per hectare. Combined with the planned 19 400 units in Savanna City the total residential yield in this area could be around 35 200 units.

Precinct 3: Business Strip

- The land pockets bordering onto route K57 and route R82 will enjoy the highest levels of visual exposure in the De Deur Business Node.
- It is thus proposed that all these properties be earmarked for business activities in order to maximise their development potential (Precincts 3.1 – 3.29, the blue strip on Figure 31). The entire Precinct 2 should also be included in the UDB.
- Desirable uses along the activity strip include retail, office, commercial service industries, light industries and public open space as illustrated in Table 4.
- Uses specifically excluded from the De Deur Node are namely scrapyards and noxious industries (see definitions in Table 4), together with any uses that generate noise-, water- and air pollution. Such uses are better suited to the Doornkuil, Elandsfontein and Savanna City commercial/industrial nodes to the north.
- As reflected in Table 1, Precincts 3.1 to 3.29 represent a total of 324.5 hectares, in other words 97.4 Ha of developable land.
- Section 3.3.3 of this document lists supplementary Development Guidelines for the Business Strip.
Precinct 4: SMME and MPCC

- Residential infill development to the west of the study area will likely result in an increasing demand for employment opportunities as well as community facilities in close proximity.
- The foreseen residential densification to the west of De Deur will lead to higher levels of vehicular and pedestrian movement towards K57 and R82.
- The proposed extension of Centre Road to link more directly with the access point along K57 (see Figure 31) will lead to higher levels of movement along Centre Road.
- The triangular land parcel between R551/ Rose Road, Centre Road and the activity strip (Precinct 4) will thus become a very strategic point.
- Accordingly, it is proposed that Precinct 4 be earmarked as an 'economic and social empowerment precinct' (SMME and MPCC development).
- The Precinct will provide in the needs of the local residential community, employees along the activity strip, as well as growing residential communities to the west (who would have access to the node via route R551 and Centre Road).

SMMEs

- It is proposed that the Midvaal Municipality provide infrastructure to accommodate Small, Medium and Micro Enterprises (SMME) within Precinct 4, and rent these out to community members.
- This will assist in empowering local entrepreneurs at a strategic and accessible location.

- The Precinct should typically focus on more localised economic activities than those along the business strip (Precinct 3). This would include informal retail, small businesses, as well as manufacturing, small-scale service industries and other trades.
- Typical examples of the proposed ‘beehive industries’ and formalised informal trading stalls are illustrated on Figure 32.

MPCC and Taxi Rank

- It is further proposed that a Thusong Centre/ Multi-purpose Community Centre (MPCC) be established in the eastern part of Precinct 4, near the intersection between route R82 and Centre Road.
- Broadly, a MPCC represents a cluster of various community facilities aimed to provide a one-stop service centre within convenient distance of the majority of residents.
- Figure 33 illustrates a very good example of a Thusong Centre located in Olievenhoutbosch, Tshwane.
- Such a centre is especially suitable in lower income communities which are largely pedestrianised and dependent on public transport.
- Community facilities may include a clinic, post office, satellite police station, satellite municipal offices, councillor offices, library, SASSA centre etc.
- In time, existing community facilities in the remainder of the Node – such as the community hall and library – may be moved to Precinct 4.
- Importantly, it is also proposed that a taxi rank/ multi-modal transfer facility be established within the Precinct, and preferably be consolidated with the proposed MPCC near the primary road network.
Formalized Informal Trading Facilities

BEEHIVE INDUSTRIES

Linear Beehive Structures with Lock-Up Roller Door Structures, opposite the Khutsong Taxi Rank.

Beehive Structures fronting on the main road.

Formal Business Units located close to the Ga-Nala Shopping Centre.

EXAMPLE OF A SMALL MEDIUM AND MICRO ENTERPRISES (SMMEs)

Khutsong

Police Station

Livestock Traders / Farmers Market

Peckable Movement

Proposed Multi-Purpose Community Centre and SMME Zone

FORMALIZED INFORMAL TRADING FACILITIES

Formalized Informal Trading Facilities with Lock-Up Roller Doors. These facilities front on the main road concentrated with business activity and public transport services.

Alexandra

Kopanong

Formalized Informal Trading Facilities are located opposite the Kopanong Station.

Storage Facilities

Display Counter

Shared Basin

Lock-Up Roller Door
EXAMPLE OF A MULTI-PURPOSE COMMUNITY CENTRE (MPCC)

Clinic

Clinic’s Waiting Area

Customer Care Centre & Pre-Paid Offices

Entrance of Thusong Centre

Library

Youth Centre

Municipal Offices
This will assist to link the local community with nearby activity nodes via the regional road network.

### 3.3.3 Development Guidelines for Business Strip and Community Node

Council can play a major role in successfully branding De Deur as an Activity Node by investing in the public space along the business strip. Public investment will assist to instil investor confidence and attract additional stakeholders to the Node. The following Development Guidelines are proposed along existing route R82 (Precincts 3.1-3.29), and within Precinct 4 (SMME and MPCC):

- The main intervention should be to maximise the utilisation of available space, through densification and infill development of properties along both R82 and K57.
- Current guidelines for a Rural Node indicate a maximum FAR of 0.4 with 40% coverage (Midvaal Density Policy).
- Given the anticipated scale and magnitude of the De Deur business precinct, as well as the size of the community it will serve, Council could consider allowing the maximum non-residential FAR of 1.8 at a coverage of 60% which is reserved for the highest order node in Midvaal (CBD).
- Develop up to the building lines to create a continuous street front, especially along route R82.

- Encourage variety, mixed land uses, and creative designs to create an interesting environment.
- Facilitate safe and comfortable pedestrian movement along route R82 by constructing paved pedestrian walkways, and providing pedestrian crossings, bollards etc. (also see Figure 34).
- Create a high quality aesthetic environment, that is:
  - Landscaped
  - Well-maintained
  - Clean and Green
  - Colourful, Creative
- Provide street lighting and ‘human-scale’ lighting (1.37m high) in order to enhance safety along the route R82 and in the Community Node.
- Provide areas for rest, recreation and socialising especially in the Community Node.

### 3.4 IMPLEMENTATION STRATEGY/ PHASING

The development of the De Deur Node partially hinges on the construction of K57 which is scheduled for construction as soon as the section through
Pedestrian Walkways and Street Lighting

Pedestrian Walkways, with a combination of high mast and ‘human-scale’ street lighting.

Trees along Pedestrian Walkways

Landscape along Pedestrian Walkways

Public Open Space

Park and Recreational Space

Public Square

Signage

Gateway Signage

Consolidated Signage

Signage indicating Community Facilities

Street Furniture

Benches

Public Transport Shelter

Waste Disposal Container

Bollards

Bicycle Racks
Walkerville has been completed. In the meantime, it is proposed that Council take the following action:

- Aim to fasttrack applications for business/commercial/service industries along the Activity Strip as delineated in the Precinct Plan.
- Consider entering into negotiations with Emfuleni LM and/or the City of Joburg to address the shortage of bulk engineering infrastructure in the De Deur Node.
- Invest in the public realm along route R82 (including sidewalks, road surfaces, building frontages, public open spaces etc) in order to brand De Deur as an Activity Node.
- Allow for densification in the Residential Precinct (Precinct 2), as proposed in the Precinct Plan. Care should, however, be taken to protect the rural character of the Low Density/Rural Residential Precinct (Precinct 1).
- The MPCC concept requires strategic public investment. It is the responsibility of the Municipality to liaise with provincial and national government departments to ensure that new community facilities and government services are provided in De Deur, and importantly, that they be consolidated in Precinct 4.
- Investigate the specific needs of residents with regards to infrastructure to facilitate SMME development in Precinct 4, and commence process of consolidating and formalising informal entrepreneurial activity within the Community Node.

With regards to the Business Strip itself, some land parcels enjoy more favourable conditions than others. Notably, while K57 offers high levels of visual exposure, adjacent properties will not be allowed direct access from the road. On the other hand, properties along route R82 will be allowed direct access but the level of visual exposure will be lower than along K57.

Figure 35 indicates the land pockets along the business strip in order of ‘preference’. Notably, pockets 1, 2, 3, 4 and 5 front onto both K57 and route R82 – thus enjoying both visual exposure and direct physical access. The pockets are thus prime land for business development. The remaining land pockets along the strip may be divided into two categories: Those that border only onto route R82, enjoying direct access but have limited visual exposure, and the pockets that border onto K57 and enjoy high visual exposure but can only be accessed via the secondary road network.

With regards to phasing, it is proposed that parcels 1, 2, 3, 4, and 5 be prioritised for business development. These land parcels represent 47.8 hectares of land with good visual exposure and good access via the secondary road network, and is a valuable resource.
3. Good Visual Exposure, No/ Limited Direct Access

2. Good Access, Limited Visual Exposure

1. Maximum Visual Exposure + Access

**PRECINCT EXTENT (Ha)**

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<tr>
<th>Precinct</th>
<th>Extent (Ha)</th>
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<td>2</td>
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<tr>
<td>3</td>
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</tbody>
</table>

**Legend**

- 1. Maximum Visual Exposure + Access
- 2. Good Access, Limited Visual Exposure
- 3. Good Visual Exposure, No/ Limited Direct Access

**DE DEUR PRECINCT PLAN**

**PRIORITIES/ PHASING**

- 1. Maximum Visual Exposure + Access
- 2. Good Access, Limited Visual Exposure
- 3. Good Visual Exposure, No/ Limited Direct Access

**MIDVAAL LOCAL MUNICIPALITY**

**DOORNKUIL 369**

**DEUR**

**ANNATON AH**

**VLAKFONTEIN 546**

**DREAMLAND AH**

**SCHAPENVREUGD 370**

**WALKER FRUIT FARMS AH**

**HOMESTEAD AH**

**FAROASFONTEIN 372**

**RPLAN**