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Spatial Development Framework (SDF)
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BACKGROUND

This document represents the Spatial Development Framework for the Midvaal Area. It comprises a brief Status Quo Summary (see Chapter 1), followed by the Spatial Development Framework (Chapter 2) and a number of Annexures which mainly include extracts from relevant Midvaal Policies which provide detailed supplementary guidelines to the Development Principles which the SDF is based upon.

The more detailed Status Quo information which formed the basis for the SDF is contained in Chapter 2 of the Midvaal Integrated Development Plan.

CHAPTER 1: STATUS QUO SUMMARY

1.1 LOCALITY AND REGIONAL PERSPECTIVE

The Midvaal Local Municipality is one of three local municipalities located in the Sedibeng District Municipality, which constitutes the southernmost local authority in Gauteng Province (Figure 1). The population of the Midvaal Municipality, according to the 2007 Census is estimated at 83 443 persons, which constitutes approximately 8% of Sedibeng’s population and 0.7% of the Gauteng population. The average annual population growth since 1996 has been approximately 4.27%.

Together with the Emfuleni municipal area, it constitutes the major centre of economic activity in the southern parts of Gauteng Province. It is also evident from Figure 2 that the nature of economic activity in this region is mostly industrial with the two industrial cores being located in Ekurhuleni to the north, and Emfuleni towards the south, with Midvaal being located midway between these two cores. These three areas are all linked together via the R59 freeway.

The Midvaal Municipal Area is situated south of the main concentration of current and future economic activities in Gauteng. The area between the City of Johannesburg, OR Tambo International Airport and City of Tshwane was identified through the Gauteng Spatial Development Framework as the core economic focus area in which the bulk of economic development of Gauteng Province is expected to take place in future (see Figure 2). The majority of the Blue IQ projects (economic infrastructure investment projects) in the Province also occur in this area, namely:
the Gautrain Rail which links into Johannesburg International Airport (JIA);
the Johannesburg International Airport;
the Industrial Development Zone directly adjacent to the east of JIA;
the Alrode/Wadeville corridor; and
the City Deep project.

Also evident from Figure 2 are the major concentrations of disadvantaged/low income communities located in three main core areas:

- Soweto to the north west;
- Orange Farm, Evaton and Sebokeng to the west; and
- Katlehong, Thokoza and Vosloorus to the north-east.

As reflected on Figure 3 the area to the west of routes R59 and R82, around the N1 freeway, is characterised by large concentrations of low income communities, with very limited economic activity located locally. Figure 3 also illustrates potential areas for the future expansion of these towns and settlements, and from this it is evident current trends will prevail in future.

These communities will thus in future continue to be largely dependent on job opportunities in Joburg, Ekurhuleni, Emfuleni and Midvaal.

The spatial structure of the Midvaal Municipal area is predominantly that of a rural area (Figure 4), with extensive farming constituting approximately 50% of the total area of jurisdiction. There are two significant natural features impacting on the physical structure, namely the Suikerbosrand Nature Reserve and the Vaal River, which forms the southern boundary of the municipality and Gauteng Province. Secondary natural features which play a significant role in the development dynamics of the area are the Klip River, Suikerbosrand River and the Vaal Dam.

Development in Midvaal is concentrated in the north-eastern half of the municipal area and occurs around the R59 freeway in the east and the R82 freeway in the west. Prominent towns and development occurring along these routes are:

- R59: Waterval, Randvaal, Henley-on-Klip and Meyerton.
- R82: Tedderfield, Walkerville and De Deur.

Meyerton is the highest order town in the Midvaal area with a relatively large business and residential component. The other towns mentioned above are mainly service centres to the surrounding rural areas. The towns are surrounded by agricultural holdings, which are mainly used for rural residential purposes, and extensive farming areas.
1.2 LAND USE AND SETTLEMENT PATTERNS

Midvaal Local Municipality can be described as a primarily rural area. It offers approximately 300 business sites and 450 industrial sites. The major urban concentration within the MLM is in Meyerton, which is situated along the R59, and which also holds the CBD area. Walkerville, De Deur and Henley-on-Klip are smaller settlement areas characterised by agricultural holdings, rural residential uses, and farms.

Industrial/commercial activities are clustered along the main routes such as the R82 and the R59 and around existing nodes.

Larger industries, such as Nampak and Everite are situated next to the main transport and railway lines in the Waterval area in the northern parts of the R59 Corridor.

Several smaller order commercial and industrial activities are also located in the Meyerton area further to the south which can be described as the commercial hub of the Midvaal area.

Mining has potential in the Midvaal area, but it has not yet been thoroughly investigated. The Glen Douglas mine, situated near Randvaal, extracts dolomite and is the only operational mine in the area. Proposals for further mining in the area are being explored by mining companies such as Exxaro.

The Vaal Marina area and other development areas around the Vaal Dam are developing areas which could be described as peri-urban.

Agricultural holdings occupy large parts of the north and north-western portion of the study area which range from small to significant in size. The Agricultural Holdings are utilised for several purposes ranging from rural residential and farming practices to commercial agriculture.

Agricultural activity in Midvaal is characterised by diverse activities such as commercial farming operations (crop production including maize and grain and animal production including milk, beef, mutton and lamb, eggs and poultry). The performance of the agricultural sector is very dependent on climatic conditions and may fluctuate from year to year.

- **Residential**

Formal towns are found in the following areas:
Table 1: Towns in the MLM Area

<table>
<thead>
<tr>
<th>Meyerton</th>
<th>Risiville</th>
<th>De Deur</th>
<th>Walkerville</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vaal Marina</td>
<td>Henley-on-Klip</td>
<td>Ohenimuri</td>
<td>Witkop</td>
</tr>
<tr>
<td>Klipwater</td>
<td>Klipriviersdorp</td>
<td>Highbury</td>
<td>Riversdal</td>
</tr>
<tr>
<td>Rothdene</td>
<td>Eye of Africa</td>
<td>Golf Park</td>
<td></td>
</tr>
</tbody>
</table>

Source: MLM IDP, 2006

All of these townships, with the exception of Ohenimuri, consist of large erven (in excess of 2000m² in some instances). A single dwelling house and subsidiary dwelling unit for domestic workers usually occupy these properties. The average stand size in Ohenimuri is 700m².

- **Rural residential**

Rural residential land use occurs in the form of farmhouses and houses on agricultural holdings. These activities are mostly concentrated in the north-western part of the municipal area, and more specifically around route R82 to the west, and on both sides (east and west) of route R59.

- **Informal Residential**

There are several incidents of informal settlement in the Midvaal area, which include the following areas as depicted on Figure 4:

**Shack farming:**
- Boltonwold Informal Settlement
- Uitgevallen Informal Settlement
- Keytersrus Informal Settlement
- Homelands Informal Settlement
- Nelsonia Informal Settlement
- Brakfontein Informal Settlement
- Allewynspoort Informal Settlement

**Informal Settlements:**
- Jaconi’s Farm
- Piel’s Farm
- Sicelo Shiceka
- Lima’s Farm
- Khayalitsha
- Boitumelo
“Shack farming” refers to a specific practice where farmers rent out land on agricultural holdings and farms at exorbitant prices. In many instances this practice leads to a total abandonment of farming, while tenants live in poor conditions often without basic services.

Considering that most informal settlements do not enjoy any formal tenure, and the land was illegally occupied, the residents of these settlements have no sense of security. Unconventional building materials are used for the construction of structures and do not comply with any building standards, making the buildings unsafe. Service levels to these areas are also low and the need to formalise and upgrade of the settlements is a priority or alternative housing by the Department of Housing.

The residential densities in these areas are extremely high and this results in extreme pressure on the environment. Informal settlements often occur on land not suitable for housing development, such as within the 1:50 and 1:100 year flood line areas or areas with problematic geotechnical conditions.

- **Smallholdings**

The Midvaal area is largely characterised by two types of settlements namely, agricultural holdings and farms.

The agricultural holdings are mostly characterised by a main dwelling unit and subsidiary dwelling units where domestic workers and other labourers stay. Agricultural holdings in the area are used for small, intensive agricultural purposes, secondary industries, or pure residential purposes. Service levels on these agricultural holdings vary.

Farms are usually occupied by a main dwelling house and subsidiary dwelling units for farm labourers. Farms are mostly supplied with electricity by Eskom and provide their own water, sanitation and refuse removal services. Farmers mostly assist farm labourers with these services.

- **Land Use Management**

At present the Midvaal Municipality is making use of the following statutory land management documents (Town Planning Schemes):

- Walkerville Town Planning Scheme, 1994;
- Peri-Urban Town Planning Scheme, 1978;
- Randvaal Town Planning Scheme, 1994;
- Meyerton Town Planning Scheme, 1986;
- Vereeniging Town Planning Scheme, 1992;
- Vaal Marina Town Planning Scheme, 1993;
Eikenhof Integrated Development Framework with specific requirements for Site Development Plans and prescriptions for EIAs and IEM procedures. Proposals for bio-filter purification and bio-filter information are also provided.

The need for uniform land use management measures and policies throughout the Midvaal area is however essential. However, the Land Use Management Bill, which requires that a uniform Land Use Scheme must be formulated for an area, first has to be promulgated, whereafter it will be compulsory to establish a uniform Land Use Scheme.

1.3 WATER AND SANITATION

The standard for water provision in terms of the Reconstruction and Development Plan and Water Supply and Sanitation White Paper is 25 litres per person per day, within 200 metres walking distance. This was confirmed by government’s commitment to deliver 6 kilolitres of free water per household per month, which now has to be implemented by municipalities.

Approximately 71% of households in the Midvaal area enjoy the availability of clean water inside their houses. Approximately 97% of households have access to treated water, while ±3% obtain water from untreated sources. The backlog in terms of water provision is therefore estimated at approximately 3% of households, or 933 households. It is considered that it is mainly farm labourers and residents of informal settlements who do not have access to treated water sources (MLM IDP, 2006).

It is recognised that access to basic services is a human right, but water is a scarce resource, particularly in South Africa with generally low levels of rainfall. Vast distances between settlements and the largely rural character of the Midvaal area complicates the provision of water to these areas even further.

1.3.1 Water Service Provision and Capacity

Rand Water is the main service authority for bulk water supply in the Midvaal area, with a main water pipeline (2 300mm diameter) transversing the Suikerbosrand area. Bulk water to the rural areas is supplied mainly by the Daleside and Langerand reservoirs and pipeline systems of Rand Water. Rand Water does not serve Vaal Marina, but the water supply in Vaal Marina forms part of a service contract entered into between the local municipality and a contractor.

The Daleside system supplies water to the Randvaal area and part of the De Deur/Walkerville area. The Langerand system supplies water to the De Deur/Walkerville area and parts of the former Lekoa Vaal and Greater Johannesburg Metropolitan areas. No regional bulk water scheme currently exists in the Eikenhof area to the north of Tedderfield.
The groundwater source in the region is mainly used for irrigation for agricultural purposes. Large quantities of groundwater are present in the dolomite areas. This source of water is under-utilised, but to minimise the possible development of sinkholes, careful consideration should be given to any withdrawal from this source (Wagner Nel, 1998).

The main rivers in the region, namely the Klip, Riet and Suikerbos Rivers flow into the Vaal River in the south. Water in these rivers is polluted by various sources and is used mainly for agricultural irrigation.

Industries such as Nampak (outside Midvaal), Heineken, and Everite are supplied with potable water directly from Rand Water pipelines. The Klipwater Township in the Waterval area is serviced via a 200kl elevated tower from an eastern Rand Water pipeline.

Rand Water recently constructed the new Spioenkop reservoir and pumpstation. This reservoir has a 42 Ml capacity and is located approximately 16 km north west of Meyerton. This new infrastructure benefits users in Orange Farm, Ennerdale, Weilers Farm/Sweetwaters (City of Johannesburg) and Walkerville/De Deur (Midvaal).

Meyerton is serviced by 2x10ML reservoirs situated in Meyerton Farms. Rand Water supplies water to the reservoirs. A borehole also exists to supply water to this reservoir, but is currently not in use. No capacity problems are experienced in the Meyerton area.

Riversdale is serviced by a 50kl water tower. This tower is filled by means of a pump station in Jan Neethling Street. An additional connection to the nearby Rand Water line is required to solve some supply pressure problems in the area.

As reflected on Figure 5 the following areas in Midvaal have internal water reticulation systems:

- Apple Orchards;
- Blue Saddle Ranches;
- De Deur;
- Duncanville Ext. 3
- Golfview;
- Henley-on-Klip;
- Highbury;
- Ironsyde A.H.,
- Kliprivier;
- Meyerton;
- Tedderfield;
- Ohenimuri;
- Parts of Walkerville;
Randvaal; Risiville; and Vaal Marina. (Midvaal Local Municipality, 2002).

From this it is evident that the water reticulation network is mostly concentrated to the west of route R82 and to the east of route R59, as well as the rural residential area in-between which includes the broader Walker’s Fruit Farms area.

It should be noted that the reticulation system was originally designed and constructed in accordance with the land use characteristics and associated water demand in the various parts of the Midvaal area e.g. agricultural holdings, residential, industrial etc.

As a result there is very limited spare capacity on the system to cater for significant land use changes, densification etc without large scale upgrading of the system.

The most problematic areas in terms of current capacity include the Sicelo area, Henley-on-Klip, Walker’s Fruit Farms, Blignautsrus, Homestead Apple Orchards, Ohenumuri, Golf View, Daleside, Kookrus and the eastern parts of Riversdale.

Farmers usually provide water to their farm workers. However, when farms are sold or sub-let, workers lose access to this water.

Water is currently being supplied to Sicelo informal settlement by means of pre-paid water metres at 200m intervals. The water provision in Sicelo (phase I) has just been completed and (phase II) will proceed shortly.

Vaal Marina has a new 10Ml reservoir and the water treatment works has been upgraded (see Figure 6). The new proposed development for the Mamello Township is currently in the planning phase.

1.3.2 Sanitation Service Provision and Capacity

Approximately 82% of households in the Midvaal area are served by waterborne sewer, which is relatively high, considering the rural nature and vast extent of the area. Assuming that the pit latrines are not Ventilated Improved Pit Latrines, it could be said that the sanitation backlog in the area is 18% or 5598 households. It is considered that it is mostly farm labourers and residents of informal settlements who do not have access to proper sanitation facilities.

Within Midvaal, waterborne systems for wastewater generated are present in the following areas as reflected on Figure 7:
• Meyerton: Wastewater is carried through main sewer piping ranging from 100 mm to 1700 mm to the main sewer pumping station at Rothdene. All of this water is pumped to the Meyerton reclamation works. The capacity of the works is 10ML and is currently over this limit.

• Randvaal: Wastewater generated within the southern parts of this area drains through a main sewer system ranging from 100 mm to 400 mm towards the Meyerton catchment area. It is presently treated at the Meyerton water works. The Meyerton facility needs to be extended to enlarge capacity.

• Fairway Village (Ohenimuri), Walkerville: This is the only proclaimed township in the rural area of Walkerville and 75% of the township is provided with waterborne sewer. The wastewater drains to the Ohenimuri water works situated adjacent to Fairway Village/Ohenimuri.

• Waterval Water Treatment Works: This is the property of the East Rand Water Company (ERWAT) and is located south of the Klipwater Township on the northern boundary of the region. This township and industries such as Everite and Nampak drain to this facility. The system is currently being upgraded by ERWAT.

• Blue Saddle Ranches: No water borne sewer system is available. Septic tanks and a french drain system is in use.

• Henley-On-Klip: Water borne sewer system where available is drained to the Meyerton reclamation works via the Meyerton sewer system. The Septic Tank Effluent Drainage (STED) system is also in use in parts of the Henley-On-Klip region.

• Vaal Marina: This township (Figure 8) is serviced on a contract basis by means of its own water works, with strict regulations enforced by Rand Water and the Department of Water Affairs and Forestry, seeing that this township is situated directly adjacent to the Vaal Dam, Gauteng’s main water source (Vuka et al, 1999).

No formal sewerage network exists in the remainder of the Midvaal area. Sanitation is generally addressed by means of pit-latrines or septic tanks, and french drains. Biochemical systems is the preferred technology of the Midvaal Municipality. Farmers often assist their farm labourers in this respect. Initiatives are currently under way to provide Sicelo and Mamello with sanitation.

1.4 SOLID WASTE COLLECTION AND DISPOSAL

There is a regional landfill site located to the north of the Suikerbosrand Nature Reserve, outside the jurisdictional area of Midvaal. There is a small landfill site in Vaal Marina, which is in the process of being licensed. The landfill sites in Walkerville and Henley-on-Klip are currently being licensed. There are mini-dump sites in Risiville, Klipriver, and Meyerton.

About 80% of Small Holdings and Agricultural Holdings have access to refuse removal services.
While it is recognized that there is no refuse removal services in the extensive agricultural and rural areas, the sensitive nature of the natural environment and proximity to major rivers indicate that this is a potentially hazardous situation. This indicates a need for smaller landfill sites located throughout the region to assist communities in the agricultural and rural areas with refuse disposal in a safe and environmentally conscious manner. There is a need for a Solid Waste Master Plan for Midvaal, to deal with the social, physical and environmental aspects of solid waste management.

1.5 ELECTRICITY

As depicted on Figure 9 only a small part of the Midvaal municipal area is provided with electricity by the local municipality, while the entire remainder area is served by Eskom.

Approximately 79% of households in Midvaal receive electricity from the local authority, Eskom, and 1% from other sources. This implies that there is a backlog of approximately 18% of the households, or 5598 households without access to electricity. It is considered that it is mostly farm labourers and residents of informal settlements who do not have electricity. Electricity provision to schools, clinics and other community facilities should also enjoy priority.

1.6 ROAD NETWORK

The existing road network provides a connection between the north and south, however there is a lack of sufficient east-west connection as depicted on Figure 4.

The following are routes of national and/or provincial and local significance in and around the Midvaal area:

- The R59, a north-south route, and the main route which links Vereeniging with Alberton and the N12 in Johannesburg. This route is situated in the central part of Midvaal Local Municipality area.
- N1 which is the major national north-south route linking Musina in the north to Cape Town in the south and which passes the Midvaal area adjacent to the west;
- N3 which is the major transport link between Gauteng Province and Ethekwini (Durban) and which passes the Midvaal area a few kilometres to the north-east;
- The R82, a secondary north-south route linking Vereeniging and Johannesburg via Walkervile, situated in the western parts of Midvaal.
- The M61, a secondary north-south route running parallel to the R59 linking Vereeniging and Alberton via Meyerton, Randvaal and Kliprivier, situated in Midvaal.
The R42 runs east-west through Midvaal and links Meyerton with Heidelberg and the N17 in the Lesedi Local Municipality.

The R551, an east-west route between the N1 and the Suikerbosrand Nature Reserve. This road merges with the R42 at the Nature Reserve.

The R550, an east-west link between the N3, R59 and R82 in Midvaal.

The R54, which links Vaal Marina to the R82 in Midvaal.

Stormwater runoff is a particular problem in the rural areas where roads are not properly constructed. During heavy rains damage is caused to roads by stormwater, rendering the roads unusable and requiring frequent maintenance and repair. Henley-on-Klip experiences continuous problems with stormwater during the rainfall season.

1.7 RAILWAY NETWORK

The main railway line in the Midvaal area stretches from north to south parallel to the R59 and connects Vereeniging with Germiston and Johannesburg. There is a secondary railway line from this line, which runs from east to west through the area. The railway is mainly used for freight services in Midvaal, although the line through Vereeniging, Sebokeng and Orange Farm is more intensively used for passenger transport.

1.8 TRANSPORTATION

Public transport is encouraged in the Midvaal area as this is more efficient and sustainable. The public transport system is as efficient as it can be at present to deliver a good service to all communities. However, there is still much room for improvement. Private transport seems to be the norm in the urban parts of the Midvaal area while public transport is more commonly used in the rural settlements.

Taxis are the most dominant form of transportation, followed by buses. Private vehicle usage by the disadvantaged communities is low. The low private vehicle ownership corresponds with the low-income levels in these areas. This emphasises the need for public transport facilities. Population densities in the rural areas are however very low, which is not conducive to effective public transport.

Meyerton Station is the major modal transfer point between rail, bus and taxi in the Midvaal area. There is a need to develop the station and pay particular attention to the pedestrians crossing the roads between the taxi rank and bus stop.
1.9 AIR TRAVEL

The Aerovaal Airport is the only airport situated within the Sedibeng District. It is located within a proclaimed aeronautical airstrip, on the boundary between Midvaal and Emfuleni, outside the jurisdictional area of Midvaal, namely the Vereeniging Airport.

It is approximately 11 km north of Vereeniging and 4 km northwest of Meyerton, to the east of the residential areas of Rus-ter-Vaal and Roshnee. The airport has two runways and hangar facilities to accommodate approximately 64 aeroplanes.

Plans are being investigated to reroute cargo flights from the Johannesburg International Airport to this airport, to alleviate airspace congestion. This holds tremendous opportunity for the Sedibeng District and particularly Midvaal, in light of the proximity of the airport to Meyerton.

The only airport situated within Midvaal is the Tedderfield Airfield. It is privately owned and is used mostly for recreational purposes by micro lights.

1.10 ENVIRONMENTAL MANAGEMENT

1.10.1 Background

The Midvaal Strategic Environmental Management Plan (SEMP) dating back to the year 2008 is the product of the integration of the baseline information layers which were transformed into secondary information that attaches value to different features which culminated in Environmental Control Zones (ECZs).

The Midvaal Strategic Environmental Management Plan (SEMP) serves to provide guidance in terms of satisfying the requirements of the environmental management mandates of GDACE and the MLM.

The most significant constraints for development identified in the Midvaal area in terms of the Midvaal SEMP include the following:

- The occurrence of Nature Reserves, specifically the Suikerbosrand Nature Reserve;
- Significant natural open space connectors;
- Several established conservancies in the area;
- The occurrence of Category I and Category II Ridges;
- Occurrence of large areas of medium and high potential agricultural land;
- Potential pollution sources from local and regional industrial activities, waste facilities, mining activities and irrigation agriculture;
• Constraints to development due to the position of the urban edge; and
• Development activities in the Vaal Dam Area.

There are clear indications from all sectors in the study area that there is a significant demand for development land, especially along the R59 freeway and the southern part of the study area, at the Vaal Dam, lying in an area bound by the R54 and R549.

1.10.2 Basic Parameters for Determination of Environmental Control Zones (ECZ)

The process for the determination of the ECZ was based on the fact that certain parameters cannot be negotiated around and therefore these parameters are fixed. These were called the Non-Negotiable parameters. As the name suggests these are parameters which leave no room for negotiation.

The following is a list of the parameters which were considered as Non-Negotiable and therefore fixed:

<table>
<thead>
<tr>
<th>Non-Negotiables</th>
<th>Components</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nature Reserves</td>
<td>• Suikerbosrand Nature Reserve</td>
</tr>
<tr>
<td>Wetlands</td>
<td>• Widely dispersed</td>
</tr>
<tr>
<td>Ridges</td>
<td>• Predominantly Category I and II ridges</td>
</tr>
<tr>
<td>Heritage sites</td>
<td>• Blockhouse</td>
</tr>
<tr>
<td>Conservancies</td>
<td>• Apple Orchards</td>
</tr>
<tr>
<td></td>
<td>• Thorntree</td>
</tr>
<tr>
<td></td>
<td>• Henley-on-Klip</td>
</tr>
<tr>
<td></td>
<td>• Klipriviersuikerboschrand</td>
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<td></td>
<td>• Drumblade</td>
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<td>• Welverdiend</td>
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<td>• Sunset De Deur</td>
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<tr>
<td></td>
<td>• Twesolopele</td>
</tr>
<tr>
<td></td>
<td>• Klipkraal</td>
</tr>
<tr>
<td>Natural Water Courses</td>
<td>• Suikerbosrand River</td>
</tr>
<tr>
<td></td>
<td>• Klip River</td>
</tr>
<tr>
<td></td>
<td>• Rietspruit</td>
</tr>
<tr>
<td></td>
<td>• Vaal River</td>
</tr>
</tbody>
</table>

The buffer zones along the rivers, ridges and wetlands will have to comply with the relevant legislative requirements and associated regulations.

1.10.3 Environmental Control Zones

The following is a list of the developmental and conservation zones which have been identified:
Agriculture/Low Density Residential/Light Commercial

- Area between R54 and R42 (within MLM border)
- This area also comprises the Bantu Bonke initiative as well as the Kudung Land Reform area
- It is recommended that development in this zone be carried out along the lines of agri-villages which will prove to be more sustainable in terms of job creation and economic growth while preserving the environmental integrity of the area.

Natural Open Space

- Nature Conservation
- Conservancies
- Ridges
- Rivers
- Dams

High Density Residential/Industrial

- Between R59 and Klip River, Meyerton, Henley-on-Klip and Risiville
- The De Deur Estates
- Henley-on-Klip: vertical densification needs to be managed and residential or commercial buildings should not exceed a double storey structure in this area.

Tourism/Low Density Residential

- Eye of Africa
- Vaal Dam

Precautionary Guiding Principles

- No densification or subdivision on farms east of existing development from (north to south) Rietspruit/Green Valley, Witkop/Daleside, Henley-on-Klip, Riversdale, Koofontein/Nelsonia and Mooiland/Helderstroom.
- Development in these areas will be subject to conditions as determined by the MLM and will only be considered on very low potential agricultural land.

1.11 Conclusion

The Status Quo information summarised in sections 1.1 up to 1.10 above served as backdrop guiding and directing the formulation of the Midvaal SDF as discussed in Chapter 2 of this document.
CHAPTER 2: SPATIAL DEVELOPMENT FRAMEWORK

2.1 Introduction

Based on an assessment of the existing spatial features of the Midvaal Municipal area, and the main structuring/formgiving elements identified from this process, the Midvaal Spatial Development Framework as reflected on Figure 1 was designed. The SDF is based on a number of Development Principles associated with the various functional elements which the Midvaal area consists of. These Principles form the individual layers which the SDF comprise, and collectively these are consolidated to form one Integrated Spatial Development Framework for the Midvaal area.

The eight Development Principles are summarised below:

- **Development Principle 1**: To protect and actively manage the natural environmental resources in the Midvaal Municipal Area in order to ensure a sustainable equilibrium between agricultural, tourism, industrial, and mining activities, as well as urbanisation pressures in the area.
- **Development Principle 2**: To facilitate and enhance agricultural production in the municipal area by actively protecting all land earmarked for agricultural purposes.
- **Development Principle 3**: To promote tourism development in the Midvaal area by way of the active utilization of tourism resources available like the Vaal Dam, the Ridges Precincts, and the Nature Reserves in the area.
- **Development Principle 4**: To pre-actively plan, design and facilitate the establishment of a Development Corridor along the R59 freeway, and to prioritise the bulk of short to medium term urbanisation as well as the upgrading/provision of engineering services in accordance with an Urban Development Boundary.
- **Development Principle 5**: To facilitate the development of a hierarchy of Activity Nodes and a number of Multi Purpose Community Centres in the Midvaal area to ensure equitable access to social infrastructure, and to promote Local Economic Development in the Urban and Rural parts of the municipality.
- **Development Principle 6**: To capitalise on the strategic location of the municipality by way of regional and provincial linkages, and to establish an internal movement network comprising a hierarchy of roads which include a comprehensive public transport network and services.
- **Development Principle 7**: To promote the development of a diverse range of industrial and commercial activities in the Midvaal area with specific focus along the R59 Corridor and at the designated nodal points.
- **Development Principle 8**: To provide for a wide range of housing typologies and tenure alternatives within the municipal area by way of clearly defined Strategic Development Areas.
MIDVAAL SPATIAL DEVELOPMENT FRAMEWORK
REGIONAL OPEN SPACE
within the Urban Development Boundary, and to manage residential densification within and outside the Urban Development Boundary by way of the Midvaal Density Policy.

Each of these principles is expounded individually in the section that follows.

**Development Principle 1: To protect and actively manage the natural environmental resources in the Midvaal Municipal Area in order to ensure a sustainable equilibrium between agricultural, tourism, industrial and mining activities, as well as urbanisation pressures in the area.**

*Figure 1.1* reflects the environmental features that are deemed to form part of the regional open space system of the Midvaal area. It includes the drainage system, the proclaimed nature reserves, as well as the ridges within the municipal area.

The Klip River with its main tributaries like the Natal Spruit, the Varkensfontein Spruit, as well as the Suikerbosrant River constitute the main drainage system within the northern and central parts of the Midvaal area, while the Vaal River and Vaal Dam are the most prominent features in the southern and south-eastern parts. This network provides for a comprehensive open space system to be incorporated into the future spatial structure of the municipal area. Along the entire drainage system there is a 50 and 100 year floodline area which needs to be protected, managed and conserved as per the relevant legislative guidelines, and which provides for linear continuity of the proposed Midvaal Regional Open Space System.

Supplementary to the drainage system as depicted on Figure 1.1, the Regional Open Space System also incorporates the proclaimed Suikerbosrand Nature Reserve which is located in the north-eastern parts of the municipal area and which is legally protected from development.

The third important structuring element which forms part of the proposed Midvaal Regional Open Space System is the two major ridges precincts located within the Midvaal municipal area. These include the Platberg-Perdeberg complex in the north-western quadrant of the municipal area between Apple Orchards and Tedderfield; as well as the Vaalkop-Skurwerant-Bezuidenhoutsberg-Langberg-Bakenkop complex located in the south-eastern parts of the municipal area between Vaal Marina and the Suikerbosrant located within the Suikerbosrand Nature Reserve.

This Regional Open Space System must be managed in line with the Midvaal Environmental Management Framework (June 2008) and specifically *Figure 23 of the EMF document* which depicts the major structuring elements (Environmental Control Zones) pertaining to the environment. An extract of the relevant sections of this document is included as *Annexure A1* in this document. This must be read in conjunction with the areas classified as Important, Irreplaceable and/or Reserved in the *Gauteng C Plan* as depicted on Figure 2 in Annexure A2.
The existing conservancies within the Midvaal area as depicted on Figure 28 in Annexure A1, as well as the EMF guidelines pertaining to Conservancies as discussed in section 5.4.2 (Annexure A1) also need to be considered as supplementary development guidelines to the Midvaal Regional Open Space System.

Another major physical structuring element which will dictate the nature and extent of development within the Midvaal area is dolomite which mainly occurs in the central-northern parts of the municipal area. Figure 1.2 illustrates the major areas impacted upon by the presence of dolomite in the municipal area, and which will have an influence on the type and extent of development to be allowed in these areas.

In the final instance it is confirmed that environmental concerns in the Midvaal area will continue to be managed in terms of the relevant legislation and EIA processes, following which the appropriate mitigation and conservation measures pertaining to the specific land use application will be put in place.

**Development Principle 2: To facilitate and enhance agricultural production in the municipal area by actively protecting all land earmarked for agricultural purposes.**

The Midvaal municipal area is well-endowed with high and medium/moderate potential agricultural land which is deemed to form part of the “bread basket” of Gauteng Province. The areas of high agricultural potential mainly occur in the south-eastern parts of the municipal area between Suikerbosrand and Vaal Marina where extensive agricultural activity currently takes place; and (to a lesser extent) the central north-western parts between Walkerville, Tedderfield and Waterval.

This principle states that all agricultural land as depicted on Figure 2.1 must be protected against urbanisation and/or extensive subdivision in order to protect the agricultural potential and integrity of these farm units.

This is in line with the Agricultural Policy Objectives as contained in the Midvaal Agricultural Policy (2011) which states as follow:

- Preserve land with high conservation potential in support of the livelihoods of communities and to ensure food security;
- Preserve agricultural land in support of the livelihoods of communities and to ensure food security, especially on agricultural land with high yield potential;
- Provide a high level of certainty to landowners, decision makers and other stakeholders with regard to the status and future of agricultural land;
- Regulate and control access to agricultural land by proponents of non-agricultural development, thereby giving effect to the provisions of agricultural legislation;
1.2 Savanna City
- Build awareness and knowledge about the value of agricultural land and the need to preserve it and on matters pertinent to the threats that contribute to the loss of this resource;
- Promote efficiency in decision-making on applications relating to the subdivision of agricultural land and the change in use of agricultural land;
- Promote investment into alternative agricultural practices in the Midvaal area, for the benefit of the economy and to improve the quality of life.

Annexure B of this document contains an extract from the Midvaal Agricultural Policy (2011) which is relevant to all the agricultural land as depicted on Figure 2.1 of the Midvaal SDF.

Annexure B also includes a map which highlights in greater detail the agricultural potential of the various land parcels (high, moderate, low) earmarked for agricultural purposes (as contained in the Midvaal Agricultural Policy) and which could act to further inform development applications.

The Agricultural Policy contains policy statements which are applicable to all agricultural land as depicted on the Midvaal SDF Figure 2.1, and deals with the following development related themes:

- Subdivision of Agricultural Land (Section 8.1);
- Dwelling Units on Agricultural Land (Section 8.2);
- Employee Accommodation on Agricultural Land (Section 8.3);
- Land Use Change to Residential or Commercial (Section 8.4.1);
- Land Use Change with a view to Establish an Agri-Village (Section 8.4.2);
- Land Use Change to allow for Mining, Waste Disposal Sites and other Large Scale Infrastructure (Section 8.4.3);
- Land Use Change to allow for Nature Reserves and Resorts (Section 8.4.4);
- Land Use Change to allow for Game Farms (Section 8.4.5);
- General Land Use Criteria on Agricultural Land: Commercial Uses (Section 8.4.1);
- General Land Use Criteria on Agricultural Land: Agri Industry (Section 8.5.2).

All policy statements and criteria as contained in the aforementioned sections are applicable to the land earmarked for agricultural purposes as reflected on Figure 1 and 2.1 of the Midvaal Spatial Development Framework.

It should be noted that Rural Local Economic Development (LED) are critical elements towards future social and economic stability in the rural/agricultural areas of Midvaal, and therefore require very specific interventions in future.
Development Principle 3: To promote tourism development in the Midvaal area by way of the active utilization of tourism resources available like the Vaal Dam, the Ridges Precincts, and the Nature Reserves in the area.

There are four major tourism features within the municipal area which should be promoted as tourism destinations in the Midvaal area (see Figure 3.1).

The first and most prominent tourism feature is the Vaal Marina precinct located in the far south-eastern parts of the municipal area, and which comprise a number of holiday resorts located around the Vaal Dam. This area is an asset not only to the local Midvaal community, but also to the broader Gauteng and regional population. It needs to be actively managed and protected in order to ensure that the character of the area as a tourism destination is maintained in the long term. The development guidelines as formulated in the Midvaal Environmental Management Framework (2008) (see Annexure C1) are applicable to this precinct, until revised.

Supplementary to the Vaal Marina area, the world renowned Suikerbosrand Nature Reserve which is located in the north-eastern parts of the municipal area and which incidentally also consist of a range of ridges, represent a second prominent tourism feature/destination to the Midvaal area. The nature reserve should be actively marketed and promoted as a destination for day visitors from all over Gauteng Province. At present it already hosts some annual sports events which attract people from afar, but much more could be done to effectively brand it as a tourism precinct supplementary to it being a Nature Reserve. A 1 kilometre wide buffer zone of low intensity and compatible land use must be maintained in all directions around the Nature Reserve in order to protect it from negative external influences.

The Klip River and specifically the Henley-on-Klip area along the Klip River represent the third prominent tourism feature located within the Midvaal area. The area is characterised by a village atmosphere and forms part of a conservancy. The Bass Lake precinct adjacent to the north of Henley-on-Klip is also very popular for fishing and a number of adventure sports facilities.

The existing character of the area should be maintained and protected by restricting subdivision of properties and ensuring that farm portions are used for agricultural purposes.

The agricultural properties to the east, south and west need to be maintained as a green belt/buffer, while the establishment of bridle paths should be encouraged for the use of horse riders and cyclists.

The Midvaal Density Policy (outside the Urban Development Boundary), Accommodation Policy, Agricultural Policy and Nodal Policy are applicable to this area.
The fourth tourism feature within the municipal area is represented by the extensive ridges located in the south-eastern and north-western parts of the municipal area respectively, and which form part of the Midvaal Regional Open Space System. Because of the strict development limitations applicable to these areas (see Class 1 and 2 ridges as discussed in Annexure A1: Section 5.4.2.1), there is potential to utilise these to further enhance the tourism character of the Midvaal area. The ridges areas can be utilised to expand on the range of tourism facilities and services being provided by the Midvaal municipality. Such services and facilities could include the development of mountain biking routes, hiking trails, game farming, and a range of adventure sport facilities as long as these do not impact negatively on the environmental quality of the area.

Supplementary to the above, routes R42, R549 and R54 which serve most of the tourism precincts could be developed into tourism corridors by catering for supportive tourism initiatives and hospitality uses subject to the following conditions:

- The land use must be compatible with the character of the surrounding area;
- The scale and intensity must be compatible with the surrounding area;
- It may not interfere or impact negatively on the amenity of the area.

In principle, the majority of guest accommodation typologies as contained in the Midvaal Accommodation Policy should be promoted in and around the tourism precincts identified in the Midvaal SDF, subject to these facilities complying with all the requirements and conditions as set out in the policy. Annexure C2 comprises an extract of the relevant sections of the Accommodation Policy applicable and provides guidelines to the following typologies/activities:

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

It should be emphasised that the SDF supports the principle that the majority of the guest accommodation typologies as reflected above should be concentrated in and around the identified tourism precincts. However, this does not prevent land owners within any other parts of the municipal area from applying for such rights as long as they comply with the criteria, guidelines and justification requirements for such facilities as contained in the Midvaal Accommodation Policy (Annexure C2).
Development Principle 4: To pre-actively plan, design and facilitate the establishment of a Development Corridor along the R59 freeway, and to prioritise the bulk of short to medium term urbanisation as well as the upgrading/provision of engineering services in accordance with an Urban Development Boundary.

There is significant potential to promote a variety of economic activities, as well as residential development along the R59 Corridor in the Midvaal area. Extensive studies were conducted to determine the development potential of this corridor during 2004 and 2008, and Council already approved the R59 Corridor Development Framework during July 2010. *Annexure D* comprises an extract from the **R59 Corridor Development Framework** which highlights the main proposals.

In order to enhance the development of the R59 Corridor, the Midvaal Municipality opted to utilise the Gauteng Urban Development Boundary as one of a series of management instruments available to guide the direction, size, extent, intensity and phasing of development along the R59 Development Corridor. As a result the majority of land to the east of the R59 freeway is included within the Urban Development Boundary as depicted on **Figure 4.1**.

From this it is evident that the major focus area for urbanisation in the Midvaal area is to the east of the R59 corridor extending along the entire length of route R59 from Rothdene in the south up to Waterval in the north. The Lakeside/Doornkuil, Ohenimuri, Eye of Africa and Vaal Marina precincts are also included within the Urban Development Boundary as these areas already represent extensive development.

In line with the Gauteng Urban Development Boundary Policy the following guidelines pertaining to land uses to be allowed within and outside the Urban Development Boundary will apply:

a) **Land Use within the Urban Development Boundary**

“As far as land uses inside the Urban Development Boundary are concerned, a land use that is consistent with the relevant municipality’s IDP, spatial development framework, land use management plan and/or town planning scheme should be permitted, subject to the normal procedures and legislation e.g. environmental considerations, transportation requirements etc. It is important to note that the Urban Development Boundary does not imply that the entire area within it can/should be allowed to develop and that development rights are therefore guaranteed. Factors such as timing, availability of services, the environment etc must and should still be applicable when considering an application within the Urban Development Boundary.”
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CORRIDOR DEVELOPMENT

- Agriculture
- Ridges
- Suikerbosrand Nature Reserve
- Tourism Precincts
- Economic Development Corridor
- Urban Development Boundary

4.1
b) Land Use outside the Urban Development Boundary

“Land uses that are rural in nature would be more desirable, and should therefore be promoted outside the Urban Development Boundary rather than inside it. Where applicable, it will also have to be in line with provincial policies e.g. GDACEL policy on subdivision of land etc, and/or the local development frameworks compiled for the various rural areas by the relevant municipalities, e.g. Bronberg Development Framework and Policy etc. The following land uses should be allowed in the rural areas outside the Urban Development Boundary:

a) Extensive agriculture;
b) Conservation Areas/Nature Reserves;
c) Tourism and related activities e.g. curio markets;
d) Recreational Facilities e.g. hiking trails/hotels/game lodges;
e) Farm stalls and home industries;
f) Rural residential uses/Agricultural Holdings in specific areas; or
g) Any other related development of service;

provided that the proposed development or service

h) services primarily the local market; and/or
i) is resource based; and/or
j) is located at a defined and approved service delivery centre/nodal point.

Developments or services not complying with the criteria set in (a) – (f) may thus only be allowed if it complies to one or more of the criteria listed as (h), (i) and (j).”

It is important to note that, in line with the Urban Development Boundary, the Midvaal Municipality already identified the short, medium and longer term priority areas for the upgrading and expansion of engineering services to promote and facilitate economic development along the R59 corridor. This information, as well as the more detailed land use proposals/guidelines, are contained in the R59 Development Corridor Framework Plan which was adopted by Council during July 2010 (Annexure D), as well as the Central Regional Spatial Development Framework document (2011) which provide more updated proposals.

In principle, all parts of the Midvaal Municipality located within the Urban Development Boundary are deemed to be priority areas for accommodating development, while the remainder part of the municipal area is deemed to be rural in nature, and thus all policies, guidelines and principles applicable to rural development are to be applied in these areas.
Development Principle 5: To facilitate the development of a hierarchy of Activity Nodes and a number of Multi Purpose Community Centres in the Midvaal area to ensure equitable access to social infrastructure, and to promote Local Economic Development in the Urban and Rural parts of the municipality.

It is important to define a proper nodal structure within the municipal area in order to enhance service delivery, and to promote the provision of both social and economic infrastructure. This in turn, will result in social and economic development in both the urban and rural parts of the municipality. As part of the Municipal SDF process, the Midvaal Municipality commissioned the formulation of a Nodal Development Policy for the municipal area. Extracts from this document are contained in Annexure E of this SDF.

According to the Midvaal Nodal Policy (2011), “Nodal development is defined as a mixed-use pedestrian-friendly land use pattern that seeks to increase concentrations of population and employment in well-defined areas with good transit service, a mix of diverse and compatible land uses, and public and private improvements designed to be pedestrian and transit oriented.”

1) Nodal Hierarchy

The Midvaal Nodal Development Policy makes provision for a three tier hierarchy of nodes within the Midvaal area as depicted on Figure 5.1:

- The Core Area (CBD)
- Neighbourhood Nodes
- Rural Nodes

a) Core Area (CBD)

The first and most prominent activity node within the Midvaal municipality is the Core Area which represents the Midvaal CBD located in the central part of Meyerton. This is the largest and most comprehensive activity node within the municipal area and will act as the priority area for promoting the widest range of economic activities, as well as higher order social facilities and amenities in the municipal area.

b) Neighbourhood Nodes

The second category, which is the Neighbourhood Node, is generally located within the Midvaal Urban Development Boundary and comprise a number of evenly spaced nodal points identified all along the R59 corridor in the central Region, as well as some nodal points in the western parts of the
municipal area. These nodes are intended to provide lower order goods and services conveniently close to where communities currently reside. In total there are ten neighbourhood nodes identified within the Midvaal area, as listed below:

- Waterval
- Daleside
- Golf Park
- Meyer Street Entrance (Gateway)
- Sicelo
- Riversdale
- Kookrus
- Rothdene
- Doornkui/Savanna City
- Vaal Marina.

c) Rural Nodes

The third category of node is specifically located outside the Urban Development Boundary of Midvaal and comprises four Rural Nodes as depicted on Figure 5.1. These include three nodal points along the R82 Corridor in the Western Region of the municipality at De Deur to the south; Walkerville in the central part; and Tedderfield in the northern section. In the Central Region of the municipality the Rural Node was identified at the Henley on Klip as indicated on Figure 5.1.

The Nodal Policy extract contained in Annexure E includes maps illustrating the exact location and demarcation of the Core Area and the proposed Neighbourhood Nodes in the Midvaal area.

d) Multi Purpose Community Centres

Apart from this three-tier system of nodal points as defined above, and which entail the consolidation of economic, social and residential facilities at strategically located points accessible to the surrounding community, concentrations of community facilities in the form of Multi Purpose Community Centres will/may be established at the following points within the municipal area (see Figure 5.1):

- Bantu Bonke MPCC
- Lakeside MPCC
- Ohenumeri MPCC
- Randvaal MPCC
The purpose of the Multi Purpose Community Centre is primarily to provide a one-stop service comprising a fairly comprehensive range of social facilities and services to the surrounding community at strategic points within the municipal area. Such services and facilities could include schools, clinics, satellite police stations, libraries, post offices, community halls, and a range of additional social facilities and services e.g. pension pay-out points.

By implication a Multi Purpose Community Centre can/should form part of the identified nodes (Core Area, Neighbourhood Nodes and Rural Nodes) in the municipal area, where possible. However, as illustrated above there are certain MPCC’s which do not form part of any of the proposed nodes in the Midvaal area. This is acceptable as long as these facilities serve a surrounding community.

e) Agri Village

As illustrated on Figure 5.1 the Bantu Bonke in the central-southern parts of the municipal area is also classified as an Agri Village. This is a small residential settlement with a number of community facilities serving the local and surrounding rural communities. It has a strong agricultural character with a hydroponic pilot project forming part of the village.

At provincial and national level this is a high priority area to promote and enhance the Agri Village concept.

2) Detailed Development Guidelines

The following more detailed development guidelines are applicable to the various types of nodes in the Midvaal area. (Also refer to Annexure E: Midvaal Nodal Policy)

a) Core area (CBD)

“The CBD area provides the highest residential and commercial densities in the municipal area and the greatest variety of services in the region. It is intended to have the character of a central business district. As a regional destination, a core area typically contains larger retail stores, entertainment, offices and a mix of higher density housing.

The CBD area is of a municipal-wide significance and can therefore develop a strong retail, entertainment and office component. The retail component can accommodate a regional shopping centre or 2 or more community shopping centres. Alternatively, the core area can accommodate a total and combined retail floor area of between 10,000m² and 60,000m². The viability of the retail figures given above needs to be validated through a retail study that accompanies each individual application of retail land use rights within the municipal area.
The CBD area needs to provide higher-order community services that serve the entire municipal area. With regard to health care, the core area should provide the region’s hospital(s), as well as other higher order and specialized medical facilities. Other community facilities to be provided in such a node include a large police station and emergency service centre. These facilities are all highest-order facilities when compared to similar facilities provided in lower-order nodes.

The core area can provide recreation facilities that serve the municipal area, usually consisting of a stadium that forms the central facility within such a node. Such a recreational facility can serve as the base for regional sports clubs. In addition to the stadium, the core area should contain other highest-order recreations facilities, such as a cricket oval, a swimming pool and a multi-purpose indoor sports centre.

The CBD area can also accommodate a significant higher-density housing component to enable a more vibrant nodal configuration. The Meyerton CBD is most probably the only area within Midvaal that is suited for the development of walk-ups and a higher-density housing option.

b) Neighbourhood Nodes

These nodes are intended to create a focus for more residential, suburban areas within the urban boundary of the municipal area. They are to provide a variety of services for local residents, including a mix of medium density housing, ranging from semi-detached housing to duplex housing, shopping, offices and community services. Neighbourhood nodes are intended to help steer urban development on a municipal level and provide structure to residential neighbourhood on a local level. Although there is no single design template that can be applied to all neighbourhood nodes, there are certain planning and design principles present in all good examples of neighbourhood node development, which are set out in the document.

### Table 2: Typical Retail Centre Classification

<table>
<thead>
<tr>
<th>Classification</th>
<th>Size (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Centre (Rural Centre)</td>
<td>1000-5000</td>
</tr>
<tr>
<td>Neighbourhood Centre</td>
<td>5000-10000</td>
</tr>
<tr>
<td>Community Centre</td>
<td>10000-30000</td>
</tr>
<tr>
<td>Small Regional Centre</td>
<td>30000-60000</td>
</tr>
<tr>
<td>Regional Centre</td>
<td>60000-100000</td>
</tr>
<tr>
<td>Super-Regional Centre</td>
<td>&gt;100000</td>
</tr>
</tbody>
</table>

*Source: Urban Dynamics Gauteng, 2010*

A neighbourhood node can accommodate a community shopping centre and two or more local shopping centres or a total and combined retail floor area of between 5,000m² and 10,000m² in size. The viability of the retail figures given above needs to be validated through a retail study that
accompanies each individual application of retail land use rights within the municipal area. In addition, a neighbourhood node can accommodate entertainment venues of local significance and an office component that can provide office space for local businesses.

A neighbourhood node should provide community services to the residential neighbourhoods they serve and should at least comprise a clinic, a post office, a community centre and a library. A recreational component can also be attached to a neighbourhood node. These recreational facilities can supplement the recreation facilities of schools.

c) Rural nodes

As the name suggests, rural nodes are nodes in rural areas that provide basic services and shopping opportunities to rural communities. These nodes are all located outside of the existing urbanized areas and Urban Development Boundary. These nodes should have a semi-rural character which can be expressed in their layout and building design.

A rural node can accommodate two or more local shopping centres, or a total and combined retail floor area of up to 5,000m² in size. The viability of the retail figures given above needs to be validated through a retail study that accompanies each individual application of retail land use rights within the municipal area. In addition, a rural node can accommodate office floor area catering for local businesses.

Due to the travel distances associated with rural areas, it is imperative that rural nodes should provide community services to the rural communities they serve. A rural node should at least comprise a clinic, a post office and a community hall. It is also important that the rural node comprises a police station due to the short reaction times required to respond to emergencies. A rural node can also comprise recreational facilities, such as a rugby field and a few tennis courts, to serve as a community facilitator within rural areas.

Table 3: Retail Potential and Floor Area Availability

<table>
<thead>
<tr>
<th>Node</th>
<th>Node Typology</th>
<th>Existing Retail</th>
<th>Potential Retail</th>
<th>Available Retail (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meyerton CBD</td>
<td>Central Business District</td>
<td>48100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daleside</td>
<td>Neighbourhood</td>
<td>300</td>
<td>10000</td>
<td>10000</td>
</tr>
<tr>
<td>Gateway</td>
<td>Neighbourhood</td>
<td>0</td>
<td>50000</td>
<td>50000</td>
</tr>
<tr>
<td>Golf Park</td>
<td>Neighbourhood</td>
<td>2600</td>
<td>10000</td>
<td>7400</td>
</tr>
<tr>
<td>Kookrus</td>
<td>Neighbourhood</td>
<td>0</td>
<td>25000</td>
<td>25000</td>
</tr>
<tr>
<td>Riversdale</td>
<td>Neighbourhood</td>
<td>800</td>
<td>10000</td>
<td>10000</td>
</tr>
<tr>
<td>Rothdene (outside node)</td>
<td>Neighbourhood</td>
<td>1600</td>
<td>10000</td>
<td>8400</td>
</tr>
<tr>
<td>Sicelo</td>
<td>Neighbourhood</td>
<td>2000</td>
<td>10000</td>
<td>10000</td>
</tr>
<tr>
<td>Vaal Marina</td>
<td>Neighbourhood</td>
<td>600</td>
<td>10000</td>
<td>9400</td>
</tr>
<tr>
<td>De Deur</td>
<td>Rural</td>
<td>3000</td>
<td>5000</td>
<td>2000</td>
</tr>
<tr>
<td>Henley-on-Klip</td>
<td>Rural</td>
<td>1400</td>
<td>5000</td>
<td>3600</td>
</tr>
</tbody>
</table>
Walkerville | Rural | 3400 | 5000 | 1600
Waterval | Rural | 0 | 5000 | 5000

**Total Floor Area** | 64200 | 160000 | 143900

*Source: Urban Dynamics Gauteng, 2011*

Note:  
1) See Meyerton CBD Precinct Plan 2011  
2) Retail figures need to be validated through a retail study that accompanies each individual application of retail land use rights within the municipal area

According to the table above, Midvaal currently comprises roughly 64000m² of retail floor area, excluding the retail floor area found within the Meyerton CBD. Floor area figures pertaining to the Meyerton CBD can be found within the Meyerton CBD Precinct Plan 2011. Based on the retail floor area allocation made for each nodal typology above, it was proposed that Midvaal could potential accommodate a total of 160000m² of retail floor area within its Neighbourhood and Rural Nodes. This is an additional 144000m² of retail space. However, it has to be stressed that granting this additional retail space must only be done based on the recommendations of detailed retail study that accompanies each individual application of retail land use rights within the municipal area.

**Development Principle 6**: To capitalise on the strategic location of the municipality by way of regional and provincial linkages, and to establish an internal movement network comprising a hierarchy of roads which include a comprehensive public transport network and services.

It is important to provide for proper regional, as well as local road network linkages within and around the municipal area. As illustrated on Figure 6.1 the most important regional routes currently serving the Midvaal area include the R59 freeway, route R82 in the western parts of the municipal area, route R64 which runs from the Waterval area towards the N3 in the eastern parts, route P25-1 which links Midvaal (Meyerton) to Lesedi (Heidelberg); route K78 which links the Meyerton area to the Vaal Dam and to the N3 freeway to the east (south of Heidelberg); and route P41-2 which links the Vaal Marina area to Heidelberg towards the north-west.

This road network needs to be protected and enhanced at all cost in order to ensure that Midvaal is functionally linked to the surrounding urban fabric and performs its function, both economically and socially, in the broader regional and provincial context.

**Figure 6.2** comprises the proposed Strategic Road Hierarchy of existing and proposed first, second and third order routes in the Midvaal area as contained in the Sedibeng Integrated Transport Plan and the Gautrans Strategic Road Network.

In brief the proposed future road hierarchy comprise the following route as reflected on Figure 6.2:

**First Order (Freeways):**
- N1 towards the west;
6.2 Kookrus CBD / Core Area

Savanna City

MIDVAAL SPATIAL DEVELOPMENT FRAMEWORK
STRATEGIC ROAD HIERARCHY NETWORK

- Agriculture
- Ridges
- Suikerbosrand Nature Reserve
- Tourism
- Tourism Precincts

Urban Development Boundary
- Class 1 Road (Existing)
- Class 1 Roads (Proposed)
- Class 2 Roads (Proposed)
- Class 3 Roads

Railway
- Stations
- CBD / Core Area
- Neighbourhood Node
- Rural Node

Agri Village

MPCC
- R59 in the central Midvaal area;
- PWV13 broadly linking Suikerbosrand to the Vaal Dam;
- PWV18, 20 and 22 which will serve the Midvaal area in an east-west direction in the northern, central and southern parts once it is constructed.

Second Order: K-routes/Conventional Dual Carriageway Routes:
- Routes K47, K57 (existing R82), and K77 parallel to the west of route R59;
- Routes K91, K135 and K167 parallel to the east of Route R59;
- In an east-west direction and from north to south in the Midvaal area the following routes:
  - K144 past Tedderfield to the north towards Lenasia;
  - K154 through the Waterval Node (Heidelberg Road);
  - K158 through Daleside towards Suikerbosrand;
  - K210 from Golf Park through Doornkuil towards the N1;
  - K174 between Meyerton and Heidelberg (Lesedi);
  - K164 from Meyerton CBD through Sicelo towards Ironside and Everton-Sebokeng;
  - K184 from Emfuleni/Vereeniging towards Ironside;
  - K83 between Emfuleni/Vereeniging and the Vaal Dam.

Supplementary to the above, there is also a third order network which serves to provide access to individual farm areas and agricultural holdings/properties at local level. This is the first road hierarchy that provide direct access to land uses and is the highest order route network under the authority of the Midvaal Municipality.

It is important to note that the Strategic Road Network as depicted on Figure 6.2 is a long term plan (50 years plus), and that individual routes or parts thereof will only be constructed if/when traffic volumes emanating from land use development/urbanisation warrants the construction thereof.

Figure 6.3 depicts the priority public transport routes as well as taxi and bus stops within the municipal area. The most important routes in this regard include route R551 which links De Deur to Meyerton; route K89 which serves as the main public transport route parallel to R59 and the railway line; as well as some local linkages towards the east and south of Meyerton. The priority taxi ranks and bus stops proposed for the Midvaal area are also illustrated on Figure 6.3.

The existing railway line is an asset to the Midvaal area and the municipality will contribute towards enhancing the viability of this as a commuter railway line by promoting Transit Orientated Development around all the railway stations along the line. (Also refer to sections 4.2.1 and 6.5.2 of the Midvaal Nodal Policy (Annexure E).
Development Principle 7: To promote the development of a diverse range of industrial and commercial activities in the Midvaal area with specific focus along the R59 Corridor and at the designated nodal points.

As depicted on Figure 7.1 the bulk of proposed industrial and commercial activity within the Midvaal area should be located within the R59 Development Corridor. The more detailed development proposals associated with this area are discussed in greater detail in the Regional Spatial Development Framework for the Central Region. It is however important to note that limited small scale light industrial/commercial development can and should also be accommodated in the rural areas at certain predetermined nodal points. The De Deur, Walkerville and Tedderfield rural nodal points located along route R82 in the western parts of the Midvaal municipal area are earmarked to accommodate supplementary industrial and commercial activity (at limited scale). The Precinct Plan for each of these nodal areas should provide more detail pertaining to the range of activities to be allowed, as well as the exact location, scale and extent of such developments.

Substantial parcels of vacant industrial-zoned land are still present within the R59 corridor area and development of these land parcels should receive priority. Light industrial and commercial development will be an important component of the land use mix which will eventually make up the proposed R59 Economic Development Corridor.

As far as heavy/noxious industrial development is concerned, it should be ensured that adequate buffer zones are created between such developments and surrounding residential development and thus need to be concentrated and strategically located in terms of compatible land uses and environmental impact, as well as accessibility.

Development Principle 8: To provide for a wide range of housing typologies and tenure alternatives within the municipal area by way of clearly defined Strategic Development Areas within the Urban Development Boundary, and to manage residential densification within and outside the Urban Development Boundary by way of the Midvaal Density Policy.

a) Within Urban Development Boundary

Figure 8.1 illustrates the Strategic Development Areas identified within the Urban Development Boundary where Council should promote the bulk of residential development within the Midvaal area in the short to medium term. These areas are generally located close to the major centres of economic activity, and support/supplement the development of the R59 Development Corridor. By implication the Strategic Development Areas could comprise a range of housing densities starting at about 10 to 12 units per hectare in conventional middle to high income residential areas, and up to about 60 units per hectare, especially around the major public transport routes. The medium and high density residential development applies to all areas located within the Urban Development Boundary.
There is a total of ten Strategic Development Areas where residential development/densification can/should be promoted. These ten priority areas include the following:

- Waterval Node within UDB at the Neighbourhood Node (SDA1);
- The area from Daleside up to Skansdam (SDA2);
- The Golf Park-Meyerton CBD Precinct (SDA3);
- Riversdale (SDA4);
- Rothdene-Kookrus (SDA5);
- Rissiville adjacent to the north of Drie Riviere (SDA6);
- Sicelo (SDA7);
- Doornkuil/Savannah City (SDA8);
- Ohenimuri (SDA9);
- Eye of Africa (SDA10).

(All densification is subject to infrastructure capacity).

The Vaal Marina complex is not earmarked for conventional residential development/densification as it caters for holiday accommodation.

b) Outside Urban Development Boundary

As far as the residential densification outside the Urban Development Boundary is concerned the Midvaal Density Policy (2011) which is contained in Annexure F of this document will be applied. In principle, Rural Residential development is allowed in all rural areas as depicted on Figure 8.1, but it should be noted that there are strong guidelines and parameters contained in the Midvaal Density Policy within which such development can and should be allowed.

In general, the formalisation of informal settlements needs to be achieved through upgrading programmes. This is done as part of the low cost housing process, in terms of provincial housing subsidies.

There is almost never a sharp cut-off point between urban development and extensive agriculture, and it is therefore envisaged that a transitional area will develop on the agricultural holdings and around the urban edge, which may comprise of a range of different peripheral uses.

It is proposed that low intensity land uses associated and compatible with agricultural holdings and rural residential areas may be supported. Intensive agriculture should be promoted in these areas. If properly developed, these uses can actually support the Urban Development Boundary and serve as a barrier to future expansion of the urban environment.
ANNEXURE A

ENVIRONMENT
ANNEXURE A1

MIDVAAL LOCAL MUNICIPALITY
ENVIRONMENTAL MANAGEMENT FRAMEWORK

STRATEGIC ENVIRONMENTAL MANAGEMENT PLAN
**SECTION 5: STRATEGIC ENVIRONMENTAL MANAGEMENT PLAN**

**5.1 Environmental Management**

The Strategic Environmental Management Plan (SEMP) is the product of the integration of the baseline information layers as contained in the Status Quo section of this report, after assessing it in terms of current policies and consultations with key stakeholders. During this stage of the process baseline information was transformed into secondary information that attaches value to different features which culminated in Environmental Control Zones (ECZs).

The main purpose of the Strategic Environmental Management Plan (SEMP) is to establish control zones, which indicate the environmental suitability of certain land parcels to accommodate various types of land uses or activities. The SEMP is not prescriptive in terms of land use and does not indicate which land uses must occur in which zones. Rather, the SEMP indicates specific minimum environmental requirements, through management parameters, which have to be met satisfactorily before approval of a development application could be considered. Similarly the SEMP indicates the level of assessment expected and required in the specified zone(s). The SEMP should also be used as the environmental input for the further review and development of the IDP and SDF processes.

The SEMP serves to provide guidance in terms of satisfying the requirements of the environmental management mandates of GDACE and the MLM, while it does not impose land uses on the planning mandate of the MLM.

The most significant constraints for development in the area include:

- The occurrence of Nature Reserves, specifically the Suikerbosrand Nature Reserve;
- Significant natural open space connectors;
- Several established conservancies in the area;
- The occurrence of Category I and Category II Ridges;
- Occurrence of large areas of medium and high potential agricultural land;
- Potential pollution sources from local and regional industrial activities, waste facilities, mining activities and irrigation agriculture;
- Constraints to development due to the position of the urban edge; and
- Development activities in the Vaal Dam Area.

There are clear indications from all sectors in the study area that there is a significant demand for development land, especially along the R59 freeway and the southern part of the study area, at the Vaal Dam, lying in an area bound by the R54 and R549.
Population growth over the last few years has been rapid and the high growth rates are expected to continue for a significant period. The provision of low cost / low-income housing is therefore a critical factor in the immediate future growth and development of the area. The identification of suitable land for low cost housing, which takes the principles of long-term sustainability into account, is a great challenge that has to be met by the authorities.

5.2 Basic Parameters for Determination of Environmental Control Zones (ECZ)

The process for the determination of the ECZ was based on the fact that certain parameters cannot be negotiated around and therefore these parameters are fixed. These were called the Non-Negotiable parameters. As the name suggests these are parameters which leave no room for negotiation.

The following is a list of the parameters which were considered as Non-Negotiable and therefore fixed:

<table>
<thead>
<tr>
<th>Non-Negotiables</th>
<th>Components</th>
</tr>
</thead>
<tbody>
<tr>
<td>❖ Nature Reserves</td>
<td>Suikerbosrand Nature Reserve</td>
</tr>
<tr>
<td>❖ Wetlands</td>
<td>Widely dispersed</td>
</tr>
<tr>
<td>❖ Ridges</td>
<td>Predominantly Category I and II ridges</td>
</tr>
<tr>
<td>❖ Heritage sites</td>
<td>Blockhouse</td>
</tr>
<tr>
<td>❖ Conservancies</td>
<td>Apple Orchards</td>
</tr>
<tr>
<td></td>
<td>Thorntree</td>
</tr>
<tr>
<td></td>
<td>Henley-on-Klip</td>
</tr>
<tr>
<td></td>
<td>Klipriviersuikerboschrand</td>
</tr>
<tr>
<td>❖ Natural Water Courses</td>
<td>Suikerbosrand River</td>
</tr>
<tr>
<td></td>
<td>Klip River</td>
</tr>
<tr>
<td></td>
<td>Rietpruit</td>
</tr>
<tr>
<td></td>
<td>Vaal River</td>
</tr>
</tbody>
</table>

The buffer zones along the rivers, ridges and wetlands will have to comply with the relevant legislative requirements and associated regulations.
5.3 Environmental Control Zones

The following is a list of the developmental and conservation zones which have been identified:

**Agriculture/Low Density Residential/Light Commercial**
- Area between R54 and R42 (within MLM border)
- This area also comprises the Bantu Bonke initiative as well as the Kudung Land Reform area
- It is recommended that development in this zone be carried out along the lines of agri-villages which will prove to be more sustainable in terms of job creation and economic growth while preserving the environmental integrity of the area.

**Natural Open Space**
- Nature Conservation
- Conservancies
- Ridges
- Rivers
- Dams

**High Density Residential/Industrial**
- Between R59 and Klip River, Meyerton, Henley-on-Klip and Risiville
- The De Deur Estates
- Henley-on-Klip: vertical densification needs to be managed and residential or commercial buildings should not exceed a double storey structure in this area.
- Blue Rose – location of the planned residential settlement is not ideal

**Tourism/Low Density Residential**
- Eye of Africa
- Vaal Dam

**Precautionary Guiding Principles**
- No densification or subdivision on farms east of existing development from (north to south) Rietspruit/Green Valley, Witkop/Daleside, Henley-on-Klip, Riversdale, Koolfontein/Nelsonia and Mooiland/Helderstroom.
- Development in these areas will be subject to conditions as determined by the MLM and will only be considered on very low potential agricultural land.
Figure 23: Environmental Control Zones in the MLM Area
5.4.2 Natural Open Spaces

As discussed previously the natural open spaces within the MLM area include the following:

- Nature Conservation
- Ridges
- Conservancies
- Rivers and wetlands
- Dams

<table>
<thead>
<tr>
<th>OPEN SPACE, NATURE CONSERVATION AND ECO-TOURISM</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy</strong></td>
<td></td>
</tr>
<tr>
<td>✗ Preserve proclaimed nature reserves</td>
<td></td>
</tr>
<tr>
<td>✗ Protect conservation areas current and future generations</td>
<td></td>
</tr>
<tr>
<td>✗ Enhance and promote the status of the Midvaal Municipality as a renowned destination for tourists</td>
<td>GDACE MLM</td>
</tr>
</tbody>
</table>

| **Strategy**                                   |                |
| ✗ Create a safe and secure environment, through pro-active security measures and cooperation with civic initiatives. | GDACE MLM |
| ✗ Maximise the advantage of the attractive country side associated with the Vaal Dam to attract investors from places like Johannesburg and Pretoria. |                |
| ✗ Preserve watercourses and flood-line areas as open space areas available to the local communities as well as tourists for recreational purposes. |                |
| ✗ Acknowledge the existence of proclaimed nature reserves and conservancies and protect them against external influences. |                |
| ✗ Address the perception that there is a shortage of parks for recreation and sport in the area. |                |

| **Guideline**                                  |                |
| a. Authorisation is required for the construction of facilities or infrastructure for resorts, lodges, hotels or other tourism hospitality facilities in a protected area. | GDACE MLM Developers |
| b. Authorisation is required for the transformation or removal of indigenous vegetation of 3 ha or more |                |
| c. Authorisation is required for the transformation of an area of any size where the transformation would occur within a critically endangered or endangered ecosystem listed in terms of Section 52 of the National Environmental Biodiversity Act, 2004 (Act 10 of 2004). |                |
| d. High potential agricultural land located within a protected area will not be utilised for agricultural purposes. |                |
Figure 25: Natural Open Spaces in the MLM Area
5.4.2.1 Ridges

In Gauteng, ridges are protected under the Gauteng Ridges Policy (GDACE, 2001). Their conservation importance is related to the potential for including Red Data habitats. The Ridges Policy outlines development control measures for ridges and their 200 m buffer zones, based on the extent of transformation of the ridge.

The quartzite ridges of Gauteng are one of the most important natural assets in the northern provinces of South Africa. This is because these ridges, and the area immediately surrounding the ridges, provide habitat for a wide variety of fauna and flora, some of which are Red List, rare or endemic species or, in the case of certain of the plant species, are found nowhere else in South Africa or the world. The ridges also fulfil functions that are necessary for the sustainability of ecosystems such as the recharging of groundwater, wetlands and rivers, wildlife dispersal and providing essential habitat for pollinators. Ridges also have a socio-cultural role in that they provide aesthetically pleasing environments that are valued by residents, tourists and recreational users. Human activities such as urbanization, mining and the planting of alien vegetation may undermine the contribution that ridges make to the environment.

The Gauteng Ridges Guideline, 2001 indicates that a ridge includes hills, koppies, mountains, kloofs and gorges and/or a landscape type or topographic feature that is characterized by two or more of the following features - a crest, plateau, cliff or foot slope. In addition, ridges are characterized by slopes of 5° or more (that is equivalent to slopes of > 8.8% or > 1: 11 gradient) when modeled in a Geographic Information System digital elevation model that is based on 20m contour intervals at a scale of 1:50 000.

In order to give practical effect to this policy, the GDACE has classified all ridges in Gauteng into one of four classes, based on the existing extent and percentage of area converted to urban development or other human activities. The classes are as follows:

1. Class 1 ridges include ridges of which 5% or less of their surface area has been converted to urban development, quarries and/or alien vegetation. (Approximately 51% of ridges currently fall within Class 1, including the Suikerbosrand and parts of the Magaliesberg.) Gauteng Ridges Policy (GDACE, 2001).
2. Class 2 ridges include ridges of which more than 5%, but less than 35%, of their surface area has been converted to urban development, quarries and/or alien vegetation. (Approximately 28% of ridges currently fall within Class 2, including parts of the Magaliesberg, ridges falling within the Cradle of Humankind World Heritage Site, the Klipriviersberg, the Bronberg and the Skurweberg.) Gauteng Ridges Policy (GDACE, 2001).

3. Class 3 ridges include ridges of which 35% or more, but less than 65%, of their surface area has been converted to urban development, quarries and/or alien vegetation. (Approximately 9% of ridges currently fall within Class 3, including the ridge that traverses the Northcliff, Roodepoort and Krugersdorp areas) Gauteng Ridges Policy (GDACE, 2001).

4. Class 4 ridges include ridges of which 65% or more of their surface area has been converted to urban development, quarries and/or alien vegetation. (Approximately 11% of ridges currently fall within Class 4, including the Melville Koppies and the Linksfield Ridge) Gauteng Ridges Policy (GDACE, 2001).
### RIDGES

<table>
<thead>
<tr>
<th>Policy</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve the ridges within the Suikerbosrand Nature reserve and the other ridge areas cutting diagonally in a south-easterly direction across the entire Midvaal area in view of their environmental sensitivity, ecological importance and as major contributors to local, regional and metropolitan open space systems.</td>
<td>GDACE MLM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Strategy</th>
<th>GDACE MLM</th>
</tr>
</thead>
<tbody>
<tr>
<td>❖ Acknowledge the existence of topographical features (ridge areas) and the related need to preserve/conserve. &lt;br&gt;❖ Comply with the Gauteng Ridges Policy for the management of Category 1 and 2 ridges which are prevalent in the area. &lt;br&gt;❖ To note the opportunities of prominent topographical features to accommodate certain essential engineering services or other infrastructural components (water reservoirs, masts, etc.), in turn representing major environmental concerns and impact and the need for an extremely balanced approach.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guideline</th>
<th>Developers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) <strong>Class 1 ridges</strong>&lt;br&gt;a. The consolidation of properties on Class 1 ridges is supported.&lt;br&gt;b. Further development activities and subdivisions will not be permitted on Class 1 ridges.&lt;br&gt;c. Only low impact activities with an ecological footprint of 5% or less will be permitted in the 200 meter buffer zone of the ridge.</td>
<td></td>
</tr>
<tr>
<td>2) <strong>Class 2 ridges</strong>&lt;br&gt;a. The consolidation of properties on Class 2 ridges is supported.&lt;br&gt;b. The subdivision of property on Class 2 ridges will not be permitted.&lt;br&gt;c. Development activities and uses that have a high environmental impact on a Class 2 ridge will not be permitted.&lt;br&gt;d. Low impact development activities, such as tourism facilities, which comprise of an ecological footprint of 5% or less of the property may be permitted. (The ecological footprint includes all areas directly impacted on by a development activity, including all paved surfaces, landscaping, property access and service provision).&lt;br&gt;e. Low impact development activities on a ridge will not be supported where it is feasible to undertake the development on a portion of the property abutting the ridge.</td>
<td></td>
</tr>
</tbody>
</table>
Figure 26: Ridges Categories in the MLM Area
### 5.4.2.2 Rivers and Wetlands

<table>
<thead>
<tr>
<th>RIVERS, TRIBUTARIES AND WETLANDS</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Policy</strong></td>
<td></td>
</tr>
<tr>
<td>Preserve the banks of rivers, tributaries and watercourses as open space systems and safeguard against unsound land use practices resulting in water pollution.</td>
<td>DWAF GDACE MLM Rand Water</td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td></td>
</tr>
<tr>
<td>❖ Flood-lines need to be determined or, alternatively, an area of 32.0 m as measured from the end of the riparian zone of the watercourse to be treated as a flood-line area.</td>
<td>DWAF GDACE MLM Rand Water</td>
</tr>
<tr>
<td>❖ Flood-line areas need to be retained as open space, irrespective of private or public ownership and with the exclusion of informal recreational facilities (boating, canoeing, swimming, hiking, horse trails etc.), to restrict any other development within flood-line or similar areas.</td>
<td></td>
</tr>
<tr>
<td>❖ Facilitate the rehabilitation of eroded areas and encourage owners to preserve and maintain river banks and support the education of the community in respect of unsound practices.</td>
<td></td>
</tr>
<tr>
<td>❖ Co-operate with the Department of Water Affairs and Forestry to manage and implement pollution control measures for the natural water courses in the area.</td>
<td></td>
</tr>
<tr>
<td>❖ Ensure that pollution incidents are timeously reported to the DWAF and collaborate with officials on actions to be taken.</td>
<td></td>
</tr>
<tr>
<td><strong>Guideline</strong></td>
<td></td>
</tr>
<tr>
<td>a. Authorisation is required before the construction of new dams, weirs, bridges, channels and canals.</td>
<td>DWAF GDACE MLM Rand Water Developers</td>
</tr>
<tr>
<td>b. Authorisation is required for any purpose in the 1:10 year flood line of a river or stream or within 32 meters as measured from the end of the riparian zone of the watercourse where the flood line is unknown.</td>
<td></td>
</tr>
<tr>
<td>c. Authorisation is required for the dredging, excavation, infilling, removal or moving of soil, sand or rock exceeding 5 m³ from a river floodplain or wetland.</td>
<td></td>
</tr>
<tr>
<td>d. A Water Use License is required for activities which impede or divert the flow of a watercourse if the structure built:</td>
<td></td>
</tr>
<tr>
<td>• Exceeds a foundation width of 15 meters;</td>
<td></td>
</tr>
<tr>
<td>• Exceeds a length of 200 meters; or</td>
<td></td>
</tr>
<tr>
<td>• Occurs within 500 meters of another structure</td>
<td></td>
</tr>
<tr>
<td>e. A Water Use License is required for activities which result in the alteration of the bed or banks of a water course on a property if the alterations extend for more than 50 metres continuously or a cumulative distance of 100 metres on that property or land, measured along the watercourse</td>
<td></td>
</tr>
<tr>
<td>f. A Water Use License is required for activities which alter the bed or banks of a watercourse if the structure built:</td>
<td></td>
</tr>
<tr>
<td>• Exceeds a height of 10 meters;</td>
<td></td>
</tr>
<tr>
<td>• Exceeds a width of 10 meters;</td>
<td></td>
</tr>
<tr>
<td>• Exceeds a length of 50 meters; or</td>
<td></td>
</tr>
<tr>
<td>• Occurs within 500 meters of another structure</td>
<td></td>
</tr>
</tbody>
</table>
Figure 27: Rivers and Wetlands in the MLM Area
ANNEXURE A2

CONSERVATION AREAS
Figure 2: Conservation Areas
8. POLICY STATEMENTS

The policy statements are underpinned by the principle of retaining viable economic farm units. The focus is on land that is utilised for agricultural activities, no matter what its zoning. Where farm units are too small to provide a sufficient and sustainable income, the pressure for land use change increases dramatically. The norms and standards presented here provide the minimum possible standards for viable economic units. In addition to these, it is also essential that the following issues be considered when the norms and standards are applied:

- Natural resource capacity, particularly water and impact on the environment
- Sustainability
- Human capital requirements
- Local agro-ecological peculiarities

When considering agricultural policy it is useful to distinguish between those aspects of agricultural land use over which the Midvaal Local Municipality has direct control, i.e. the subdivision of agricultural land.

8.1 Subdivision of Land for Agricultural Purposes

The subdivision of land in this instance is in relation to two sets of legislation, namely

- The Division of Land Ordinance No 20 of 1986
- The Subdivision of Agricultural Land Act No 70 of 1970. This Act is of relevance for agricultural land that is still viable for farming purposes. In most cases for farm portions greater than 20 hectares in extent
- The subdivision of agricultural land should not result in units smaller than:
  - A unit able to carry 60 livestock units on land used for grazing
  - A unit of 100 hectares on land used for dry crop production
  - A unit of 20 hectares on irrigated land with the proviso that of validated water rights from a recognisable source, such as a water scheme or borehole, for 10 hectares is available
• These standards will also apply to the notion of small holdings - small holdings may not be established on productive or high potential agricultural land
• If piped water is not available (excluding borehole water), the minimum size for subdivision of farm portions that are on medium or low potential agricultural land, is 5 hectares. If piped water is available (excluding borehole water), the minimum size for subdivision of farm portions that are on medium or low potential agricultural land, is 1 hectare.
• Notarial links will only be allowed when consolidation is not possible and/or where the municipality boundaries do not allow it.
• Restrictions on processing of undivided shares application will remain in place so as to pre-empt pressure for subdivision and ensure accountable ownership of the property.
• An agricultural holding can be subdivided to a minimum size of 8565m², as stipulated in the Agricultural Holdings Act No 22 of 1919.
• Subdivision of farm portions smaller than 1 hectare or holdings smaller than 8565m², where piped water is available (excluding borehole water), are not supported. In such cases township establishment applications will need to be submitted in terms of the Town-planning and Townships Ordinance No15 of 1986. Further, this Policy does not guarantee approval of any application. Each application will be treated on its own merit.

8.2 Dwelling Units on Agricultural Land

The number of dwelling units which can be erected are controlled by the various town planning schemes in operation across the Midvaal Local Municipality. The general, standardised guidelines are, however, as follows:
• All suitable zoned properties (Residential, Agricultural, Undetermined) permit as a primary right one dwellings unit. It should be noted that a dwelling unit in this case is subsidiary to the main use.
• For a second dwelling unit a special consent shall be applied for in terms of the stipulated requirements. They shall only be permitted on erven larger than 750m² and shall be restricted to 120m² in extent.
• Densification of the rural areas outside of the urban edge shall be limited, due to the lack of services and the impact on the scarce agricultural land.
• Clustering of buildings should be regarded as a high priority to reduce visual impacts and effects on productive land.
• New access roads that could impact negatively on natural processes, the fragmentation of land units and visual amenity should not be allowed.

8.3 Employee Accommodation on Agricultural Land

The following policy guidelines have been developed in relation to employee accommodation on farms, farm portions and agricultural holdings:

• For farm portions larger than 5 hectares, a land owner may erect up to 6 units for employees as a primary right. For more than 6 units, a special consent use application shall be submitted. In all cases building plans must be submitted and approved prior to construction.

• For farm portions smaller than 5 hectares, a land owner may erect 2 units for employees as a primary right. For more than 2 units, a special consent use application shall be submitted. In all cases building plans must be submitted and approved prior to construction.

• For agricultural holdings, a land owner may erect a maximum of 1 unit for employees. For more than 1 unit, a special consent use application shall be submitted. In all cases building plans must be submitted and approved prior to construction.

• Each employee unit shall not exceed a floor area of 120m².

• The footprint of buildings and cartilage should be limited in order to minimise impacts on productive soil. Existing and where possible, future productive land in relation to the proposed additional buildings should be clearly shown on the application.

• The use of existing disturbed sites for additional dwelling units and farm worker housing is preferable.

• The location of farm worker housing should include the consideration of safe access to social facilities and transport opportunities.
8.4. Norms and Standards for Land Use Change

Land use change in this context refers to applications which also require an application in terms of land use management legislation and which will result in farming activities ceasing on the land that is the subject of the application.

8.4.1 Land Use Change to Residential or Commercial

Typically this would entail an application for township establishment with the view to develop the land and sell erven. When considering such applications the Midvaal Municipality should focus on the potential impact of such developments on agricultural resources, i.e. planning and environmental issues, although important, should be secondary considerations as these are the responsibilities of other authorities.

Potential impacts to consider when assessing an land use application to change from an agricultural use to another, more intense land use, are:

- The irreversible loss of productive, high potential agricultural land
- Impacts on sensitive land such as wetlands, and land vulnerable to erosion with resultant impact on adjacent farming practices.
- The fragmentation of agricultural areas. The fragmentation of agricultural land limits farmers’ ability to expand farming operations and in general reduces confidence in the agricultural industry, dissuading farmers from investing in farming.
- Loss of employment opportunities for people who do not have sufficient skills to find employment in another sector.
- The potential impacts of the development on neighbouring properties, e.g. complaints about crop spraying, noise or unpleasant smells.
- Increased competition for the use water resources, for the purpose other than agriculture.
- Potential pollutants of water and soil, e.g. runoff from highly manicured lawns that may impact on agricultural production.
• An increase in traffic which may impact on roads used to transport agricultural produce.

• An increase in land value based on expectations of development rights that inhibit the expansion of units in the area as well as the potential for land reform.

• A general loss of amenity in the area, which may impact on the long term desirability of farming in the area.

In the light of the above, the following criteria should guide decision making:

• The quality and viability of the land that will be lost – particular issues to be considered is whether the land is irrigated and whether the DoA has provided financial and other assistance in providing agricultural infrastructure to the property.

• The location of the development should not constitute leap frog development or result in the establishment of a new node over time.

• The development may not result in the use of water reserved for agricultural purposes for other purposes.

• The development should be consistent with any approved forward planning exercise that applies to the area, as referenced in the Midvaal Spatial Development Framework.

8.4.2 Land Use Change with a View to Establish an Agri-village

The establishment of agri-villages constitutes a form of land use change in support of agricultural production as well as providing security of tenure to farm workers. Unsustainable agri-villages have the potential to lock people into poverty through limiting access to social and economic opportunities. In addition, the development of too many agri-villages in an area and the development of inappropriate form, style and scale of buildings can impact on the amenity of an agricultural area.
Thus the following criteria should guide decisions regarding the establishment of agri-villages:

- A sequential approach must be used to determine the optimal location of an agri-village – i.e. it must be demonstrated why farm worker housing cannot be provided in an urban area, before an agri-village can be established outside existing nodes.
- Agri-villages should be located in areas where there is a high economic potential.
- Agri-villages must be identified as a node in the spatial development framework of the relevant local municipality.
- Agri-villages should be within walking distance (less than 2km) of a public transport opportunity (this allows people to access other opportunities and does not “lock” them into areas with no opportunities).
- Agri-villages should preferably be established on existing disturbed sites.
- Agri-villages should be limited population size (usually up to 500 people) and contain all major settlement functions (mixed residential, social facilities, commercial space and public open space) with a particular emphasis on human development programmes.

### 8.4.3 Land Use Change to allow for Mining, Waste Disposal Sites and Other Large Scale Infrastructure

Land use changes for mining, waste disposal sites and other large scale infrastructure could have severe negative impacts on surrounding agricultural activities including:

- Damage to crops and livestock as a result of increased dust (in the case of open cast mining) and ground water pollution.
- Increased heavy vehicle traffic that damages roads and impact on road safety.
• Fragmentation of farm land with the resultant negative impacts listed above
• A general loss of amenity in the area, which may impact on the long term desirability of farming in the area

Thus in considering applications that will result in a change of land use to allow for mining, waste disposal; sites and other large scale infrastructure Midvaal should request that the application includes an assessment of the impact of the mine on agriculture in the area, as well as set conditions regarding the mitigation of such impacts. No such development may be allowed on productive, high potential agricultural land.

It is further recommended that the Midvaal Local Municipality amends its town planning schemes to incorporate a mining purpose zoning. This would enable the Municipality to have more control over the related issues that such a land use impacts on. It should be noted that the mining use will not be able to be addressed by the Municipality as it is a national government competency but the related municipal issues Midvaal would be able to influence, namely:

• Management and upgrading of access roads or railway lines to and from the intended mining facilities
• Investment by the mining operators into sustainable waste management practices and environmentally sound operations, to the satisfaction of the municipality
• Control of the limited water resources
• Pollution control, including noise, water, underground and air pollution
• Energy efficiency practices
• Other service provision
• Housing and amenities for mining personnel, etc.

8.4.4 Land Use Change to allow for Nature Reserves and Resorts
Related to the above, are land use changes to allow for nature reserves and resort type development, with the exception that such development is usually located outside of urban edge. Game farming is considered elsewhere. Of greatest concern with such developments is that permission for land use is often initiated with the view to obtaining more land use rights typically to allow for low-density residential development in the future, which would have similar potential impacts as those, listed above.

Thus land use change to nature reserves and resorts should be considered only under the following conditions:

- Relevant conditions in NEMA and other environmental legislation shall apply
- Resorts shall not be permitted on high potential, unique agricultural land and irrigated agricultural land currently under cultivation.
- The potential to undertake restoration to re-establish natural habitat must be demonstrated, where a nature reserve is being proposed.
- No further subdivision of the property may be allowed on erven with high potential agricultural land
- Only limited accommodation may be allowed as follows:
  - In mountains or hill terrain – 1 unit per 10ha
  - On plains 1 unit per 30ha
  - Dwelling units are limited to a floor area of 120m²
  - Dwelling units should be clustered and interrelated
- An environmental management plan should indicate how potential impacts on adjacent agricultural land will be mitigated for instance how burning regimes and runoff form landscaped areas will be controlled
- No water reserved for agricultural purposes may be used to serve the development
- An SDP shall be submitted along with the special consent use application or rezoning, which details the functionality of the resort, ancillary facilities, access, elevation, etc.
There may be circumstances that is of high potential and has not been cultivated which are the subject of a sub-division application for the purpose of establishing a nature reserve. Such land may be of high biodiversity or conservation value. In these circumstances, there is a need for extensive consultation with the relevant environmental authority and nature conservation authority. The possibility that subdivision of such land would have merit from a biodiversity perspective is limited. The approach should be to retain this land as an intact unit, unless otherwise indicated by both the relevant environmental authority and nature conservation authority.

8.4.5 Land Use Change to Allow for Game Farms

There are a number of permutations related to game farming – it can take the form of an enterprises breeding game for meat production, hunting purposes, export or conservation purposes, or it could be geared towards tourism in which case it would mostly like include lodges and other facilities required to accommodate tourists.

A switch from livestock to game farming does not require permission for a land use change in terms of planning legislation (except where tourist accommodation is provided) and also does not require consent, except where veterinary permits are needed for the importation and keeping of certain animal species. However game farming is controlled by environmental and tourism legislation. The following criteria should be used to assess such applications:

- Relevant conditions in NEMA and other environmental legislation shall apply
- The minimum subdivision requirement of 60 livestock units per subdivided land unit remains applicable.
- With regard to accommodation for tourists or hunters the criteria for resort developments remain applicable.
On farm activities and uses refer to land uses that do not necessarily require subdivision or rezoning of agricultural land and which are secondary to the agricultural activities. Typically these would include uses that provide additional income so as guest accommodation on a small scale, farm stalls and function venues. Potential negative impacts of such developments include:

- Negative impacts on agricultural production through fragmentation of farmed areas, or concerns regarding noise and other types of pollution
- Additional non-farm related traffic could impact on the road maintenance and traffic volumes
- Additional road requirements which lead to loss of productive land and require erosion control
- A general loss of amenity through unsightly and dense development which may impact on the long term desirability of agriculture in the area as well as increased pressure for land use change.

8.5 General Land Use Criteria for Agricultural Land

The following criteria should apply to such on farm activities:

8.5.1 Commercial Uses

- One farm stall and farm shop may be allowed per unit and the floor area should be limited to 100m².
- A farm stall or farm shop shall only sell local produce that is related to the farming activity or home industry products made by the local community.
- Where consideration is given to allow additional buildings such as bush pubs, tasting or function venues, such applications should be accompanied by a site development plan that indicates buildings and productive and unproductive land (i.e. land used for parking). New buildings may not result in loss of productive land, including access roads to such buildings, and as a rule not more than 10% of the property may be used for non-farming purposes – this includes the additional dwelling unites referred to above.
8.5.2 Agri-industry

Agri-industry refers to buildings and infrastructure required to accommodate processing of agricultural products in close vicinity of the production thereof, e.g. abattoirs and wine cellars. In many instances such uses require a change of zoning in terms of planning legislation and may also require a subdivision to account for ownership issues (e.g. enterprise held by co-operatives). The following criteria apply to agri-industry:

- Where subdivision is required only the minimum land required may be subdivided and the remainder of the property must remain a viable unite as per the norms and standards set out above
- Agri-industries may not be established on productive agricultural land
- The location of such industries in relation to access roads requires careful consideration – new roads to accommodate such agri-industries should be avoided at all costs.

There is no doubt that we need an alternative agricultural development paradigm, one that encourages more ecologically, bio diverse, sustainable and socially just forms of agriculture. Strategies are needed which lead to the revitalization of small and medium sized farms, and point the way towards the reshaping of the entire agricultural policy and food system in ways that are economically viable to farmers and consumers.
ANNEXURE C

TOURISM
ANNEXURE C1

THE VAALDAM/VAAL MARINA DEVELOPMENT GUIDELINES
### Midvaal Local Municipality: Environmental Management Framework

#### 5.4.3 Tourism/Low Density Residential

<table>
<thead>
<tr>
<th>Tourismlow Density Development (Vaal Dam Area)</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserves the aesthetic appeal of the Vaal Dam Area while at the same time allowing development which will enhance the natural characteristics of the area and increase the tourism potential of the area.</td>
<td>DWAF GDACE MLM</td>
</tr>
</tbody>
</table>

**Strategy**

- High density development will be avoided in the Vaal Dam Area.
- The Vaal Dam area will be developed as a tourist attraction as well as a preferred residential area for local residents and holiday/weekend home owners.

<table>
<thead>
<tr>
<th>Guideline</th>
<th>Developers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development in the Vaal Dam Area should be contained within the area bound by the intersection of the R54 and the R549. Developments such as Lifestyle Estates and Golf Course Developments will not necessarily be supported by the GDACE and the MLM. Development should be limited to low density residential at a maximum of 10 units per hectare (if workers housing is present on the properties, the first 300m² of such housing and every further 300m² or part thereof should be regarded as equivalent to 1 unit) The Vaal River Complex Guide Plan of 1982 will be adhered to in terms of the following requirements:</td>
<td>DWAF GDACE MLM Developers</td>
</tr>
<tr>
<td>a. An open space of at least 100 measured landwards horizontally from the servitude boundary shall be left in all cases (including agriculture) and no buildings or structures may be erected on this space. b. No toilets, French drains, conservancy or septic tanks, sewage pumping installations or sewage disposal works shall be constructed on the waterward side of the servitude boundary line. c. No caravan parking and camping shall be permitted within 100m of the edge of the water. d. The width of water frontage of any property other than existing properties shall be at least 100m, measured horizontally.</td>
<td></td>
</tr>
</tbody>
</table>

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*Figure 29: Vaal Dam development area with the MLM*
ANNEXURE C2

MIDVAAL ACCOMMODATION POLICY
4. ACCOMMODATION TYPOLOGIES

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

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

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

<table>
<thead>
<tr>
<th>TYPOLOGY</th>
<th>DESCRIPTION</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camping and Caravanning</td>
<td>Informal temporary accommodation in a unique environment.</td>
<td>A property used for erection of tents or other temporary structures for temporary accommodation for visitors or holiday-makers, which includes ablution, cooking and other facilities that are reasonably and ordinarily related to camping. This includes a caravan park, whether publicly or privately owned, but which excludes the alienation of land on the basis of time sharing, sectional title, share blocks or individual subdivision; and excludes resort accommodation or mobile homes.</td>
</tr>
<tr>
<td>Bed and Breakfast Establishment</td>
<td>Accommodation in a dwelling-house or second dwelling unit for transient guests</td>
<td>A dwelling house or second dwelling in which the owner of the dwelling supplies lodging and meals for compensation to transient guests who have permanent residence elsewhere; provided that the primary use of the dwelling-house concerned shall remain for the living accommodation of a single family.</td>
</tr>
<tr>
<td>TYPOLOGY</td>
<td>DESCRIPTION</td>
<td>DEFINITION</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Guesthouse</td>
<td>Accommodation in a dwelling-house or second dwelling unit for transient guests.</td>
<td>A dwelling house or second dwelling which is used for the purpose of supplying lodging and meals to transient guests for compensation, in an establishment which exceeds the restrictions of a bed and breakfast establishment, and may include business meetings or training sessions for resident guests.</td>
</tr>
<tr>
<td>Backpackers</td>
<td>Accommodation and communal facilities in a building or free standing buildings for transient guests</td>
<td>A building where lodging is provided, and may incorporate cooking, dining and communal facilities for the use of lodgers, together with such outbuildings as are normally used therewith; and includes a building in which rooms / beds are rented for residential purposes, youth hostel, and backpackers’ lodge; but does not include a hotel, dwelling house, second dwelling or guest house.</td>
</tr>
<tr>
<td>Self-catering</td>
<td>Accommodation for non-permanent residents and transient guests</td>
<td>A building consisting of separate accommodation units, each incorporating a kitchen facility, and which may include other communal facilities for the use of transient guests, together with such outbuildings as are normally used therewith; which are rented for residential purposes and may include holiday flats; but does not include a hotel, dwelling house, second dwelling or guesthouse. This use shall only be considered on erven within the urban edge.</td>
</tr>
<tr>
<td>Hotel</td>
<td>Large scale accommodation for transient guests incorporating various ancillary facilities</td>
<td>A property used as a temporary residence for transient guests, where lodging and meals are provided, and may include: • a restaurant or restaurants • associated conference and entertainment facilities that are subservient and ancillary to the primary use of the property as a hotel; and • premises which are licensed to sell alcoholic beverages for consumption on the property, but does not include an off-sales facility or a dwelling house.</td>
</tr>
<tr>
<td>Resort / Lodge</td>
<td>Subsidiary transient accommodation that has been clustered, on a large tract of land normally on a small holding or farm</td>
<td>The transient guest accommodation is subsidiary to the main use and is clustered on the property. Not more than one unit per 500m² shall be permitted. Meals to transient guests for compensation shall be provided.</td>
</tr>
</tbody>
</table>
### TYPOLOGY

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Game Farm</td>
<td>Game farming can take the form of an enterprises breeding game for meat production, hunting purposes, export or conservation purposes, or it could be geared towards tourism in which case it would include lodges and other facilities required to accommodate tourists.</td>
</tr>
</tbody>
</table>
## 5. POLICY ASSESSMENT CRITERIA

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

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

### 6.1 CAMPING AND CARAVANNING

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| PURPOSE        | • Consist of multiple free standing or linked structures of a temporary nature, and may include caravans and tents, but excludes mobile homes  
                 • Purpose built development, often in a unique environment  
                 • Day visitors may be permitted and facilities for their use can be provided.  
                 • Ownership status of the enterprise may be either public or private | • To provide a more affordable form and particular style of accommodation for tourists  
                 • Care must be taken when determining available infrastructure, ablation facilities and general amenities |
| SCALE          | • Generally camping establishment should be restricted to a low impact scale and intensity in keeping with the context of the area and its surrounding character  
                 • Form and scale of development determined by development parameters of particular zone and set out on SDP  
                 • No individual subdivision permitted  
                 • No permanent residence shall be permitted | • To ensure low impact and compatibility with its surrounding environment.  
                 • Limitation on development of permanent structures to maintain character. |
| LOCATION       | • Often located in a unique and attractive natural environment or on urban outskirts/outside the urban edge, but not essential | • Supporting requirement of the SDF for resource location |
| SELF CATERING  | • Cooking and braai facilities are provided for residents, including day visitors | • Forms inherent part of the attraction of a camping site. |
| LIQUOR USAGE   | • Depending on zoning scheme requirement, selling of liquor for on-site consumption by residents may be permitted, subject to a separate liquor licence application  
                 • Liquor trading hours as per Liquor Trading Hour By-law | • To ensure compliance with Liquor legislation, but allow for diverse range of facilities/services to guests. |
<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| ANCILLARY FACILITIES     | • Subject to zoning scheme requirements and an application in this regards, a place of entertainment may be provided, with the size and nature of the facilities to be determined by an SDP  
• May also included offices, restaurant, conference facilities, ablution facilities, tourist shop, sports and other communal facilities related to the camping | • Complimentary (but strictly ancillary) land use to enhance camping character of establishment. |
| ON-SITE RESIDENCE        | • Permanent accommodation may be provided on-site for the manager/owner of the establishment                                                                                                                                            | • To accommodate operational requirements and support proper management                         |
| PARKING                  | • In addition to individual stands, on-site visitor parking requirements shall be determined as per SDP submitted for each application                                                                                                   | • Local circumstances will dictate                                                             |
| LOADING                  | • Where necessary, loading requirement to be determined by SDP                                                                                                                                                                         | • Local circumstances will dictate                                                             |
| STAFF FACILITIES         | • Accommodation to be provided for staff to the satisfaction of the ED: Development and Planning                                                                                                                                          | • To prevent staff accommodation being used by visitors                                       |
| SIGNAGE                  | • Must comply with Council’s Outdoor Advertising By-laws                                                                                                                                                                                  | • To prevent oversized signage that might be detrimental to visual integrity of the area        |
| ENVIRON. ISSUES          | • No activities constituting public nuisance shall be permitted  
• No disturbance from loud music or other sources after 22h00, except with separate approval from Council  
• Specific arrangement for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on SDP | • To protect amenity enjoyed by surround residents  
• Ensure that water saving mechanisms are in place                                               |
| LAND USE PROCESS         | • The area should be generally rural in nature  
• Special Consent use application along with a Site Development Plan to determine communal areas, number of caravan sites and ablution facilities | • There is a need to manage such activities and facilitate this land use                        |
# 6.2 Bed and Breakfast Establishments

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

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

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PURPOSE</strong></td>
<td>Part of a larger single family dwelling house or second dwelling converted to accommodate transient guests and may include detached or semi detached rooms, exceeds bed and breakfast establishment in terms of size and impact</td>
<td>• An accommodation establishment consisting of not less than four and not more than twelve guestrooms</td>
</tr>
<tr>
<td></td>
<td>Usually between 6 and 16 bedrooms are provided in a guesthouse</td>
<td>• Does not accept permanent residents</td>
</tr>
<tr>
<td></td>
<td>Breakfast is usually served to residents; other meals may also be provided, but for resident guests only</td>
<td>• Has as its primary activity, the supply of personally supervised accommodation</td>
</tr>
<tr>
<td></td>
<td>Guests have communal areas for their exclusive use and the host's facilities are separate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bathroom facilities may or may not be en-suite or private</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Serves at least one meal a day to paying guests on a full time basis</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The guest house should only provide an evening meal on a specific request from the transient guest</td>
<td></td>
</tr>
<tr>
<td><strong>SCALE</strong></td>
<td>Maximum size of 32 persons or 16 rooms permitted</td>
<td>• The establishment should remain compatible with surrounding residential area</td>
</tr>
<tr>
<td></td>
<td>Council may determine/restrict the number of establishments in a locality/guest rooms per establishment and lay down conditions necessary to mitigate the impact of the establishment, in order to protect the area's character</td>
<td>• Form and scale of development determined by development parameters of particular zone (i.e. floor space, building lines, height) and set out on SDP</td>
</tr>
<tr>
<td></td>
<td>Buildings can be free standing or linked structures, but residential character of particularly streetscape to be retained</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Second business (or home occupation) on same premises as guesthouse establishment not permitted</td>
<td></td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>May not abut onto a public road with a reserve narrower than 10m. With regard to maximum number of establishments in a particular locality, cumulative impact on services infrastructure must form part assessment.</td>
<td>• Encourage location in higher intensity land use areas in order to reduce impact on quite single dwelling neighbourhood character</td>
</tr>
</tbody>
</table>
### MIDVAAL ACCOMMODATION POLICY GUIDELINES

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| **Desirable location that are encouraged include:** | - properties larger than 800m²  
- properties near intersections and collector (class 4 and higher) roads  
- properties near open spaces/areas/amenities  
- near or within neighbourhoods and areas designated for higher density and mixed use development  
- larger ones closer to nodes or main roads          | • Provide more flexibility in responding to current trends, but prevent creation of fully fledged separate dwelling |
| **SELF CATERING**        | - Meals supplied to guests/lodgers, employees and bona fide residents only  
- Self-catering by means of a kitchenette (self-catering unit)s only, may be permitted; no fully self-contained units or self-catering apartments permitted |                                                                              |
| **LIQUOR USAGE**         | - Subject to obtaining liquor licence and separate departure/consent application in terms of the zoning scheme (where required in terms of the scheme), alcoholic beverages only sold for consumption on-site with meals, to resident guests  
- Permitted liquor trading hours as per Liquor Trading hour By-law | • Does not have a public bar  
• Ensure compliance with Liquor legislation |
| **ANCILLARY FACILITIES** | - A place of entertainment shall be permitted, with conditions  
- Where ancillary activities such as restaurants, lecture room, spa/hydro and wellness centre, small conference facilities or similar types of services are provided and depending on the zoning scheme, these are subject to a separate consent application to Council, if required by such zoning scheme  
- In addition, such facilities/services may only be provided for the benefit of resident guests and must therefore relate to the extent of the guest-house establishment to ensure they are not used by the general public | • Prevent noise nuisance and parking problems and ensure reasonable amenity to neighbours. |
<p>| <strong>ON-SITE RESIDENCE</strong>    | - Proprietor/manager may reside in a second dwelling                                                | • Ensure residential character of property is maintained                     |</p>
<table>
<thead>
<tr>
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<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARKING</td>
<td>• Owner’s parking space may be in form of garage</td>
<td>• Prevent on-street parking that may adversely affect traffic flow, the streetscape or area character generally</td>
</tr>
<tr>
<td></td>
<td>• Except where on-site parking/drop-off space is provided, guests may not arrive by 30-seater (or larger) bus</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Where on-site provision not possible, parking may be provided on abutting or nearby property, subject to a notarial tie being registered, or similar agreement, as approved by Council</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 1 Parking bay per guest room</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Prevent on-street parking that may adversely affect traffic flow, the streetscape or area character generally</td>
<td></td>
</tr>
<tr>
<td>LOADING</td>
<td>• Provide on-site space for loading and deliveries.</td>
<td>• Prevent on-street loading for same reasons as above</td>
</tr>
<tr>
<td></td>
<td>• Depending on scale of establishment, designated guest parking bays may be shared as temporary loading space</td>
<td></td>
</tr>
<tr>
<td>STAFF</td>
<td>• No more than 5 staff members shall be employed in support of the establishment at any given time</td>
<td>• Restrict scale of operation and ensure staff quarters aren't used by visitors as additional accommodation</td>
</tr>
<tr>
<td>FACILITIES</td>
<td>• Bona fide staff quarters shall be regarded as rooms for lodgers/guests and may not be converted to guest accommodation</td>
<td></td>
</tr>
<tr>
<td>SIGNAGE</td>
<td>• All outdoor signage to comply with Council's Outdoor Advertising By-law</td>
<td>• Prevent oversized signage that is detrimental to the area</td>
</tr>
<tr>
<td>ENVIRO.</td>
<td>• Alteration or additions shall be compatible with the character of the area</td>
<td>• Protect amenity enjoyed by surrounding residents and character of the area</td>
</tr>
<tr>
<td>ISSUES</td>
<td>• Where located in historic precincts/heritage areas, external appearance/facade to be sensitive to this attribute and taken into account</td>
<td>• No activities constituting a source of public nuisance shall be carried out</td>
</tr>
<tr>
<td></td>
<td>• Where buildings are altered or newly constructed, Council's Green Building Guidelines should be considered and applied</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• No disturbance from loud music or other sources after 23:00, except with separate approval from Council</td>
<td></td>
</tr>
<tr>
<td>LAND USE</td>
<td>• Permitted as a primary right for 1-3 bedrooms</td>
<td>• There is a need to manage such activities and facilitate this land use that is on the increase</td>
</tr>
<tr>
<td>PROCESS</td>
<td>• Special Consent use application along with a Site Development Plan for 4-16 bedrooms</td>
<td></td>
</tr>
</tbody>
</table>
### 6.4 BACKPACKING AND YOUTH HOSTELS

<table>
<thead>
<tr>
<th>CRITERIA</th>
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<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PURPOSE</strong></td>
<td>My contain communal areas such as kitchen and dining areas and meeting rooms for the exclusive use of lodgers. Includes a boarding-house</td>
<td>Private rooms are sometimes available, but normally six to eight bunker beds are provided in a dormitory</td>
</tr>
<tr>
<td></td>
<td>Facilitate provision of flexible, affordable accommodation with associated communal facilities for transient guests in appropriate, accessible locations.</td>
<td>Lockers for valuable items are provided</td>
</tr>
<tr>
<td></td>
<td>Backpacker establishments provide low cost accommodation to travelling people whose primary need is for a sleeping facility</td>
<td>Communal ablution facilities are available in terms of health standards</td>
</tr>
<tr>
<td></td>
<td>Backpacker establishments provide only a bed and pillow</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A kitchen is available for self-help, but no meals are provided for guests</td>
<td></td>
</tr>
<tr>
<td></td>
<td>All facilities are communal</td>
<td></td>
</tr>
<tr>
<td></td>
<td>It is situated in a residential building, block of flats or other suitable building</td>
<td></td>
</tr>
<tr>
<td><strong>SCALE</strong></td>
<td>No general restriction on number of rooms/beds, must be locally appropriate in context of the building characteristics and surrounding area</td>
<td>Ensure a scale and form appropriate and sensitive to the local building and surrounding area context</td>
</tr>
<tr>
<td></td>
<td>Council may however determine/restrict the number of beds/rooms per establishment in cases and lay down conditions necessary to mitigate the impact of the establishment, in order to protect the area's character</td>
<td>Form and scale of development determined by an SDP</td>
</tr>
<tr>
<td></td>
<td>Accommodation can be provided from a converted building and buildings can be free standing or linked structures</td>
<td></td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>Not supported on a single residential zoned property, subject site must have suitable general residential, mixed use or commercial zoning</td>
<td>Ensure contextually appropriate development, with maximum accessibility for transient guests which are normally less dependent on private transport</td>
</tr>
<tr>
<td></td>
<td>Locational criteria that should be considered, include:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o proximity to public transport routes, commercial centres and tourist activities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o character of the surrounding area</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o localities near intersections and collector/main roads</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o mixed use or commercial locations (including areas designated for high density development) are encouraged</td>
<td></td>
</tr>
<tr>
<td>CRITERIA</td>
<td>MIDVAAL ACCOMMODATION POLICY GUIDELINES</td>
<td>JUSTIFICATION</td>
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<tr>
<td>---------------------</td>
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</tr>
<tr>
<td>SELF CATERING</td>
<td>• Meals and beverages supplied to resident guests only</td>
<td>• Allow flexibility to guests with regards to catering arrangement but prevent creation of separate (self contained) dwelling units</td>
</tr>
<tr>
<td></td>
<td>• In case of rooms, communal kitchen.</td>
<td></td>
</tr>
<tr>
<td>LIQUOR USAGE</td>
<td>• No on-site liquor selling/licence permitted at establishment located in single residential areas.</td>
<td>• Liquor not permitted to be sold on site</td>
</tr>
<tr>
<td>ANCILLARY FACILITIES</td>
<td>• Depending on the zoning scheme, ancillary tourist facilities are permitted, but a place of entertainment is not permitted</td>
<td>• Prevent escalation of the establishment beyond the intended scale.</td>
</tr>
<tr>
<td></td>
<td>• Such facilities/services may only be provided for the benefit of resident guests and must therefore relate to the extent of the establishment to ensure they are not used by the general public</td>
<td></td>
</tr>
<tr>
<td>ON-SITE RESIDENCE</td>
<td>• Full time manager is required, may reside on-site</td>
<td>• Ensure proper on-site management at all times.</td>
</tr>
<tr>
<td>PARKING</td>
<td>• In addition to car parking, sufficient space to be provided on-site for shuttles, buses and overland trucks</td>
<td>• Prevent on-street parking that may adversely affect traffic flow, or area character generally</td>
</tr>
<tr>
<td>LOADING</td>
<td>• Where possible, provide on-site space for loading and deliveries</td>
<td>• Prevent on-street loading for same reasons as above</td>
</tr>
<tr>
<td>STAFF FACILITIES</td>
<td>• Staff facilities are permitted, such as sleeping quarters, offices and a lounge</td>
<td>• Cater for operational requirements</td>
</tr>
<tr>
<td>SIGNAGE</td>
<td>• All outdoor signage to comply with Council's Outdoor Advertising By-law</td>
<td>• Prevent oversized signage that might be detrimental to visual integrity of the area</td>
</tr>
</tbody>
</table>
## CRITERIA

### MIDVAAL ACCOMMODATION POLICY GUIDELINES

### JUSTIFICATION

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| **ENVIRON. ISSUES** | - Any alteration or new structure shall be compatible with the character of the surrounding area  
- Where located in historic precincts/heritage areas, external appearance/facade to be sensitive to this attribute and taken into account in design  
- Where buildings are altered or newly constructed, Council’s Green Building Guidelines should be considered and applied.  
- No activities constituting a source of public nuisance shall be carried out  
- No disturbance from loud music or other sources after 22h00, except with separate approval from Council | - Ensure a reasonable and contextually appropriate level of amenity to surrounding residents and inhabitants of the area  
- Specific arrangements for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on an SDP |
| **LAND USE PROCESS** | - It is situated in a residential building, blocks of flats or any other suitable building  
- Permitted as a primary right where a Residential Building is permitted  
- All other land use zones require special consent  
- Residential 1 this use is not permitted | - There is a need to manage such activities and facilitate this land use in a sustainable manner |
### 6.5 SELF CATERING APARTMENTS

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

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

<table>
<thead>
<tr>
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<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| **PURPOSE** | - Harmoniously designed and purpose built guest accommodation units on a short term occupancy or time sharing basis for holiday or recreational purposes, often in a unique environment  
- Consists of multiple free standing, linked or single structures and is a single (private or public owned) enterprise  
- Or, where inside the urban edge, consist of normal township establishment and allows for alienation of individual units by means of time sharing, sectional title, share block or subdivision and full separate title  
- Does not include a hotel, but may include ancillary facilities which are reasonable related to resort housing such as ablution facilities, tourist facilities, recreation facilities, sports facilities, lecture rooms, restaurant, conference facilities, spa/hydro, wellness centre, caravan park and camping | - Provide accommodation for tourists and visitors in a unique recreational/holiday setting and context  
- The size and nature of the facilities and the resort accommodation to be determined by a special consent use application and the submission of a Site Development Plan |
| **SCALE** | - Form and scale of development to be determined as a maximum of 1 dwelling unit per 5 Ha, subject to the following conditions:  
  o On proposal merits if no policy or spatial framework exist  
  o By contextual informants such as environmental sensitivity, views, carrying capacity for the environment etc.  
  o By the development parameters of particular zone (i.e. floor space, building lines, height) where applicable, set out on a SDP | - Ensure a contextually appropriate scale of development in harmony with its surroundings and with an acceptable environmental impact |
| **LOCATION** | - Council may determine/restrict the number of beds/rooms per establishment in cases and lay down conditions necessary to mitigate the impact thereof, in order to protect the surrounding environment, area's carrying capacity etc.  
- Outside urban edge, no individual subdivision/separate title units/township establishment permitted | - Locational criteria that should be considered include if outside urban edge, proximity to a unique natural/recreational resource |
<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>GUIDELINES</td>
</tr>
<tr>
<td>SELF CATERING</td>
<td>• In addition to an option to provide meals communally (e.g. in the form of a restaurant) to resident guests, self-catering may be permitted (e.g. separate kitchen per unit or cooking/braai facilities in case of camping)</td>
</tr>
<tr>
<td>LIQUOR USAGE</td>
<td>• Subject to obtaining liquor licence and separate departure/consent application in terms of the zoning scheme (where required in terms of the scheme), alcoholic beverages may be sold for on-site consumption by resident guests including with meals in a restaurant or in a bar facility. Permitted liquor trading hours as per Liquor Trading Hour By-law</td>
</tr>
<tr>
<td>ANCILLARY FACILITIES</td>
<td>• Depending on the zoning scheme, other ancillary services may include ablution facilities, lecture rooms, a restaurant, a tourist shop/facilities, recreation facilities, walking or cycling trails, horse riding, sports facilities, banquet hall, spa/hydro, wellness centre, caravan park and camping and any other use which is reasonable related to resort accommodation, subject to the consent of the Council. Subject to scheme requirements, a place of entertainment may be provided, with the size and nature of the facilities to be determined by an SDP</td>
</tr>
<tr>
<td>ON-SITE RESIDENCE</td>
<td>• Permanent accommodation may be provided on-site for the manager of the establishment, as well as bona fide staff quarters</td>
</tr>
<tr>
<td>PARKING</td>
<td>• Parking to be provided to the satisfaction of the Executive Director: Development and Planning</td>
</tr>
<tr>
<td>LOADING</td>
<td>• Dedicated on-site loading and delivery space to be determined on merit, and set out per SDP. Ensure orderly loading / delivery arrangement and prevent any unsafe traffic conditions on abutting roads</td>
</tr>
<tr>
<td>CRITERIA</td>
<td>MIDVAAL ACCOMMODATION POLICY GUIDELINES</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------------------------</td>
</tr>
</tbody>
</table>
| STAFF FACILITIES | • Staff facilities are permitted, such as sleeping quarters, offices and a lounge  
• Bona fide staff quarters shall not be regarded as rooms for lodgers/guests and may not be converted to guest accommodation | • Cater for operational requirements but prevent escalation of development beyond intended scale |
| SIGNAGE | • All outdoor signage to comply with Council's Outdoor Advertising By-law | • Prevent oversized signage that might be detrimental to visual integrity of the area |
| ENVIRON. ISSUES | • Any new structures must be sensitively designed in context of the character of the surrounding environment and Council may impose a condition requiring submission and approval of an Architectural Design Guide  
• Where buildings are altered or newly constructed, Council’s Green Building Guidelines should be considered and applied.  
• No activities constituting a source of public nuisance shall be carried out.  
• No disturbance from loud music or other sources after 22h00, except with separate approval from Council  
• Council may prescribe specific hours for special events that may cause public nuisance, and prescribe specific mitigating measures to be implemented in such cases  
• Specific arrangements for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on an SDP | • Protect the character and amenity of the surrounding area |
| LAND USE PROCESS | • Does not include a hotel, but may include ancillary facilities which are reasonable related to resort housing such as ablution facilities, tourist facilities, recreation facilities, sports facilities, lecture rooms, restaurant, conference facilities, spa/hydro, wellness centre, caravan park and camping  
• Reference must be made to the zoning to determine whether a special consent or rezoning would be required. | • There is a need to manage such activities and facilitate this land use that is on the increase |
### 6.8 GAME FARMS

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
</table>
| **PURPOSE** | • Harmoniously designed and purpose built guest accommodation units on a short term occupancy or time sharing basis for holiday or recreational purposes, in a unique environment related to wild life preservation, hunting or fishing recreation.  
• Consists of multiple free standing, linked or single structures and is a single (private or public owned) enterprise. The accommodation must be subsidiary to the main use with a maximum of 1 dwelling unit per hectare  
• Does not include a hotel, but may include ancillary facilities which are reasonable related to the game farm such as ablution facilities, tourist facilities, recreation facilities, sports facilities, and restaurant  
• This use is only permitted outside of the urban edge | • Provide accommodation for tourists and visitors in a unique recreational/holiday setting and context  
• The size and nature of the facilities and the game farm accommodation to be determined by a special consent use application and the submission of a Site Development Plan |
| **SCALE** | • Form and scale of development shall be a maximum of 1 dwelling unit per 5 hectares, subject to the following conditions:  
  o Shall not deter from the main function of the game farm  
  o by contextual informants such as environmental sensitivity, views, carrying capacity for the environment etc.  
  o by the development parameters of particular zone (i.e. floor space, building lines, height) where applicable  
  o and set out on a Site Development Plan | • Ensure a contextually appropriate scale of development in harmony with its surroundings and with an acceptable environmental impact |
<p>| <strong>LOCATION</strong> | • Council may determine/restrict the number of dwelling units per establishment in certain cases and impose conditions necessary to mitigate the impact, in order to protect the surrounding environment | • Locational criteria that should be considered include if outside urban edge, proximity to a unique natural/rec. resource |</p>
<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>MIDVAAL ACCOMMODATION POLICY GUIDELINES</th>
<th>JUSTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>SELF CATERING</td>
<td>• In addition to an option to provide meals communally (e.g. in the form of a restaurant) to resident guests, self-catering may be permitted (e.g. separate kitchen per unit or cooking/braai facilities in case of camping).</td>
<td>• Self-catering may not be permitted</td>
</tr>
</tbody>
</table>
| LIQUOR USAGE     | • Subject to obtaining liquor licence and separate departure/consent application in terms of the zoning scheme (where required in terms of the scheme), alcoholic beverages may be sold for on-site consumption by resident guests including with meals in a restaurant or in a bar facility.  
  • Permitted liquor trading hours as per Liquor Trading hour By-law          | • Ensure compliance with Liquor legislation but allow for diverse range of facilities/services to guests |
| ANCILLARY FACILITIES | • Depending on the zoning scheme, other ancillary services may include ablution facilities, a restaurant, a tourist shop/facilities, recreation facilities, walking or cycling trails, horse riding, sports facilities, banquet hall, and any other use which is reasonably related to a game farm, subject to the consent of the Council. | • Enable provision of a wide variety of complimentary services and facilities available to guests |
| ON-SITE RESIDENCE | • Permanent accommodation may be provided on-site for the manager of the establishment, as well as bona fide staff quarters. | • Accommodate operational requirements and establishment management / oversight |
| PARKING          | • Parking to be provided to the satisfaction of the Executive Director: Development and Planning  
  • Ensure orderly parking arrangement and prevent any unsafe traffic conditions on abutting public roads | • Ensure orderly parking arrangement and prevent any unsafe traffic conditions on abutting public roads |
| LOADING          | • Dedicated on-site loading and delivery space to be determined on merit, and set out per SDP  
  • Ensure orderly loading / delivery arrangement and prevent any unsafe traffic conditions on abutting roads | • Ensure orderly loading / delivery arrangement and prevent any unsafe traffic conditions on abutting roads |
## Staff Facilities
- Staff facilities are permitted, such as sleeping quarters, offices and a lounge.
- Bona fide staff quarters shall not be regarded as rooms for lodgers/guests and may not be converted to guest accommodation.
- Cater for operational requirements but prevent escalation of development beyond intended scale.

## Signage
- All outdoor signage to comply with Council's Outdoor Advertising By-law.
- Prevent oversized signage that might be detrimental to visual integrity of the area.

## Environment Issues
- Any new structures must be sensitively designed in context of the character of the surrounding environment and Council may impose a condition requiring submission and approval of an Architectural Design Guide.
- Where buildings are altered or newly constructed, Council's Green Building Guidelines should be considered and applied.
- No activities constituting a source of public nuisance shall be carried out.
- No disturbance from loud music or other sources after 23:00, except with separate approval from Council.
- Council may prescribe specific hours for special events that may cause public nuisance, and prescribe specific mitigating measures to be implemented in such cases.
- Specific arrangements for the appropriate on-site storage and disposal of refuse/solid waste to be incorporated and set out on an SDP.
- Protect the character and amenity of the surrounding area.
- Water conservation and energy efficiency practices are to be put in place and shall be included in the special consent application to the Council.

## Land Use Process
- No individual subdivision/separate title units/township establishment permitted, especially on agricultural land.
- Does not include a hotel, but may include ancillary facilities which are reasonable related to the game farm such as ablation facilities, tourist facilities, recreation facilities, sports facilities, and restaurant.
- Special consent use and SDP for any more that 2 dwelling units.
- There is a need to manage such activities and facilitate this land use.
### 7. PROPOSED LAND USE DEFINITIONS

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

STRATEGIC DEVELOPMENT PLAN FOR THE R59 CORRIDOR
6. DEVELOPMENT FRAMEWORK

In the next section the development concept described above is further refined as a detailed Framework Plan and Guidelines for the development of the corridor.

6.1 FRAMEWORK PLAN

Figure 21 depicts the proposed Development Framework for the R59 Corridor. The most salient features of the framework are described in the sections below:

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

- The Nampak/Everite/Klipriver area to the north;
- Daleside/Witkop and Henley-on-Klip in the central part; and
- Meyerton and surrounds to the south.

Capital investment and development incentives should be focused on these designated areas. In order to encourage these nodes to development, the clustering of uses is proposed in terms of the earmarking of these nodes for specific purposes. The following is proposed:

TABLE 2: PROPOSED CLUSTERING OF LAND USES IN NODES

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

The development of a road network to support the development corridor and nodal structure is essential. The R59 fulfils the function of a mobility spine, while the K89 acts as
an activity street to unlock development potential to the east of the freeway. (Gautrans has indicated that it supports this principle). To complete the road network, the implementation of an activity spine west of the R59 is required (refer to Figure 21) to also unlock the potential of this area. The construction and upgrading of roads west of the R59 is not supported in the short term, or at least until the area east of the R59 is substantially developed. Apart from the freeway and the two activity streets running parallel to it on both sides, the corridor will be furthermore straddled by two higher order K-routes which will support it – route K77 (alternative alignment) to the west thereof, and route K91 to the east (see Figure 21).

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

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

The Klip River is earmarked as the main open space system through this area. The river should be protected, especially from effluents from industrial development and should be incorporated as a design feature in developments. Agricultural and residential uses should be promoted along the river, to protect it from pollution.

### 6.2 DEVELOPMENT GUIDELINES PER SUB AREA

Specific guidelines are proposed for the development corridor, to enable co-ordinated development. These guidelines provide detail to the Development Framework and were applied to the various sub-areas described in the Situational Analysis.
6.2.1 Sub-area 1: Area between the K154 and Road 1073 (Kliprivier Area)

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

The area around the K154/R59 interchange will form the gateway to the development corridor and appropriate signage is required to announce this. The character and appearance of development at this point is also very important, in order to portray a positive image of the corridor and the entire area. The proposed Klipriver Industrial Park as illustrated on Figure 22 is thus a very important landmark in this regard, and a key project to launch the corridor concept from the northern end of the corridor.

Development can be facilitated in the short term both to the east and west of the freeway, at least up to road 1073 at the southern end of this precinct as all these sites can be served by existing/planned bulk water, sanitation and electricity infrastructure.

In order to protect the image of the gateway, light industries and commercial uses are proposed for this node, while heavy and noxious industries are excluded.

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

The development concept of a business park with a single entrance onto the adjacent second/third order routes both to the east and the west of R59 will thus have to be applied throughout this entire area. This is a repetition of the planning concept already applied at the Klipriver and Graceview Industrial Parks. The potential future entrances along the two activity spines are graphically illustrated on Figure 22.

East-west movement across the freeway will also be important, and for this purpose two link roads with bridges across the freeway are suggested in addition to the two access interchanges.
As far as residential development is concerned, it is suggested that the current trend of residential development to the west of the corridor be supported.

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

6.2.2 Sub-area 2: Area between Road 1073 and K158

The land situated between the R59 and the Klip River (see Figure 23), which includes farms as well as the Daleside and Witkop industrial townships, is earmarked for commercial and industrial uses. The properties fronting onto the R59 should be retained for light industrial and commercial uses and the same design guidelines should be applicable, than to similar uses in the Nampak/Everite node, to protect the image of the area from the freeway. The industrial land at Daleside situated east of the K89 would not be subject to these stringent design criteria and could accommodate larger scale industries (in line with the current situation), but there should be a buffer between these and the Klip River to protect the open space system.

It is furthermore suggested that the two land parcels to the north of the Daleside industrial area (24a and 4) and to the east of the Skansdam railway station be earmarked for future residential use. Because of the proximity to the railway station this development can be in the form of Transit Orientated Development (TOD) with low, medium and high density mixed use. Such development will serve the needs of the surrounding economic activities and will promote the utilisation of public transport in the area.

The northern and southern sections of Daleside (10 and 11) which front onto the Klip River have never developed as industrial townships. If these do not develop in the next 5 to 10 years, it is proposed that these land parcels be deproclaimed and then also be developed for residential purposes.

The northern part of the strip of land between the Skansdam railway station and route R59 is very narrow, and it is suggested that it be developed as individual business parks utilising the three access points onto route K89 as indicated on Figure 23.

The southern portion of land is wide enough to be served by way of a “midblock” access route running between routes K89 and R59. This also allows for the subdivision of this land into smaller individual erven to accommodate more individual land owners.
One local crossing across the R59 freeway is provided for midway between the two access interchanges. This bridge already exists. To the west of the R59 freeway two larger land parcels are defined by the proposed road network. This land should only be opened for development in the medium to longer term once the node to the north and the land parcels adjacent to the east around Daleside are at an advanced stage of development.

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

The width of the two land parcels to the west of the freeway allows for a “midblock” access route between the two access interchanges as illustrated on Figure 23.

It should be noted that large parts of the broader Daleside precinct are underlain by dolomite, and that all development applications in this area will be subjected to detailed geotechnical investigations and associated development guidelines e.g. density, coverage, minimum service levels etc.
6.2.3 Sub-area 3: Area between the K158 and K210 (Meyer Street) (Figure 24)

The entire strip of land situated to the west of the R59 freeway in this sub-area is earmarked for future (medium to long term) commercial/light industrial development as illustrated on Figure 24. Individual applications may, however, be considered in the short term if located around the three access interchanges in the area. Due to the width of this strip of land it is again suggested that a "midblock" access road be provided parallel between the freeway and the proposed future activity spine (third order route) to the west thereof.

The agricultural holdings situated to the east of the freeway between the R59 freeway and the K89 are earmarked for mixed land use development. This includes residential uses as well as business, commercial and industrial activities in different functional precincts within this area as reflected on Figure 24.

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

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

Henley-on-Klip is earmarked for urban residential development, but the rural character which serves as the main attraction point of this township, should be maintained. Infill development on vacant properties should be promoted, although cognisance should be taken of service capacity constraints. A special opportunity exists for higher density residential development to take place in the precinct(27) around the Henley-on-Klip railway station and which is also in close proximity to the existing access interchange (refer to Figure 24).

Hospitality uses, such as bed and breakfast accommodation, tea gardens and wedding venues should also be supported in the Henley-on-Klip area.
The land situated on the eastern banks of the Klip River poses potential for rural residential developments as well as intensive agricultural activities.

The land\(^ {17} \) situated south of Henley-on-Klip should be reserved for agricultural purposes until such time as there is sufficient market demand to accommodate residential development in the area. The physical integration of Henley-on-Klip and Meyerton through the development of this land should thus only be permitted, once most of the vacant stands in Henley-on-Klip and Meyerton town to the south have been fully developed.

The properties\(^ {16} \) situated directly west of this agricultural portion, between the R59 and the K89 is earmarked for urban residential development. The area is currently being developed through the sale of stands by the municipality, but this is occurring in a sporadic manner. Densification and infill development is proposed to make optimal use of the existing service infrastructure in this area.

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

The remainder part of the strip of land located between the R59 freeway and route K89 is earmarked for future commercial/business uses as illustrated on Figure 24. The development of this strip of land will be a medium term priority, and the bulk of the land on the opposite side to the west of the R59 freeway will only be opened up for development once development of this strip of land is at a fairly advanced stage.

Apart from the three access interchanges located within this sub-area, it would be advisable to have at least one more local crossing across the R59 freeway somewhere between the K158 and Henley-on-Klip access interchanges as illustrated on Figure 24.

It is furthermore suggested that a local access road be provided for midway between route R59 and K89 in order to serve the individual land uses. It is possible to create a fairly continuous route to perform this function by the utilisation of existing road infrastructure in the area (see Figure 24), but a detailed lower order network should be designed for the area as a matter of urgency, before the area redevelops and densifies.
6.2.4 Sub-area 4: Area between the K210 (Meyer Street) and Johan le Roux Street off-ramp (Figure 25)

The area west of the R59 freeway is already compromised due to the existing informal settlement and proposed township establishment to upgrade this settlement. This area is earmarked for urban residential development, with densities ranging between 20 and 60 units per hectare, and holds enormous potential for short to medium term residential infill development. The surrounding agricultural holdings further to the west are earmarked for agricultural and rural residential purposes. Intensive agricultural activities should be promoted, or alternatively rural residential estates, to prevent urban sprawl.

The land situated between the R59 and Meyer Street is earmarked for mixed land use purposes. This includes urban residential uses, business as well as commercial and industrial uses. The goal should be to promote intensive development in this area, to support effective use of the public transport system. Residential development should occur at medium to high densities (between 20 and 60 units per hectare), in support of the development corridor and the public transport system.

Apart from the densification and infill development opportunities located around the Meyer Street off-ramp\(^{16}\) and the large area earmarked for such purposes to the west of the R59 freeway\(^{22}\), there is also an opportunity for higher density residential development on the government owned vacant land parcels\(^{26}\) to the north-east of the Meyerton railway station.

As illustrated on Figure 25 it will be important to provide for two crossings (bridges) across the R59 freeway between the K210 and the K164 access interchanges in order to facilitate/enhance local movement of people between the CBD, the mixed use zone, and the railway station and taxi rank, and the surrounding residential areas.

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

The mixed use strip of development between the railway line and the R59 freeway is already served by route K89 (refer to Figure 25) but the configuration of the network in the vicinity of the Meyer Street interchange still needs to be sorted out. To the east of the railway line it should be seriously considered that Meyer Street be extended northwards in order to link up
R59 CORRIDOR
SUB REGION 4

- Existing Residential
- High Density Residential
- Residential Townships in Process
- Residential Expansion Area
- BNG Development
- Rural
- Existing Industrial
- Industrial Townships in process
- Future Industrial Expansion Areas
- CBD
- Proposed Shopping Centre
- Mixed Use
- Mining
- To be Determined
- Open Space
- Precincts
- R59
- Existing Freeway
- Proposed Freeway
- K-Routes
- Proposed Alternative Road K77
- 3rd Order Network
- Existing Access Interchange
- Future Systems Interchange
- Railway
- Stations
- Existing Crossing
- Proposed Crossing
with Henley-on-Klip and to open up the agricultural land\(^{(17)}\) for the proposed future residential use.

The Meyerton CBD\(^{(25)}\) is earmarked for retail and business uses, while infill development in the industrial area\(^{(20)}\) south of the CBD should be promoted. The revitalisation of the Meyerton CBD should be promoted. The remainder of Meyerton is earmarked for urban residential development.

6.2.5 Sub-area 5: Area between Johan le Roux Street off-ramp and Verwoerd Street off-ramp (Figure 26)

The area situated west of the R59 freeway which includes Samancor, Meydustria, and surrounds, should be set aside for industrial uses. Heavy industries and noxious industries should be limited to this area, to protect the remainder of the development corridor. An overall environmental management plan is required for Meyerton and the industrial area, to deal with pollution and aesthetical impacts. The existing agricultural uses south of the industrial area should also be retained.

The Noldick area\(^{(19)}\) east of the R59 has been earmarked for industrial uses and service industries. The development of this area should be sensitive to the adjacent residential areas.

The Kookrus\(^{(23)}\) area up to Verwoerd Road and Riversdale area are earmarked for residential densification and infill development subject to infrastructure availability and capacity. Business uses and service industries in Kookrus should only be permitted as a temporary measure with the consent of the municipality and should be encouraged to upgrade to formal, serviced sites in the Noldick area. As long as these uses are accommodated in the rural residential areas, the formal industrial areas will not develop fully, necessitating this policy measure. Medium to high residential densities (between 20 and 60 units per hectare) are proposed for this area, in support of the development corridor and public transport system.

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

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

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

The Rothdene area situated east of the freeway (see Figure 26) is earmarked for urban residential development. Infill development should be encouraged, to ensure the development of vacant serviced stands.

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

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

6.3 CONCLUSIVE SUMMARY

The key features of the proposed R59 Development Corridor as reflected on Figure 27, and as discussed in the sections above, can be briefly summarised as follows:

- The corridor will eventually comprise development both to the east and the west of the freeway.
- At regional scale the corridor functionally links the Joburg/Ekurhuleni node to the north of the Emfuleni node to the south.
- At local scale the corridor comprises two main nodes to be developed in the short term: the Everite/Klipriver node to the north and the Meyerton node to the south.
• From these two nodes the development of the corridor should gradually grow towards the central part towards Daleside in order to allow for the incremental expansion of engineering services.

• In the central part of the corridor, first preference will be given to development to the east of the freeway (due to bulk service availability), and then later on to development to the west. (All areas adjacent to access interchanges will be considered for development – even in the short term).

• The strip of land to the east of the corridor between the railway line and the Klip River is predominantly earmarked for residential use (various densities, typologies and affordability levels).

• To the west of the freeway residential development is concentrated around the Klip River node in the north, and the Meyerton node to the south.

• Heavy industries/noxious industries are limited to the Samancor area and surrounds to the south, while the central and northern parts of the corridor are earmarked for commercial and light industrial uses established in a business park type of environment. (Special attention should be paid to the aesthetic quality of all buildings in this area).

• The secondary road network around and across the R59 freeway creates a lattice like network which:

  - provides for continuous circular movement along/around the entire corridor;
  - will serve as the backbone to the future public transport network for the area as it links all precincts of economic activity to all residential precincts (maximises choice);
  - separates local traffic from regional traffic (even at the interchanges because local crossings are provided for);
  - links to all railway stations.

• Residential development and densification is proposed in close proximity to all railway stations in the area in order to enhance the potential ridership (and thus viability) of the commuter rail system.

• Provision is made for both business park developments and individual business/industrial erven.

• In order to ensure that the area develops in a sustainable manner; that all environmental and services requirements are being met continuously; and that the area be characterised by substantial, long term investments/economic activity; it is suggested that all applications for land use change on farm land along the corridor be
done by way of fully fledged Township Establishment Applications. Such applications will then be accompanied by the legally prescribed environmental, geotechnical and services investigations and agreements. Council will thus not consider Rezoning Applications on farm land along the R59 Corridor.

- The residential areas earmarked along the R59 Corridor have sufficient capacity to provide for an additional 28,696 housing units which is more than enough to cater for the existing demand of about 4936 units (see Table 3), as well as the projected incremental demand for Midvaal for at least the next 20 years. The existing housing count in the Midvaal area is about 10,800 units.

**Table 3: R59 Corridor: Residential Development Potential**

<table>
<thead>
<tr>
<th>NUMBER ON MAP</th>
<th>LAND USE</th>
<th>MIDVAAL</th>
<th>GROSS DENSITY</th>
<th>ESTIMATED NUMBER OF UNITS %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Area (ha)</td>
<td>du/ha</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Future Residential Expansion Areas</td>
<td>120.6</td>
<td>20</td>
<td>2,411</td>
</tr>
<tr>
<td>22</td>
<td>Sicelo Extensions</td>
<td>271.9</td>
<td>20</td>
<td>5,437</td>
</tr>
<tr>
<td>24</td>
<td>Skansdam</td>
<td>168.5</td>
<td>20</td>
<td>3,369</td>
</tr>
<tr>
<td>26</td>
<td>TOD at Meyerton Station</td>
<td>4.6</td>
<td>60</td>
<td>276</td>
</tr>
<tr>
<td>27</td>
<td>TOD at Henley-on-Klip Station</td>
<td>80.7</td>
<td>60</td>
<td>4,844</td>
</tr>
<tr>
<td>TOTAL BNG</td>
<td></td>
<td>646.2</td>
<td>25</td>
<td>16,338</td>
</tr>
<tr>
<td>17</td>
<td>Golf Park Extensions</td>
<td>375.3</td>
<td>20</td>
<td>7,505</td>
</tr>
<tr>
<td>12A, 12B</td>
<td>Daleside</td>
<td>193.3</td>
<td>12</td>
<td>2,319</td>
</tr>
<tr>
<td>TOTAL RESIDENTIAL ESTATE DEVELOPMENT</td>
<td></td>
<td>1176.9</td>
<td>2</td>
<td>2,534</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>2391.7</td>
<td>12</td>
<td>28,696</td>
</tr>
</tbody>
</table>

Note: Existing number of dwelling units; approximately 10800

- The precincts earmarked for industrial development cover about 3562 hectares of land as reflected in Table 4, compared to the 1533 hectares of land which the Midrand corridor between Brakfontein and Buccleuch comprises of.
Table 4: R59 Corridor Industrial Development: A Comparison with Midrand Strip (Brakfontein to Buccleuch)

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

7. IMPLEMENTATION STRATEGY, PROGRAMMES AND PROJECTS

The R59 development corridor consists of all the elements required for successful corridor development. The Development Framework and Guidelines are however not sufficient to unlock development potential and the existing energy in the area should be properly managed to ensure co-ordinated development. This requires attention to specific aspects as part of an implementation strategy for the corridor.

7.1 LEADERSHIP AND VISION

The Midvaal Municipality has taken the initiative in the formulation of a development framework and strategy for the development corridor and should also lead the way in the implementation of the development corridor.

The implementation of the Strategic Development Plan for the R59 development corridor needs to be a joint effort involving all the role players in the area. The business sector should also be involved, particularly organised business in the form of the Midvaal Business Chambers.

It is proposed that a Corridor Development Forum be established to drive the implementation of the Corridor Development Plan. The Forum should consist of at least the following role players:

- Midvaal Local Municipality;
- Midvaal Business Chambers;
- Land owners and other parties with a vested interest in the development; and
- Organised stakeholder groups representing the community.
The Forum should also be responsible for Performance Management. This is very important to determine the success of the marketing and implementation strategies. The implementation of the Guidelines proposed in the Strategic Development Plan should also be monitored. Monitoring of the development rate of properties in the nodes is required, in order to determine the timing of infrastructure upgrading process. The overall success of the development should be evaluated from time to time to determine whether the development strategy is effective.

The proposed Development Corridor should be included in the Integrated Development Plan of Midvaal and Sedibeng, to ensure that this initiative is fed through to provincial level. Support for the development should particularly be obtained from the following Provincial Departments for the aspects detailed below:

- Development Planning and Local Government – re-alignment of the Provincial Urban Edge to enable the approval of MIG applications for bulk infrastructure provision.
- Department of Agriculture, Conservation, Environment and Land Affairs – identification and funding for specific projects to promote the agricultural sector in the local economy. The opportunities highlighted in Section 4 of this document and the Local Economic Development Strategy should be explored with this Department.
- Department of Transport and Public Works – prioritisation of the upgrading of the Alberton/Vereeniging Road to K route standards.
- Department of Finance and Economic Development – identification and funding of specific projects to explore the opportunities associated with the Blue IQ projects located close to the corridor and other opportunities identified in Section 4 of this report and the Local Economic Development Strategy.

7.2 IMPLEMENTATION PROGRAMME

The proposed R59 Development Corridor stretches across a vast area and although infrastructure services are readily available, upgrading would be required to stimulate and attract extensive development. To give structure to the development of the corridor, two priority development nodes have been identified. In principle, development should be allowed to commence at these two nodes, while expenditure on infrastructure services should be programmed accordingly, due to financial limitations. This thus requires a phased approach towards the development of the corridor as previously discussed in chapter 6.
The following phasing and projects are proposed to give effect to the development of the corridor (also refer to Figure 28):

**Short Term**

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

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

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

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

**Medium Term**

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

**Longer Term**

In the medium to longer term the focus should then move towards the full scale development of the western section of the corridor (see Figure 28), as well as the residential expansions towards the south-east.

### 7.3 PROPOSED PROJECTS

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

<table>
<thead>
<tr>
<th>PROPOSED PROJECT</th>
<th>TIME FRAME</th>
<th>BUDGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Relocation of informal settlements to Klipwater Ext. 1</td>
<td>18 months</td>
<td>Depending on the number of qualifying beneficiaries</td>
</tr>
<tr>
<td>2. Monitoring of illegal settlements. Monitoring of invasion after relocations</td>
<td>Ongoing</td>
<td>Operational</td>
</tr>
<tr>
<td>3. Enforcement of municipal by-laws in terms of building regulations and land use rights</td>
<td>Ongoing</td>
<td>Operational</td>
</tr>
<tr>
<td>4. Revision of Town Planning Scheme to reflect changes</td>
<td>6 months</td>
<td>R800 000</td>
</tr>
<tr>
<td>5. Service upgrading in Henley-on-Klip</td>
<td>6 months</td>
<td>±R1 500 000 (depending on Sectoral Plans)</td>
</tr>
<tr>
<td>6. Service maintenance: Daleside/Witkop</td>
<td>Ongoing</td>
<td>R500 000 annually</td>
</tr>
<tr>
<td>7. Establishment of Corridor Development Forum</td>
<td>Ongoing</td>
<td>R50 000 annually</td>
</tr>
<tr>
<td>8. Branding and signage</td>
<td>3 months</td>
<td>R500 000</td>
</tr>
<tr>
<td>9. Marketing brochure</td>
<td>1 month</td>
<td>Funded by sponsors (R15 000)</td>
</tr>
<tr>
<td>10. Website development</td>
<td>1 month</td>
<td>R50 000</td>
</tr>
<tr>
<td>11. Information Centre</td>
<td>Ongoing</td>
<td>R200 000 annually</td>
</tr>
</tbody>
</table>
ANNEXURE E

MIDVAAL NODAL POLICY
3.1 Community Facilities

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

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

3.2 Transportation

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

3.3 Nodal Structure

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

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

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

a. Meyerton Central Business District

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

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

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

b. Daleside Neighbourhood Node

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

c. Gateway Neighbourhood Node

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

d. Golf Park Neighbourhood Node

The Golf Park Neighbourhood Node is an existing node developed that is part of the Golf Park residential development, which was clearly intended to serve this residential development. The node comprises an existing 2600m$^2$ retail centre. Higher-density housing units abut this nodal area.

e. Kookrus Neighbourhood Node

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

f. Riversdale Neighbourhood Node

The Riversdale Neighbourhood Node is a poorly defined and developed node, comprising only a number of small businesses with large tracts of vacant land separating them. Although this node does not contain a retail centre, it is estimated to contain approximately 800 m$^2$ of retail space.

g. Rothdene Neighbourhood Node

The Rothdene Neighbourhood Node is a nodal situated on the intersection Verwoerd and Viljoen Avenue. It currently contains a filling station and the small supermarket. The aforementioned retail component is estimated to be approximately 1600m$^2$ in size.
FIGURE 5: DALESIDE NEIGHBOURHOOD NODE
FIGURE 6: GATEWAY NEIGHBOURHOOD NODE
FIGURE 8: KOOKRUS NEIGHBOURHOOD NODE
FIGURE 9: RIVERSDALE NEIGHBOURHOOD NODE

**Node Boundary**
- Agricultural
- Business
- Clinic
- Church
- Educational
- Residential
- High Density Residential
- Institutional
- Public Resports
- Industrial
- Other
- Streets
FIGURE 11: SICELelo Neighbourhood Node
FIGURE 13: WATERVAL NEIGHBOURHOOD NODE
h. Sicelo Neighbourhood Node

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

i. Vaal Marina Neighbourhood Node

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

j. Waterval Neighbourhood Node

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

k. De Deur Rural Node

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

l. Henley-on-Klip Rural Node

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

---

m. Walkerville Rural Node

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

4. THEORETICAL PARAMETERS

4.1 Suitable Land Use

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

a. Commercial

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

b. Mixed Use

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

c. Higher-Density Residential

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

MIDVAAL DENSITY POLICY
8.3 Proposed Density

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

8.3.1 Residential Densities inside UDB

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

a. Nodes

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

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

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

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

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

**Base density is 20 units per ha and 25 units per ha for sectional title developments**

Source: Urban Dynamics Gauteng, 2011

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

<table>
<thead>
<tr>
<th>Area</th>
<th>Permissible density for single residential</th>
<th>Permissible density for sectional title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specific Areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Henley-on-Klip</td>
<td>5 units/ha</td>
<td>10 units/ha</td>
</tr>
<tr>
<td>Highbury Ext 1</td>
<td>5 units/ha</td>
<td>10 units/ha</td>
</tr>
<tr>
<td>Ohenimuri</td>
<td>20 units/ha</td>
<td>25 units/ha</td>
</tr>
<tr>
<td>De Deur</td>
<td>1.26 units/ha</td>
<td>1.26 units/ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 2000 m²</td>
<td>1 unit/ 2000 m²</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 2000 m²</td>
<td>1 unit/ 2000 m²</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 500 m²</td>
<td>1 unit/ 400 m²</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 7937 m²</td>
<td>1 unit/ 7937 m²</td>
</tr>
<tr>
<td>Agricultural holdings and small holdings with</td>
<td></td>
<td></td>
</tr>
<tr>
<td>piped water as supplied by MLM</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.16 units/ha</td>
<td>1.16 units/ha</td>
</tr>
<tr>
<td></td>
<td>1 unit/ 8565 m²</td>
<td>1 unit/ 8565 m²</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farm portions smaller than 20ha with piped</td>
<td>1 unit/ha</td>
<td>1 unit/ 1ha</td>
</tr>
<tr>
<td>water as supplied by MLM</td>
<td>1 unit/ 1ha</td>
<td>1 unit/ 1ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farm portions smaller than 20ha without piped</td>
<td>0.2 units/ha</td>
<td>0.2 units/ha</td>
</tr>
<tr>
<td>water as supplied by MLM</td>
<td>1 unit/ 5ha</td>
<td>1 unit/ 5ha</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Urban Dynamics Gauteng, 2011
<table>
<thead>
<tr>
<th>Area</th>
<th>Maximum FAR</th>
<th>Maximum Coverage</th>
<th>Maximum Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nodal areas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Central Business District</td>
<td>1.8</td>
<td>60%</td>
<td>3 storeys</td>
</tr>
<tr>
<td>Neighbourhood node</td>
<td>0.8</td>
<td>40%</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Rural node</td>
<td>0.4</td>
<td>40%</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Commercial areas</td>
<td>0.6</td>
<td>40%</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Industrial areas</td>
<td>0.6</td>
<td>40%</td>
<td>2 storeys</td>
</tr>
</tbody>
</table>

Source: Urban Dynamics Gauteng, 2011

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

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

b. Shopping centres

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

![Diagram 3: Densification Areas](image)

A residential density of 5 units per ha can be added to the base residential density of a residential development if the residential development is:
• located within 200 of a shopping centre; and
• the shopping centre is located within the Urban Development Boundary.

c. Transit stations

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

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

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

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

d. Development corridors

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

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

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

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

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

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

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

e. Social Amenities

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

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

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

8.3.2 Residential Densities outside UDB

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

a. Specific areas

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

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

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

b. Agricultural holdings and small holdings

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

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

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

c. Farm portions

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

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

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

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

### 8.3.3 Non-Residential Densities

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

#### a. Nodes

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

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

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

#### b. Commercial and Industrial

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

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

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

8.4 Controls and Safeguards

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

8.4.1 General Safeguards

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

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

8.4.2 Overlooking and Overshadowing

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

• Overlooking: With the evolution of more innovative residential layouts and the incorporation of a wider variety of dwelling types, standards regarding overlooking may have to be used flexibly. Flexibility must be employed in the assessment of the overlooking aspects in residential design. However, this flexibility must not be abused.

• Overshadowing: Overshadowing will generally only cause problems where buildings of significant height are involved or where new buildings are located close to adjoining buildings. As a result, buildings that are significantly higher than neighbouring developments may be inappropriate for such a location and can on such grounds be refuted. Higher buildings may be appropriate close to a public open space or in a nodal area.

8.4.3 Public Open Space

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

9. CONDITIONS FOR SECOND DWELLING UNIT

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

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

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

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

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

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

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

### 9.1 General Conditions

A second dwelling unit can be defined as follows:

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

The objectives of this policy on dual occupancy are:

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

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

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

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

9.2 Specific Conditions

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

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

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

a. Setbacks and interface

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

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

b. Community involvement

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

c. Architectural character

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

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

e. Parking

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

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

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

Source: Urban Dynamics Gauteng, 2011

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

f. Landscaping

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

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

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

h. Municipal services

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

10. DENSIFICATION MANAGEMENT

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

10.1 Incentives and Disincentives

It is imperative that higher densities be sought throughout Midvaal in strategic locations to ensure a more sustainable urban structure, but also to ensure that Midvaal can accommodate future population growth rates within the municipal area. To this end, residents and developers should be encouraged to develop at higher densities within Midvaal. The following incentivises and disincentives⁴ that encourage higher density development can be considered:

a. Incentives

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

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

b. Disincentives

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

10.2 Direct Public Investment

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

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

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

10.3 Targets and Timeframes

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

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