EMTHANJENI

SPATIAL DEVELOPMENT FRAMEWORK

FEBRUARY 2007

MACROPLAN
Stads- & Streekbeplanners
Town & Regional Planners

GOBETLA
Spatial Designs
Land Use Specialists

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EMTHANJENI LOCAL MUNICIPALITY

Space Access Opportunity™

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1. INTRODUCTION

1.1 BACKGROUND

The Spatial Development Framework (hereafter only referred to as SDF) is a strategic document, which addresses short-term capital investments that are closely linked to projects within the municipality=s budget. Due to the fact that the SDF is a part of the IDP process, yearly revision is necessary to allow the document to be dynamic and adhere to current trends and development possibilities. The SDF should also contain basic principles pertaining to long term spatial development, as well as possible strategies and policies on how to achieve this desired spatial form.

Emthanjeni, as a local authority and community, has embarked on a new era of strategic and integrated planning to enhance development. The revision of this document is needed in order to still be a directive and informative document that can be used for spatial planning issues. It is the intention of the SDF to arrange development activities and the built environment in such a way and manner that it can accommodate and implement ideas and desires of people without compromising the natural environment.

1.2 ISSUE AT HAND

SDF=s must provide a general direction to guide decision-making and action over a multi-year period aiming at the creation of integratable and habitable cities, towns and residential areas. This document must be read in conjunction with the IDP, as it forms part thereof. The SDF is a strategic framework for the formulation of an appropriate land use directive system that also combines with the land use management system (Scheme regulations). This is necessary in order to:

- inform the decisions of development tribunals, housing departments and relevant development communities, as well as investors and developers.
- create a framework of investment confidence that facilitates both public and private sector investment.

At one end of the spectrum the term Spatial Planning is used to describe government's locational decisions - by all spheres - on where public investment should be made. On the other it is used as a catch-all phrase to describe local land-use planning and the administration of zoning and other regulatory mechanisms. In this document both these mentioned aspects will be handled where these information is available.

1.3 TASK AT HAND

The purpose of SDF for the community of Emthanjeni is as follow:

- It should spatially reflect the vision of how the municipal areas (De Aar,

Hanover and Britstown) should develop in a broad sense.
- It should reflect the needs of the community identified in the IDP process.
- It should integrate the strategies of various sector plans that form part of the IDP document.
- It provides a legally binding spatial framework for Emthanjeni Municipality, which promotes sustainable economic- and social development within the community.
- It must set out objectives that reflect the desired spatial form of the area.
- It should serve as an information source and guide to inform and direct land use management.

It is not possible for the SDF to deal with every part of the municipal area at the same level of detail and thus the document focuses on focal areas and identified aspects of the IDP.

1.4 LEGISLATIVE OBJECTIVE

The objective of Emthanjeni Municipality is to develop a SDF that is consistent with all legislature that influences spatial planning. It is therefore very important that all aspects in the SDF must be tested according to the current legal requirements of planning legislature. It is also the objective of the municipality to develop a SDF that is user friendly and efficient in supporting the Scheme Regulations for land use management within Emthanjeni municipal area.

In terms of the Municipal Systems Act a SDF should achieve the following:
- Give effect to the principles of land development as contained in chapter 1 of the DFA (Act 67 of 1995).
- Set out objectives that reflect the desired spatial form of the municipality.
- Contain strategies and policies regarding the manner in which to achieve the objectives referred to above.
- Must indicate desired patterns of land use within Emthanjeni Municipality.
- Address the spatial reconstruction of Emthanjeni.
- Must provide strategic guidance for the location and nature of development within Emthanjeni.
- Set out basic guidelines for land use management.
- Set out a capital investment framework for Emthanjeni.
- Identify programs and projects for the development of land within Emthanjeni.
- Align with SDF=s of neighboring Municipalities.
- Provide a visual representation of the desired spatial form of Emthanjeni, which includes:
    - The SDF needs to indicate where private and public land development and infrastructure development must take place.
    - It needs to indicate desired or undesired utilization of space in particular areas within Emthanjeni.
    - The SDF must delineate the urban area of Emthanjeni.
    - It needs to identify areas where strategic intervention is required, and
    - It needs to indicate areas where priority spending is required.

In terms of section 17 (1) of the Land Use Management Bill (2003), a SDF must:

- Give effect to the directive principles.
- Be consistent with the national SDF.
- Be consistent with the provincial SDF of the Northern Cape.
- Be consistent with any applicable national and provincial legislation on environmental management.
- Give effect to any national and provincial plans and planning legislation.
- The SDF must also reflect the following:
  - A status quo report on land use in Emthanjeni including any spatial dysfunctionality that exists.
  - A conceptual framework reflecting desired spatial growth patterns in Emthanjeni.
  - A multi-sector based spatial plan that includes the following:
    - The correction of spatial imbalances and the integration of disadvantaged people.
    - The linkage between settlement development and appropriate transport infrastructure.
    - A multi-sector driven resource plan for implementation of the SDF.
    - Vacant land.

1.5 MYTHOLOGY

1.5.1 COMMUNITY PARTICIPATION

During the compilation of the SDF of Emthanjeni it was very important that all stakeholders had a chance to give their input on relevant aspects during the community participation process. During the participation phase of the IDP process, the community had the chance to identify needs, priorities and possible spatial trends, issues and proposals to better the general living conditions and environment that are a part of every day living in Emthanjeni.

All aspects that were identified in the above mentioned process were considered and discussed with the Emthanjeni Council before any further proposals for the SDF could be done. During the meetings that followed the first discussions, the SDF became a transparent document and directive maps with several development proposals first saw the light.

For the compilation of the final maps and documents, the Council discussed the Capital Investment plan and pinpointed several locations of projects and potential investment nodes.

1.5.2 COMPILATION OF MAPS FOR THE SDF

According to both the Municipal Systems Act and the Land Use Management Bill, the visual representation of the SDF is a very important component that must be done in accordance with certain identified criteria. It must be a multi-sector based spatial plan, at an appropriate scale,

sufficiently formulated to achieve the desired spatial development goals of Emthanjeni. The spatial maps of Emthanjeni=s SDF consists of the following:

- Status quo maps indicating certain land use patterns, possible barriers and existing infrastructure.
- A multi-sector based spatial map indicating various development opportunities, correction of past imbalances, desired or undesired land use, delineating the urban area and identified capital investment projects of the IDP. This desired spatial map also serves as a summary map indication the different sectors and development opportunities within Emthanjeni.

1.5.3 MYTHOLOGY FOR SDF

The mythology of the SDF of Emthanjeni is as follows:

- The Status Quo of Emthanjeni.
- Spatial analysis
- Development constraints / opportunities
- Land Use Needs
- Desired Spatial Growth
- Planning and Project Proposals
- Status Quo maps
- Desired Spatial Development maps

2. STATUS QUO

2.1 GENERAL OVERVIEW

Emthanjeni Municipality comprises the towns of De Aar, Hanover and Britstown with De Aar as administrative seat, with a large farm community surrounding the said towns. The Emthanjeni Municipality is managed by a council of 14 Councilors of which 7 are elected in the wards and 7 are proportionally appointed.

Emthanjeni, and especially De Aar, is renowned for its central location on the main railway line between Johannesburg, Cape Town, Port Elizabeth and Namibia. Tarred roads further link all the towns in the region. There are also two airfields used by civil aviation in De Aar. One of these is situated at the Ammunition Depot in De Aar with an all-weather runway capable of accommodating any type of aircraft.

De Aar is situated in the Northern Cape Province, approximately 300km south-west of Kimberley, 440 km south-east of Upington, 300 km north-east of Beaufort-West and 300 km south-west of Bloemfontein. The towns of Emthanjeni lie in an extensive stock farming area with the emphasis on sheep, mutton and wool farming, especially Merino's.

Hanover lies approximately 65 km east of De Aar on the N1 main route (north to south route). Britstown is situated about 55 km west of De Aar on the N12 route and both these main routes link Johannesburg and Cape Town.

Distances from major centres in South Africa are as follow:

Johannesburg	:	750km
Pretoria	:	810km
Cape Town	:	748km
Bloemfontein	:	315km
Port Elizabeth	:	502km

Figure 2.1: The boundaries of Emthanjeni Municipality.

2.2 EXISTING ROAD NETWORK

An existing road network are to be found throughout Emthanjeni Municipal area, with the state thereof ranging between very well maintained tar roads, such as the N1, N10 and N12 to relative bad gravel roads that serves the rural areas (extensive stock farming areas). The N1, N10 and N12 routes form the major access roads which links the core of the economic development within the Emthanjeni Municipal area. The N1 runs through Hanover linking Colesberg and Richmond on the route from Cape Town to the north. The N10 route links Upington, Prieska, Britstown (to the north) with De Aar in the centre and then with Hanover, Middelburg and Cradock (to the south). The N12 route links Kimberley

and Strydenburg to the north-east with Britstown in the centre and then with Victoria-West and the N1 to the south-west.

The towns within the area have several well maintained roads that provide access to all the erven in the separate towns. The major roads are all indicated in the status Quo maps that forms part of this document.

2.3 DISTRIBUTION OF RESIDENTIAL AREAS

The Emthanjeni area houses a number of residential areas with De Aar as the main business/services centre. De Aar consists of several residential areas, including De Aar-West, De Aar-East, Barcelona, Nonzwakazi and Waterdal. Britstown comprise of a smaller residential component, which includes Jansenville, Mziwabantu, Britstown (town) and Proteaville.

Hanover also houses several residential components, which include Kwezi, Nompumelelo, Joe Slovo Park, Tornadoville and Hanover (town). See the Status Quo maps that forms part of this document.

2.4 DISTRIBUTION OF BUSINESS AREAS

2.4.1 CENTRAL BUSINESS DISTRICT

De Aar:

Every community has a formal business sector, but De Aar definitely has the largest Central Business District (CBD) due to the rich history of the railroad network that was once the economic drive of the area. The CBD of De Aar formed alongside Voortrekker Street with a concentration of activities in the area where Main- and Voortrekker Streets intersect. This area was directly influenced by the nearby location of the Railway station and relevant activities that came with the railway activities. This all formed to the west of the railway lines due to the fact that very few linkages exists between the western and eastern sides of town. Smaller secondary business areas are to be found in Sunrise and Nonwakazi which lies to the east of the railway lines.

Britstown

In Britstown the CBD formed alongside Mark Street with a concentration thereof in the intersection between Mark- and Lang Streets. Smaller corner shops are to be found throughout the town with a small concentration in Proteaville and Mziwabantu.

Hanover

In Hanover a concentration of business activities developed alongside the N1 route into a northern direction up to Berg Street and then a larger component are to be found alongside Queen- Mark Streets in the centre of town. Smaller secondary business components are also found in Tornadoville and Nompumelelo.

2.4.2 RESIDENTIAL BUSINESS SECTOR

A smaller section of businesses at homes are also to be found throughout the municipal area with more and more tuck shops, offices and residents working from home to be found.

2.4.3 INFORMAL BUSINESS SECTOR

The informal sector is definitely evident throughout the area, but with a concentration thereof in Voortrekker Street in De Aar, near the Municipal Offices and the Community Hall which is easily accessible by all residents. In the towns of Hanover and Britstown the informal sector is much smaller and not clearly defined.

2.5 DISTRIBUTION OF INDUSTRIAL AREAS

De Aar:

The industrial area of De Aar is located to the eastern side of the railway lines, north-east of the CBD of the town. This area was developed in this specific location, due to the development potential the railway intersections in De Aar provided.

Britstown

In Britstown the industrial sector is not developed and only a small section is to be found to the east of the town.

Hanover

In Hanover very few industrial developments has taken place and only the section south of the N1 houses some small fragment thereof.

2.6 EXISTING SPORT AND RECREATIONAL FACILITIES

De Aar:

The town of De Aar houses several sport and recreational activities with segments thereof located within most of the residential areas. These segments include sports grounds and swimming pools.

Britstown

Britstown have two formal sporting facilities of which one is located to the south-west of town and one to the north. The town does however not house any other recreational facilities.

Hanover

Hanover also has a sports ground, but houses no formal recreational activities.

2.7 EXISTING CENTRAL AUTHORITY FACILITIES

De Aar:

De Aar houses a number of important central authority functions, such as Police Stations, the Magistrates Court, the correctional services, the District Municipality, several Provincial department offices, a state hospital and several clinics and other central functions. The most of these facilities are located to the west of the railway line, with a concentration in the south-west corner of the town

Britstown

In Britstown a few normal central functions are located throughout town, such as the municipal buildings, the library, the traffic department, police station, etc. The most of the central functions are however located in De Aar.

Hanover

In Hanover a few central functions are located throughout town, such as the municipal buildings, police station, clinics, etc. These functions are to be found scattered throughout town and no formal area can be clearly defined.

2.8 CEMETERIES

De Aar:

The cemeteries of De Aar are to be found throughout town with the largest thereof to the north-east and south-east of the town.

Britstown

In Britstown the cemeteries of the town are to be found in the central parts of Britstown (town) and to the north-west of Mziwabantu.

Hanover

In Hanover the largest cemeteries are to be found in the southern section of town and then to the north of town.

2.9 EDUCATION/ SCHOOLS

De Aar:

In De Aar a number of schools are to be found throughout the town, east and west of the railway lines.

Britstown

In Britstown the schools are centrally located to be reached by the whole community.

Hanover

In Hanover the schools are located centrally to the whole community so that it can be reached by walking pupils.

2.10 OPEN SPACES

De Aar:

A number of open spaces are to be found throughout De Aar with concentrations

in some places. Not all the open spaces in the town are utilized to their fullest extent and some could be used for other purposes.

Britstown

In Britstown there are also open spaces located throughout the town, but there are not so much vacant open spaces as in the case of De Aar.

Hanover

In Hanover there are also some open spaces to be found throughout the town of which only a few are utilized for parks. Some open spaces could be utilized for other land uses if necessary.

2.11 CHURCHES

De Aar:

A large number of churches of different denominations are to be found throughout town and every section of town is provided by church sites.

Britstown

A number of churches of different denominations are to be found throughout town and every section of town is provided by church sites.

Hanover

A number of churches of different denominations are to be found throughout town and every section of town is provided by church sites.

2.12 RURAL DEVELOPMENT

The farming community of Emthanjeni is focused on extensive farming with the focus on sheep and goats farming. The Emthanjeni area is increasingly becoming famous for delivering the famous “Karoo” mutton with its unique flavour and quality. Emthanjeni has several abattoirs in De Aar: one solely for sheep with a capacity of 1000 carcasses per day, supplying meat to all the provinces. The second abattoir has a capacity for 550 sheep carcasses and, in addition to beef, supplies meat far beyond our region, even as far a field as Durban. The third abattoir specialises in venison for export. Another abattoir for pigs and ostriches aimed at the export market has also recently been commissioned.

An area surrounding the Smartt Syndicate dam was developed into smaller agricultural plots below the dam wall. This area is however not utilized to its fullest potential due to droughts and the invasion of the Prosopis tree.

3. SPATIAL ANALYSIS

3.1 SPATIAL DEVELOPMENT FRAMEWORK – 2004

Emthanjeni planned their first SDF during 2004, but this SDF comprised only of several maps indicating the different areas for future development. The Municipality therefore decided to update the existing documentation and maps in order to obtain a clearer picture for future development of the Municipality. This is thus the second review of the said plans, but the first documentation.

3.2 VACANT LAND FOR DEVELOPMENT

The Emthanjeni Municipality is fortunate to have access to enough vacant land that will be identified within this SDF for future development. The different areas for development will be discussed in the section below:

3.2.1 DE AAR

Throughout the town small sections of vacant land was identified that will be utilized for integration and development. The largest portion of vacant land however lies to the south of De Aar west, north of the N10 route that runs through this section of the town. Several areas have also been identified to the east of town which can also be developed and utilized for different land uses. The current situation in De Aar with the location of the railway lines is prohibiting the town to integrate 100%. This will however be dealt with by the shifting of the focus of development to the N10 route and thus giving the community as a whole the opportunity to obtain land.

3.2.2 BRITSTOWN

In Britstown a smaller section of vacant land are to be found and vacant land for development is available in most directions around the town, except to the south-east where storm-water could cause problems. The integration of Mziwabantu with Proteaville and Britstown (town) will remain a problem due to the location of the railway lines in the area. The rest of the town is in the process of integration.

3.2.3 HANOVER

Hanover has a section of vacant land between the eastern and western sections of town that could be utilized for future development of the town. This will also give direction for the integration of the town and optimizing of land use.

3.3 SPATIAL TRENDS

The spatial trends for each of the towns will be discussed.

3.3.1 DE AAR

The current spatial trend for development in De Aar is a new focus on the planned new Hospital and development opportunities that will come with that. It is also clear that there is a spatial trend for the development of smaller housing units with the focus on townhouse complexes.

3.3.2 BRITSTOWN

The current spatial trend in the town is for the development of the tourism component alongside the main road (Mark Street) of Britstown. This can clearly be seen in the manifestation thereof in the number of guesthouses that opened their doors over the past few years. Another spatial trend is for people living in the city to buy a house in the area, to upgrade it and visit it during holidays or to rent it out as guesthouses.

3.3.3 HANOVER

The location of the N1 route in close proximity to the town has led to the spatial trend of business opening directly alongside this route, as well as guesthouses catering for the tourist.

Due to the beautiful architecture of buildings that are to be found in Hanover, the renovation thereof and the utilization thereof during holidays, or as guesthouses is common.

3.3.4 RURAL AREA

The farms alongside the N1, the N10 and the N12 have all started to open guesthouses in the farms for tourists in order to provide a sleepover location for people traveling from the north to the south and visa versa. The opening of abattoirs on the farms and the distribution of meat from the said farms, have also developed over the past few years and can definitely

be seen as a spatial trend.

4. INTERACTION

4.1 NATIONAL SPATIAL DEVELOPMENT POLICY / PERSPECTIVE

4.2 PROVINCIAL SPATIAL DEVELOPMENT POLICY / PERSPECTIVE

4.3 REGIONAL SPATIAL DEVELOPMENT POLICY / PERSPECTIVE

4.4 VERTICAL ALIGNMENT WITH OTHER SDF's

4.5 ADDRESSING AND ACHIEVING

It is very important that the Municipality keep in touch with the planning division of the Province in order to obtain a clear picture of exactly what is going on in the surrounding areas, as well as on a provincial and national level.

5. DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES

5.1 DEVELOPMENT CONSTRAINTS

Throughout the area, some definite development constraints can be identified which will be discussed in more detail in this section

5.1.1 DE AAR

The development constraints are as follow:

- The town is split in two by the major railway junction that are to be found in the centre of town and this prohibits integration of the town.
- To the west of the town lies a local koppie which hampers normal

development in this direction.

- There are several smaller storm water furrows running through the town which causes problems during severe thunderstorms and especially the area to the east of the railway line, can cause problems in severe circumstances.

5.1.2 BRITSTOWN

The development constraints are as follow:

- The northern section of the town is separated in two by the railway line that is situated in this section of the town.
- The dam that is located to the south-east of the town hampers development in this direction.
- The area to the south-west of the town also has problems with storm water draining.

6.1.3 HANOVER

The development constraints are as follow:

- The N1 route hampers development in close proximity of the road and access to the said road is very difficult.
- Storm water furrows are located to the north of the town which must be taken into consideration with future expansions.

5.1.4 RURAL AREA

The development constraints are as follow:

- The periodic droughts are hampering development of the rural areas and have a negative impact on the economy of the area.

6. STRATEGIES AND PRIORITIES

Within the IDP, the following aspects were identified as land use needs for the residents.

- Creation of a sustainable Environment in Emthanjeni
- Basic Infrastructure for all
- Primary Health Services for All
- Effective Health Services in Emthanjeni
- Effective Education for the community
- Effective Spatial Planning
- Effective Administration of Municipal Area
- Effective Public Transport Services
- Effective Service to the Community
- General Safety of Community
- Economic Development

- Roads maintenance in the Municipal area

Chapter 3 of the IDP lists all the current projects and proposals that form part of the future planning of the community.

7. STRUCTURING ELEMENTS OF A VIBRANT COMMUNITY

7.1 NODES

Urban nodes are pockets of concentration of human settlement and activity at a specific locality at the regional scale and offer a spectrum of supporting infrastructure and services needed to maintain and develop new services and infrastructure within these urban nodes.

7.2 CORRIDORS

Development corridors are characterized by higher order ribbon-like development along routes that would otherwise be classified as movement corridors. These occur on various levels, from local development corridors along the main streets of the towns or even along rivers to regional and provincial corridors. Different types of corridors can be distinguished such as development corridors, movement corridors and activity corridors.

7.3 BARRIERS

Any natural or man-made structure (e.g. rivers and railways), which serves as a barrier to further development, or separates areas of development.

7.4 AREAS (ZONES OR UNITS)

These areas are usually naturally formed due to certain economic, geographical and/or historic reason for certain land uses to be situated in certain areas. For the SDF the location of different zones in close proximity to one another is of great importance.

7.5 FOCAL POINTS

Focal points are specific areas where development are currently focused and will keep growing in the future.

8. DESIRED SPATIAL GROWTH PATTERNS

8.1 DEVELOPMENT OF FUTURE ROAD INFRASTRUCTURE

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Existing roads:	***Solid black line:*** **----------**
Future Roads:	***Dotted line:*** **- - - - - - - - - - - - - - -**
De Aar: Existing Road network The existing road network that is available in De Aar is of a high standard and most of the roads are tar roads. The N10 road is located to the south of the town and links Britstown from the north-west with Hanover in the south-east. The main road in De Aar is Voortrekker Street. (See Figure 8.1 a)	**De Aar: Future Road Network** Future extensions of the road infrastructure were identified and the focus will be on integration and expansion in all directions. Smaller ring networks are planned for every residential area and the proposed extension thereof.
Britstown: Existing Road Network The town links via the N10 with De Aar and Hanover to the south-east and via the N12 with Victoria West and Strydenburg. Within the town the existing road network consists of good tarred roads and several gravel roads in a relatively good condition. **(See Figure 8.1 b)**	**Britstown: Future Road Network** Future extensions of the road infrastructure has been identified and includes several small internal networks in order to provide ample access and vehicle circulation for future development areas.
Hanover: Existing Road Network The N1 main road runs through the southern section of the town and links Hanover with Colesberg in the north-east and Richmond in the south-west. The N10 road links Hanover with De Aar in the north-west and Middelburg in the south-east. Within the town the existing road network consists of good tarred roads and several gravel roads in a relatively good condition. **(See Figure 8.1 c)**	**Hanover: Future Road Network** Future extensions of the road infrastructure has been identified and includes several small internal networks in order to provide ample access and vehicle circulation for future development areas.

Figure 8.1 a): The existing and future road network for De Aar.

Figure 8.1 b): The existing and future road network for Britstown.

Figure 8.1 c): The existing and future road network for Hanover.

8.2 DEVELOPMENT OF FUTURE RESIDENTIAL AREAS

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Low Density Housing:	***Yellow***
Townhouses/ Flats/ High Density Housing:	***Orange***
De Aar: Existing Residential Areas De Aar has several residential areas, which includes De Aar West, De Aar east, Sunrise, Barcelona and Nonzwakazi. The Higher density residential areas are located to the east of the railway lines, which splits the town in two segments. (See Figure 8.2 a)	**De Aar: Future Residential Areas** Normal residential development is planned for most of the areas surrounding the town, which includes the northwestern, the eastern and southwestern sides of town. Several areas have been indicated for higher density residential development, with a few worth mentioning. The following erven are indicated for a certain development proposal: Erf 3062: A Portion (1.8ha) thereof must be developed for a townhouse complex/ higher disnity residential development. Erven 7705 – 7715: These erven (combined 1.5ha) are ideal for the development of a higher density residential development of town house complex. Erven 7750, 7751 and 7753: These erven (combined 1.5ha) are ideal for the development of a townhouse complex. Erf 7741: This erf could be used for a townhouse complex and is 0.4ha in size. Erf 366: This erf is ideal for a townhouse complex and is 1ha in size. Erf 4377: This erf is ideal for a townhouse complex and is 1.8ha in size. Erf 4156: This erf is also ideal for a townhouse complex and is 1.2ha in size. Erven 5512, 4498, 4499, 4148 – 4152: Combined these erven is 1.2ha in size and are ideal for a townhouse complex. Erf 1422: This erf is 1.1ha in size and ideal for a townhouse complex. Erf 310: This erf is 6ha in size and must be utilized for high density residential development. Portion of commonage, east of the new hospital: This portion is about 24ha in size and can be utilized for a combination of residential developments, which could include medium to high density residential areas, as well as townhouse complexes.

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Britstown: Existing Residential Areas The town has a lower residential segment that is to be found south of the railway line and a higher density residential area to the north of the railway line. (See Figure 8.2 b)	**Britstown: Future Residential Areas** The largest residential developmental areas are indicated to the north-east of town, to the north-west, west and south-west. Small sections of integration, infilling can be found in the central northern portion of the town, directly south of the railway line.
Hanover: Existing Residential Areas The residential areas of Hanover lie directly north of the N1 main route that runs through the town. The western section has a lower density residential character with beautiful architecture that depicts the Karoo character. This is definitely worth conserving. The eastern residential area has a high density residential character, but still has some beautiful Karoo argitecture. (See Figure 8.2 c)	**Hanover: Future Residential Areas** The layout of the town makes it possible for integration to take place and the future residential development of the town is focused in the central areas in order to obtain integration. Extension of the residential areas has also been identified to the south-east of town, as well as to the west. The conservation of the architectural character of Hanover is very important and it is necessary for the development of a policy for the future conservation thereof.

Figure 8.2 a): The current and future residential development of De Aar.

Figure 8.2 b): The current and future residential development of Britstown.

Figure 8.2 c): The current and future residential development of Hanover.

8.3 DEVELOPMENT OF FUTURE BUSINESS AREAS

The identification of the desired direction or location for the future expansion of the business area is just as essential for the decision making process, especially regarding the approving of rezoning and subdivisions for business purposes. This is also important to initiate investment in certain areas. The identified areas are as follow:

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Business indication on maps:	***Dark Blue***
De Aar: Existing Central Business District (CBD) The existing CBD of De Aar is mainly situated directly alongside Voortrekker road, the main road in De Aar. Most of the business activities are to be found on the axis of Main to Theron and Voortrekker Streets. (See Figure 8.3 a)	**De Aar: Future Central Business District (CBD)** It is proposed that the existing CBD be expanded alongside Voortrekker Street in both a northern and southern direction, as well as in a westerly direction as far as Rossouw Street. It is proposed that business development will link with Nonzwakazi through development of the CBD sector in a southeasterly direction.
De Aar: Existing Small Business Nodes (SBN) Several smaller business nodes are to be found throughout the town in every community, with relative large nodes to be found in Sunrise and Nonzwakazi. (See Figure 8.3 a)	**De Aar: Future Small Business Nodes (SBN)** It is proposed that all the existing nodes be expanded to the direct adjacent erven in the immediate vicinity of the nodes. The largest node developments are proposed to the west of Nonzwakazi, direcly adjacent to the bridge that gives access from west to east.
De Aar: Existing Nodal and Corridor development At present no nodal or corridor development are to be found in De Aar (See Figure 8.3 b)	**De Aar: Future Nodal and Corridor Development** The development of the N10 road as a corridor for development between Britstown, De Aar and Hanover has been identified. A nodal development has been identified alongside the N10 route where it runs through the town. The nodal development has been triggered by the development of the new Hospital to the south of the town on Erf 1138. it is thus further proposed that the area alongside the N10 route be developed as a nodal business development area. It is also proposed that the whole area alongside Van der Merwe Street, that links with the N10 road, be developed as a business sector in future
Britstown: Existing Business Sector The existing CBD of Britstown is located alongside the main road, Mark Street that forms part of the N12 road that runs through town. Smaller business	**Britstown: Future Business sector** It is proposed that the CBD be developed alongside the N12 throughout town up to the intersection of the N12 with the corridor development identified as

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
nodes are to be found in Main and corner of Aster and Van Jaarsveld Streets. **(See Figure 8.3 c)**	part of the N10 route development. As part of the development alongside the N12 route, a new truck stop has been identified on the western periphery of town. The CBD is planned to develop alongside Long Street. The existing small business node in Mziwabantu is planned to develop alongside Main road, as well as the small node found on the corner of Aster and Van Jaarsveld Streets
Hanover: Existing Business Sector The existing CBD is to be found in two segments, one directly alongside the N1 route and the other in the northern section alongside Mark and Queen Streets. Smaller business nodes are to be found in Tornadoville and Nonpumelelo. **(See Figure 8.3 d)**	**Hanover: Future Business sector** A corridor development is planned alongside the N1 route on both sides of said route. An extension of the CBD alongside Mark and Queen Streets are also planned, as well as a new business node alongside Neptune Street. The existing smaller business nodes in Nonpupelelo are also planned to expand to the erven in the direct vicinity of said nodes.

Figure 8.3 a): The existing and future expansion of the CBD and smaller business nodes of De Aar.

Figure 8.3 b): The corridor and nodal development alongside the N10 route in De Aar.

Figure 8.3 c): The existing and future expansion of the business sectors of Britstown.

Figure 8.3 d): The existing and future expansion of the business sectors of Hanover.

8.4 DEVELOPMENT OF FUTURE INDUSTRIAL AREAS

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Industrial terrain:	***Pink***
De Aar: Existing Areas The existing industrial area of De Aar is located to the north of the town, directly west of the Philipstown road. (See Figure 8.4 a)	**De Aar: Future Areas** It is proposed that the industrial development must continue in a northerly direction, alongside the railway lines. It is also proposed that the brick making project shift to the north-east of the town.
Britstown: Existing Areas Britstown does not have a clearly defined industrial area and it is only the area alongside the abattoir to the east of town. (See Figure 8.4 b)	**Britstown: Future Areas** It is proposed that the area directly east of Raath Street be developed to house industrial development.
Hanover: Existing Areas As in Britstown, no clearly defined industrial area is to be found in Hanover. (See Figure 8.4 c)	**Hanover: Future Areas** It is proposed that a new area be developed to the south of the N1, to the east of the golf course.

Figure 8.4 a): The existing and future extension of the Industrial area of De Aar.

Figure 8.4 b): The existing and future extension of the Industrial area of Britstown.

Figure 8.4 c): The existing and future extension of the Industrial area of Hanover.

8.5 DEVELOPMENT OF FUTURE SPORT, OPEN SPACES, RECREATIONAL AREAS AND CEMETERIES

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Sport, Recreational, open spaces and cemeteries :	***Green***
De Aar: Existing Areas Throughout De Aar and in every residential area, a large number of sport grounds, recreational activities, natural open spaces and cemeteries are to be found. At present the existing golf course are located to the south of the N12 route. (See Figure 8.5 a)	**De Aar: Future Areas** It is proposed that the two existing cemeteries that are located to the north (east of the Philipstown road) and the south-east of Nonzwakazi be extended. It is also proposed that a new cemetery be developed to the east of Barcelona. The existing sport grounds must be upgraded and developed, but no new areas have been identified. A new golf course with camping and braai facilities has been identified north of town, where ample water from the sewerage works is available.
Britstown: Existing Areas Several open spaces are to be found throughout Britstown with 3 sport grounds to be found. Cemeteries and recreational spaces are also to be found throughout town. (See Figure 8.5 b)	**Britstown: Future Areas** It is proposed that the existing sport grounds be upgraded and developed, with special emphasis on the southern sport field. The existing open spaces must be upgraded and developed. A new cemetery is proposed to the south alongside the Victoria-West road (N12). It is also proposed that a golf course be developed alongside the dam, directly south of the town.
Hanover: Existing Areas Hanover also has several open and recreational spaces that are to be found throughout town. Sport grounds are to be found in the southern and eastern sections of town, with a golf course found to the south of the N1 route. (See Figure 8.5 c)	**Hanover: Future Areas** It is proposed that the existing sport grounds be upgraded and that a new sport ground be developed to the west of Nonpumelelo. The existing cemetery that is located north of the town must be expanded in a easterly direction.

Figure 8.5 a): The existing and future open spaces, sport ground, recreational activities and cemeteries of De Aar.

Figure 8.5 b): The existing and future open spaces, sport ground, recreational activities and cemeteries of Britstown.

Figure 8.5 c): The existing and future open spaces, sport ground, recreational activities and cemeteries of Hanover.

8.6 DEVELOPMENT OF FUTURE ACADEMIC UTILIZATION

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Academic utilization :	***Light blue***
De Aar: Existing Areas Throughout De Aar and in every residential area, schools and academic land uses are to be found. (See Figure 8.6 a)	**De Aar: Future Areas** It is proposed that the area surrounding the new hospital, adjacent to the N10 route, directly east of Van der Merwe Street, be the focus point of future academic activities, which would include the nurses training facilities. At this stage no new school erven are planned, due to the fact that the existing facilities are adequate.
Britstown: Existing Areas The town has its own academic land uses which can be found throughout town and which are easily accessible. (See Figure 8.6 b)	**Britstown: Future Areas** It is proposed that one of the schools be extended in a westerly direction.
Hanover: Existing Areas The town has its own academic land uses which can be found throughout town and are relatively easily accessible. (See Figure 8.6 c)	**Hanover: Future Areas** At this stage no future academic land uses are planned, due to the fact that the existing land uses are adequate to accommodate the normal growth of town.

Figure 8.6 a): The existing and future academic facilities of De Aar.

Figure 8.6 b): The existing and future academic facilities of Britstown.

Figure 8.6 c): The existing and future academic facilities of Hanover.

8.7 DEVELOPMENT OF FUTURE CENTRAL AUTHORITY FACILITIES

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Central Authority Functions:	***Red***
De Aar: Existing Areas The town houses a large variety of central authority functions, which includes several Police Stations, Magistrates Offices, clinics, Municipal Offices. The largest concentration of these facilities can be found on the western side of the Railway lines. (See Figure 8.7 a)	**De Aar: Future Areas** Throughout De Aar several areas have been identified for central function development, which include the new hospital to the south-west of the town, the planned place of safety north-east of town, west of the Philipstown road, the HIV centre and the Multi Purpose centre in the area of the day Hospital, the SAP Offices in Sunrise and several other smaller functions throughout town. It is also planned that the existing refuse dump south-west of town, be moved further in a westerly direction.
Britstown: Existing Areas The town houses several central functions, which includes the Municipal Office, police Station, clinic, etc. These activities can be found throughout town. (See Figure 8.7 b)	**Britstown: Future Areas** It is proposed that an area to the east of town be utilized for tourism development and that an area surrounding the clinic, can in future be developed for other central functions. The area surrounding the existing Municipal workshop (east of town) has also been indicated to be utilized for central function development. To the north and north-west of town, the development of the sewerage works and the refuse dump are planned. The airfield is also indicated for upgrading and development, directly south of the town.
Hanover: Existing Areas The town houses several central functions, which includes the Municipal Office, police Station, clinic, etc. These activities can be found throughout town. (See Figure 8.7 c)	**Hanover: Future Areas** It is proposed that that an area central to town, north of Mark Street be utilized for central function activities. It is also proposed that an area directly north-east of town be utilized for refuse removal. The area south of the N1 route is also indicated for the development of the airfield. An area in the northwestern section of town has also been identified for the development of the Wintersnight Old Age Home.

Figure 8.7 a): The existing and future central functions of De Aar.

Figure 8.7 b): The existing and future central functions of Britstown.

Figure 8.7 c): The existing and future central functions of Hanover.

8.8 DEVELOPMENT OF FUTURE AGRICULURAL UTILIZATION

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Agricultural Functions:	***Green Dots***
De Aar: Existing Areas The town has a large number of agricultural plots to the south of the N10 route, which is called Waterdal, but also a smaller section directly north of the route. (See Figure 8.8 a)	**De Aar: Future Areas** It is proposed that the area north of the N10 route be used for residential development, but that the area south of the N10 route still keeps its agricultural character.
Britstown: Existing Areas The town houses several central functions, which includes the Municipal Office, police Station, clinic, etc. These activities can be found throughout town. (See Figure 8.8 b)	**Britstown: Future Areas** It is proposed that an area to the east of town be utilized for tourism development and that an area surrounding the clinic can in future be developed for other central functions. The area surrounding the existing Municipal workshop (east of town) has also been indicated to be utilized for central function development. To the north and north-west of town, the development of the sewerage works and the refuse dump are planned. The airfield is also indicated for upgrading and development, directly south of the town.
Hanover: Existing Areas The northwestern section of the town is the only section that houses agricultural plots. These plots are to be found north of Grace and Church Streets. (See Figure 8.8 c)	**Hanover: Future Areas** It is proposed that the existing area retain its agricultural character, due to the fact that it contributes to the Karoo character of Hanover and has tourism value.
Emthanjeni Farm lands: Existing Areas Emthanjeni is characterized by a large number of extensive farms that are to be found surrounding Britstown, De Aar and Hanover. The most of these farms specialize with extensive sheep farming.	**Emthanjeni Farm lands: Future Areas** It is proposed that the agricultural sector be retained as it is at present to ensure that it still plays an economic part in the future of the Municipal area. Tourism possibilities must be explored and developed to broaden the economic base of these areas.

Figure 8.8 a) The existing and future agricultural activities of De Aar (Waterdal).

Figure 8.8 b) The existing and future agricultural activities in the Britstown area.

Figure 8.8 c) The existing and future agricultural activities in the Hanover.

8.9 DEVELOPMENT OF RAILWAY LINES

CURRENT SPATIAL ANALYSIS	FUTURE DEVELOPMENT FRAMEWORK *(Please refer to the attached relevant maps)*
Railway development:	***Blue hatch***
De Aar: Existing Areas The existing railway lines have been the economic focus point of the past, but have since then lost its importance. The railway lines links the town with all the major economic sectors within South Africa. (See Figure 8.9 a)	**De Aar: Future Areas** The redevelopment of the railway lines in De Aar is of great importance for the future economic development of Municipality as a whole. The linking of the eastern and western sections of town with development within the railway station buildings, beehive development and the upgrading of existing buildings and infrastructure, have all been identified as part of the SDF.
Britstown: Existing Areas The existing railway line runs through the central and northern sections of the town and is currently under utilized. (See Figure 8.8 b)	**Britstown: Future Areas** The development of the railway line project is very important for the community of Emthanjeni and it is proposed that the existing railway station buildings and lines, be upgraded to ensure the economic development of the town, as an integral part of the development of De Aar.

Figure 8.9 a) The existing and future railway line development in De Aar.

Figure 8.9 a) The existing and future railway line development in Britstown.

9. OTHER PLANNING AND PROJECT PROPOSALS

Chapter 3 of the IDP document refers to all the planned projects within the Municipality and must be closely linked with the SDF at all times.

10. MONITORING, EVALUATION AND REVIEW

The monitoring of the SDF is going to be an ongoing process as development takes place and certain spatial aspects thereof have been achieved. The areas that have been identified as development corridors and nodes must especially be monitored to ensure that development takes place as it has been set out within the SDF. The monitoring of the SDF must not only be against the objectives set out in Chapter 8, but also against environmental, social and economic impacts that is part of the spatial development process. The development of spatial aspects must also be linked with the land use management scheme and monitored accordingly.

11. CONCLUSION

The SDF is a vital planning document for the development of the community of Emthanjeni and the integration and development of the different economic activities within town. It is important for the community to ensure that the economic viability of the different towns strengthens and that Emthanjeni develops an economy based growth pattern.

ANNEXURE A:
STATUS QUO OF EMTHANJENI MUNICIPALITY

ANNEXURE B:
SPATIAL DEVELOPMENT PROPOSALS FOR EMTHANJENI MUNICIPALITY