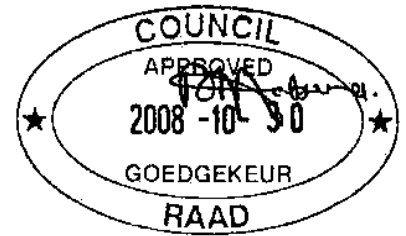


CPD 9/5/1/34
Oupa Nkoana (358 7926)
COUNCIL: 30 October 2008



2. CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES DEPARTMENT
(CITY PLANNING AND DEVELOPMENT DIVISION)
REPORT ON THE LOCAL SPATIAL DEVELOPMENT FRAMEWORK FOR THE
FAR NORTH EASTERN REGION
(From the Mayoral Committee Cluster: Infrastructure and Development:
8 August 2008 and the Portfolio Committees: City Planning, Development and
Regional Services: 12 August 2008 and 9 September 2008)

1. PURPOSE OF THE REPORT

The purpose of this report is to seek approval of the proposed Local Spatial Development Framework for the Far North Eastern Region.

2. STRATEGIC OBJECTIVES

The purpose of this Local Spatial Development Framework (LSDF) is to formalise the towns and settlements of Ramotse, Marokolong, Mandela Village, Hammanskraal, Hammanskraal West, Temba, Dilopye, Suurman, Mashemong, Majaneng, Stinkwater and Nuwe Eersterus, and the Babelegi industrial area.

Strategic objectives to be achieved in line with the 5 year strategic plan are to:

- Provide basic services and develop infrastructure
- Build safer, viable and sustainable communities
- Encourage economic growth and development
- Build safer, viable and sustainable communities
- Provide caring and effective government

These are to be achieved by using the LSDF to give Tshwane as its main objectives:

- The formalisation of these towns and settlements;
- The provision of proper infrastructure and community facilities to serve the population of the area; and
- Eradicating service backlogs in the area.

The desired outcome is that this intervention will allow for harmonious and optimal development of the concerned settlements.

3. BACKGROUND

The City of Tshwane (CoT) inherited the concerned towns and settlements from the former Temba Tribal Representative Council (TTRC) and was formerly referred to as Hammanskraal and the Cross Border Area. Much of the land on which these settlements exist is under traditional authority and many of the developments took place in an ad-hoc way without any formal overall planning being done for the area.

According to the 2001 Census, the area held approximately 206 000 people at the time.

In March 2004 the Tshwane Metropolitan Municipality initiated Phase 1 (Status Quo report) of the process required to compile a Regional Development Framework for the area. This was followed by the Status Quo Report for the Hammanskraal and Cross- Border Area which was compiled and submitted during 2005.

Since then, a tender was awarded to The Practice Group (Pty) Ltd in April 2007 for the compilation of the status quo report in the establishment of townships previously within the North West Province and recommendations as to the most appropriate process to finalise the township establishment and land tenure process. This process is still ongoing.

In January 2007, the Tshwane Water and Sanitation Division requested that City Planning and Development exclude the Suurman, Mashemong, Majaneng, Ramotse, Marokolong and Mandela Village areas from the scope of work of the tender. This was due to the fact that the Water and Sanitation Division was and still is busy with the formalisation process of those areas. A similar process by City Planning and Development might cause confusion and duplication of processes.

For this reason, those areas in particular have been excluded from City Planning's formalisation processes, but have been included in the Tshwane Town Planning Scheme, 2008. The preliminary zonings (in terms of land use rights) allocated to much of these particular areas is "Undetermined", which allows the opportunity for suitable (in line with existing legislation and Council policy) uses to be allowed by way of rezoning or consent in terms of the Tshwane Town Planning Scheme, 2008, once the areas have been formalised.

4. EXECUTIVE SUMMARY

The study area is situated between the national freeway (N1) to the east and to the west is the Mabopane freeway (PWV9), approximately 30km north of the CBD of the City of Tshwane and consists of 13 different towns and settlements at various stages of formalisation.

With regards to the population:

- Numbers approximately 240 000 in 2008;
- Expected growth rate of 7,4% per annum in the period of 2005-2010
- There is an almost equal split between the male and female population in terms of numbers, with almost half of them aged 24 or below;
- Just over half the population have only primary school level education or lower;
- Low skills base and therefore a high unemployment rate is prevalent (50, 3%).

Looking at these facts, it is clear that there is a great need for local economic development and community- and youth- based projects and programmes that will go towards creating employment opportunities.

Land use patterns range from single residential stands to industrial, retail and commercial. Although services exist in the area, there is still a great need for upgrading and provision in areas that have only some or no services, especially with regards to water and sanitation. There is a significant backlog with regards to community facilities such as clinics, libraries and orphanages. Existing facilities are not spatially well-distributed.

Travelling is essentially by means of public transport facilities or by foot. At present there is no formal extensive road network in place for the study area. Main routes into the study area are via the N1 and Route K97, known as the old Pretoria-Warmbaths road. Provincial and CoT road networks have been proposed. The railway line between Pretoria and Hammanskraal running north-south through the region currently carries only long distance passengers, but could be regarded as a resource of the region and could be upgraded in future to allow for more effective regional public transport. This rail link is owned and operated by Spoornet. At present there is no commuter rail service operating from the Far North Eastern Region (FNER) area into the southern portion of Tshwane. A feasibility study into the re-instatement of a commuter service to this area was recently undertaken. Further feasibility studies were recommended.

As mentioned earlier, the settlements are in various stages of formalisation. Hammanskraal Proper, Babelegi Industrial Area, Kudube, Kudube Unit 10 and Stinkwater Proper are the only proclaimed townships. Because large parts of the study area are not formalised there are also no records of many of the properties. This makes it very difficult to implement a proper Land Use management System for the area. The issue of township formalisation and promulgation of township establishments is thus a matter of urgency: Properties cannot be transferred to individuals in a township that has not yet been proclaimed. One unfortunate result of the delay of the formalisation of settlements is that several informal settlements have sprung up. Another challenge lies in the fact that a significant portion of the area is administered by the held in trust by the Tribal Authority of the area, while owned by the Department of Land Affairs and the CoT is the service provider. This is a legal issue that will have to be resolved.

The LSDF proposes two new urban nodes in Stinkwater x1 and Temba central. Kudube Unit 4 is an existing node that was also subject to haphazard formalisation and will need to be redesigned so as to make it an attractive space to move in whether by vehicle or foot. There are also 5 *areas of significance* identified. These are localities that are integral to the population's economic and or social well-being. These areas of significance are the:

- Tswaing Village
- Babelegi Industrial Area
- Proposed Site for proposed Ventsope Cultural Village on Remainder 6 of the farm Stinkwater
- Proposed Moshate Cultural Village in Majaneng
- Proposed Cemeteries and Agricultural Areas

A proposal is made for each area with a view to improving the quality of lives of the citizens of the FNER.

For the way forward, there will need to be a continued provision of service infrastructure; further investment in community facilities; increased access to public road and rail transport; a land availability agreement between the Tribal Authority, the Department of Land Affairs and the CoT.

5. COMMENTS OF OTHER DEPARTMENTS/DIVISIONS

(Unaltered)

The document was made available to the relevant departments for comments. The following comments were received and should be noted:

5.1 Public Works and Infrastructure Development

5.1.1 Water and Sanitation

Water and Sanitation's comment are as follows:

The following will be necessary for the developments in the far North Eastern region:

WATER:

- Extension of Temba water treatment works
- Additional 12ML storage capacity reservoir at Temba water treatment works
- Additional 10ML reservoir, Skampaneng reservoir
- Additional 10ML reservoir, Nuwe Eersterust reservoir
- New 15ML reservoir, Stinkwater
- New 18ML reservoir, Tswaing

SEWER:

- Extension of Temba Wastewater treatment works
- Extension of Babelegi Industrial Wastewater treatment works

(Mandlenkosi Myanga x 7991)

North Eastern Region:

It needs to be realised and understood that although it is indicated as a zone of choice, the bulk water and sewerage infrastructure in this area is limited or non-existent. Should developments be required to take place within the area, the densification demand volumes and discharge volumes of such development will first have to be evaluated prior to evaluating the final development approval of the 'open areas'. Developers will need to be made aware of the fact that all bulk infrastructures for the area will have to be financed strictly by them.

Far North Eastern and Western Region:

The existing services are under pressure and a careful evaluation will need to be performed to determine the magnitude and funding required for the area. Should densities increase over the existing infrastructure, a large upgrading initiative will need to be identified and programmed accordingly.

General:

It needs to be mentioned that, in addition to all the reports that have been compiled by officials, minimal provision has been made for education purposes for the area north of the Magaliesberg Mountain range. To stimulate development and the establishment of industrial and commercial businesses in the area, provision must be made by the relevant Government institutions to allocate, identify and earmark premises for primary and secondary schools for these developed areas. This includes not only the future developments, but the current situation also needs to be addressed and rectified.

(Jochem Viviers x 7968)

5.1.2 Roads and Stormwater

No comment received.

5.1.3 Transport Development

No comment received.

5.1.4 Energy and Electricity

No comment received.

5.2 Housing and Sustainable Development

No comment received.

5.3 Corporate and Shared Services

5.3.1 Legal Services

This Division supports the Spatial Development Framework(SDF) for the Far North Eastern Regions (as inter-linked and in support of the MSDF), provided that the said framework complies with the provisions stipulated in Section 23 – 37 (Chapter 5) the Municipal Systems Act, 2000 (Act 32 of 2000)(hereinafter “the Act”) read with Chapter 2 of the Regulations thereto. Section 35(2) of the Act specifically states that that a spatial development framework contained in an integrated development plan prevails over a plan as defined in section 1 of the Physical Planning Act, 1991 (Act 125 of 1991). The importance of community participation as envisaged in section 16 (a) (i) of the Act is emphasized in the final instance.

5.4 Agriculture and Environmental Management

No comment received.

5.5 Economic Development

No comment received.

5.6 Health and Social Development

No comment received.

5.7 Community Safety

No comment received.

5.8 Finance

5.8.1 Financial Management

Cognisance is taken of the contents and recommendation of the report.

It is mentioned in paragraph 8.2 of the report that there are no financial implications emanating from this report.

Any possible financial implications that may emanate must be managed within the department's approved Medium-Term Revenue and Expenditure Framework.

6. PUBLIC PARTICIPATION

The Ward Councillors of the FNER were invited to a meeting at which the contents and intensions of the proposed LSDF were to be presented. The LSDF was presented to all of those present at the said meeting which was held on 15 April 2008 and chaired by the MMC N.C.T. Mokoena of the City Planning, Development and Regional Services Department at the Temba Municipal offices. The LSDF was then presented at the City Planning, Development and Regional Services Portfolio Committee at the Mamelodi Municipal office, Mini-Munitoria, held on 6 May 2008. The presentation was then complemented by a tour of the FNER for the members of the City Planning, Development and Regional Services Portfolio Committee on 10 June 2008. The LSDF was distributed to the affected Ward Councillors in June 2008. Comments received are included in Annexure 3 of this report.

7. IMPLICATIONS

7.1 Human Resources:

There will be human resource implications during the implementation phase of certain proposals relating to the SDF.

7.2 Finances:

Service departments have indicated that great investment will need to be put into the development of service infrastructure in order to realize the proposals of the proposed SDF. This will have to be financed by both the private and public sector. Budgets should be linked to the IDP.

7.3 Constitution and legal factors:

There are none.

7.4 Communication:

The draft LSDF was duly advertised and forwarded to the relevant Ward Councillors.

ANNEXURES:

1. Far North Eastern Region Spatial Development Framework
2. Map of Far North Eastern Area
3. Comments received from Ward Councillors

NOTE:

Cognisance was taken of the presentation on this report by N Kisuule.

IT WAS RECOMMENDED (TO THE COUNCIL: 30 OCTOBER 2008):

1. That the Local Spatial Development Framework's (LSDF) for the Far North Eastern Region be approved.
2. That the MMC's for Public Works and Infrastructure Development and City Planning, Development and Regional Services should prepare a strategic plan for phasing of development to enable the prioritisation of bulk infrastructure provision in the IDP and budgets.
3. That a detailed Precinct Plan should be compiled in the event that the proposed Ventsope Cultural Village be located on land that belongs to the CoT or Gauteng Province.
4. That a detailed Precinct Plan should be compiled for the Majaneng area in order to plan for the proposed Moshate Cultural Village by the City Planning and Regional Services Department in Collaboration with the Sport, Recreation, Arts and Culture Department: Arts Culture and Heritage.

During consideration of this item by Council on 30 October 2008, Clr PML Mdluli seconded by Clr TV Rambau proposed the following amendments:

(Unaltered)

Amend as follows-

Recommendation 1: That the Local Spatial Development Framework for areas (Ramotse, Marokolong, Mandela Village, Hammanskraal, Hammanskraal West, Temba, Dilopye, Suurman, Mashemong, Majaneng, Stinkwater, Nuwe Eersterus and the Babelegi Industrial Area, in the North Eastern Region be approved.

2: That in preparing for the 2009/2010 financial year, the IDP and Budget process should take into account the respective Regional Strategic Plans in order to enable / inform the prioritization of bulk infrastructure provision.

That recommendations 3 & 4 remain as in the report.

Add 5: That the land availability agreement be concluded and submitted to Council urgently.

Subsequently the following Councillors participated in a debate:

**RW Dinkelmann
MTSL Komane
Dr CJ Napier**

Hereafter the Council acceded to Clr Mdluli's proposal and resolved as set out below:

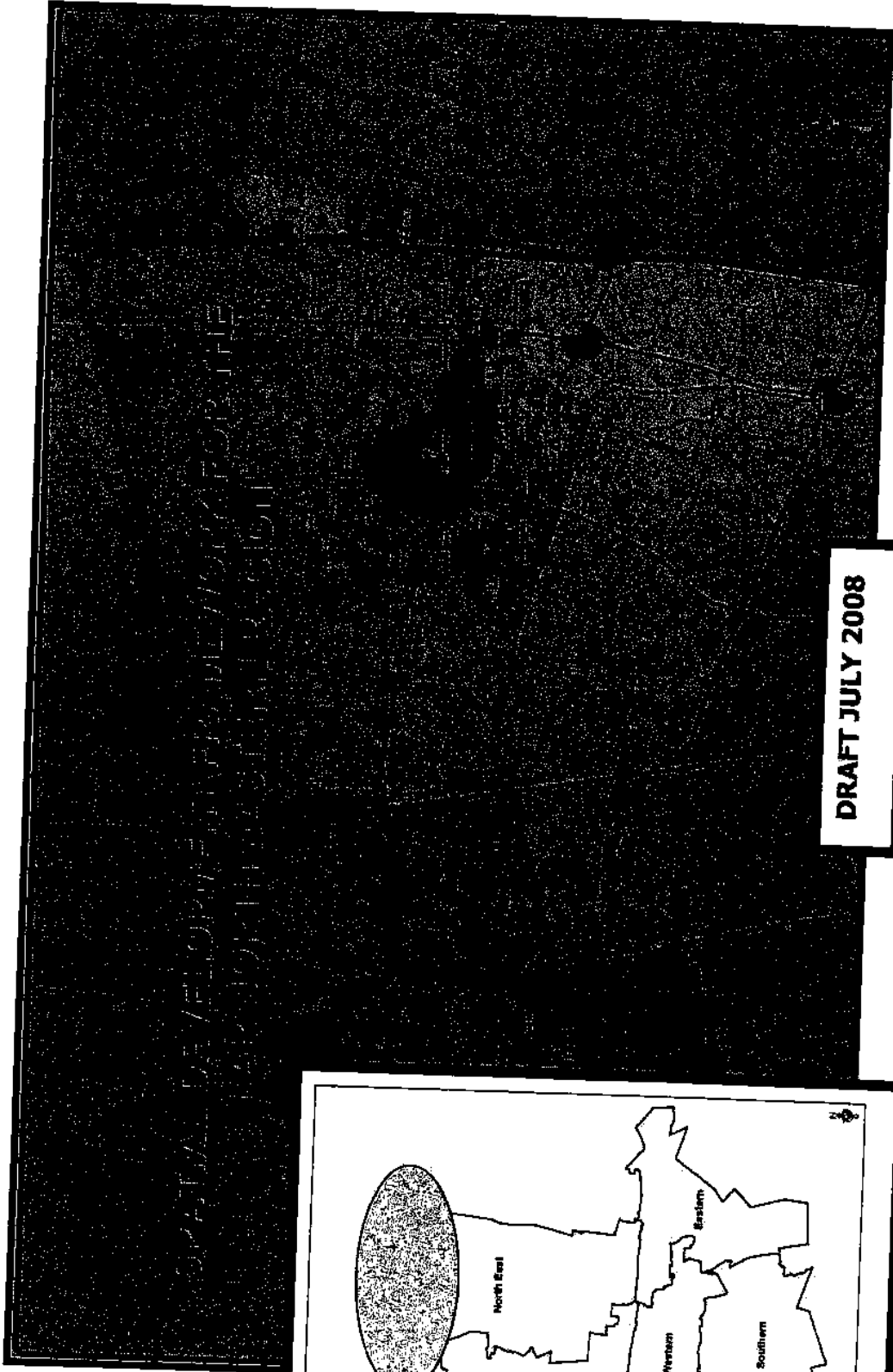
RESOLVED:

1. That the Local Spatial Development Framework for areas (Ramotse, Marokolong, Mandela Village, Hammanskraal, Hammanskraal West, Temba, Diloppe, Suurman, Mashemong, Majaneng, Stinkwater, Nuwe Eersterus and the Babelegi Industrial Area), in the North Eastern Region be approved.
2. That in preparing for the 2009/2010 financial year, the IDP and Budget process should take into account the respective Regional Strategic Plans in order to enable / inform the prioritization of bulk infrastructure provision.
3. That a detailed Precinct Plan should be compiled in the event that the proposed Ventsope Cultural Village be located on land that belongs to the CoT or Gauteng Province.
4. That a detailed Precinct Plan should be compiled for the Majaneng area in order to plan for the proposed Moshate Cultural Village by the City Planning and Regional Services Department in Collaboration with the Sport, Recreation, Arts and Culture Department: Arts Culture and Heritage.
5. That the land availability agreement be concluded and submitted to Council urgently.



ANNEXURE 1

**Far North Eastern Region Spatial Development
Framework**



DRAFT JULY 2008

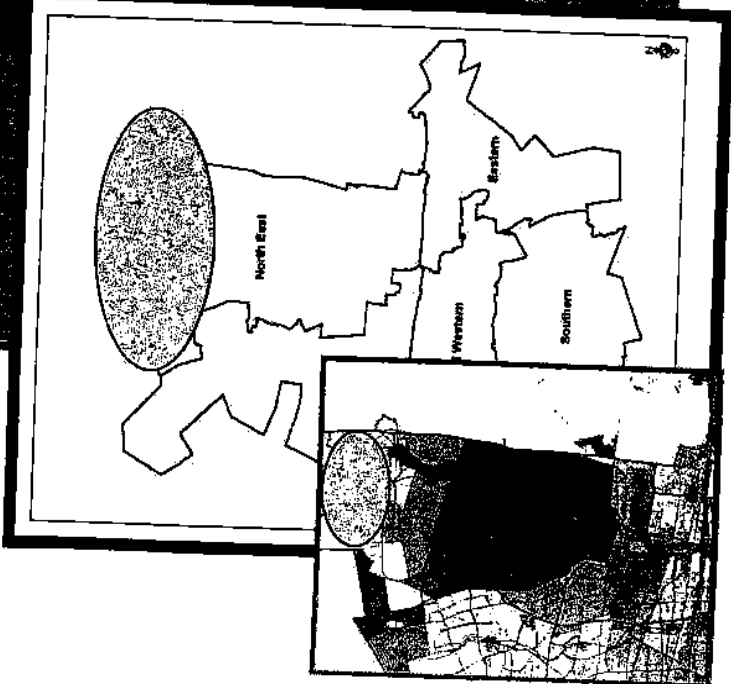


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ABBREVIATIONS

- BTR**
- Bulk Transport Route, which could include dedicated bus lanes or light and heavy rail.
- CBD**
- Central Business District
- CDS**
- City Development Strategy
- CoT**
- City of Tshwane
- FNER**
- Far North Eastern Region
- LSDF**
- Local Spatial Development Framework
- MSDF**
- Metropolitan Spatial Development Framework
- NER**
- North Eastern Region
- RSDF**
- Regional Spatial Development Framework
- SDF**
- Spatial Development Framework
 - Small-Medium & Micro Enterprises
- ZOC**
- As per CDS: Zone of Choice

GLOSSARY OF TERMS

ACTIVITY NODES

- Areas of concentration of mixed land uses.

ACTIVITY SPINES

- Mobility routes connecting a number of nodes or mixed use areas, serving as the main public transport channels of the region. These routes could support linear development although not necessarily continuous along its length. Higher order land uses should be accommodated in the nodes, but lower order land uses could develop in a linear fashion subject to alternative access opportunities. Densification along these spines should be encouraged to maximise the public transport opportunities provided by these routes.

ACTIVITY STREETS

- Local collector roads supporting lower order land uses in a linear fashion along its length. Direct access to land uses is provided compromising mobility for activity. Development along activity streets should be permitted in accordance with a local spatial development framework.

DENSIFICATION

- Increase of residential density in accordance with the guidelines of the Densification and Compaction Strategy, May 2005.

INDUSTRIAL

- As referred to on the framework plans includes: light or heavy industrial or high-tech and commercial uses. The appropriate intensity of development to be determined on a local level.

INSTITUTIONAL

- As referred to on the framework plans includes: educational, medical or government uses.

LOW DENSITY ZONES

- Areas were only limited densification is proposed.

LOWER ORDER LAND USES

- Land uses that are usually not associated with high impact on the surrounding environment and with low traffic generating characteristics.

METROPOLITAN /DEVELOPMENT CORRIDOR

- A development strip located between a first or second order mobility road providing visual exposure and a parallel activity route providing access.

METROPOLITAN CORE

- As per MSDF: activity nodes of metropolitan significance forming part of the multi-nodal city form.

MIXED USE

- Refers to a combination of land uses such as a mix of commercial/residential/ industrial/retail/entertainment/institutional uses. It also refers to a mix of uses within a specific use. The advantage of mixed uses is that access and convenience are increased as transportation distances are decreased. The combination depends on the specific area. A mixed-use building could refer to retail at street level, institutional on the floor above and residential on the upper floors. Mixed land use in an industrial area could include industry, commercial and retail uses.

MOBILITY ROAD

- Primarily serves intra-metropolitan traffic. Whilst this route is characterised by through traffic, trends indicate pockets of mixed use developments tend to locate alongside. It serves as the most important linkages between the Metropolitan Activity Areas (Capital Core/Metropolitan Cores/Urban Cores/Specialised Activity Areas).

MOBILITY SPINE

- A Mobility Spine is an arterial along which through traffic flows with minimum interruption (optimal mobility). Much smaller than highways, Mobility Spines are usually made of two lanes of opposite vehicle flow. It serves the purpose of inter-regional and metropolitan movement.

- A node is a place where both public and private investment tends to concentrate. Nodes are usually associated with major road intersections, or with public transport nodes such as railway stations and taxi ranks. It offers the opportunity to locate a range of activities, from small to large enterprises and is often associated with mixed-use development including high density residential uses. Nodes differ in size, the types of activity that occur within them, the size of the areas served and the significance within the city.

PUBLIC TRANSPORT FACILITIES

- Including train stations, taxi and bus facilities with ancillary uses.

RESORT

- Means land and buildings used for accommodating guests/tourists for short periods and includes recreation facilities, dining room and kitchen or restaurant, a conference centre or social hall(s), wedding chapel, caretaker's flat, staff quarters and ancillary and subservient uses.

SUBURBAN DENSIFICATION

- As per Densification and Compaction Strategy: Residential densification in areas that are not located in Concentration Zones or Linear Zones.

SUSTAINABLE DEVELOPMENT

- Development that has integrated social, economic and environmental factors into planning, implementation and decision-making, so as to ensure that it serves present and future generations.

URBAN CORE

- As per MSDF: activity nodes providing economic, social and residential opportunities in environments were high levels of public sector intervention is required.

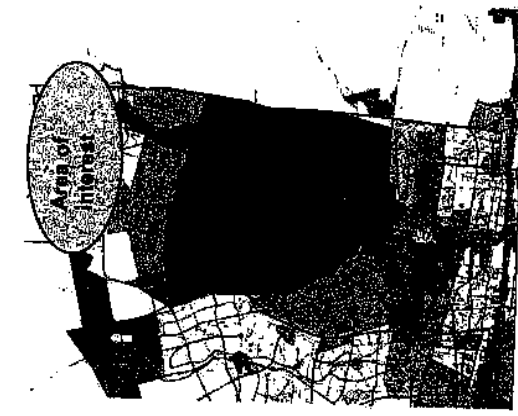
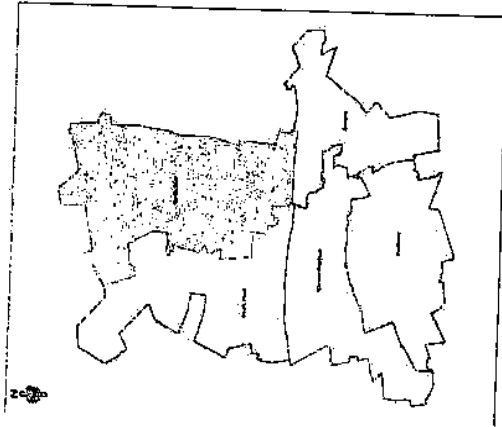
URBAN DEVELOPMENT

- Developed areas that will be completely transformed by human intervention and accommodate a range of intense land uses.

PART ONE: INTRODUCTION

1.1 BACKGROUND

The area of concern, formerly known as *Hammankraal* and the *Northern Cross Border Area of the City of Tshwane*, consists of the communities of Ramotse, Marokolong, Mandela Village, Hammankraal, Tembisa, Diloppe, Suurman, Mashemong, Majaneng, Stinkwater, New Eerstrust and the Babelegi industrial area. This part of the City of Tshwane falls within the North Eastern Region and forms the northern portion of the Region. The area shall therefore be referred to as the "Far North East" of the *NER*.



The City of Tshwane (CoT) embarked on processes to compile five Regional Spatial Development Frameworks (RSDF's) for the planning regions of the metropolitan area in 2007.

The RSDF's needed to be inter-linked and also support the Tshwane Metropolitan Spatial Development Framework (MSDF), the Tshwane Open Space Framework as well as the Tshwane City Development Strategy

(TCDS).

This SDF for the Far North Eastern Regions was therefore prepared within the context of the RSDF for North Eastern Region. This means that this SDF was written in support of the MSDF, the City Strategy and the other four RSDF's.

1.2 LEGISLATIVE FRAMEWORK

- The Municipal Systems Act, 2000 (Act 32 of 2000) determines that a municipality must adopt a framework for integrated development in its area in the form of an Integrated Development Plan (IDP) (Section 27).
- A Spatial Development Framework, which guides and informs all development forms part of the IDP (Section 35 (2)).
- The Gauteng Planning and Development Act, 2003 (Act 3 of 2003) determines that municipalities must formulate spatial development frameworks for their areas (Section 31 and 32).

The content of these plans "shall be in the form of maps or a map together with explanatory report of the desired spatial form of the municipality". An SDF must:

- Indicate where public and private development infrastructure investment should take place.
- Indicate desired development and land use patterns for different areas.
- Indicate where development of particular land uses should be discouraged or restricted.
- Provide broad indication of the areas where priority spending should take place.
- Shall provide guidelines for development and land use decision-making by the municipality.

This Spatial Development Framework was prepared in accordance with the above mentioned provisions.

1.3 APPROACH AND METHODOLOGY

The approach taken was to look at the Far North East within the context of the development goals of the NER, with regards to the economic, physical and social environment. The SDF was formulated to complement the overall vision and objectives of the MSDF. Existing planning documents were utilised to inform the analysis and no primary research was done.

1.4 THE USE OF THIS DOCUMENT

The SDF does not aim to be prescriptive on a site-specific level, but provides a framework for interpreting the vision, planning principles and structuring elements of the CoT. The maps and graphic representations included in this document are therefore also more strategic/conceptual in nature and do not imply a site-specific interpretation.

The SDF is not the sole mechanism in determining the suitability of any potential change in land use, but should be used in conjunction with requirements as may be determined by infrastructure and other relevant aspects that may not be contained in the SDF. It is equally important to remember that the City Planning, Development and Regional Services Department works in conjunction with other departments in order to make these proposals a reality.

PART 2: METROPOLITAN CONTEXT

2.1 CITY DEVELOPMENT STRATEGY

2.1.1 THE VISION AND CITY DEVELOPMENT STRATEGY

The City of Tshwane embarked upon a road to formulate a vision for the city, linked to a city strategy to provide milestones for the way forward. The vision of the city is to become the leading International African capital city of excellence that empowers the community to prosper in a safe and healthy environment.

The City Development Strategy (CDS) is a selective set of initiatives providing a coherent framework in order to develop a sustainable future for the city as a whole.

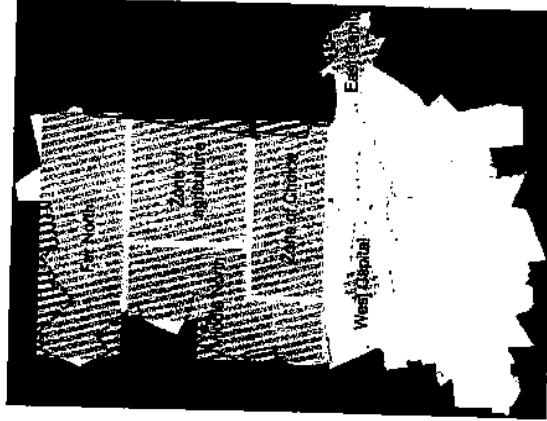
2.1.2 DEFINING THE ZONE OF CHOICE

The North does not represent a homogeneous area. The following distinct areas – representing different challenges and opportunities were identified:

- The "Far North"
- The Zone of Agriculture
- The Zone of Choice
- The "Middle North"
- The West and East Capital

The CDS views the north as the entry point for development. The Zone of Choice is proposed as a strategic investment focus area to have a positive catalytic effect on development within the northern areas of Tshwane. The Zone of Choice can be defined as the Magaliesberg mountain range in the south, the western boundary is the western boundary of the old Akasia

area. The northern boundary stretches from the Rosslyn Industrial area along the southern boundary of the Onderstepoort nature area, the northern boundary of the Bon Accord Dam, and then along the Cullinan / Brits railway line. The eastern boundary stretches along the N1 from the railway line up the Magaliesberg. The reason why this area has been identified as the Zone of Choice is related to its proximity to the Capital Core, existing infrastructure (such as the N4) and the momentum of existing developments such as the industrial area of Rosslyn.



Elements of the strategic plan to develop the North a number of identified focus areas for the purpose of defining strategies and programs including the Platinum Corridor, Bon Accord Dam, Rainbow Junction, the proposed

freight airport and the Automotive Cluster which are all seen as development zones.

Furthermore, accessibility and the enhancement of the region by means of functional objectives are reiterated through the principles of the RSDF such as the focus on the possibility of the proposed freight airport, as well as the revitalising of Bon Accord Dam.

To set the stage for sound economic, social, environmental and transport development, eleven key focus areas have been identified for the purpose of defining strategies and programs, namely:

- Focus Area 1: Improve Access to the Zone of Choice
- Focus Area 2: Platinum Corridor (Development Zone)
- Focus Area 3: Bon Accord Dam (Development Zone)
- Focus Area 4: Rainbow Junction (Development Zone)
- Focus Area 5: Maximise Airport (Development Zone)
- Focus Area 6: Urban Cores (Development Zone)
- Focus Area 7: Activity Corridors (Development Zone)
- Focus Area 8: Encourage Higher Density Residential Development
- Focus Area 9: Enhancing the Natural Beauty of the Zone of Choice

The details of these focus areas are further discussed within the NER RSDF. It is clear that most focus areas are concentrated on the Southern portion of the NER, with spin-offs that are planned to benefit the Far North. It is for this reason that an SDF that is specifically focussed on the Far North and that will complement and enrich the NER RSDF is very important. The following are directly relevant to the Far North:

Focus Area 1: Improve Access to the Zone Of Choice

The City can trigger a more equitable and integrated Tshwane through a series of high impact transport interventions affecting the development of the North. Toll fees on the N1, from the N4 junction to Babelagi, presently hinder business development all along this corridor. The toll should be removed to allow free access between the Eastern Capital and the North.

Industry in Babelagi will be revitalised and will profit from close functional connections to the Zone of Choice.

The creation of a link between the Zone of Choice and the rest of Gauteng is important. Efficient public transport is an absolutely central element in the development of the North. This calls for the early establishment of a well-resourced Transport Authority. It proposes a direction for public transport users to improve their access and mobility: Conversion of freight lines to passenger rail (especially the line to Hammanskraal) and investment in bus transport and interchanges.

Focus area 6: Urban Cores (Development Zone)

Urban Cores are activity nodes of metropolitan significance aimed at providing economic, social and residential opportunities in an integrated, vibrant, high-intensity, mixed-use and pedestrian friendly environment linked to public transport facilities and the highest level of accessibility. Four urban cores have been identified within the NER. These are namely the area around the Kolonnade centre, the Pretoria North/ Rainbow, the Akasia nodal area and the Hammanskraal urban core which is especially focused around the Kudube x4 area.

The urban cores' role in the future is to be the focus and highest concentration of residential, commercial, social, cultural and other urban activities. Higher density residential development should be encouraged specifically in and around the Urban Cores. In the future, precinct plans must be completed for the three urban cores which must include: the boundaries of each core, a development framework, streetscape design, plans to promote public transport and public open Space systems.

Focus area 7: Activity Corridors (Development Zone)

Activity Corridors take on a linear form and must be seen as an extension of the Urban Cores. Higher concentration of activities must be encouraged along these routes. The linear development may be single or mixed land

use in nature. One of the main functions of the corridor is to link the urban cores. The activity corridor linking the Far North to the rest of the NER is the Old Warmbaths Road/ K 97, on which some commercial and light industrial activity is already taking place.

In future more work will have to be done regarding access management along these corridors.

2.1.3 TSOLOSO PROGRAMME

Born in support of *Initiative 7: Quality Public Spaces Programme*, of the City Development Strategy, the Tsošološo Programme attempts to create a liveable city that provides our citizens with a high quality public environment in which people want to settle and invest. In order to successfully achieve this goal we need to provide a framework that is committed to ensuring that all citizens achieve a healthy and dignified living standard.

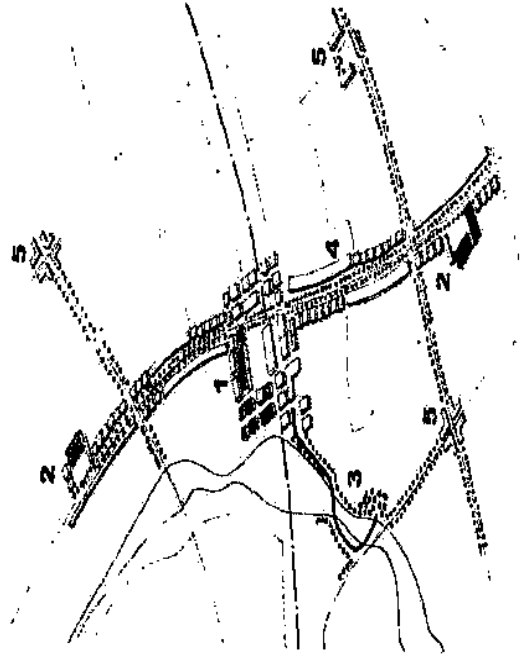
The comprehensive programme identifies areas where investment must be concentrated so as to maximise impact and these are:

- Centres – town centres, neighbourhood centres and intersection nodes as these are the areas of activity
- Community Facilities – such as libraries, clinics, vocational training centres are places where people converge
- Linear Spines of Activity – premised on the fact that Activity Spines and the smaller scale Activity Street/Strip large volumes of clientele to the businesses located on the linear spine of activity, it becomes evident that this trend will promote the development of SME's and entrepreneurs alike
- Inter-modal Interchanges – as a large volume of people rely on public transport, the transport facilities must seek to improve on the dredge of daily commuting.

Coupled with areas to concentrate investment, it is important to explore critical elements of the public environment as these will form the tools for intervention.

The Tsošološo Programme defines the critical elements of the public environment as being:

- Public Squares
- Markets
- Pedestrian Walkways
- Public Transport Routes and Stops
- Public Art
- Green Structure - trees, gardens, landscaping and natural open spaces



1. TOWN CENTRE
2. PUBLIC SQUARE & COMMUNITY FACILITIES
3. GREEN ZONE WITH PEDESTRIAN WALK-WAY
4. ACTIVITY SPINE
5. SIGNIFICANT INTERSECTIONS

2.2 METROPOLITAN FRAMEWORK SPATIAL DEVELOPMENT

The MSDF provides the overall spatial framework for the city and is structured around five concepts. The concepts are Smart Growth, Metropolitan Activity Areas, Movement System, the Urban Lattice and the Environmental Structuring Concept. The MSDF describes the context and principles of these concepts, and also lays the foundation for the development of specific strategies to support the implementation of the MSDF. The RSDF's applies these concepts on a regional scale and interprets the strategies on a spatial level.

The following section provides a brief summary of the concepts and strategies that are relevant for the whole metropolitan area. The section on the Spatial Development Framework provides a further description of the spatial application thereof in the Region.

2.2.1 URBAN GROWTH MANAGEMENT – THE SMART GROWTH CONCEPT

Smart Growth is not a single approach, but describes a collection of urban development strategies aimed at reducing sprawl and promoting growth that is balanced and fiscally, environmentally and socially responsible. The two strategies that have been developed to start addressing this are the Densification and Compaction Strategy and the Rural Development Strategy with its spatial perspective and guidelines. The first strategy is specifically focussed on addressing development within the urban areas, whereas the second strategy deals more with the outward expansion of the city and the management of the "rural" areas.

2.2.2 METROPOLITAN ACTIVITY AREAS

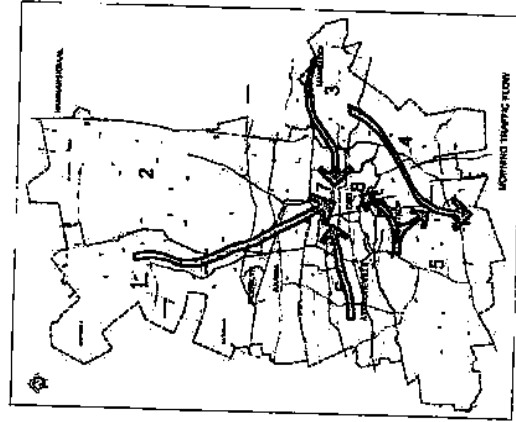
The MSDF identifies Metropolitan Activity Areas that manifest in nodal and linear configurations. The RSDF now also identifies regional and local nodes and linear configurations of activity.

A Tshwane Retail Strategy was formulated to guide decision-making on the development and management of retail nodes for the city.

2.2.3 THE MOVEMENT SYSTEM

Movement of people and goods throughout the metropolitan area is of city-wide importance. Movement in Tshwane can be described by the following diagram showing major movement patterns in the area.

- Many public transport dependant persons moving into the CBD from the north, the west and the east characterise every morning peak.
- Masses of private vehicles originating in the south and south-eastern parts move from the city in a southerly direction towards Johannesburg.
- In the afternoon peak the reverse is true with masses of people leaving the CBD towards the north, west and east, with people returning to the southern and south-eastern parts from Johannesburg.



The rail together with the first order road system should inform the city's new structure to focus transformation of the urban area.

The Far North Eastern Region will need to be better integrated with the rest of the city by providing a higher volume and improved quality of public transport.

**2.2.4 ENVIRONMENTAL STRUCTURING CONCEPT -
OPEN SPACE AND CONSERVATION**

It is very important to create linkages between the city's built form, the cultural heritage, symbolic locations and the natural structuring elements. The Tshwane Open Space Framework, which was approved during November 2005, forms an integral part of this concept.

3.4 LAND USE

Land use patterns range from single residential stands to industrial, retail, agricultural and commercial. Housing in the Hemanskraai/Temba area is mostly subsidised or informal. Densities average approximately 14, 2 persons per hectare which is very low.

PART FOUR: LOCAL SPATIAL DEVELOPMENT FRAMEWORK



14

**TSHWANE LOCAL SPATIAL DEVELOPMENT FRAMEWORK
FAR NORTH EASTERN REGION**

4.1 INTRODUCTION

The main elements of the development concept for the FNER are to improve linkages (by instating a commuter rail connecting Hammanskraal to both Mabopane and Pretoria CBD); the creation of job opportunities (by encouraging private investment through upgrading of the built environment and provision of infrastructure); high density residential development and agricultural development. This concept includes the development of new nodes (Temba and Stinkwater x 1) and the expansion of existing nodes (Kudube Unit 4).

The following section will explain in detail the different components of the Spatial Development Framework as indicated on the map.

4.2 COMMUNITY FACILITIES

There is currently a spatial inequality regarding the spread of community facilities within the FNER. Most facilities are concentrated on the Eastern side (Kudube, Hammanskraal and Temba), with the Western side being sorely lacking (See Annexure 1: Community Facilities).

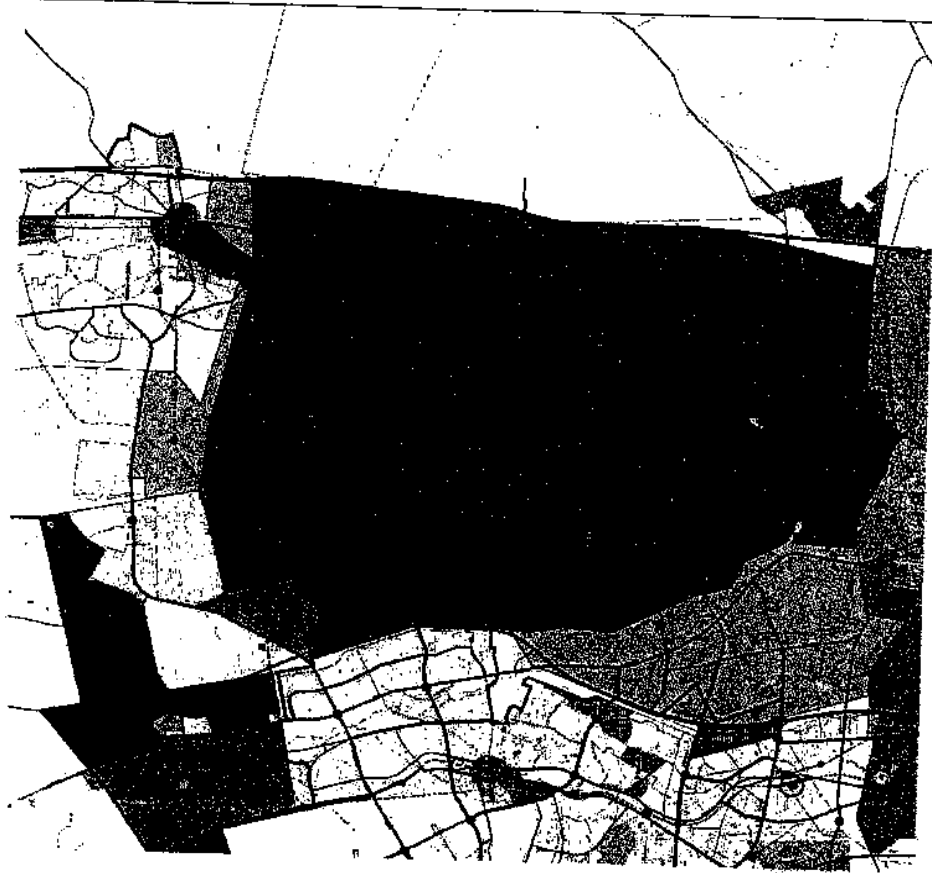
Servicing the entire FNER are the following facilities:

- 20 Primary Schools
- 21 Secondary Schools
- 5 Clinics
- 3 Local Authority offices
- 3 Post offices
- 1 Fire Station
- 1 Hospital
- 1 Old Age home
- 1 Police Station

These facilities are not sufficient to cater for this growing population. There is much room for the upgrading of these facilities and related infrastructure. In order to achieve this goal, it will be necessary for other departments such as the Department of Education, Department of Health,

Department of Social Development and Emergency Services to come on board as the facilities required cut across various disciplines.

4.3 MOVEMENT SYSTEM



4.3.1 ROAD BASED

The N1 running north-south along the eastern boundary of the region provides regional accessibility with the rest of the metro and with the country.

The population is extremely reliant on bus and taxi transport from and to the Hammanskraal and Tembisa areas due to there being no commuter rail service serving the area. It is essential that the transportation network and services can support the land use proposals.

The feasibility of rerouting buses from the former homelands (to the north-east (east of the N1) to Hammanskraal (or an intermediate point) coupled with the re-introduction of the Hammanskraal rail commuter service should be investigated. At a conceptual level this would have the benefit of reducing the bus subsidy levels, reducing congestion along Baviaanspoort Road and improving the feasibility of the Hammanskraal commuter rail service.

Apart from other projects proposed for the NER, distributor roads projects to a total value of R681m have also been identified as priorities in the northern and other previously disadvantaged areas in North Western and Eastern Regions (See Annexure 2 for a the Proposed Road Master Plan).

4.3.2 RAIL

The railway line between Tshwane and Hammanskraal running north-south through the region currently carries only long distance passengers, but could be regarded as a resource of the region, and could be upgraded in future to allow for more effective regional public transport. This rail link is owned and operated by Spoornet. At present there is no commuter rail service operating from the FNER area into the southern portion of Tshwane. A feasibility study into the re-instatement of a commuter service to this area was recently undertaken. Further feasibility studies were recommended. The South African Rail Commuter Corporation (SARCC) network planning proposals include

- Additional stations and railway lines in the north.

- The reintroduction of the Hammanskraal service.
- A rail extension from Mabopane to Hammanskraal is proposed as well as an extension into the Winterveld area.

4.4 URBAN NODES

4.4.1 METROPOLITAN NODES

The Metropolitan Spatial Framework (MSDF) proposes a number of Metropolitan Cores and Urban Cores. The Tshwane Retail Strategy is also applicable to these nodal areas of metropolitan importance. In the NER these activity areas are linked to public transport facilities and represent the environments where high levels of public sector investment are required. The intention is to group economic, social and residential opportunities in mixed-use environments within these core areas. The three nodes are the Kolonnade Metropolitan Core; the New Node to the north of the PWV 2 in the area earmarked for the airport and the Hammanskraal Urban Core.

4.4.2 REGIONAL NODES

The RSDF indicates a number of nodes which are important on a regional and local level. The Tshwane Retail Strategy is applicable to these nodal developments.

To ensure that prospective applicants who intend developing retail facilities sufficiently address all aspects in their applications for retail rights and are thoroughly briefed on all the requirements of the Municipality with regard to such developments, a pre-application consultation should be followed, where the following aspects will be addressed:

- Locational Requirements
- Urban Design
- Parking requirements and layout
- Taxi ranks and public transport facilities
- Informal Trade
- Site development plans

- Studies.

A feasibility study will also be required for retail developments greater than 4000 square metres.

4.4.3 FNER URBAN CORES:

In the FNER the existing Metropolitan node is located at Kudube x4 and is indicated in the MSDF as an urban core. This node is the focus of public led investment in social and community facilities. Temba Central is also an emerging urban core, proposed to develop much further. Stinkwater x 1 is yet another urban core that has been proposed (See Annexure 3).

Urban nodes can be of importance on a regional or local level, the heart of which are usually located at major road intersections, usually mobility spines. For each urban node, the following attributes are proposed:

- High population (residential) densities which will warrant further investment from both the public and private sector
- Transportation hub
- Pedestrian-friendly movement routes
- Land use rights that and developments that range from Business, Commercial, Retail and Residential
- Priority areas for infrastructure provision

4.5 AREAS OF SIGNIFICANCE

The FNER consists of various localities that are integral to the population's economic and or social well-being. These areas of significance are the:

- Tswaing Village
- Babelegi Industrial Area
- Proposed Site for proposed Ventslope Cultural Village on Remainder 6 of the farm Stinkwater
- Proposed Cemeteries and Agricultural Areas

4.5.1 TSWAING VILLAGE

The Tswaing Village borders on the western extreme of the FNER. Various levels of sensitivity have been established by GDACE within the area. The site serves as a tourist attraction due to the:

- 220,000 year old meteorite crater
- Ndebele village
- marsh area and a variety of ecosystems
- Museum with bird watching sites

4.5.2 BABELEGI INDUSTRIAL AREA

The Babelegi industrial area is the most northern activity area. The Carousel Casino and Entertainment World, just off the N1 Highway between Pretoria and Bela Bela (formerly Warmbaths), was established at Babelegi.

Toll fees on the N1, from the N4 junction to Babelegi, presently hinder business development all along this corridor due to the added expense of transporting materials to Babelegi. Due to the nullification of government funded concessions in this industrial zone, manufacturing operations are struggling to keep financially afloat and many have already shut down. The industrial activity in the area needs to be revitalised. Babelegi will profit from the removal of the toll fees and close functional connections to the Zone of Choice. Furthermore, the township of Babelegi will have to be proclaimed and certain infrastructure will need to be upgraded in order to market it properly.

4.5.3 PROPOSED SITE FOR REGIONAL RESORT: PROPOSED VENTSOPE CULTURAL VILLAGE



The Site

The CoT initiated a process to create a Regional Resort in the FNER for the purposes of increased tourism and economic development in the area. A closed corporation by the name of Ventsope has proposed a 20 hectare Cultural Village on the Remainder of Portion 6, Stinkwater 97- JR. The development is to include accommodation, tours, cultural displays (Tsonga, Pedi and Venda), hiking trails, boat rides, conference facilities, pub and restaurant (See Annexure 3 for Locality of Proposed Ventsope Cultural Village).

4.5.4 PROPOSED CEMETARIES AND AGRICULTURAL AREAS

The FNER consists of several small illegal cemeteries. This is partially due to the fact that the Ditengeng Northern Cemetery- the main cemetery for the area (situated on Portion 3 of the farm Stinkwater 97- JR) - is near capacity. Five cemetery sites have been proposed. Cemetery Service has done a preliminary investigation into the suitability of each of these proposed sites. Each of the selected sites are subject to Environmental concerns. Geotechnical studies are required in order to ensure feasibility of developing cemeteries at any of those sites. It is proposed that those properties not selected for use as cemeteries are investigated for agricultural potential so that they may be used for

agricultural purposes (See Annexure 4 for Proposed Cemetery Site Selection).

4.5.5 PROPOSED MOSHATE CULTURAL VILLAGE

A cultural village of approximately 8ha has been proposed for the Majaneng area. The cultural village will be located on land that is administered by the Amandebele-Ba-Lebelo Tribal Authority and is to be called the Moshate Cultural Village. In the event that the proposal relating to the Moshate Cultural Village is implemented, a detailed Precinct Plan will need to be compiled.

4.6 ACHIEVEMENTS AND CHALLENGES

In April 2007 a tender was awarded to the Plan Practice Group in order to compile a status quo report concerning the establishment of townships and recommendations on the appropriate process required in order to finalise township establishments and the land tenure process in relevant FNER areas.

To date, Hammanskraal Proper, Kudube Units 4 and 7 are surveyed and legally registered with the City of Tshwane. For Kudube Units 5, 8 and 9; New Eersterust Proper and Extension 7; and Stinkwater Extensions 4 to 8 layout plans have been recommended for approval but not submitted for approval due to lack of Power of Attorney as required on Council owned land. The process to finalise this issue is ongoing.

Ramotse, Marokolong, Suurman, Majaneng, Mashemong and Mandela Village have been incorporated in the Tshwane Scheme 2007 by attributing "Undetermined" as a Zoning. This zoning allows for a wide variety of rights on condition that the proposed land use falls within the ambit of Council policy. At the same time, the Department of Roads and Roads and Stormwater has already started a process of installing water and sewerage in these areas.

With regards to land still in the legal ownership of 'Bophuthatswana', North West Province and South African Development Trust, delegated authority is required in order to process land developments in those areas.

A Land Availability Agreement also needs to be drawn up between the:

- Tribal Authority, who are the administrators and hold some of the land in trust administrators;
- Department of Land Affairs- who are the owners of tribal land
- CoT- which will be the service provider.

From the legal side, properties will also have to be transferred into the hands of the rightful owners with the awarding of title deeds. This is a lengthy and complicated process that in some cases requires the involvement of Provincial government.

Various departments have a role to play in the realization of this development framework. But for each project to be undertaken by any department, funding will be required. That is subject to the budget that each department receives each financial year. On some matters, co-ordination with departments and provincial and/or national level may be required, in which case processes may be prolonged. The following is an illustration of how many departments partake in the successful running of this city. The examples given are more specific to the context of this SDF.

Issue	Responsible Department
Land Ownership	Legal Services Department and City Planning
Services	Relevant service department e.g. Energy and Electricity Department
Community Facilities	Relevant Social and/or Economic Development Department, e.g. Health and Social Development Department, Community Safety Department
Roads	Roads and Stormwater Department
Cemeteries	Environmental Planning and Cemetery Services Department
Agriculture	Agriculture and Environmental Department
Environmental	Environmental Management Department
Future planning	City Planning, Development and Regional Services

4.7 CONCLUSION

In order to achieve the various aspects of this proposed development concept it is vitally important to continue to provide service infrastructure, invest in community facilities, retain and expand agricultural uses and release land into the ownership of the CoT.

Another aspect that may aid the realization of this proposal is the support and agreement of communities so to minimize the creation of illegal land uses which ultimately diminish the likelihood of successfully realizing this plan.

**ANNEXURE 1: COMMUNITY
FACILITIES**

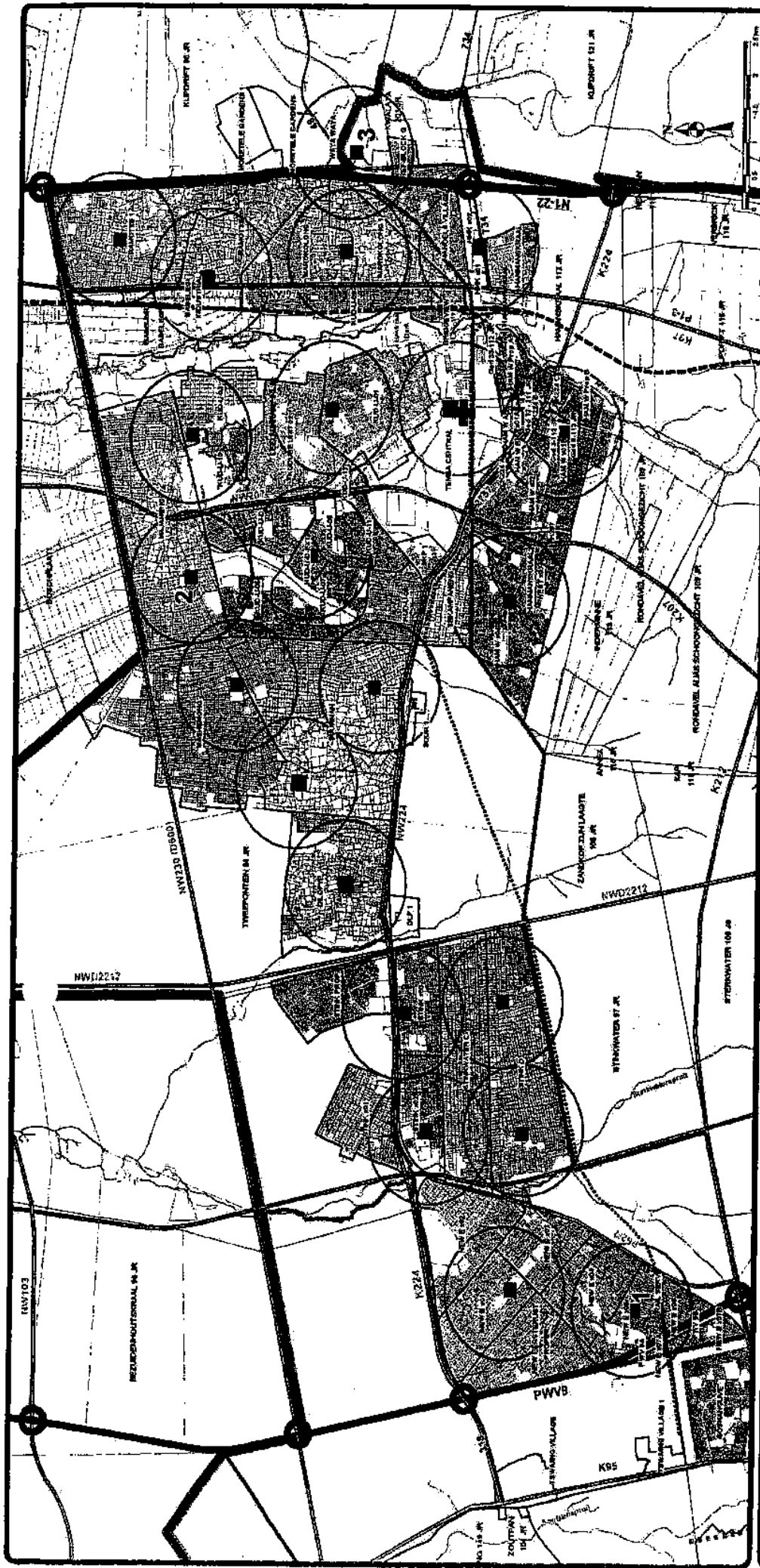


FAR NORTH EASTERN REGION COMMUNITY FACILITIES

- Community Centre
- ⊙ Community Mall
- ↑ Fire Station
- ⬆ Government Office
- ⬇ Local Authority Offices
- ⊕ Hospital
- Clinic
- ◇ Old Age Home
- ★ Police Station
- ▲ Post Office



TSHWANE LOCAL SPATIAL DEVELOPMENT FRAMEWORK
FAR NORTH EASTERN REGION



FAR NORTH EASTERN REGION HOSPITAL AND CLINICS

- Clinic
- ⊕ Hospital
- 1km Radius around Hospital / Clinic

- Proposed Clinic
- 1km Radius around Proposed Hospital / Clinic
- 2 Priorities



TSHWANE LOCAL SPATIAL DEVELOPMENT FRAMEWORK
FAR NORTH EASTERN REGION



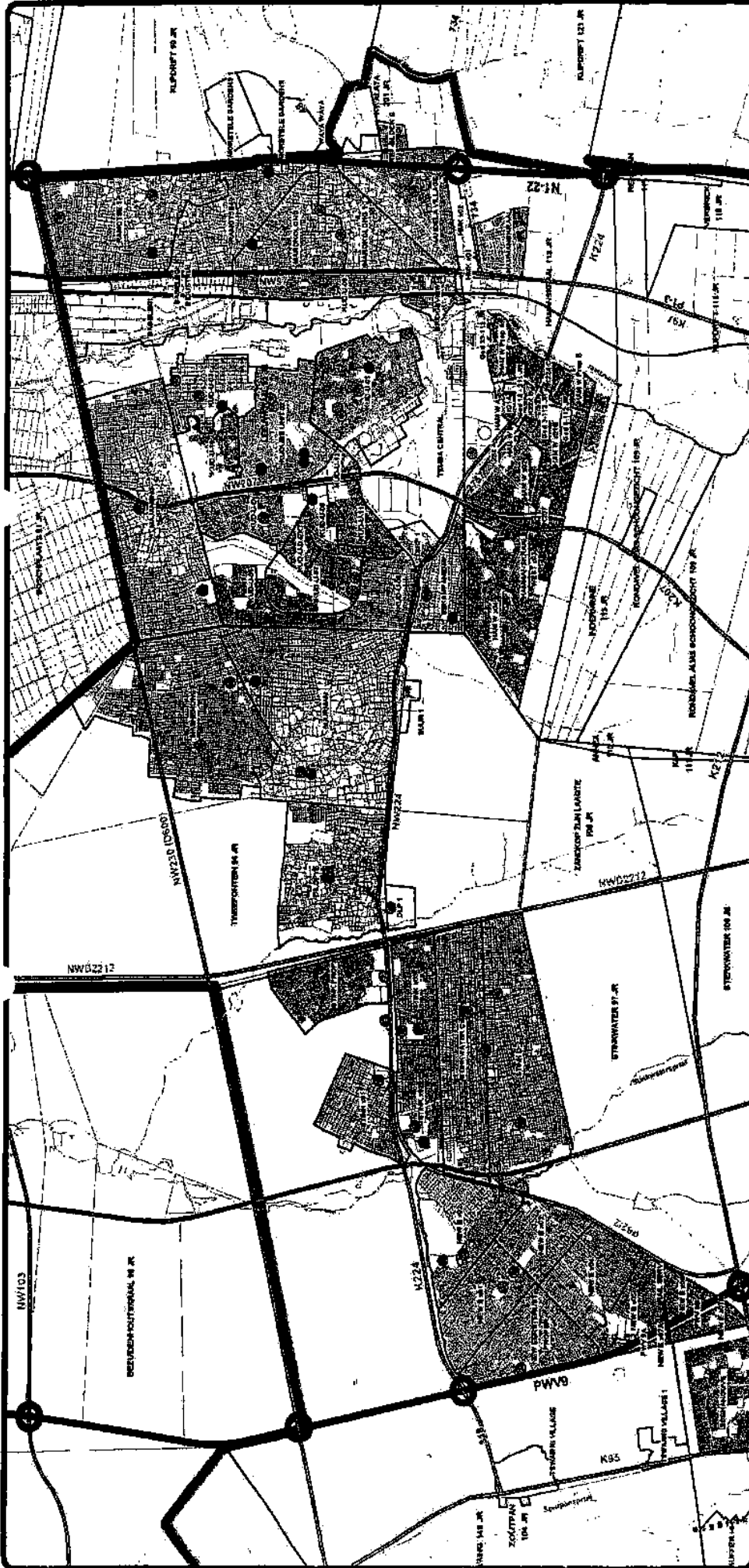
FAR NORTH EASTERN REGION POLICE STATION, GOVERNMENT AND LOCAL AUTHORITY OFFICES

- | | |
|---|---|
| <ul style="list-style-type: none"> ■ Government Office ▲ Local Authority Offices ★ Police Station □ 1km Radius around Government, Local Authority Office and Police Station | <ul style="list-style-type: none"> ★ Proposed Police Station ▲ Proposed Local Authority Offices □ 1km Radius around Proposed Government, Local Authority Office and Police Station A Priorities |
|---|---|



PLAN

TSHWANE LOCAL SPATIAL DEVELOPMENT FRAMEWORK
FAR NORTH EASTERN REGION

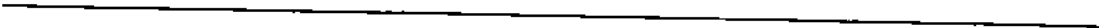


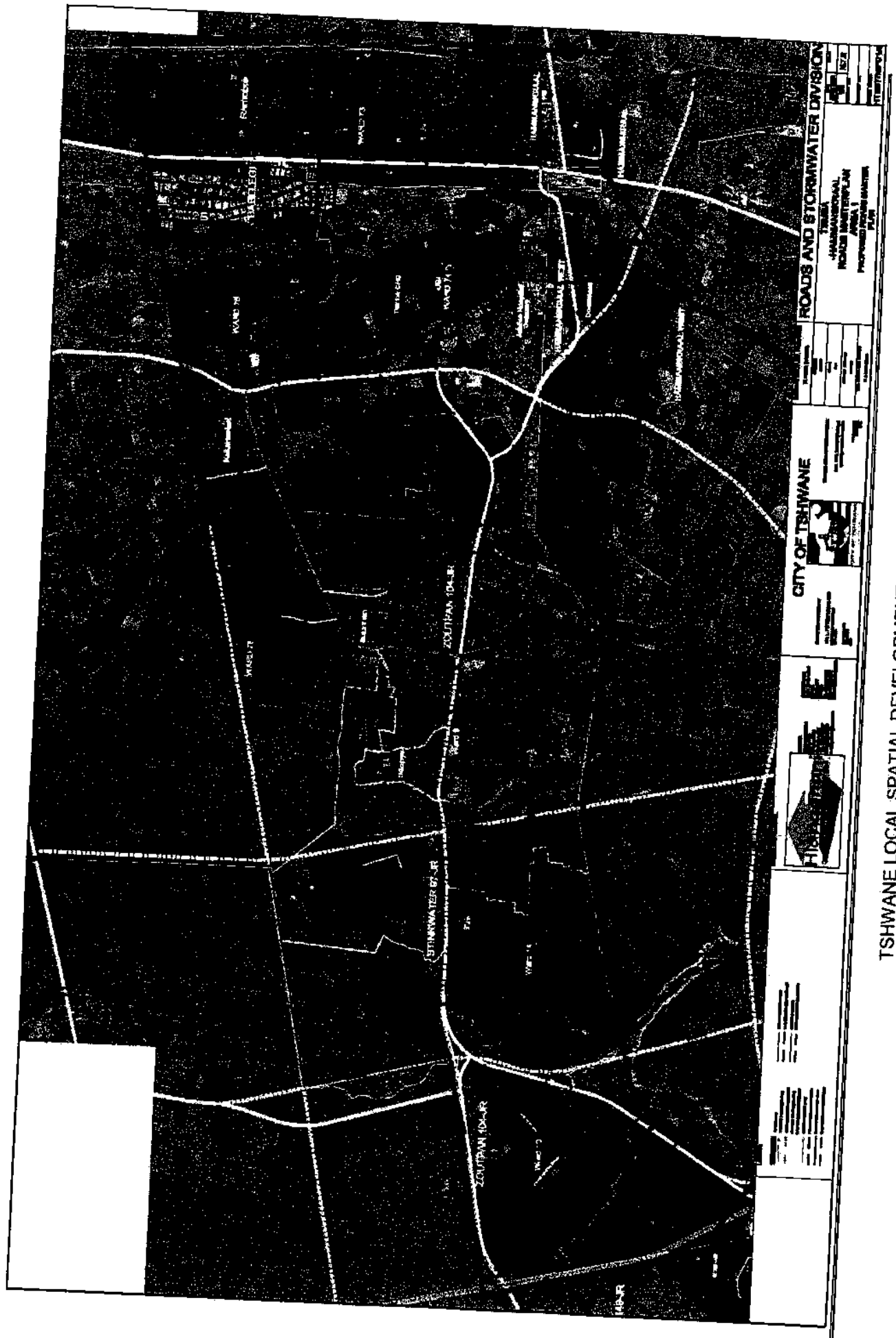
FAR NORTH EASTERN REGION EDUCATIONAL FACILITIES

- Primary School
- Secondary School
- Special School
- Tertiary School
- Schools Undetermined



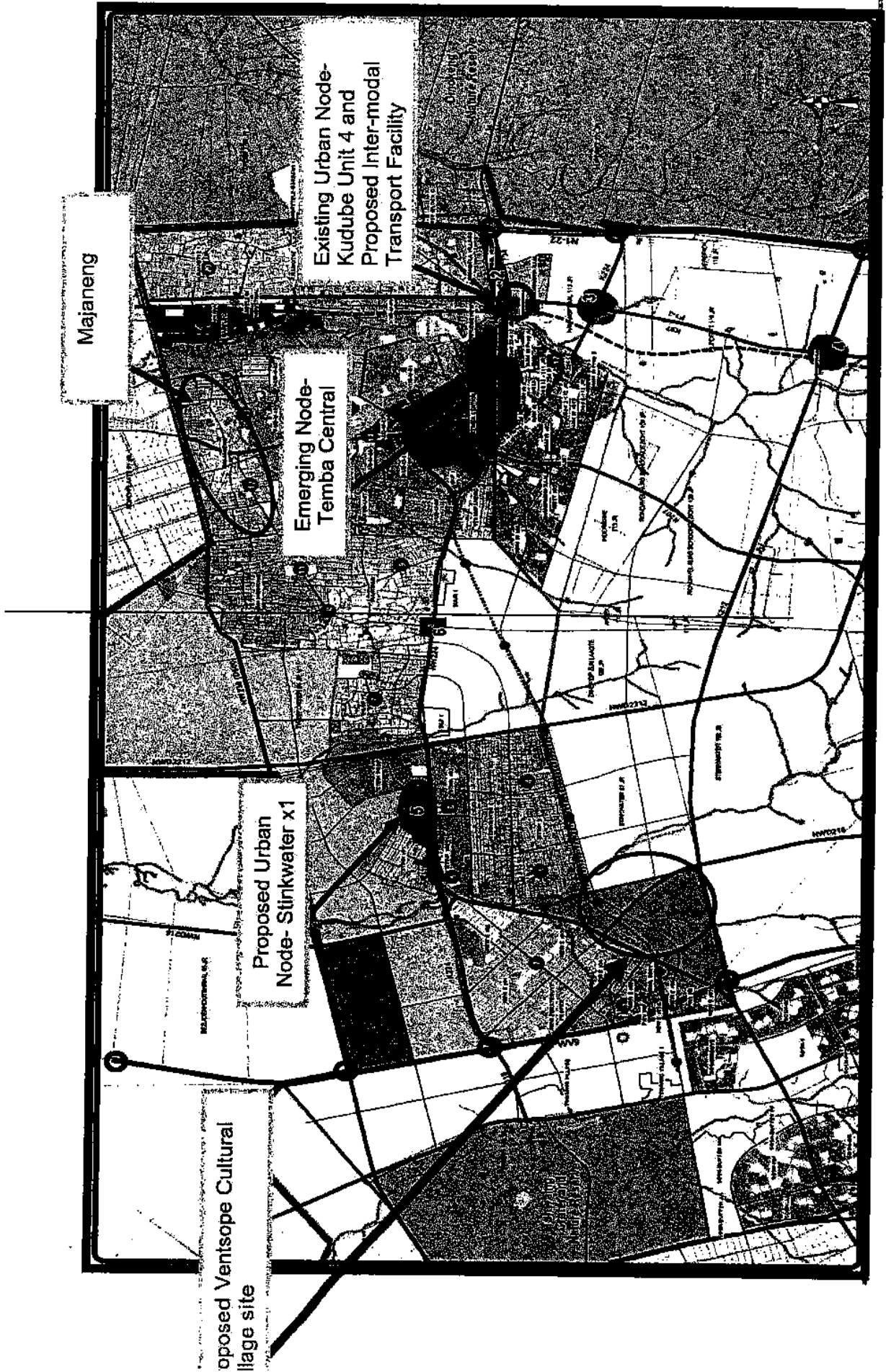
**ANNEXURE 2: PROPOSED FINER
ROAD MASTER PLAN**





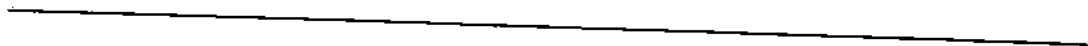
TSHWANE LOCAL SPATIAL DEVELOPMENT FRAMEWORK
 FAR NORTH EASTERN REGION

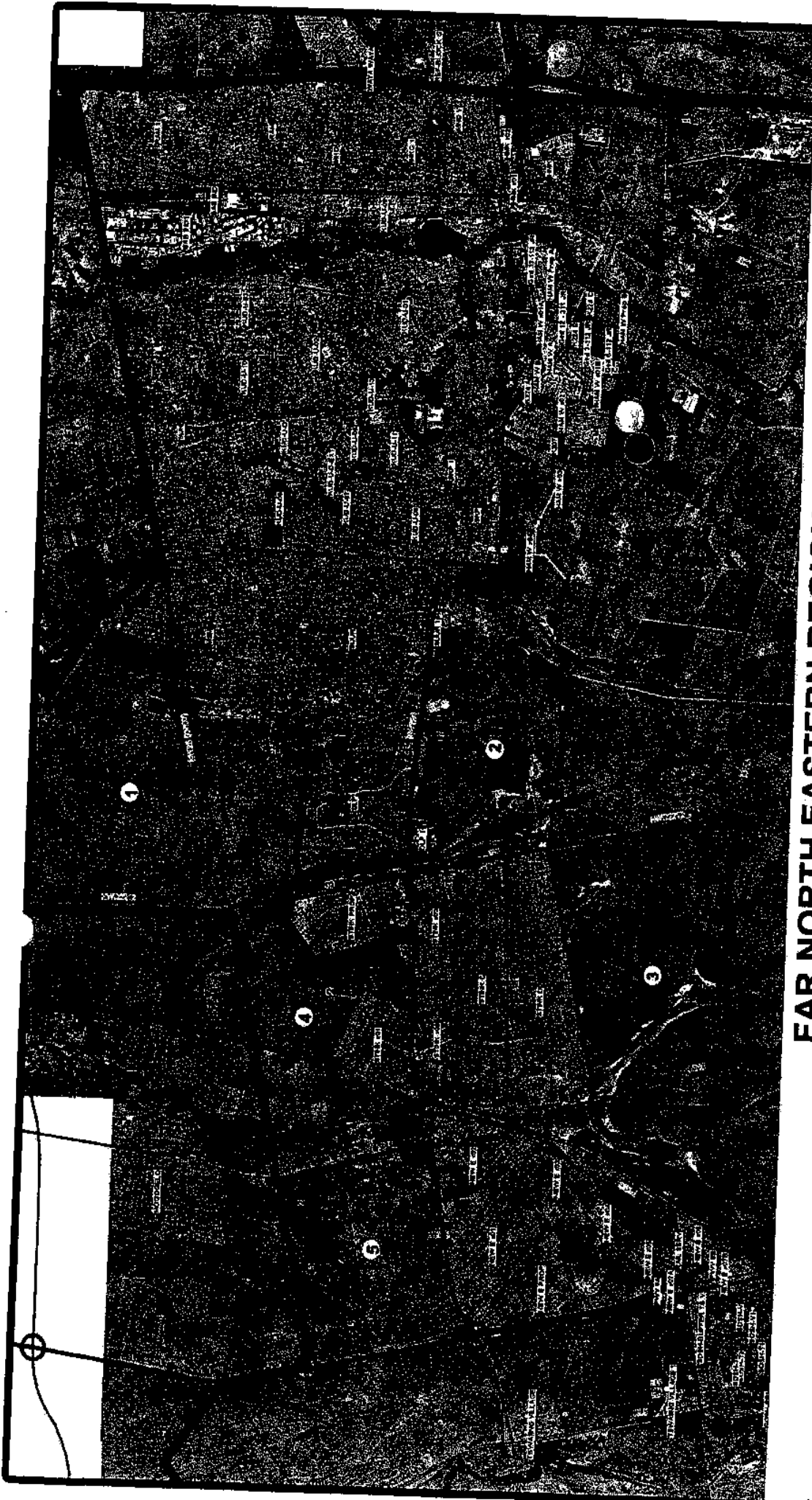
**ANNEXURE 3: LOCALITY OF
PROPOSED VENTSOPE AND
MAJANENG CULTURAL VILLAGES
AND URBAN NODES**



TSHWANE LOCAL SPATIAL DEVELOPMENT FRAMEWORK
FAR NORTH EASTERN REGION

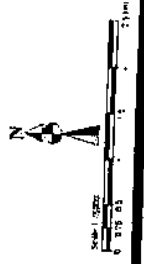
**ANNEXURE 4: PROPOSED
CEMETARY SELECTION**





FAR NORTH EASTERN REGION REGIONAL CEMETERY SITE SELECTION

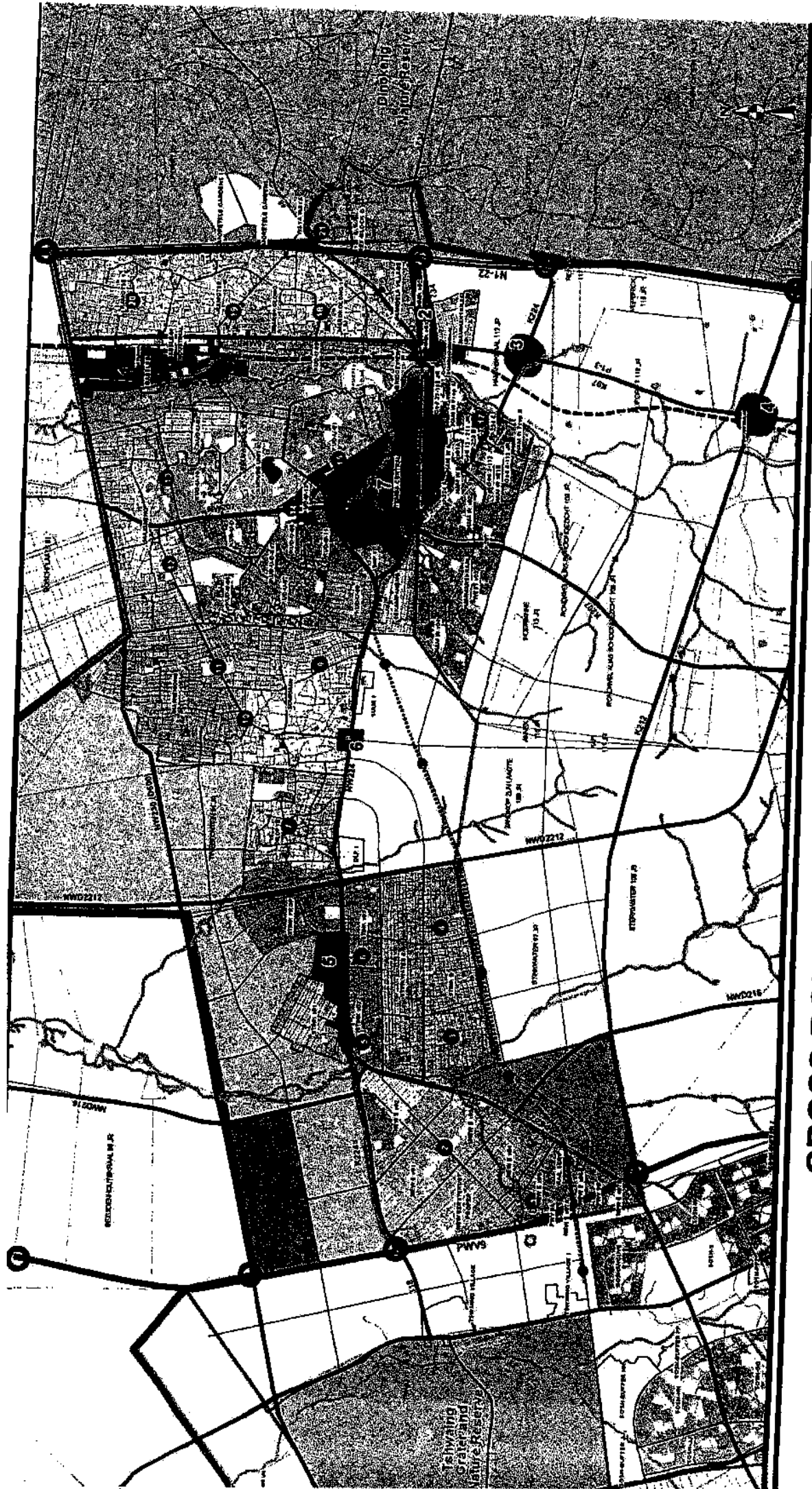
- Tshwane Boundary
- Potential Regional Cemetery Sites
- Bulk Water Supply Line
- Possible Modular Layout



TSHWANE LOCAL SPATIAL DEVELOPMENT FRAMEWORK
FAR NORTH EASTERN REGION

ANNEXURE 5: FAR NORTH EASTERN REGION LOCAL SPATIAL DEVELOPMENT FRAMEWORK

(Please note that we are updating a few minor details on our GIS system. Once this is done, the final SDF will be incorporated into the document. Nonetheless, the essential content as reflected on the this SDF map remains the same)

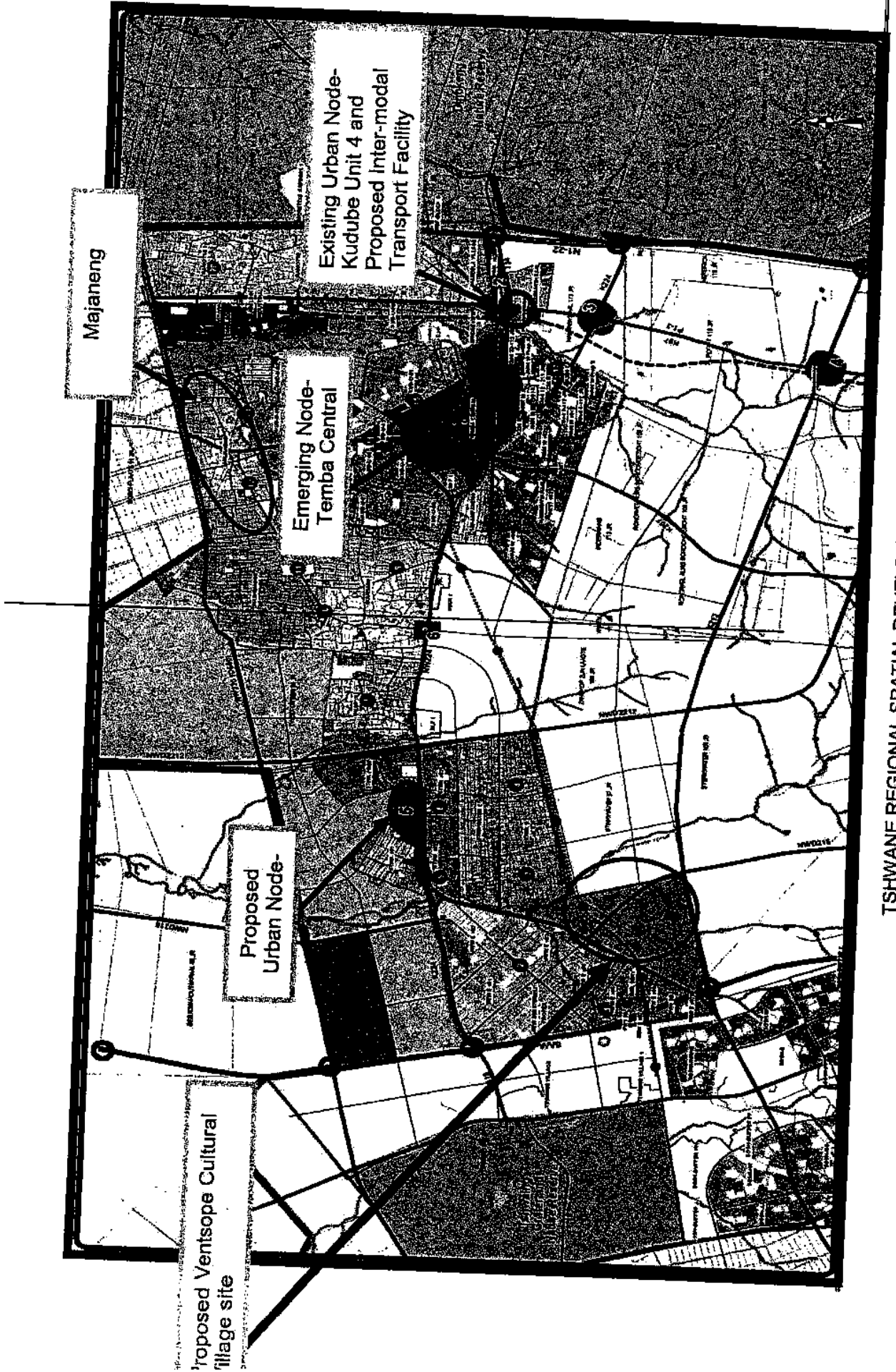


CROSS BORDER AREA AND HAMMANSKRAAL SPATIAL DEVELOPMENT FRAMEWORK

- Provincial Boundary
- City of Tshwane Metro Municipality
- Urban Edge
- Single Residential
- Industrial / Commercial
- Proposed Residential
- Activity Nodes
- Regional Cemetery
- Urban Agriculture
- Regional Open Space
- Multi Purpose Service Delivery Centers
- Model Transfer Facility
- National Road
- Provincial Road
- Metropolitan Road
- Proposed Rail
- Potential Railway Station

ANNEXURE 2

Map of Far North Eastern Area



TSHWANE REGIONAL SPATIAL DEVELOPMENT FRAMEWORK
FAR NORTH EASTERN REGION

ANNEXUR 3

Comments received from Ward Councillors



CITY OF TSHWANE
"we are the same"

Cell: 072 203 6588
Fax: (012) 717-6266
E-mail: SmangaM@tshwane.gov.za

PO Box 440
Pretoria
0001

From the office of:
CLR SIMON O. ZELE
WARD 14

DATE 24/06/08

ATT: MMC N. MOKOENA / J. MOKOENA (PA)
CITY PLANNING AND DEVELOPMENT
MUNICIPALITY BUILDING CNR VANDERWALT AND VERMEULEN STS
CITY OF TSHWANE
GAUTENG PROVINCE
R.S.A.

RE: SUBMISSION OF COMMENTS IN TERMS OF SPATIAL
DEVELOPMENT FRAMEWORK PLAN OF FNER IN
THE COT AREA

DEAR SIR

I WOULD LIKE TO COMMENT THE DEPARTMENT MENTIONED ABOVE FOR FURNISHING ME WITH THE INFORMATIVE DOCUMENT WITH REGARD TO THE DEVELOPMENT OF THE FAR NORTH EASTERN REGION WHEREBY MOST OF THE PROPOSED DEVELOPMENTS ARE COVERED BY THAT DOCUMENT AS A DEVELOPMENTAL GUIDING DOCUMENT OF COT AT THE FAR NORTH AREA THEREFORE I APPRECIATE ALTHOUGH INTERMS OF COMMENTS BY A THOSE STAKE HOLDERS THAT HASNT BEING DONE YET WE ARE STILL GOING TO HAVE ANOTHER CONSULTATIVE STAKE HOLDERS MEETING BY WARD COMMITTEE AND THE COUNCILLOR INVOLVING COMMUNITY AT LARGE AS THE THEME OF THE DEVELOPMENT IS COMMUNITY BASED BROAD BLACK ECONOMIC EMPowerMENT WE ARE READY TO IMPLEMENT THE PROJECT AS WE ARE PREPARED TO DELIVER THE PROJECT AS THE THEME PRECURE

CITY OF TSHWANE

"we are the same"



CITY OF TSHWANE
"we are the same"

Cell: 072 203 6588
Fax: (012) 717-6266
E-mail: SmangaM@tshwane.gov.za

From the office of:
CLR SIMON O. ZELE
WARD 14

PO Box 440
Pretoria
0001

THE POVERTY SOLUTION TO THE LONG TIME DEPRIVED
BLACK NATION ON THAT PART OF INER, WE ARE LOOKING
AHEAD FROM THE COUNCIL CO-PORATE SERVICE TO RELEASE
THE LAND TO BRING TO THE PEOPLE THE PROPOSED
DEVELOPMENT AND WE ARE CALLING ALL DEPARTMENTS
FROM THE OFFICE OF THE EXECUTIVE MAYOR THE
MAYORAL COMMITTEE AND THEIR DEPARTMENTS TO ALL
TEAR DOWN TO MEET ALL THE COMMUNITY STAKE
HOLDERS AND TO FORM A PROJECT STEERING COMM
ITTEE THIS WILL BE THE PROJECT OF ITS KIND
TO EMPOWER THE COMMUNITY MASSIVELY

I HOPE YOU FIND MY COMMENTS
CORRECTLY AND INCLUSIVE

Thank you yours
faithfully CLR
AS ZELE

CITY OF TSHWANE

"we are the same"

VENTSOPE



Company Name	Ventsope
Postal Address	882 Block H Soshanguve 0152
Physical Address	1230 Refentse Ext 2 Stinkwater Hammanskraal 0400
Contact Person	Rosina Makgona
Contact Number	073 125 3680

Theme: Community Based Broad Black Economic Empowerment

Factors building up the community black – broad based economic empowerment

- 1) Cultural Village
- 2) Mall
- 3) Railway Station
- 4) Multi Purpose Community Centre (Thusong Centre)
- 5) Regional Resort
- 6) Bus and Taxi Ranks
- 7) Dam

Importance of the above mentioned factors:

- 1) **The mall is imperative for certain factors; namely:**
 - i) Economic Purposes
 - ii) Accessibility Hammanskraal; Mabopane road
 - iii) Reduced costs on Transport
 - iv) Marketing purpose
 - v) Job creation
- 2) **Cultural Village (Resort)**
 - Core Product – Preserving and conserving our cultures
 - Augmented Product – Accommodation; Catering
 - Supporting Product – Resort; Swimming Pool
 - Job – Creation
 - Tourism – Sector enhancement
- 3) **Railway Line**
 - Imperative in terms of safety; long-distanced hours; sightseeing; interactions on economic factors between Hammanskraal, Mabopane and Soshanguve.

4) Multipurpose Community Centre (Thusong Centre)

- Literacy e.g. computer; reading library; sports facilities; pay-points-municipal services

5) Regional Resort

- Purpose of Entertainment; Events management

6) Bus and Taxi

- Transportation purpose and accessibility

NB: (Cultural Village Facilities)

- Conference Centre
- Grand Stand (Open MIC)
- Chalets – Accommodation
- Catering Facilities
- Villagers – Different Tribes – Home – Stead
- Transportation Facilities
- Non-made Caves
- Curio – Shops
- Stalls for Exhibition

7) Dam

- Attraction Purpose – Canoeing; accessibility of the cultural village through Canoeing; boating.