SECTION THREE

REGIONAL DEVELOPMENT POLICIES AND STRATEGIES

This section introduces the City’s development paradigms and interprets the SDF’s Development Strategies and desired urban form for Region A as well as providing an overview of approved Precinct Plans.
3. REGIONAL DEVELOPMENT POLICIES AND STRATEGIES

The interventions and guidelines provided in Section Three of the RSDF are an extrapolation of the City’s spatial strategies as captured in the SDF. Therefore it is critical that the RSDF be read in conjunction with the SDF document.

The principles captured in the SDF are based on the concept that the city consists of basic structuring elements (main roads and arterials, nodal developments, residential areas, open spaces, restrictive geotechnical conditions and the Mining Belt). There are specific interrelationships between these structuring elements that give rise to the urban form that is the City of Johannesburg. The principles promote interventions that seek to achieve desired outcomes that will improve the quality and functionality of the City.

This section of the RSDF details the application of these strategies and related citywide policies and development strategies to Region A. It also introduces the region-specific urban development frameworks and precinct plans that have been developed to give effect to the vision for the Region and the City.

3.1 City Wide Policies and Spatial Strategies

- The Johannesburg Growth and Development Strategy (GDS): This document reinforces the Vision 2030 document and presents the City’s understanding of the longer term strategic direction it should take, and the future efforts, undertaken jointly with social partners, needed to accelerate economic growth and enhance development in a way that benefits all residents of Johannesburg and contributes to the further transformation of South Africa as a whole.

Through the process of developing the City’s Growth and Development Strategy (GDS), six core paradigms/principles have been developed which seek to guide the City’s medium to long-term strategic development direction and policy decision-making:

- **Proactive absorption of the poor**: The future development of the City must take the needs of the poor into consideration and facilitate the transition of individuals and communities into fully participating citizens. Opportunities must be accessible for all and should allow for upward social mobility.

- **Balanced and shared growth**: The City wishes to grow the economy in a manner that ensures: a diverse range of sectors, that strong domestic demand resulting in domestic investment is promoted, there is an increase in the number of participants within the economy, and to ensure that benefits of growth are shared amongst all citizens. Actions that the City will take to achieve these outcomes include keeping the unnecessary costs of doing business in the City as low as possible, and working to change the structural dynamics of the local economy.

- **Facilitated social mobility**: The City will not only look after ‘the poor’ but aims to uplift them out of the poverty, which in turn will create a larger middle class which is an important component for ensuring future stability and growth.

- **Settlement restructuring**: The City aims to accelerate the spatial restructuring of the City, through assertively dealing with the issues of informal settlements, the provision of basic services and a range of housing typologies, managing urban sprawl and facilitating a polycentric urban structure of nodes connected by viable public mobility routes, that will assist in achieving sustainable human settlement.
- **Sustainability and environmental justice:** The City has an obligation to anticipate the global environmental shocks and manage the environmental impacts of its own processes of urban production and consumption. This is to be achieved through proactively managing local environmental resources, and ensuring that environmental justice becomes an integral part of development within the City.

- **Innovative governance solutions:** The City must initiate new governance arrangements, involving better oversight and re-organisation of administration, improved participatory governance, and better collaboration across various spheres of government, developing platforms to create the Gauteng Global City Region and partnerships to orchestrate development resources.

The GDS contains **twelve sector plans** that provide the key development initiatives within each sector and gives effect to the principles outlined above. The twelve sectors are:

- Economic development
- Human and community development
- Housing
- Infrastructure and basic services
- Environment
- Spatial form and urban management
- Transportation
- Health
- Safety
- Financial sustainability
- Governance
- Corporate and shared services.

As a key document that contributes towards the sector relating to spatial form and urban management the RSDF seeks to intern the principles of the GDS both in terms of the interventions proposed in the land use management tables and in terms of the Key Focus Areas as identified in Section 5.

- The **Five-year Integrated Development Plan** seeks to implement the GDS by linking the physical, social, institutional and economic components of planning the City within a management and implementation structure across departmental divisions, as well as across spheres of government.

- The **SDF** is a component of the Five-year Integrated Development Plan and is the parent document of the RSDFs.

### 3.2. Development Strategies

To guide and align development, the SDF incorporates seven development strategies that seek to place the six core paradigms in the context of the Spatial Form and Urban Management Sector. Figure 3 is an outline of these strategies, followed by the description of each strategy and the application to Region A.
### Figure 3: Development Strategies, Interventions and Objectives
(Refer to the SDF for comprehensive description)

<table>
<thead>
<tr>
<th>Spatial Development Strategies</th>
<th>SDF instruments</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supporting an efficient movement system</td>
<td>• Road Hierarchy. • BRT. • Gautrain Stations. • Existing rail network.</td>
<td>• Support public transport. • Reduce travel and transport cost. • Promote accessibility of communities to employment, recreation and social opportunities. • Protect the mobility function of major arterials and roads. • Ensure that movement system directly links with and is supported by strong high intensity nodes and higher density residential development.</td>
</tr>
<tr>
<td>Ensuring Strong Viable Nodes</td>
<td>• Nodal Hierarchy. • Nodal Profiles and Boundaries. • Management guidelines.</td>
<td>• Ensure clustering of various activities (work, live, play and pray) at appropriate locations. • Support viable public transport. • Maximise opportunities and diversity at accessible points.</td>
</tr>
<tr>
<td>Increased densification of strategic locations</td>
<td>• Strategic Densification Priority Areas. • Base and minimum density guidelines proposals.</td>
<td>• Promote appropriate densities and densification. • Promote the optimal use of existing and future infrastructure and resources.</td>
</tr>
<tr>
<td>Facilitating sustainable housing environments in appropriate locations</td>
<td>• Spatial location and database of the City’s informal settlements. • Housing Programme Pilot Projects (e.g. Princess Plots).</td>
<td>• Develop appropriate housing typologies. • Promote adequate provision of social and economic amenities.</td>
</tr>
<tr>
<td>Initiating and Implementing Corridor Development</td>
<td>• East-West Development Corridor (EWDC). • North South Development Corridor (NSDC).</td>
<td>• Determine appropriate interventions. • Maximise opportunities. • Facilitate linkages. • Manage new developments in a co-ordinated fashion.</td>
</tr>
<tr>
<td>Supporting Sustainable Environmental Management</td>
<td>• Johannesburg Metropolitan Open Space System. • Design Guidelines.</td>
<td>• Create a network of open spaces. • Support sustainable stormwater catchment practices. • Protect important environmental areas. • Promote the prevention and reduction of pollution.</td>
</tr>
<tr>
<td>Managing Urban Growth and Delineating an Urban Development Boundary</td>
<td>• Land use guidelines. • Subdivision of Land Table. • Amendment Procedures.</td>
<td>• Combat urban sprawl. • Create economies of urbanisation. • Focus on in-fill and redevelopment. • Support efficient infrastructure provision (capital investment). • Provide a mechanism for effective growth management. • Support a more efficient urban form that...</td>
</tr>
</tbody>
</table>
### 3.2.1 Supporting an Efficient Movement System

By providing an affordable, citywide network of transport routes that facilitates linkages between places of residence and economic opportunities (nodes) this Development Strategy will actively support the following GDS development paradigms:

- Proactive absorption of the poor.
- Balanced and shared growth.
- Facilitated social mobility.
- Settlement restructuring.

The efficiency of the City relates directly to the efficiency of its movement system i.e. the ability to move goods and people within and beyond the municipal boundary. It is therefore, one of the key structuring elements within the City.

This Strategy seeks to achieve the following outcomes:

- Promoting accessibility of communities to employment, recreation and social opportunities.
- Protecting and enhancing the mobility function of major arterials and roads.
- Supporting and aligning existing and planned public transport infrastructure.
- Ensuring that the movement system directly links with and is supported by, strong high intensity nodes and higher density residential development.

Due to the increasing use of motor vehicles the City of Johannesburg is expected to improve mobility on the roads in the Region and increase the maintenance of existing road systems. However, the importance of introducing and improving public transport is essential for the City’s continued development and efficiency.

The Integrated Transportation Plan (ITP) and Functional Road Classification System are the key policies guiding the development of an effective land transport system in the City through integrated planning, and the provision and regulation of infrastructure and services as required in terms of the National Land Transport Transitional Act (No. 22 of 2000) (NLTTA). Whereas the ITP acts as the City’s broad transport plan to guide all developments that will be executed in the transport sector, the Functional Road Classification System focus is on achieving an appropriate and functional movement network by acknowledging the interrelationship between urban transport and land use planning.

To give effect to the objective of integrated transportation planning, the Road Network Hierarchy (see table below) has been formulated through the identification of appropriate land uses in association with the various categories of roads and their function within the urban system. It seeks to promote mobility along major roads and spines (higher order roads) while encouraging higher density residential and nodal development along such routes so that a maximum number of persons can gain easy access to public transport facilities, whilst lower order roads (local residential streets) seek to inhibit the mobility function of the road in favour of pedestrian activity (See Figure 4: Functional Road Classification System table below for the detailed application of the system).
### Functional Road Classification

<table>
<thead>
<tr>
<th>FUNCTIONAL ROAD CLASSIFICATION</th>
<th>LAND USE</th>
<th>FUNCTION AND DESIGN</th>
<th>APPLICABILITY TO REGION A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HIGHWAY</strong></td>
<td>• No direct access to land uses.</td>
<td>• Accommodates mainly national, regional and longer distance metropolitan trips.</td>
<td>N14/R28 Krugersdorp Highway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Access is restricted to the interchanges only.</td>
<td>N1/Ben Schoeman</td>
</tr>
<tr>
<td><strong>MOBILITY SPINES</strong></td>
<td>• Mixed land uses at identified intersection nodal points.</td>
<td>• Mainly for inter regional and metropolitan trips.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Higher density residential.</td>
<td>• No direct access should be allowed.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Access from side roads or service roads.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consider pedestrian movement and public transport services.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provision of pavements for pedestrians.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Restrictions on frontage access to be controlled.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide public transport facilities.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Incorporate designated SPTN/BRT routes.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Ensure managed pedestrian access.</td>
<td>Sixth Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Local nodal development.</td>
<td>Cedar Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Higher density residential.</td>
<td>William Nicole Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Shorter distance distribution and mainly metropolitan trips.</td>
<td>Witkoppen Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Performs a collector and distributor function, by collecting and distributing trips onto the mobility spine network and to and from neighbourhood nodes.</td>
<td>Pelindaba Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Incorporate future BRT feeder and distribution routes.</td>
<td>Hans Strijdom Drive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Limited direct access.</td>
<td>Main Road – Pitts – Main</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Ensure managed pedestrian access.</td>
<td>Fifth Avenue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide public transport facilities.</td>
<td>Pitts Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provision of pavements for pedestrians.</td>
<td>Allandale – Kyalami</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Local nodal development.</td>
<td>Walton Road – New Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Higher density residential.</td>
<td>Old Pretoria Main Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Accommodate pedestrian intensive uses.</td>
<td>Republic Road (Proposed SPTN)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• High level of (direct) access.</td>
<td>R562</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Speed calming.</td>
<td>K101 (Proposed SPTN)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide public transport facilities.</td>
<td>Rivonia Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provision of pavements for pedestrians.</td>
<td>Woodmead Drive/K71</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Informal settlement road (Diepsloot)</td>
<td></td>
</tr>
</tbody>
</table>

### Section 3: Regional Development Policies and Strategies
The residents of the developed areas in Region A are dependent on the private motor vehicle for transportation, which contributes to the serious congestion and car-related pollution on the major roads in the Region, whereas citizens in the marginalised areas of the Region are reliant on public transportation such as buses, taxis and trains. Moreover Region A, due to its location, is affected by a large amount of through-traffic every day.

The east-west movement between Ivory Park and the Midrand CBD is limited and needs to be addressed to ensure better integration. The mobility function is critical for the existing east-west routes and must be a primary consideration when reviewing applications pertaining to erven along Mobility Roads.

There are specific cases where non-residential development or the allocation of rights for non-residential uses on affected erven along identified Mobility Spines and Roads pre-date the implementation of the Movement Strategy. This has given rise to situations where existing rights are not recognised in terms of Council policy and applications to reinforce or improve these rights are rejected, as the applications are contrary to the RSDF. The City is currently reviewing the application of the policy in regard to such cases.

The following existing and proposed major roads affect Region A:

The **N14 freeway**: East-west road also known as the R28, gives access to residents from the City of Tshwane and Mogale City to the west or vice versa.

**Proposed K46**: North-south route that will follow the alignment of William Nicol Drive, which currently forms the eastern boundary of the Diepsloot settlement.

**Proposed K54/R562**: East-west route that will run through the centre of the Diepsloot settlement.

**Proposed K27**: East-west route that ends at William Nicol Drive and is likely to have an impact on expansion of Diepsloot as per proposals.

**Cedar Road**: Also known as R552, traverses the Region and later joins Hans Strydom/R512 to Lanseria.

**Hans Strydom**: Also known as the R512, gives access for the northern and western suburbs to Kya Sands industrial, Cosmo City, across the N14 towards Lanseria Airport and beyond.

**Old Krugersdorp Road**: Also known as the Lion Park Road, gives access to the Lion Park and bisects the Region in a northerly direction and will be joined by the proposed K54 as described above.
**William Nicol:** Also known as R511, runs in a north-south direction from Fourways, passes Diepsloot towards Tshwane. This road will be upgraded to K-route standard in future.

**Witkoppen Road:** Witkoppen Road runs along the southern edge of the Region in an east-west direction to intersect with William Nicol Drive on the eastern side of the regional boundary.

**Proposed PWV5:** Runs from the Roodepoort area past the Phelindaba Road and across William Nicole Drive.

**K73:** Proposed north-south direction and is located on the western boundary of the proposed Waterfall City.

**K113/K111:** Proposed north-south direction traversing the eastern portion of the proposed Waterfall City site – this road will link the Modderfontein site with Waterfall City, Glen Austin A.H, Ebony Park and Olifantsfontein.

**K109:** Proposed north-south road through the western parts of Midrand and link with the Old Pretoria Road.

**K27:** Proposed east-west road connecting the Blue Hills area with Tembisa.

**K56:** Proposed east-west road, which will run parallel to the N1/N3 freeway and link Kyalami with Midrand CBD, President Park A.H and Chloorkop.

**K60:** Proposed east-west road linking Sunninghill with Glen Austin A.H and Kempton Park.

The successful implementation of the above roads will mean that the Region will be well-connected in terms of the future provincial road network.

An efficient and effective **public transport system** is a key intervention in alleviating congestion and improving mobility in the City. The success of a public transport system will require an urban form that ensures that a critical number of users have access to public transport facilities and is based on the principle of a departure and destination point. This means that residential opportunities must be greatest along Mobility Roads and Spines where there is easy access to public transport. It also requires nodes where there is access to a wide range of employment, entertainment opportunities and public facilities.

In order to facilitate this outcome the City through the Rea Vaya Initiative developed the Strategic Public Transport Network (SPTN) (see Plan No. 5). The main feature of the network is a dedicated lane for public transport, with the attendant infrastructure.

Since November 2006 there has been a shift in focus in relation to the application of the SPTN. Under the Strategic Public Transport Network buses and taxis were to travel on dedicated lanes on the left hand side of the road. The aim is now for public transport to be limited to dedicated right hand lanes on the median of the road drawing upon international best practice of Bus Rapid Transit (BRT). Though the nature of the public transport system to be applied in the City has changed, the network of roads to which the system is to be applied has, as far as Region A is concerned, remained the same. More detailed information pertaining to the BRT is captured in the SDF.

Region A has one Phase 1 route of the BRT affecting it. The Phase 1 route links Lenasia to Parktown to Sunninghill as a Phase I. The short-term aim is to have the Phase I operational by April 2009.

Other roads in Region A where the proposed BRT routes will be developed include:
• Witkoppen Road: From the western regions to the east on the southern side of Region A.
• Old Pretoria Main Road: Also known as the R101, parallel with the N1/Ben Schoeman.
• Republic Road: Through Ivory Park and connects to West Road.
• Rivonia Road: Forms part of the BRT Phase 1 which is called the Lenasia-Parktown-Sunninghill which feeds into Witkoppen Road through to the Sunninghill Regional Node.
• William Nicol Drive: This route runs in a north-south direction to Diepsloot from Fourways.

The construction of the Gautrain Rapid Railway will link the CBD, Rosebank and Sandton with the OR Tambo International Airport and the City of Tshwane. The introduction of a high-speed rail system will add great economic value and will alleviate traffic congestion in the Region. It is foreseen that the link between Sandton and City of Tshwane, affecting the Midrand Station, will be completed by March 2011.

To make Gautrain a success will require significant population densities to be located in close proximity to the stations to ensure that the public facility is used optimally. The significance for Region A is that one of the key stations around the project is located within the Midrand Metropolitan Node, which will together with other initiatives around the existing Midrand area, assist in developing the area as an inter-modal transportation hub. This project will also create facilities for daily commuters, proper holding and parking facilities for private vehicles and taxi’s, provide market facilities and business opportunities for informal traders and commercial spaces for businesses as well as new business opportunities. Mixed land use and higher densities should be encouraged around the station to provide access to an efficient transport system. The integration of the Gautrain Station precinct with other initiatives, such as the proposed development of Zonkizizwe on the Old Mutual Property land, is crucial for its success.

It is very important that effective integration of road and rail and private and public transport options take place. More work still needs to be done to identify the feeder and distribution routes in Region A.
3.2.2 Ensuring Strong Viable Nodes

A well-defined and managed nodal network linked by an efficient and affordable transport route will actively support the following GDS development paradigms:

- Proactive absorption of the poor.
- Balanced and shared growth.
- Facilitated social mobility.
- Settlement restructuring.

The nodal strategy has been developed around the notion that nodes are locations of concentrated activity often associated with the presence of employment opportunities and high density residential opportunities located on or adjacent to Mobility Roads and Spines, and as such act as destinations for public transport. The objectives of the City in relation to nodes are to:

- Ensure clustering of various activities at appropriate locations.
- Ensure a strong and viable public transport system.
- Create and maximise opportunities for people to manufacture, trade and provide services.
- Maximise opportunities at accessible points.
- Support an Inner City focus.
- Combat and manage investment leakage and degradation of nodes.
- Ensure the re-investment rather than flight to a ‘new’ node serving the same or similar purpose occurs.

A critical aspect of ensuring that the above objectives above are achieved is to ensure that the nodes are sufficiently defined and well managed. To facilitate this, the Ensuring Strong Viable Nodes Strategy provides a nodal hierarchy, as well as nodal management guidelines that are applicable to all nodes within the City. The details of the nodal hierarchy and management guidelines can be found in the Spatial Development Framework. Specific aspects of the nodal management guidelines are detailed below in the discussion pertaining to the major nodes in Region A and in the relevant Sub Area Management Tables.

**Figure 5: Nodal Hierarchy as applied in Region A**

<table>
<thead>
<tr>
<th>Node Type</th>
<th>Description</th>
<th>Dynamics / characteristics of the node</th>
</tr>
</thead>
<tbody>
<tr>
<td>CBD</td>
<td>The CBD is the historical origin and core of the metropolitan city. In most instances a city will have only one CBD. The CBD serves national and international communities.</td>
<td>Situated at the confluence of metropolitan routes and freeways, in</td>
</tr>
<tr>
<td>Metropolitan node</td>
<td>These nodes are of metropolitan significance in terms of attracting people from areas beyond the metropolitan boundaries of the city.</td>
<td>Situated on mobility spines supported by mobility roads and have access to</td>
</tr>
<tr>
<td>Regional node</td>
<td>These nodes are of regional significance, with reference to the regions making up the metropolitan area of the City. They serve specific sub-regional areas or large districts.</td>
<td>These nodes are situated on mobility spines supported by</td>
</tr>
<tr>
<td>District node</td>
<td>These nodes serve one or more neighbourhoods (sub-areas).</td>
<td>These nodes are predominately located</td>
</tr>
<tr>
<td>Neighbourhood node</td>
<td>This type of node is of significance for a specific neighbourhood.</td>
<td>Preferred access.</td>
</tr>
</tbody>
</table>
The Midrand Metropolitan Node is situated in Region A. These nodes are of metropolitan significance in terms of attracting people from areas beyond the metropolitan boundaries of the city. They are situated on Mobility Spines supported by Mobility Roads and have access to urban freeways. A variety of goods, services and speciality products are offered at the Node and it has a distinct profile. There should be intensity and pedestrian-friendliness in spite of being a very large node.
large node. The focus should fall on the creation of a clear profile for each Metropolitan Node. The design approach should focus on integrating various uses and different precincts visually and physically into a cohesive whole.

The **Midrand Metropolitan Node** is characterised by a wide range of land uses such as residential, industrial, retail and commercial development and is supported by civic and service amenities. The Node is located adjacent to the main arterial linking Johannesburg with Tshwane and has in the last decade seen significant growth in the information and telecommunications industries. The Node’s regional focus is furthermore on high-tech and light industrial uses and recently also on the corporate office market, with retail and supporting services fulfilling a more local function. The residential component is increasing on an annual basis. The Node is mainly car-oriented with good access points. In terms of mobility, roads are performing on capacity with extreme congestion experienced by motorists. Due to increasing residential development infill west of the N1 there should be integration and pedestrian and public transport connections to contribute towards maximum utilization of the Node.

A Gautrain Station is planned for construction by 2011, which should have a significant impact on attracting further development and investment to the area. The proposed Gautrain Station and the proposed Zonk’izizwe development should be properly integrated with the Node to ensure that it enhances the overall functioning of the Metropolitan Node. A boundary clearly defining the Node has been drawn and the total land area of the Node is 21 551 000m².

A small portion of the Midrand Metropolitan Node falls within Region E.

In Midrand, the critical strategic planning issues for the RSDF period are:

- The need to review planning interventions within the Node.
- The lack of a defined centre to the Node.
- Decline of the original shopping centres of the Node.
- Increasing infrastructure capacity to promote intense residential densities west of the N1 within the Metropolitan Node.
- Improving and expanding pedestrian connections within the Node.
- Integrate the Gautrain Station development with the Midrand Node to the west and south.
- Upgrade the public environment.
- Integrate the disparate precincts that comprise the Node.
- Promote high-density residential development within the Node.
- Address congestion within the Metropolitan Node.
- Improve public transport facilities as part of the Rea Vaya initiative.
- Confinement of large scale retail facilities within the nodal boundary.

Region A has a number of **Regional Nodes**. The SDF describe these nodes as of regional significance, with reference to the regions making up the metropolitan area of the City. They have defined boundaries and they serve specific regions or sub-regional areas. These nodes are situated on Mobility Spines supported by Mobility Roads and fulfil a variety of functions with mixed uses. The Regional Nodes are explained below:

**Sunninghill Node:** It is characterised by a large concentration of offices, mainly in the form of office parks, including Sunninghill Office Park, Unisys Park, The Crescent and Ariel Office Park. A growing residential demand has seen a number of high-density residential developments emerging in the Node. Sunninghill Hospital is located in the Node, as well as religious facilities, pre-schools and a post office. The Node has limited social and community facilities. The Node needs an improvement in the road capacity.

**Fourways Node:** This Node contains office, retail and some residential uses. Major commercial developments include Fourways Crossing shopping centre, Fourways Mall regional shopping centre, Fourways Value Mart, Pine Slopes, and Monte Casino Gaming and Entertainment centre.
It has major office developments, which include the Fourways Office Park, Fourways Golf Park, and Fourways Boulevard. Effective management and interventions towards making this Node both pedestrian friendly and vehicle friendly are required.

There is pressure for the western extension of the Fourways Node, which is not desirable. In terms of the Nodal Strategy, this Node needs to fully develop to its maximum capacity before expansion could be considered. Residential densification within the boundaries and around the Node in terms of the Densification Strategy will be considered in order to ensure integration and accessibility to economic opportunities. The Node should encompass and support a diverse range of sectors, strong domestic demand resulting in domestic investment, increased number of participants, and shared benefits.

There are proposed BRT routes that give access to the Regional Node such as Witkoppen Road and William Nicol Drive. These routes should be utilised to facilitate mobility from an area such as Diepsloot where people will be able to access the node via taxis and buses either for work or shopping.

**Waterfall City:** A proposed Regional Node that is emerging in the Region.

A District Node has been identified in Region A, namely San Ridge Square and Carlswald Lifestyle Centre, located at the intersection of New Road and Lever Road. District Nodes serve one or more neighbourhoods (sub-areas). These Nodes are predominantly located on Mobility roads and / or activity streets (but not necessarily in all cases). Activities are of a local nature providing for convenience, daily needs and social services. Pedestrian activity is relatively easy and pedestrian movement. The design approach should focus on integrating these nodes within their immediate environment by providing sufficient, safe and pleasant pedestrian linkages.

There are also number of Neighbourhood Nodes that cater for the daily needs of residents. They range from neighbourhood shopping centres to petrol stations to small corner cafes with related uses. In this region there are Neighbourhood Nodes with potential to grow into district nodes of a significant nature to serve the area. These nodes are Broadacres shopping centre, The Fern, Diepsloot, Waterford, Kya Cross, Waterford, Lonehill, Kyalami View Downs, Vorna Valley, Sunninghill, The Bridge, Halfway Gardens and Rabie Ridge.

Speciality Nodes are of a specialised nature in terms of specific retail, entertainment, commercial or industrial services. The following Specialist Nodes are identified in Region A:

**Kya Sands:** Kya Sands is located close to residential areas like Cosmo City as well as an informal settlement. The Industrial Node also has a watercourse running through it. The industrial buildings are independent from one another, and based on individual buildings. Kya Sands is within a sub-group that has some of the highest occupancy rates, 98%. It has some of the newest industrial building stock in Johannesburg with a high mix of offices within its industrial buildings. Much of the industrial space is for manufacturing and distribution and it is mainly owner-occupied. The other uses are showrooms and office-warehouse.

In terms of infrastructure and services there is adequate water supply but there is a need for an additional reservoir. There is spare capacity at the wastewater treatment works, but there is a need to upgrade the electrical supply in the area. There is generally good access to the Node but the quality of these roads is not good. The proposed PWV5 should have a positive impact on improving regional mobility.

The growth of the Node and the surrounding areas are affected by informal settlements. An investigation or a study for buffer zones between residential areas and the industrial areas should be undertaken.
Regional Spatial Development Framework 2007/8
Administrative Region A

**Lanseria Airport:** This Node is accessible via Hans Strijdom Drive and is located adjacent to this road. This Specialist Node has been earmarked for airport related industries. It has a growth potential to become a Regional Node. The Lanseria Airport is situated within the Node, handling mostly domestic flights. Development of ancillary airport related like warehousing and freight of the holdings situated within the UDB and close to the airport should be supported in terms of the Nodal Strategy and according to the development proposals.

There will need to be infrastructure upgrade before the industrial area of Lanseria is expanded. There is also a need to deal with the interface between the residential and the industrial area and the tourism opportunity associated with the airport needs to be taken advantage of. The cross-border impact of this Node, should also be considered when future planning is done.

**Kyalami:** Characterised by secure and regulated business and industrial park type developments, initiated by Kyalami Park. Uses originally focussed on the motor industry due to the location of the racetrack within the area, but have expanded to include light manufacturing and distribution. The area has extended into the Barbeque Downs area. The area is being surrounded by the growing residential component of Midrand. Access is indirectly available to the N1 motorway, but the area is on the mobility routes of Woodmead Road, Main Road and Allandale Road.

There is limited available infrastructure, including sewer and electricity. The developed areas have adequate bulk water supply. Therefore, improvement of access, water and electricity is required.

**Commercia:** Located around the intersection of Allandale Road and Modderfontein Road, with a dispersed development pattern (at present). The areas are surrounded by vast open tracts of land as well as a number of residential townships of various characteristics, i.e. Phomolong, Birch Acres, Modderfontein proper, Glen Austin A.H., Austin View A.H., Rabie Ridge, Ivory Park, etc.

It consists of relatively new industrial space, with the tenant mix including specialised manufacturing, research and development, automotive services, and textiles. Service levels are adequate, but new development will require new investment in the infrastructure installations. Opportunities related to manufacturing and distribution benefiting from the area’s proximity to the N1 and OR Tambo International Airport. Provided the Ekurhuleni industrial land use policies remain constant, the area will remain highly competitive for corporate and airport-related industrial spin-off.

### 3.2.3 Strategic Densification

The City seeks to promote strategic residential densification across the Regions in order to promote a more compact and concentrated urban form. Strategic densification is promoted:

- In and around acknowledged and defined nodes – as per SDF classification.
- Along transport routes, notably the Phase 1 BRT routes, Mobility Spines and Mobility Roads in support of public transport, Activity Streets and Rail Stations.
- In subsidised housing initiatives.

Special cases outside of these locational factors may be considered where there is a demonstrable and acknowledged direct and positive impact on the desired urban form.

The determination of densification differs significantly from previous SDF and no longer uses the accumulative density table of previous years. Greater consideration is given to infrastructure capacities, protection of mobility roads and spines, locational factors, urban design and the use of management controls to determine a suitable density. These issues need to be considered in tandem with an indicative density guideline. The following table illustrates the factors to be considered when assessing densities.
**Figure 6: Assessment of Densities**

<table>
<thead>
<tr>
<th>Where will increased density be considered?</th>
<th>The following is important when assessing where in the City increased densities will be considered:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• What do the local planning directives indicate? Section 4 of this document indicate more specific densities where relevant and will note if there is an over-riding Precinct Plan or Development Framework that stipulates a particular density.</td>
</tr>
<tr>
<td></td>
<td>• Is there sufficient capacity of existing infrastructure? In all instances, increased densities must not negatively impact on the capacity of existing public infrastructure including bulk services, streets, stormwater management, open spaces and social and community services.</td>
</tr>
<tr>
<td></td>
<td>• How is access going to be addressed? The mobility function of the Road Network must be protected and enhanced where possible. Access onto Mobility Spines and Roads must be limited and where possible even should be consolidated with single access.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What density will be considered?</th>
<th>Locational factors determine desired densities. Please refer to the SDF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The ultimate determination of the density is dependant on a combination of the locational attributes and site specific characteristics including:</td>
</tr>
<tr>
<td></td>
<td>• Critical assessment of adjacent properties (height, orientation, privacy)</td>
</tr>
<tr>
<td></td>
<td>• Natural features on and around the site</td>
</tr>
<tr>
<td></td>
<td>• Topography (i.e. slope of site and contours)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>What management controls will be utilised to regulate the appropriateness of the density?</th>
<th>Development management controls and Urban Design principles will regulate and enhance development proposals.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Development Management controls such as Floor Area Ratio (FAR), Coverage, parking ratios, height etc. and general conditions must mitigate constraints and issues identified from the assessment of site-specific characteristics.</td>
</tr>
<tr>
<td></td>
<td>Density guidelines are proposed to ensure the quality of the developments</td>
</tr>
</tbody>
</table>

For further information on the Strategic Densification Strategy refer to the SDF.

Residential densification in Region A is promoted at nodes, along critical mobility routes, in relation to low-income housing initiatives and on consideration of site specifics of a given application.

Densification must go hand in hand with the provision of housing solutions for low to middle income earners. Residential development must contribute to the development of a compact city.

The nodes (regional significance) where significant residential densification will be supported are Midrand Metropolitan Node, Fourways Regional Node, Waterfall City and Sunninghill Regional Node.

The Midrand Metropolitan Node could still develop high-density developments especially around the Midrand CBD where there is vacant land suitable for infill and densification. This Node should be managed in such a way that there is integration with the proposed Gautrain station. There should be effective pedestrian connections. High-density residential developments should also be supported around the station.

Fourways Node would be viable to densify further, with the level of densification largely depending on a number of issues such as infrastructure capacity, access and urban design.

Waterfall City is proposed on Mias Trust land, located close to the Sunninghill office and residential node and the Woodmead commercial node. This nodal development will constitute some of the prime infill development opportunities that will integrate the northern areas of
Johannesburg with Midrand. Proposals need to ensure maximum efficiency in terms of public transport and people’s access to economic opportunities. The proposed node will encompass different housing typologies, which should be supported by mixed land uses and economic opportunities. Integration of the ecologically sensitive areas is also an important issue to consider in the development of the land.

The Sunninghill Node offers a large concentration of offices, mainly in the form of office parks. There is a demand for high residential density developments, which should be encouraged in the Node. The Node can function effectively with high residential developments due to the status of Rivonia Road, which is a proposed Phase 1 BRT route. Densification therefore needs to be encouraged to ensure that more people have access to public transport.

It is critical that when densifying around nodes, future and existing public transport needs are accommodated. The pedestrians and cyclists should be accommodated accordingly.

Densification proposals along mobility routes and within close proximity to public transportation infrastructure must be supported by a motivation demonstrating a tangible and positive contribution to the respective mobility route and/or public transport.

The proposed BRT routes, namely the Old Pretoria Main Road, K101, Witkoppen Road, Republic Road, Rivonia Road and William Nicol Road are Mobility Spines where increased residential densification will be promoted whilst enhancing the mobility functions of these major routes.

NB: Motivations for densification proposals on proposed / planned new roads acknowledged as a prospective Mobility Spine/Road will only be considered where there is Medium-Term capital commitment by the implementing authority.

As a result of the high premium of land, as well as an established need for a variety of housing typologies, increasing residential densities within subsidised housing schemes can prove to be an efficient way of optimising existing land resources, bulk infrastructure and accommodating a range of housing options. Densification within these areas may also increase the desirability for living in these areas as the area becomes more vibrant and popular.

In Region A, Diepsloot requires an area twice the size of the current settlement only to accommodate the existing backlog in the area and to de-densify the existing informal settlement. The Development Framework for the Northern areas, approved in December 2006, identifies short-term priority areas for housing initiatives to accommodate a range of housing opportunities for different income groups. In order to proactively plan for the absorption of the poor, a viable option would be to provide increased densification in new housing areas by means of two or three storey walk-ups. It is imperative that opportunities must be accessible for all and should allow for social growth and mobility.

In Ivory Park, the Ivory Park Development Programme states that the identified need for housing in the area is estimated at 18 000 units. It is believed that the area could produce the required yield without relocating communities out of Ivory Park. The Development Framework for the Northern areas also identifies medium-term priority areas for housing opportunities to accommodate the growth of Ivory Park and surrounding settlements.

3.2.4 Initiating and Implementing Corridor Development - North/South Development Corridor (NSDC)

The NSDC is one of two City corridor initiatives that have been developed to facilitate the social and economic restructuring of strategic sections of the City. It extends from Orange Farm, north via Lenasia and Soweto to the central anchor point of the CBD. From the CBD it continues north through Sandton to Midrand. It extends beyond the municipal boundaries to Sedibeng to the
south and Tshwane to the north. For the purposes of the City’s definition, development corridors such as the NSDC are characterised by:

- Nodes.
- Existing / potential for regional and inter-regional accessibility.
- Provision of a number of movement options – i.e. road and rail.
- Intense, high-density mixed land uses.
- Availability of tracts of vacant / under-utilised land that provides opportunities for higher densities and integration opportunities.

Managing and implementing the NSDC will actively support the following GDS development principles:

- Proactive absorption of the poor.
- Balanced and shared growth.
- Facilitated social mobility.
- Settlement restructuring.

Region A forms part of the northern section of the corridor, which is characterised by a high degree of investment and economic development and associated employment opportunities. It is the location of choice for many high-tech industries and office nodes due to visual exposure and prime location on almost the entire northern length of the freeway. The challenge for the City is to integrate and manage existing, well-established land uses in a manner that has long-term benefits for all the residents of the City. Private transport dominates in this section and congestion is the main constraining mobility factor. The development of the corridor in Region A will aim at facilitating private investment through strategic public spending (Gautrain Station at Midrand Metropolitan Node). Major movement lines that are incorporated in the NSDC include the N1 / M1 highway and Old Pretoria Road.

The opportunities focused upon in terms of the NSDC include:

- Utilising and upgrading existing infrastructure and amenities.
- Reinvestment and the identification and execution of development possibilities.
- Undertaking densification at strategic locations if services are available.
- Capitalising on redevelopment of Midrand Metropolitan Node as a result of the development of the Gautrain.
- The promotion of further economic growth and development.
- Support of the public transport emphasis of the ITP.

### 3.2.5 Supporting Sustainable Environmental Management

Establishing and maintaining a connected open space system and addressing environmental challenges such as air and water pollution will actively support the following GDS development paradigm:

- Sustainability and Environmental Justice.

The Integrated Environmental Policy (previously named the Environmental Management Framework) for the City of Johannesburg is the key policy that seek to conserve and enhance the City’s existing and future natural resources with the spatial reflection of that being the Johannesburg Metropolitan Open Space System (JMOSS – Plan No. 7). The purpose of the Integrated Environmental Policy for the City is to:

- Articulate the Council’s commitment and approach to environmental sustainability.
• Provide a framework for the development of sectoral policies and programmes, associated management and regulatory instruments as well as the setting of standards.
• Facilitate the integration of environmental issues into overall decision-making processes.
• Provide a framework for the establishment of effective partnerships for the successful identification and implementation of environmental sustainability projects.

The policy has environmental management guidelines on:

• Open space in existing and new residential township developments.
• Developments along rivers and streams.
• Development on ridges.
• Industrial developments.
• Power lines and other servitudes.
• Urban agriculture.
(For further information on these guidelines also see the summary in the SDF).

To promote the sustainable management of open space within the City, JMOSS is used as a spatial planning tool in decision-making. It comprises of an inter-connected and managed network of open spaces, consisting of public and private spaces, human-made or delineated spaces, disturbed natural spaces, and undisturbed or pristine natural spaces.

There are six proposed categories of open spaces, namely:

• Ecological open space
  - Existing
  - Desired.
• Social open space.
• Institutional.
• Heritage.
• Agriculture.
• Prospective open space – these are degraded sites (e.g. slimes dams, landfill sites) which, after rehabilitation, may have the potential of becoming part of the ecological open space network.

In Region A there are several sensitive environmental features in the area which can be incorporated as primary open space elements in development. This includes the Wastewater works, the cemetery, the landfill site and Porcupine Park, which are conservation areas in the Region. There are a number of uncertainties with regards to the landfill site. The Gauteng Department of Agriculture, Conservation and Environment (GDACE) have not issued a Record of Decision for the landfill site since legal action has been taken from the residents of Dainfern who are opposing it.

The environmental policy issues pertaining to development in watercourses, ridges and the provision and management of open space are pertinent in Region A.

The following requirements apply to the management of watercourses:

• A buffer of a minimum of 32 metres each side of the watercourse edge (or greater as is necessary to maintain ecological functioning) shall be provided adjacent to all wetlands and watercourses.
• The 1:100 year flood-line should be respected at all times.
Ridges play an important role in ecosystem sustenance and biological biodiversity as they provide habitats for certain fauna and flora. They must be seen as part of the wider ecological continuum and a part of the Ecological Open Space Network that must be preserved as a migratory corridor for faunal movement, as well as a habitat and roosting sites. Development on ridges should not be allowed and if considered it should be subject to conditions i.e. ecological audit or an environmental impact study should be conducted. Furthermore, a 200 metre buffer should be reserved between the foot of the ridge and the proposed development. Plan No. 7 indicates these ridges in Region A.

Environmental Management Frameworks: The Department of Environment and Provincial Department of Agriculture, Conservation and Environment in conjunction with the City’s Department of Environment is developing an Environmental Management Framework (EMF) for Kyalami and Modderfontein. The framework identifies sensitive environmental areas and prescribes parameters for the development of the areas concerned. Details of the EMF are located in Section 4 (in the relevant Sub Areas). Future development must adhere to the environmentally sensitive areas identified in terms of this process.

City Parks is in the process of developing an Open Space Development Framework. The objective of the initiative is to:

- Identify potential/desired open spaces.
- Develop a proactive open space development and decision making support tool.
- Verify the accuracy and relevance of the existing public open space database as well as the JMOSS spatial data.

Once the framework has been developed the outcomes will be included within the SDF and the RSDF for Region A.

3.2.6 Facilitating Sustainable Housing

The need for sustainable housing environments in appropriate and accessible locations is one of the most fundamental challenges facing the City. Appropriate housing typologies meeting a range of needs throughout the City are a pre-requisite to a city that is accessible, efficient and sustainable. Beyond the provision of accommodation, new housing delivery must address the provision of adequate social and economic amenities to ensure the concept of sustainable housing environments.

Ensuring that the City’s existing and future housing projects are appropriately located and adequately serviced with social amenities will actively support the following GDS development paradigms:

- Proactive absorption of the poor.
- Balanced and shared growth.
- Facilitated social mobility.
- Settlement restructuring.

Ranges of housing developments are proposed in this Region. A wide variety of income groups are being catered for from low density in some areas to RDP housing in other areas.

In Diepsloot there is an estimated 6 020 formal residential units in the Diepsloot settlement (which includes the 737 informal structures on serviced land in Diepsloot Extension 5). In addition to these there are an estimated 17 00 informal structures which comprise of backyard dwellings in Extension 6, 3 and Diepsloot West as well as the reception area and some additional informal structures in Diepsloot West Extension 5. This implies that 74% of the estimated housing units in Diepsloot are informal structures. It is estimated that an area twice the size of the existing
settlement is required to accommodate the existing backlog in the area and to de-densify the informal settlement component of the area. It is increasingly acknowledged that Diepsloot East land will need to be utilized to assist in upgrading and the densification of Diepsloot Proper. The land to the south of Diepsloot is strategically located in terms of potentially integrating Diepsloot with the surrounding urban fabric.

The Development Framework for the Northern areas, approved in December 2006, identifies short-term priority areas for housing initiatives to accommodate a range of housing opportunities for different income groups. In order to proactively plan for the absorption of the poor, a viable option would be to provide increased densification in new housing areas by means of two or three storey walk-ups. It is imperative that opportunities must be accessible for all and should allow for social growth and mobility. The short-term priority areas will provide relief for the development pressure on the northern fringes of the City and can accommodate residents from the existing informal settlements in the area.

Also required, is the upgrading and formalisation of settlements within Ivory Park and Rabie Ridge. However, continued land invasion and uncontrolled growth of informal settlements hampers progress. The Development Framework for the Northern areas also identifies medium-term priority areas for housing opportunities to accommodate the growth of Ivory Park and surrounding settlements.

The Region is also experiencing infill densification; this will be supported subject to infrastructure availability and should be in line with the Density Strategy in the areas that fall within the UDB. Mixed land uses and income groups should be encouraged in the Region to ensure integrated and equitable development.

The City’s current list of Informal Settlements is currently being converted into a detailed compilation of information pertaining to infrastructure standards/availability, planning issues and geographic information. This updated information will be finalised in 2007/8 and will be available on the City’s GIS website.

### 3.2.7 Managing Urban Growth and Delineating an Urban Development Boundary

The UDB and supporting spatial and non-spatial urban management tools will actively support the following GDS development paradigms:

- Settlement restructuring.
- Sustainability and environmental justice.
- Creative governance solutions.

The fundamental outcomes of the City’s UDB are envisaged to be:

- Reducing the footprint of the City in order to prevent the excessive consumption of land on the City’s periphery.
- Focusing on in-fill, redevelopment and densification in strategically demarcated areas.
- Supporting cost efficient infrastructure provision.
- Supporting an urban form that is conducive to the use of public transport.
- Protecting environmentally sensitive areas, agricultural land and open space.
- Providing direction for capital investments for efficient infrastructure provision.

**Development within the Urban Development Boundary** will be considered in terms of their compliance with prevailing RSDFs (and their inherent Sub Area Management Tables), applicable development frameworks, precinct plans and schemes for a specific area.
Land located beyond the City’s UDB is predominantly rural and agricultural in nature. Naturally, the concurrent land uses tend to be of a lower-intensity and density. There are however areas where the distinction between urban and rural is blurred.

The UDB excludes a large area in the west and central part of Region A from urban expansion and protects the area for rural uses. Leeuwkop Prison is included within the UDB. There are a number of areas within the UDB that are earmarked for protection of the rural environment such as Carlswald Agricultural Holdings west of the freeway with a density of 4 du/ha. Glen Austin Agricultural Holdings is also excluded from major densification in terms of its development plan for the time being until services are resolved.

**Development outside the Urban Development Boundary** will be considered in terms of compliance with the following land use criteria:

- Agriculture: purposes normally associated or reasonably necessary in connection with agricultural purposes and agri-villages. This includes only dwelling units related to the agricultural use of the property.
- Conservation Areas and Nature Reserves: Areas designated for nature conservation, which may include tourism facilities (accommodations/restaurants) and recreational facilities directly related to the main use.
- Tourism and recreational related facilities: Outdoor and tourism related activities including hiking trails, hotels, 4x4 trails, restaurants, curio markets, conference facilities, wedding venues, game lodges and other similar uses with a rural character not causing a nuisance or having a detrimental effect on the environment.
- Farm stalls.
- Rural residential uses and agricultural holdings.
- Any other related development or service, provided that the proposed development:
  - Services primarily a local market or
  - Is located at a service delivery centre or central place to the community.

Proposed activities that conform to the above land use criteria will be further evaluated noting whether:

- The development is in an area that has been identified to be ecologically sensitive or contains Red Data Species – proposals would not generally be supported in these instances.
- The development would have a detrimental effect on the environment – applicable environmental legislation will prevail.
- Bulk infrastructure capacities would be exceeded – proposals would not generally be supported in these instances.

The subdivision of land outside the UDB will only be allowed if it complies with the following criteria and associated table:

- Compliance with land use criteria noted above.
- Division is within the parameters of the Subdivision of land.
- An existing second dwelling is not the primary motivation for the subdivision.
- Subdivision of productive agricultural areas with agricultural potential should only be allowed in special circumstances and only with the written consent from the National Department of Agriculture.
- Where a subdivision is motivated because of a road, river or servitude physically severing land, the reason for the severance should be proven. The provision of services and registration of servitudes should be to the satisfaction of the local authority.
- There shall be no obligation on Council or MOEs to render services in any form whatsoever.

**Figure 7: Subdivision of Land**
<table>
<thead>
<tr>
<th>Category</th>
<th>Size</th>
<th>Min Portion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor</td>
<td>4ha and below</td>
<td>1 Morgen (+/- 0.8ha)</td>
</tr>
<tr>
<td>Intermediate</td>
<td>4ha - 10ha</td>
<td>1 ha</td>
</tr>
<tr>
<td>Major (a)</td>
<td>10ha - 20ha</td>
<td>2 ha</td>
</tr>
<tr>
<td>Major (b)</td>
<td>20+ha</td>
<td>4ha</td>
</tr>
</tbody>
</table>

It is important to note that once a property has been divided in terms of the criteria above, it should not be further subdivided again unless there is a material change in circumstance within the broader area that would necessitate a review of the Urban Development Boundary. This condition is to be included in all division of land application approvals.

The SDF identifies two areas for future urban expansion, but the UDB has not been amended yet in this cycle of review.

**Diepsloot area (Diepsloot East, Diepsloot East Phase 2, Diepsloot South, Diepsloot West Extension):** It identifies an additional 1 989 hectares of land for future urban development, subject to the following conditions:

**Cosmo North and surrounds:** An additional 880 hectares in Cosmo North and an additional 1 642 hectares in Cosmo North Phase 2 are recognised as Short-Term Priority Areas by the Development Framework for the Northern Areas (December 2006). These areas would provide short-term relief for the development pressures of the peri-urban northern fringes of the City, which is host to an increasing number of informal settlements and resident communities (including Nietgedacht/Lion Park and numerous settlements around Lanseria).

Urban development frameworks have to be compiled to guide the development of these areas, before the UDB will be amended.
3.3 Regional Policies and Precinct Plans

3.3.1 Approved Policies and Precinct Plans

For further details regarding these Precinct Plans and Development Frameworks refer to the original Precinct Plan documents, and to the Sub Area Management Tables in Section 4 of the RSDF.

- The Erand Precinct Plan.
- The Glen Austin Development Plan.
- The Sunninghill Node Precinct Plan.
- The K111 Development Strategy.
- The Fourways North East Precinct Plan.
- The N1 Employment Corridor Framework.
- The Gautrain Station Functional Area Guidelines.
- Fourways Node Precinct Plan.
- Diepsloot Development Framework.
- Development Framework for the Northern Areas.