

# MERAFONG MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK 2016-2021

## ANNEXURE B

### DEVELOPMENT NODE AND CORRIDOR GUIDELINES

## Nodal development and management guidelines

### General

- ✓ Nodes should develop from directly around the intersection that forms the focus of the node.
- ✓ Land uses that encourage 24 hour per day activity are encouraged.
- ✓ Unless stated otherwise, nodal boundaries are situated mid-block and parallel to streets. The lateral boundaries are set at the erf boundary of the furthest rezoned erf. When application is made to change the land use of an erf on the premise that it forms part of the node the erf may not be situated more than 1 erf away from the current nodal boundary.
- ✓ These policy statements shall not be construed as permitting a land owner or any other person to use a property in any way contrary to any restrictive conditions of title or any Act.

### Architecture and urban design

- ✓ Each node should have its own unique sense of place created through public and private sector initiatives related to construction and urban design.
- ✓ All public and private spaces that are visible from the street reserves must be landscaped and maintained. Land owners are encouraged to adopt parks and open spaces next to their properties in order to improve appearances around their properties.
- ✓ The municipality should use conditional linkages to make incremental infrastructure improvements (Especially related to public landscaping) when large scale development applications are received.
- ✓ Buildings and public space designs should take into account the needs of the elderly and disabled.
- ✓ All buildings must have street fronts in the form of windows and doors to the satisfaction of the municipality.

### Mobility and accessibility

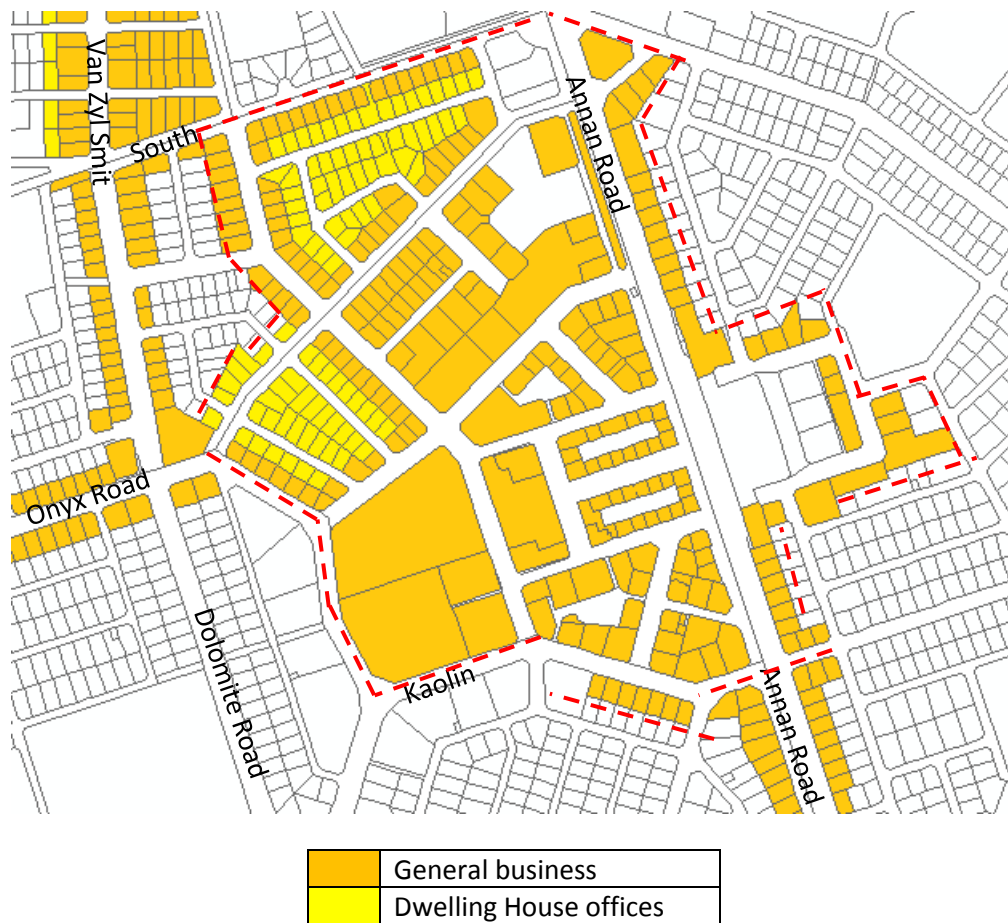
- ✓ Nodes should receive priority attention in terms of road upgrading and major new developments will require traffic impact studies as determined by the municipality.
- ✓ Traffic calming measures should be implemented on access streets, collector roads and lower order distributors, with mobility receiving higher priority on higher order distributors.

### Infrastructure provision

- ✓ Bulk infrastructure provision should be made in order to allow for residential densification

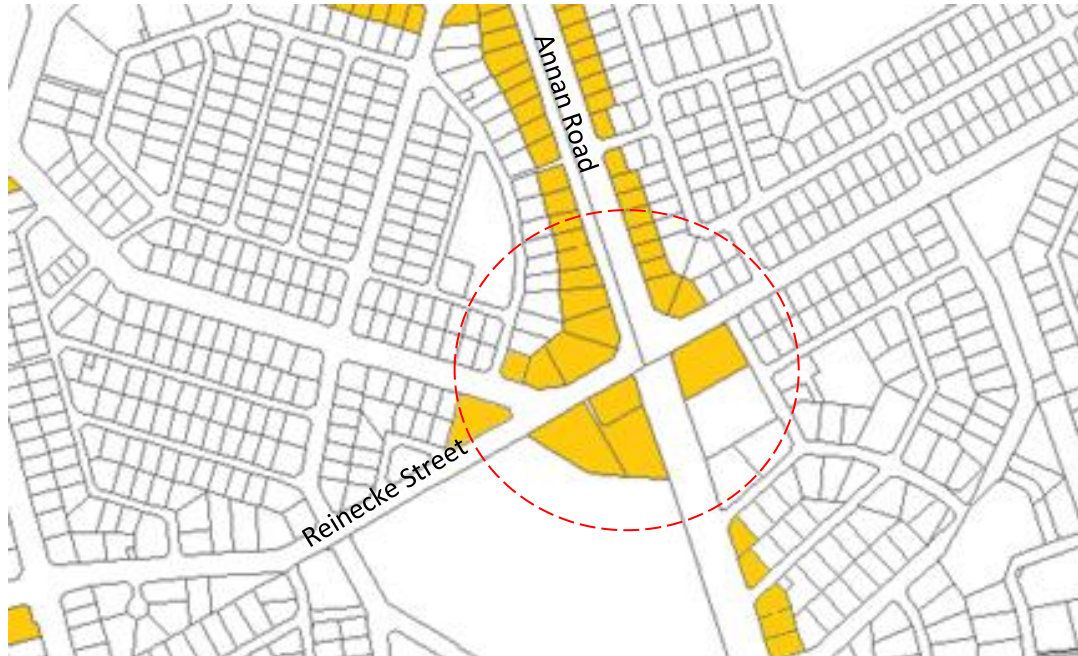
Note: The following maps are indicative and if strongly motivated, an application may vary slightly from what is indicated. This has to be accepted by a Senior Town Planner during a pre-application consultation and will only be acceptable if the need, reasonableness, desirability and public interest can all be clearly demonstrated.

## CARLETONVILLE CENTRAL BUSINESS DISTRICT (CBD)



- Type: Central Business District
- Development stage: Mature
- Land Uses: Mixed, non-industrial, focus of social and economic activity
- Residential densification encouraged, especially brown field redevelopment to high densities. Preferably shops/offices should be located on the ground floor and dwelling units above.
- Locality.
  - ✓ Kaolin (South)
  - ✓ Radium (West)
  - ✓ Annan Road and Diamond Street (East)
  - ✓ Onyx Road and South Street (North)
- Development should be allowed to 'spill' into the Annan, Onyx, Ada and Van Zyl Smit corridors.
- Dwelling house offices are preferred in the quieter streets in the north western part of the CBD.
- Development should complement and strengthen the proposed Carletonville Heritage Precinct revitalisation initiative. Precinct plan and development concept to be created.
- Architecture and urban design should be in keeping with the predominant 'Mid Century Modern' style of the central CBD. Contemporary interpretations of this style are welcomed.
- Service industry ideally located north of Osmium Street.

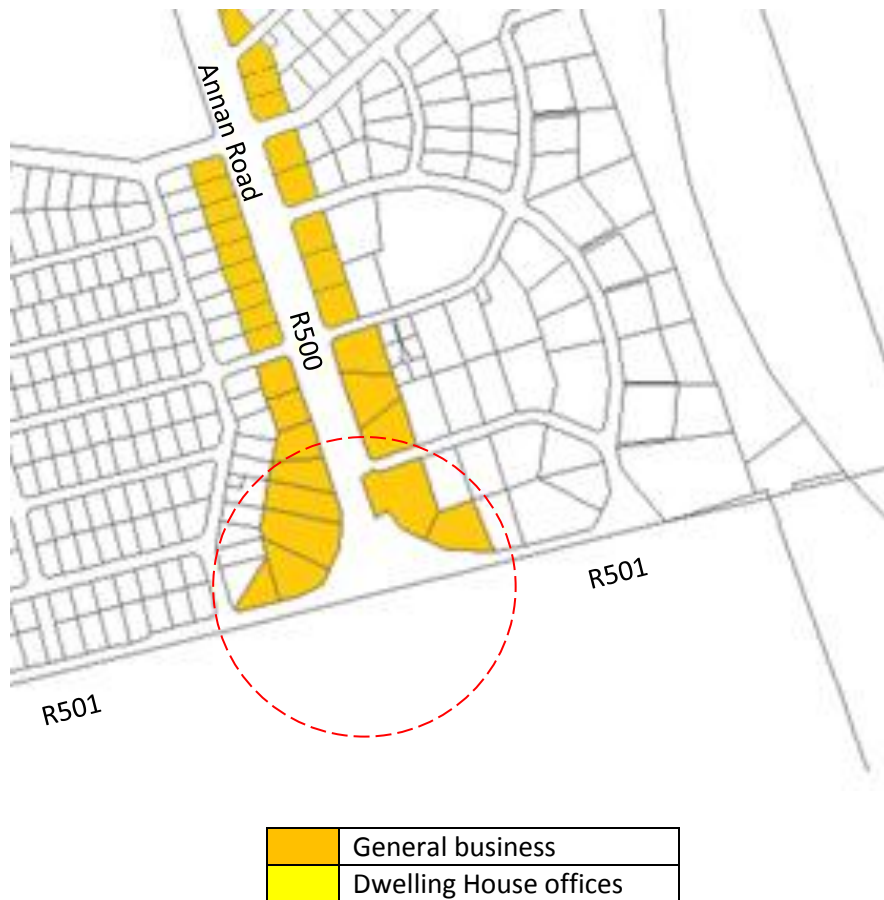
## ANNAN-REINECKE NODE



	General business
	Dwelling House offices

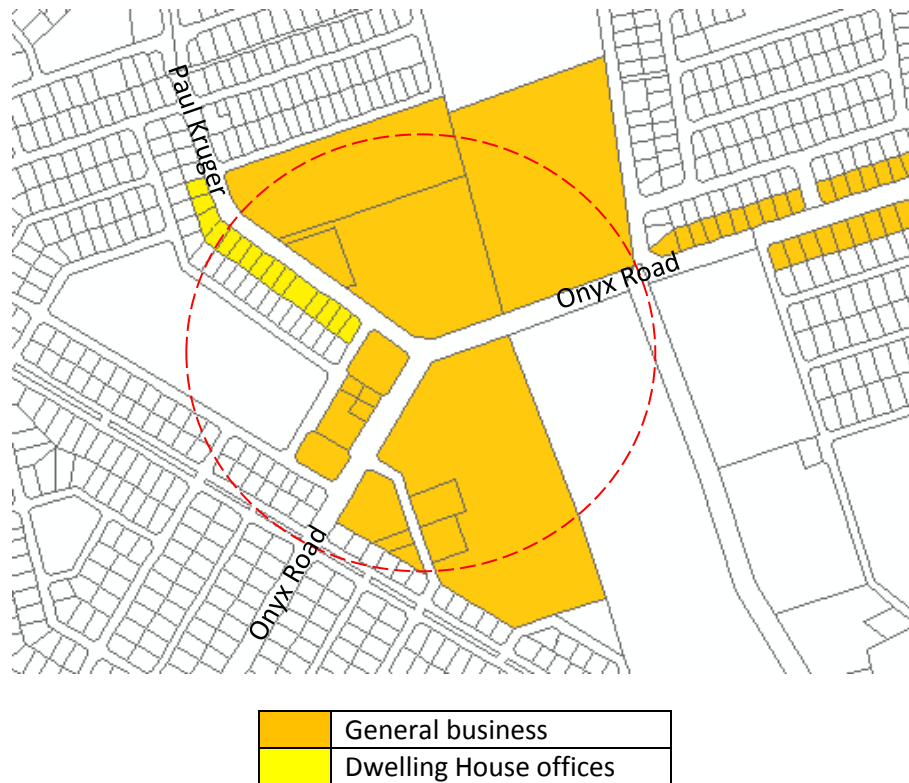
- Type: Secondary Node
- Development stage: Emerging
- Land Uses: Mixed, non-industrial
- Residential densification encouraged in and around the node. Preferably shops/offices should be located on the ground floor and dwelling units above.
- Locality. Where Annan Road and Reinecke Street intersect with an extension to fork between Reinecke and Bornite Streets.

## ANNAN (R500) – R501 NODE



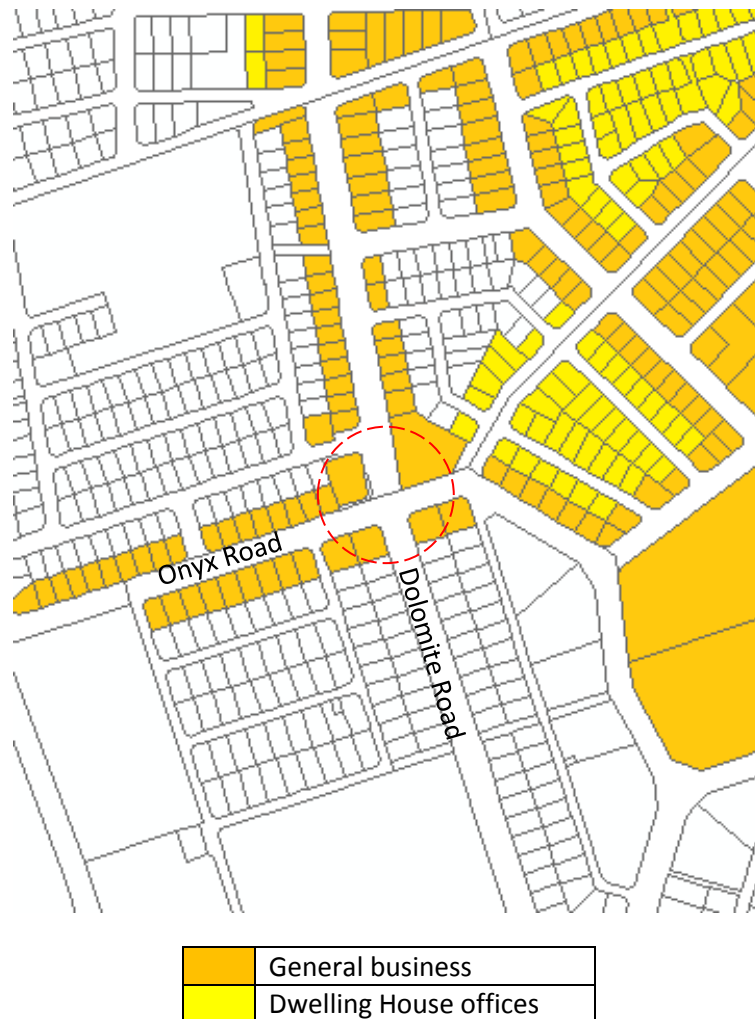
- Type: Secondary Node
- Development stage: Emerging
- Land Uses: Mixed, non-industrial. Existing convenience centre with a filling station and parts shop. Private sector expansion south of the R501 is planned which will include a truck stop, hotel, retail and possibly residential uses.
- Residential densification encouraged in and around the node. Preferably shops/offices should be located on the ground floor and dwelling units above.
- Locality. Where Annan Road (R500) and the R501 road intersects. Significant space exists for larger footprint mixed land uses on the southern side.

## ONYX – PAUL KRUGER NODE



- Type: Secondary Node
- Development stage: Emerging
- Land Uses: Mixed, non-industrial, Dwelling house offices south and adjacent to Paul Kruger. Vacant land available for development.
- Residential densification encouraged within the node. Preferably shops/offices should be located on the ground floor and dwelling units above.
- Locality. Where Onyx Road and Paul Kruger Street intersect, extending to Mkondo street in the north and Kareiga and Marico streets in the south.

## ONYX - DOLOMITE NODE



- Type: Secondary Node
- Development stage: Emergent
- Land Uses: Mixed, non-industrial. Currently: Service Industry (Motor vehicle related), business, flats and residential.
- Locality: Intersection of Onyx and Dolomite Roads.



## OBERHOLZER NODE



- Type: Secondary Node
- Development stage: Mature
- Land Uses: Mixed, non-industrial
- Residential densification encouraged in and around the node. Preferably shops/offices should be located on the ground floor and dwelling units above.
- Locality. Between South-, Ada-, Station-, and Van Zyl Smit Streets with the focus of retail activities on Van Zyl Smit.
- On street parking to be provided by developers of newly rezoned properties in the same manner as existing in Van Zyl Smit.
- Pedestrian safety should be improved in Van Zyl Smit.
- Dwelling house offices allowed on the western edge of the node.
- Development should be allowed to 'overspill' into Dolomite Road down to Onyx.

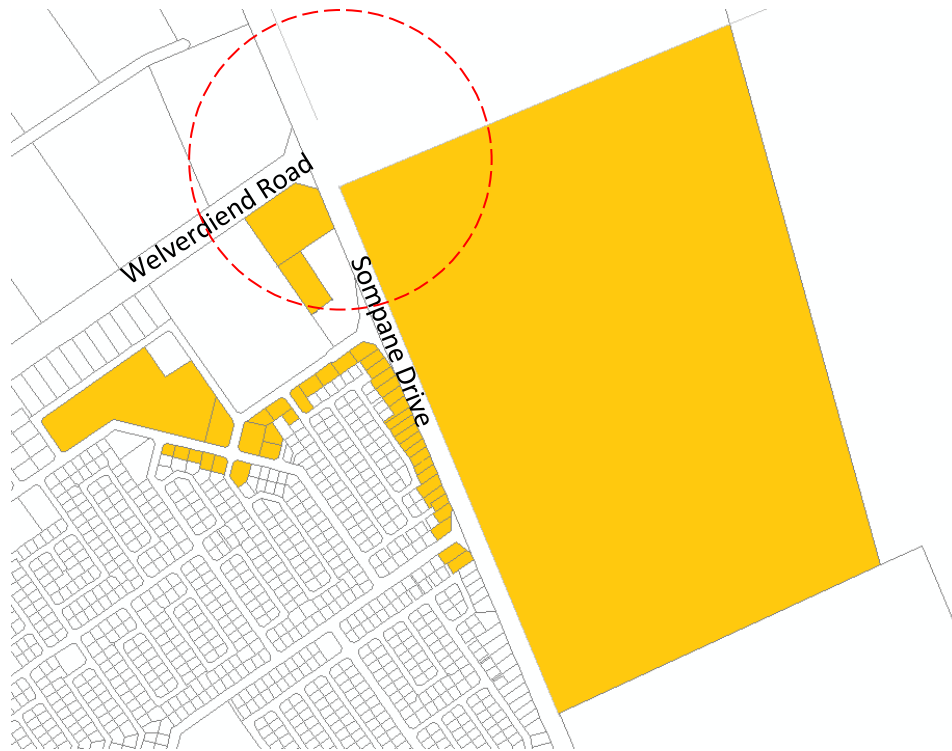


## CARLETONVILLE MALL NODE



- Type: Secondary Node
- Development stage: Emergent
- Land Uses: Mixed, non-industrial. Currently only the shopping centre ( $\pm 22\,000\text{ m}^2\text{ GLA}$ ), planned filling station and additional business erven will become available from a private developer. Space north of the R559 could be utilised for uses that require high visual exposure, however the land belongs to Transnet and access will only be possible at the Grundling intersection.
- Locality: Intersection of the R559 and the new Grundling Street extension.

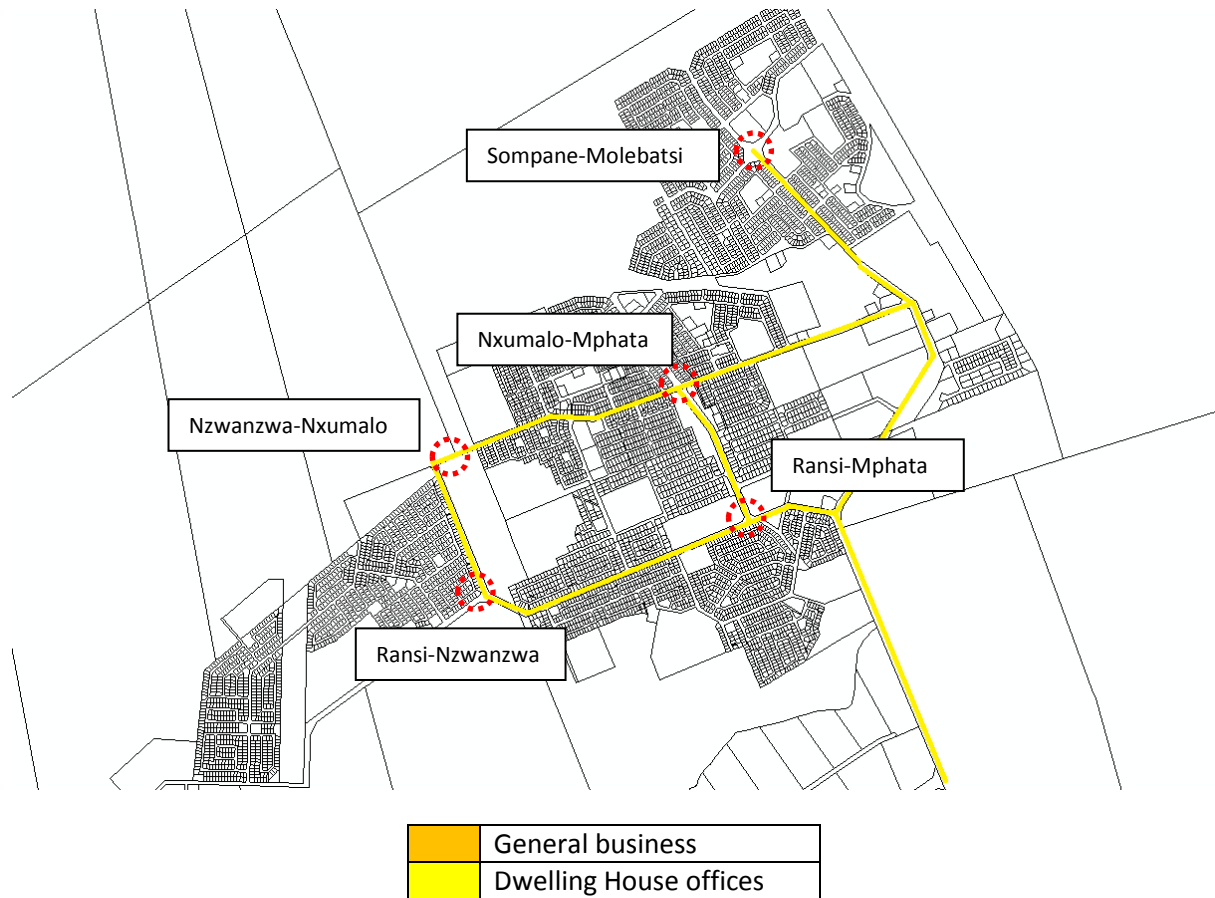
## KHUTSONG SOUTH BUSINESS DISTRICT



	General business
	Dwelling House offices

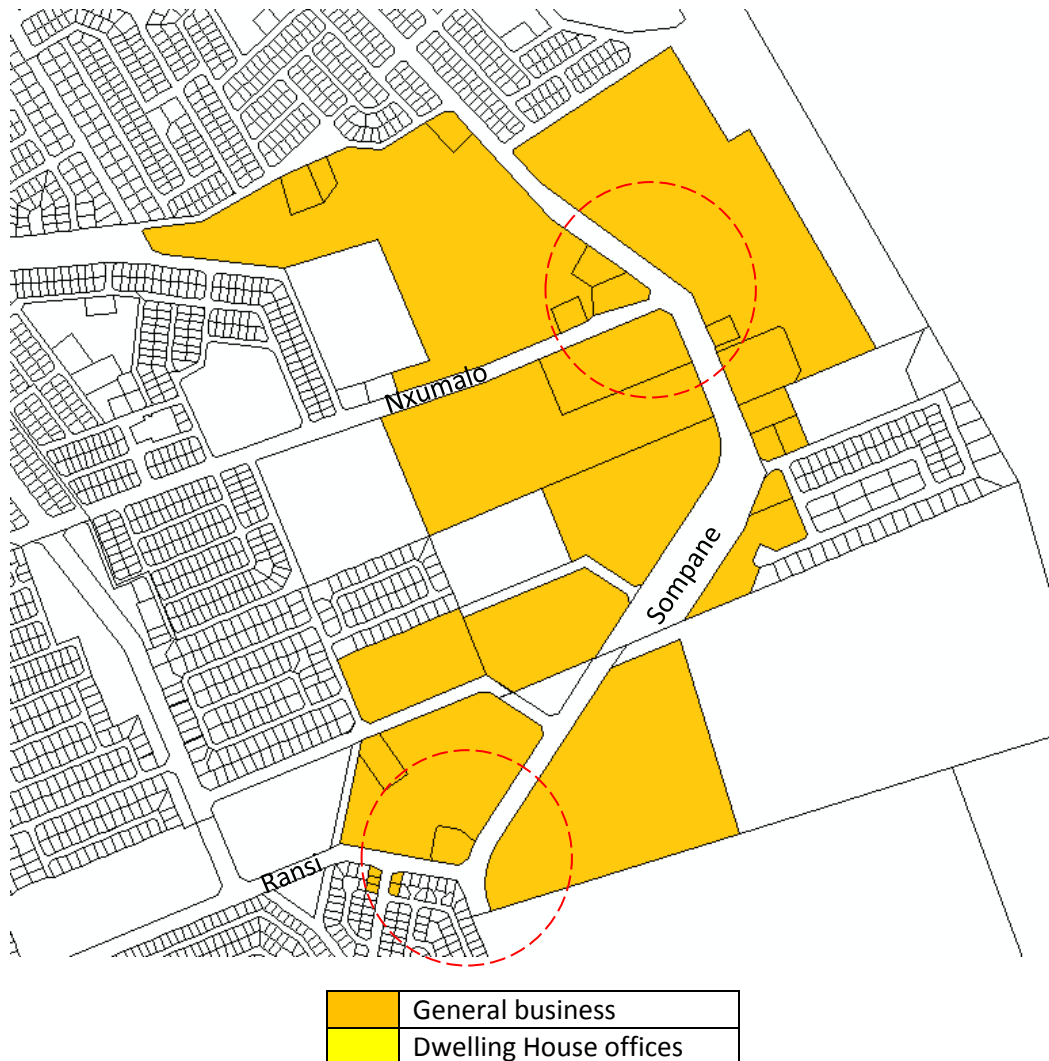
- Type: Planned Secondary
- Development stage: Pre-Emergent
- Land Uses: Mixed, focus of social and economic activity. May contain non-traditional mixes including light industry.
- Densification in the area is encouraged
- Provincial lines of access may pose a problem along the main street (Sompane)

## KHUTSONG NORTH TERTIARY NODES



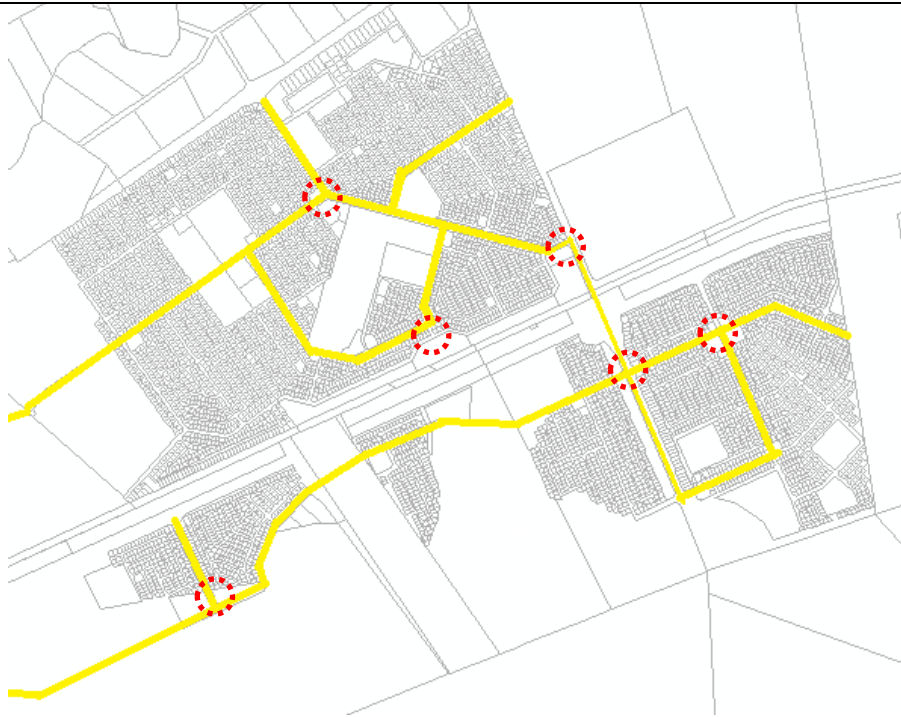
- Type: Tertiary Nodes
- Development stage: Emergent
- Land Uses: Mixed. Wide variety of small footprint uses. Could contain non-traditional mixes of land use. Enterprises related to gambling and the consumption of alcohol should be located at these localities to enable ease of law enforcement.

## SOMPANE NODE



- Type: Secondary Node
- Development stage: Emerging. Significant public investment in facilities.
- Land Uses: Mixed, non-industrial
- Residential densification encouraged in and around the node.
- Locality: between the Sompane-Ransi fork and the Sompane- Nxumalo intersection
- Pedestrian safety should be improved where significant crossing takes place.
- Development should be allowed to 'overspill' into adjacent areas.

## KHUTSONG SOUTH NODES (East)



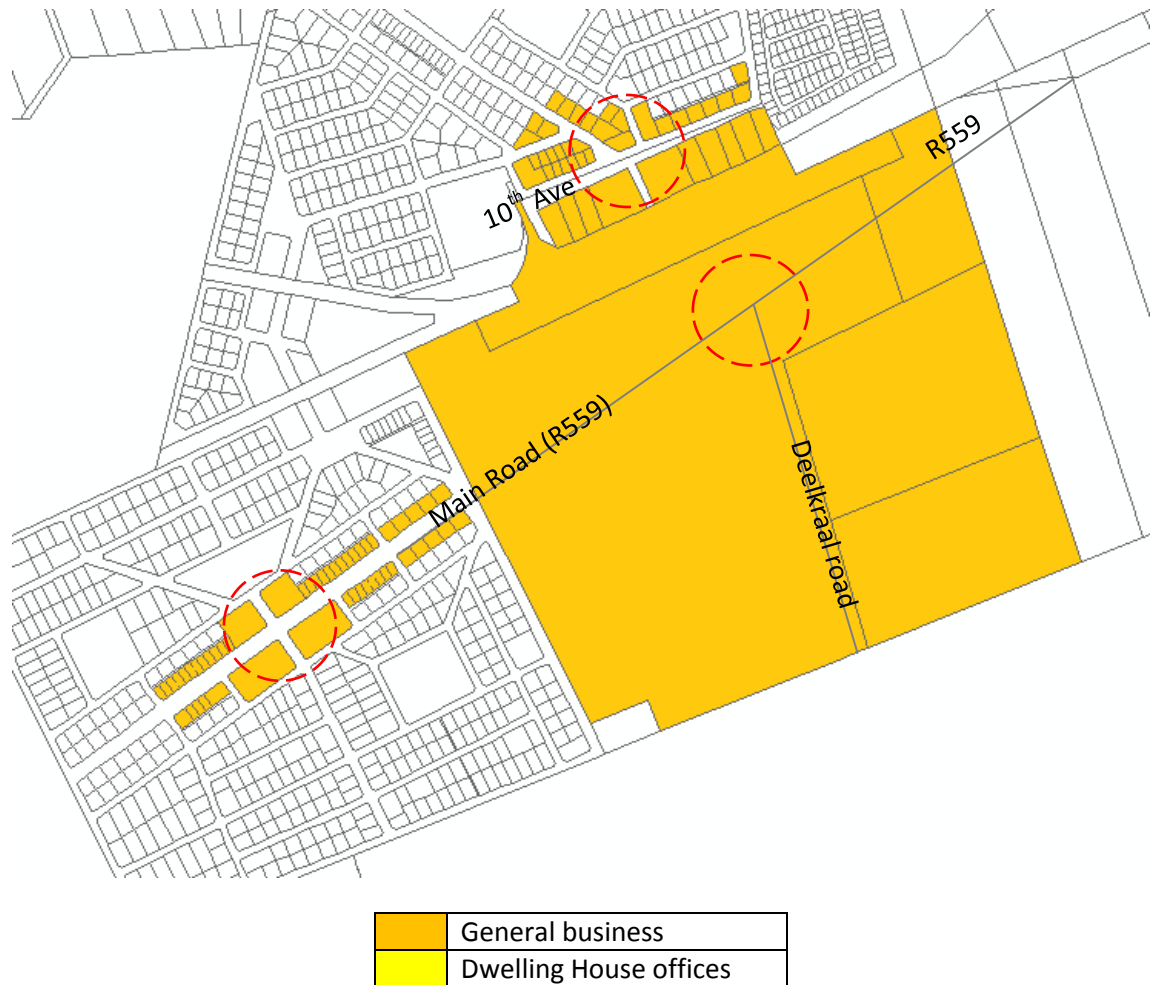
- Type: Tertiary Nodes
- Development stage: Emergent
- Land Uses: Mixed. Wide variety of small footprint uses. Could contain non-traditional mixes of land use. Enterprises related to gambling and the consumption of alcohol should be located at these localities to enable ease of law enforcement.

## KHUTSONG SOUTH NODES (West)



- Type: Tertiary Nodes
- Development stage: Emergent
- Land Uses: Mixed. Wide variety of small footprint uses. Could contain non-traditional mixes of land use. Enterprises related to gambling and the consumption of alcohol should be located at these localities to enable ease of law enforcement.

## WELVERDIEND NODAL GROUPING



- These three nodes are intended to form a single business district in future and should be managed as such.
- Type: Secondary Node
- Development stage: Emerging
- Land Uses: Mixed uses. The central node which will become the focus, has potential for the greenfield development of a variety of uses and could even include non-traditional mixes such as retail and industrial conscious of the locality of residential uses.
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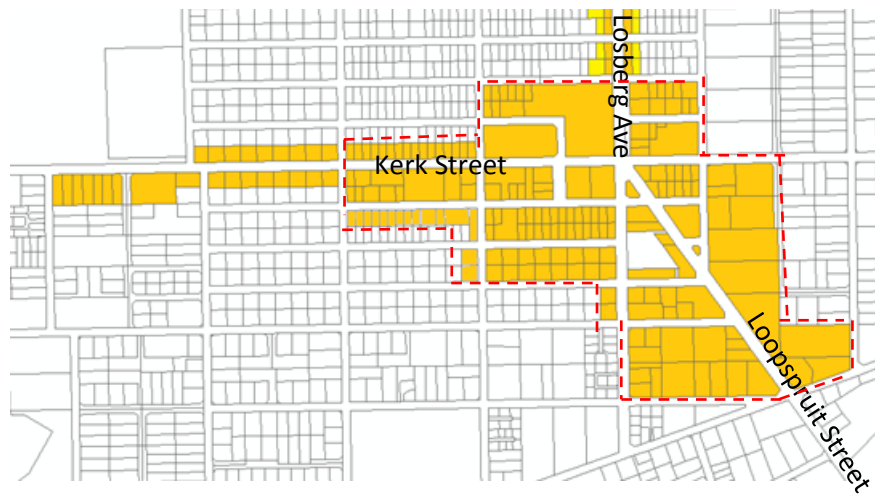


## WEST WITS NODE



- Type: Secondary Node
- Development stage: Pre-emergent
- Land Uses: Mixed. Could include a wide variety with a split between industrial, commercial and business east of the R500 and medical, social and business west of the R500. Existing mine refinery (East) and Lesley Williams Private Hospital (West).
- Locality. On the R500 in the central mining valley. The exact locality to be determined by future layouts. The existing hospital and planned township establishment on the western side will most likely prove to be decisive.
- Noxious activities should be set back from the main road with additional vegetated barriers providing a buffer between the eastern and western land uses which are not compatible.

## FOCHVILLE CENTRAL BUSINESS DISTRICT (CBD)





	General business
	Dwelling House offices

- Type: Central Business District
- Development stage: Mature
- Land Uses: Mixed, non-industrial, focus of social and economic activity
- Residential densification encouraged, especially brown field redevelopment to high densities. Preferably shops/offices should be located on the ground floor and dwelling units above.
- Locality.
  - ✓ Bosman (South)
  - ✓ Steyn (West)
  - ✓ (East)
  - ✓ Horvitch (North)
- Development could be allowed to 'spill' onto adjacent blocks, strictly at the discretion of the Spatial Planning Section, especially dwelling house offices at the edge of the node next to residences.
- Architecture and urban design should re-enforce the existing small town rural 'feel'.
- Service industry should preferably be located south of Kerk Street.
- Encroachment of noxious industrial activities into residential areas is prohibited. Land use changes away from industrial type uses should be encouraged once the Fochville-Kokosi and Losberg industrial zones become developable.

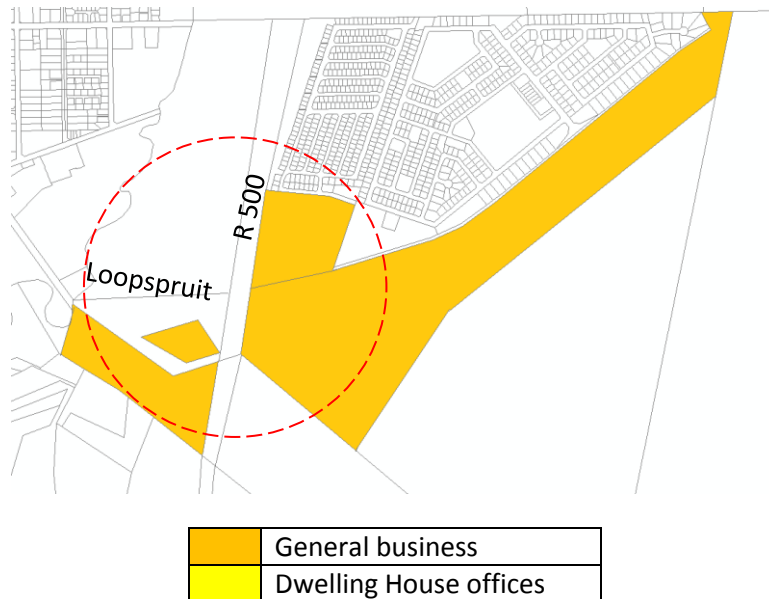
## JACARANDA - LOSBERG NODE



	General business
	Dwelling House offices

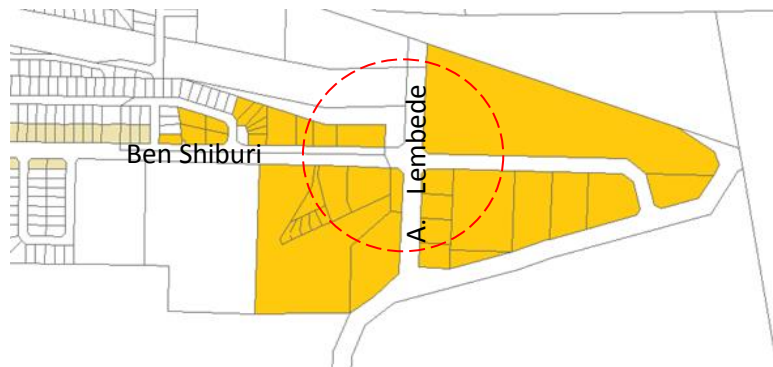
- Type: Tertiary Node
- Development stage: Emerging
- Land Uses: Predominantly related to convenience and personal services.
- Incremental expansion and evolution to a Secondary node should be allowed over time. However currently large footprint developments (Except for office developments) are discouraged.

## R 500 - LOOPSPRUIT NODE



- Type: Secondary Node
- Development stage: Pre-emergent
- Land Uses: Mixed. Planned truck stop, residential and retail. Further small scale commercial, agri-business and other peri-urban uses allowed.
- Locality. Intersection of the R500 and the Fochville-Greenspark road.
- Development should be allowed to 'overspill' southwards along the R500

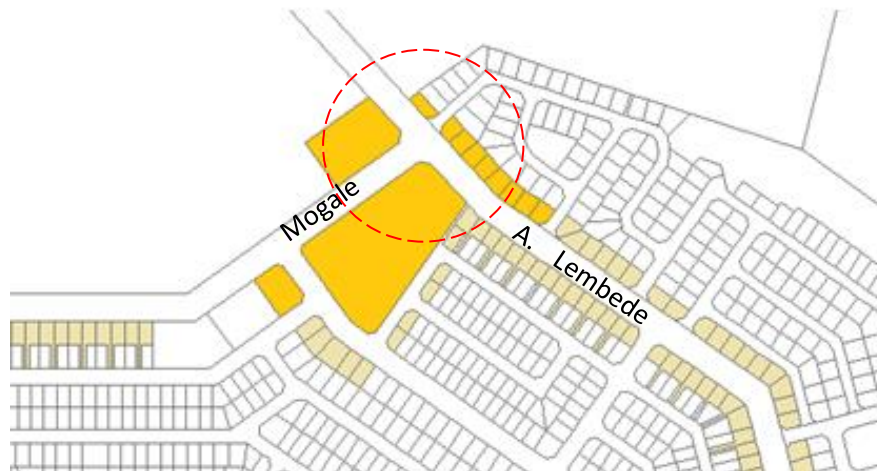
## BEN SHIBURI LEMBEDE NODE



	General business
	Dwelling House offices

- Type: Secondary Node
- Development stage: Emerging
- Land Uses: Mixed. New erven will become available from the municipality to enable development of the node (2016-2018).
- Residential densification in the form of redevelopment encouraged in and around the node (South-east and north-west). Preferably shops/offices should be located on the ground floor and dwelling units above.
- Locality. Intersection of Lembede drive and ben Shiburi Street.
- Pedestrian safety should be improved.
- Development should be allowed to 'overspill' west wards down Ben Shiburi.

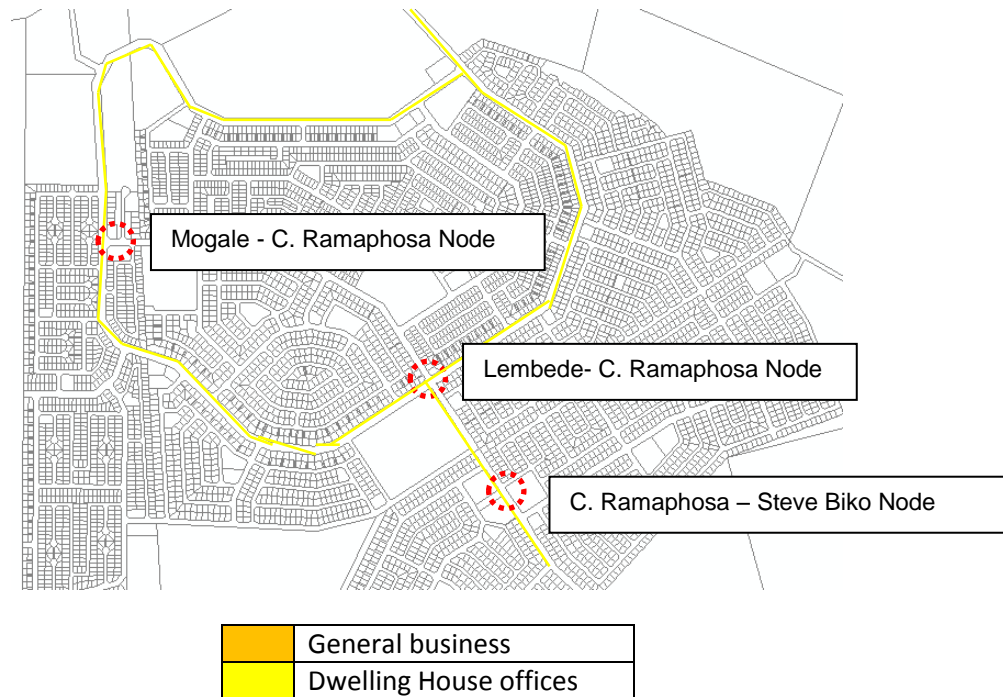
## LEMBEDE – MOGALE NODE



	General business
	Dwelling House offices

- Type: Secondary Node
- Development stage: Pre-Emergent
- Land Uses: Mixed. Focussed on the Popo Molefi Sports Complex and the Planned Kokosi Shopping Centre (2016-2017) sized about 4 000 m<sup>2</sup> GLA
- Locality. Intersection of Lembede and Mogale Drives.
- On street parking could be considered. Lines of no access should be removed from the land use scheme.
- Pedestrian safety should be improved. This is a significant potential problem.
- Development should be allowed to 'overspill' southwards down the Lembede Activity Street.

## KOKOSI TERTIARY NODES



- Type: Tertiary Nodes
- Development stage: Emergent
- Land Uses: Mixed. Wide variety of small footprint uses. Could contain non-traditional mixes of land use. Enterprises related to gambling and the consumption of alcohol should be located at these localities to enable ease of law enforcement.



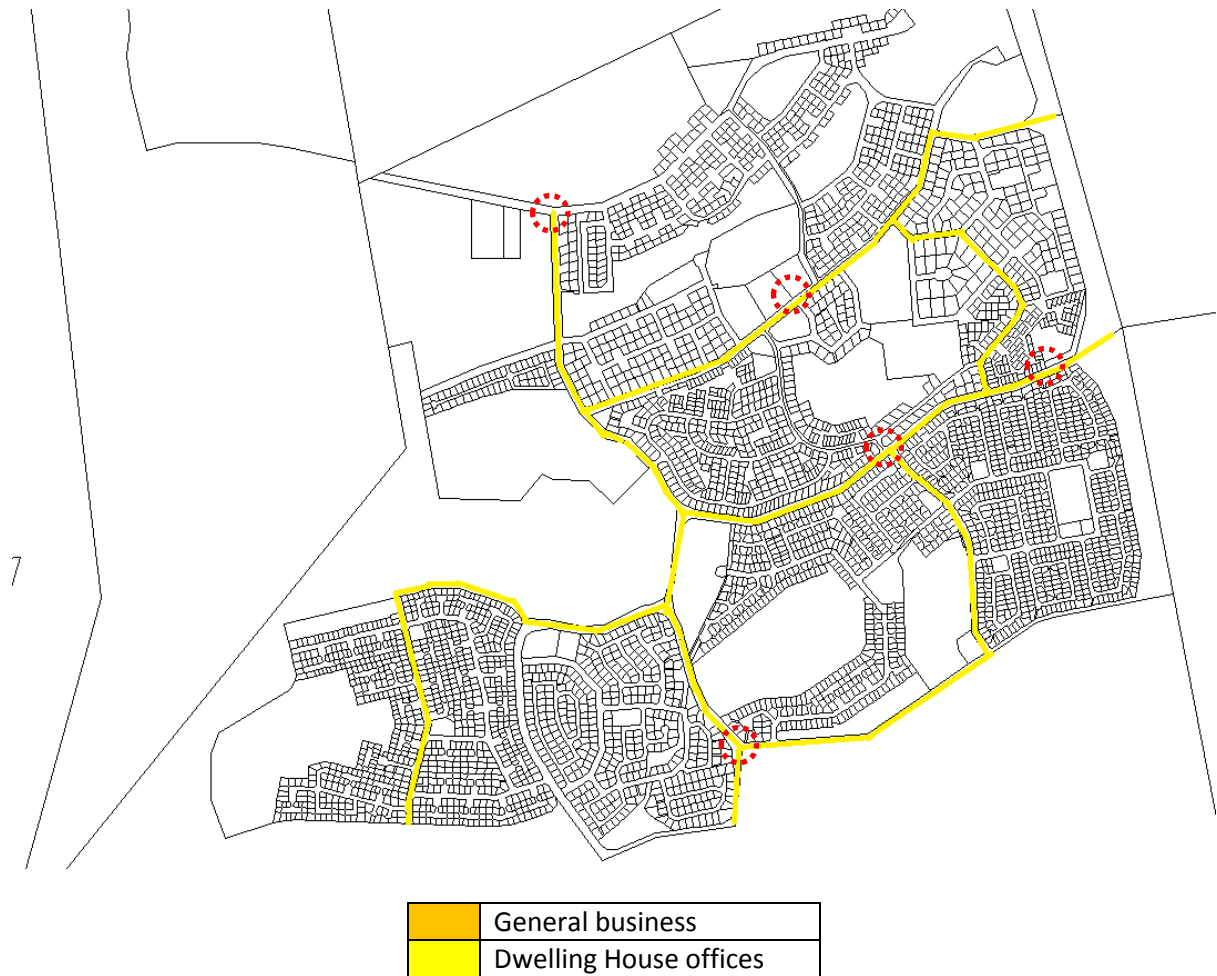
## BLYBANK NODE



	General business
	Dwelling House offices

- Type: Tertiary Node
- Development stage: Emergent
- Land Uses: Mixed. Wide variety of small footprint uses. Could contain non-traditional mixes of land use. Enterprises related to gambling and the consumption of alcohol should be located at these localities to enable ease of law enforcement.

## WEDELA NODES AND CORRIDORS



- Type: Tertiary Nodes
- Development stage: Emergent
- Land Uses: Mixed. Wide variety of small footprint uses. Could contain non-traditional mixes of land use. Enterprises related to gambling and the consumption of alcohol should be located at these localities to enable ease of law enforcement.

## Corridor development and management guidelines

### General

- ✓ Corridors should develop between nodes and start directly from the spine.
- ✓ Mixed uses are encouraged. Uses may not affect the amenity of the area negatively.
- ✓ Unless stated otherwise, corridor development boundaries are situated mid-block and parallel to streets. The lateral boundaries are set at the erf boundary of the furthest rezoned erf. When application is made to change the land use of an erf on the premise that it forms part of the corridor the erf may not be situated next to the current boundary. When development penetrates into a residential area it is preferable that the transition be non-intrusive and not affect the amenity of the adjacent properties negatively.
- ✓ These policy statements shall not be construed as permitting a land owner or any other person to use a property in any way contrary to any restrictive conditions of title or any Act.

### Architecture and urban design

- ✓ Building design should as far as is practical fit into the predominant architectural style of the area.
- ✓ All public and private spaces that are visible from the street reserves must be landscaped and maintained. Land owners are encouraged to adopt parks and open spaces next to their properties in order to improve appearances around their properties.
- ✓ The municipality should use conditional linkages to make incremental infrastructure improvements (Especially related to public landscaping) when large scale development applications are received.
- ✓ Buildings and public space designs should take into account the needs of the elderly and disabled.
- ✓ All buildings must have street fronts in the form of windows and/or doors to the satisfaction of the municipality.

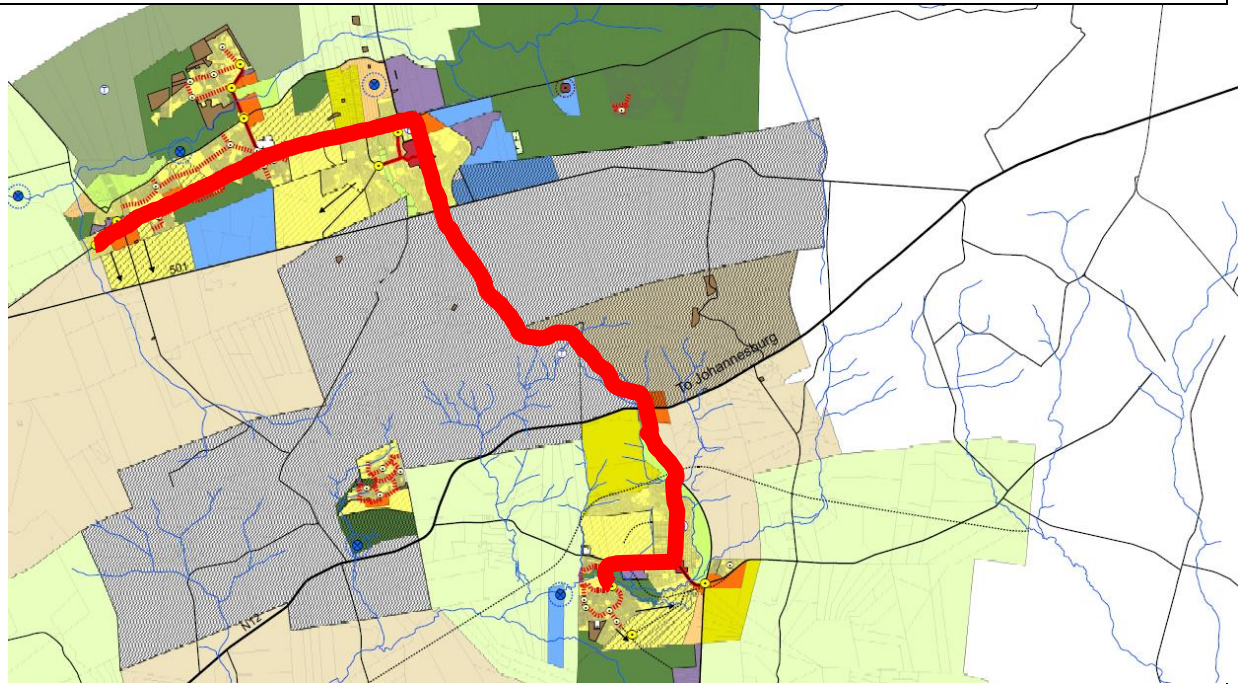
### Mobility and accessibility

- ✓ Corridors should receive priority attention in terms of road upgrading and major new developments will require traffic impact studies as determined by the municipality.
- ✓ Traffic calming measures should be implemented on access streets, collector roads and lower order distributors, with mobility receiving higher priority on higher order distributors.

### Infrastructure provision

- ✓ Bulk infrastructure provision should be made in order to allow for residential densification and land use intensification in general.

## PRIMARY DEVELOPMENT CORRIDOR



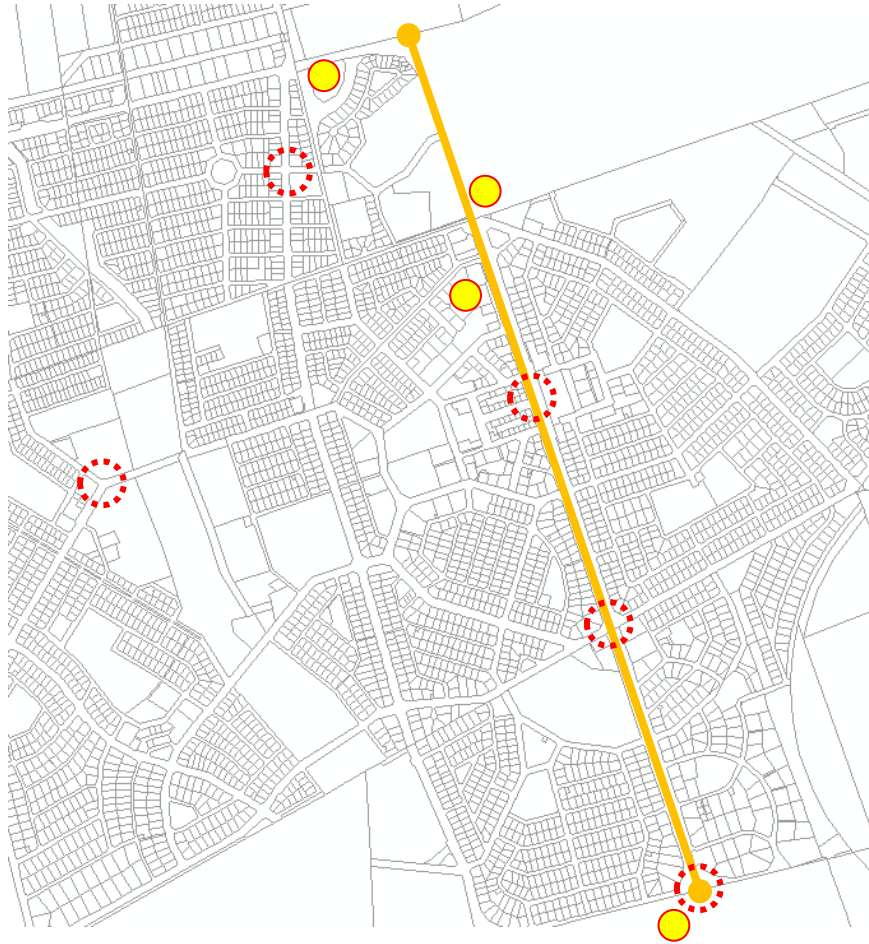
It is of great importance that the 3 main urban areas (Northern Urban Area, Central Mining Belt and Southern Mining Area) are integrated with each other and in order to achieve the desired growth characteristics a hierarchical network of nodes and corridors will be utilised as the main structuring tool. The network will be dominated by the primary development corridor that connects all 3 urban areas. It will also form the backbone of future public transport. As such all major economic, institutional and residential developments will take place along this corridor. The corridor will form the spine of development and Public Transport in future with primary Public Transport node localities located along the corridor.

Transit Oriented Development and Universal Access principles are focused on these nodes. The main development corridor links all the most important nodes and all major/strategic future nodes are also connected by the corridor. Secondary corridors branch out to connect areas currently removed from the main development axis.

The restructuring of Merafong's settlements into the proposed future form will greatly improve the efficiency of urban systems to perform their functions in sustaining the livelihoods of citizens.

Planning decisions have to take into account the spatial vision of a unified future city built from what is today the Primary Development Corridor (PDC). No actions should undermine the development objective of the PDC.

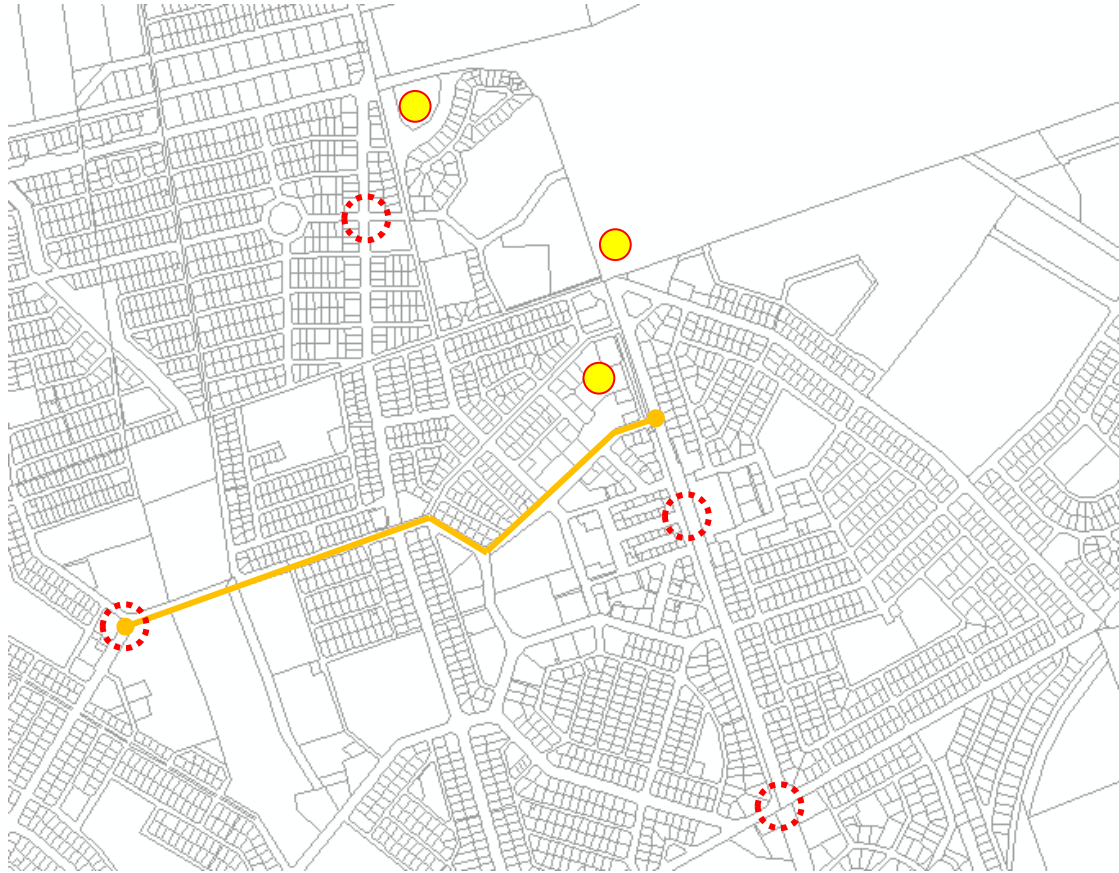
## ANNAN ROAD CORRIDOR



- Type: Activity Corridor
- Development stage: Emerging with mostly dwelling house offices and more prominent business development at nodes.
- Land Uses: Mixed between Station and Reinecke streets, with dwelling house offices up to the R501 Node.
- Mobility trumps accessibility, accept for areas within the CBD.
- Provision should be made for public transport stops.
- Parking within the street reserve is permissible next to service lanes.



## ONYX ROAD CORRIDOR



- Type: Activity Corridor
- Development stage: Pre-emergent with little development beyond nodes.
- Land Uses: Mixed, with limited footprints.
- Mobility should not be inhibited unnecessarily.
- Provision should be made for public transport stops.
- Parking should be provided on site or may be provided within the reserves of side streets directly adjacent to subject properties.

## R559 CORRIDOR



- Type: Activity Corridor
- Development stage: Emergent. Development has only occurred in Station Street and at 2 nodes.
- Land Uses: Opportunities for development are fewer and restricted to areas where access is gained to the road. With the permission of Gautrans, access will be permissible from the entire station street between Coronation Street and Van Zyl Smit Street.
- Parking should be provided on site.
- Provision should be made for public transport stops.



## SOMPANE DRIVE CORRIDOR



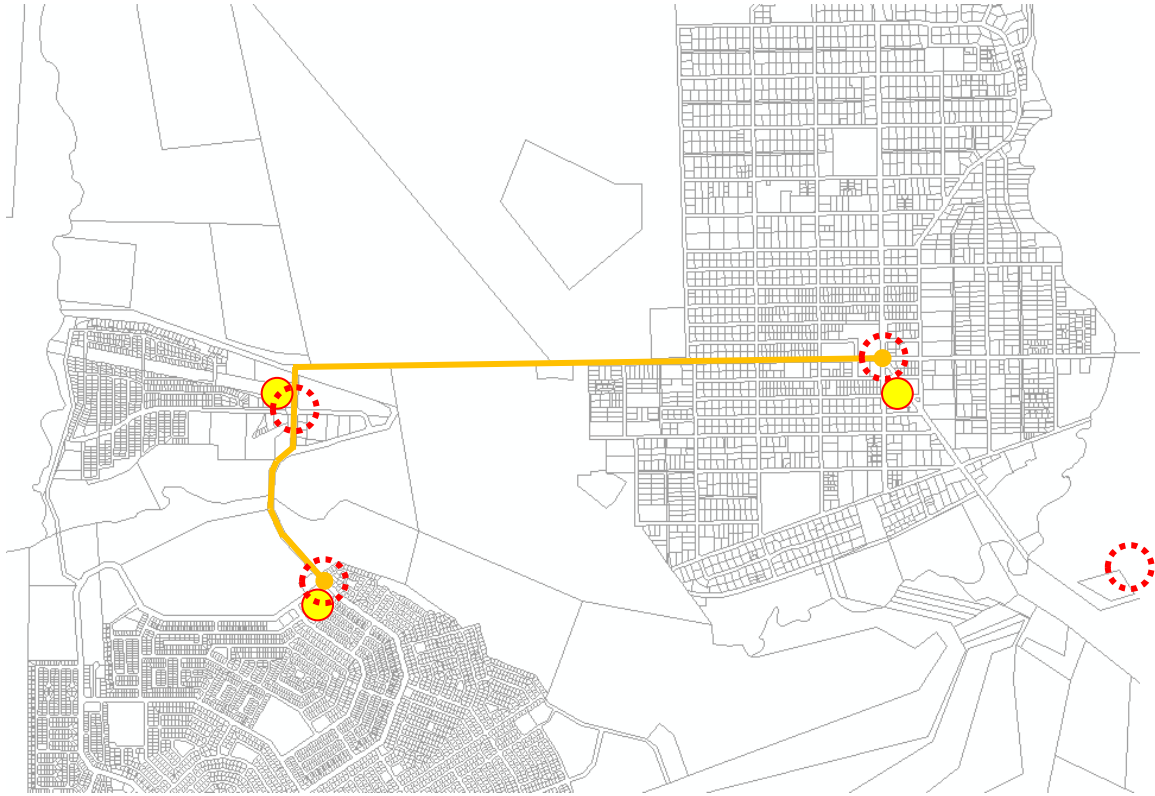
- Type: Activity Corridor
- Development stage: Pre-emergent. No significant development has occurred as of yet.
- Land Uses: Mixed uses are encouraged. In most cases the morphology and cadastral layout only permits small footprint developments.
- Parking should be provided on site.
- Provision should be made for public transport stops.

## LOSBERG-LOOPSPRUIT AVE CORRIDOR



- Type: Activity Corridor
- Development stage: Emerging and maturing in places.
- Land Uses and morphology: Mixed uses including residential are promoted between the R500 node and Eerste Street. Higher densities are promoted within street blocks adjacent to the spine of the corridor. Lateral expansion of business activities is allowed, however expansion is restricted to properties directly adjacent to existing business zoned erven. Dwelling house office uses are most acceptable for lateral expansion into lower density residential areas.
- Mobility may become problematic in future and this corridor is the most likely in Merafong to first start experiencing congestion. Development should as far as possible not inhibit mobility.
- Parking shall be provided on site.

## KERKSTREET-LEMBEDE DRIVE CORRIDOR



- Type: Activity Corridor
- Development stage: Emergent
- Land Uses and morphology: Mixed. Some uses have started spreading from the Fochville CBD. Business is encouraged to develop at localities that have access to the spine.
- Mobility trumps access. Parking must be provided on site.
- Provision should be made for public transport stops.

## R500 CORRIDOR



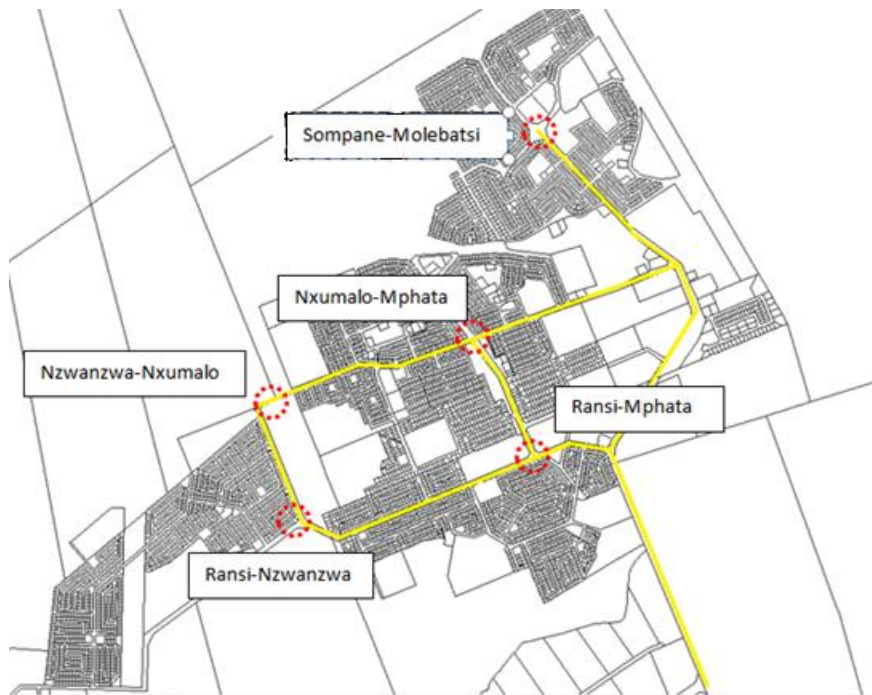
- Type: Activity Corridor
- Development stage: Pre-emergent.
- Land Uses and morphology: Mixed uses excluding business between nodes at access points. Mixed non-residential uses at the N12 Node and mixed uses including residential at the West Wits Node. Development opportunities are limited by the topography and limited access to the spine; however with the permission of Gautrans new access points are permissible.
- Mobility trumps accessibility. Parking shall be provided on site.
- Provision for public transport stops should be made at nodes or future nodes.

## DOLOMITE – VAN ZYL SMIT CORRIDOR



- Type: Activity Corridor
- Development stage: Pre-emergent.
- Land Uses and morphology: Mixed uses including residential
- Mobility trumps accessibility between Onyx Road and South Street, where parking shall be provided on site. North of South Street the corridor enters the Oberholzer node where accessibility is more important and where pedestrian safety and accessibility should be improved.
- Provision for public transport stops should be made.

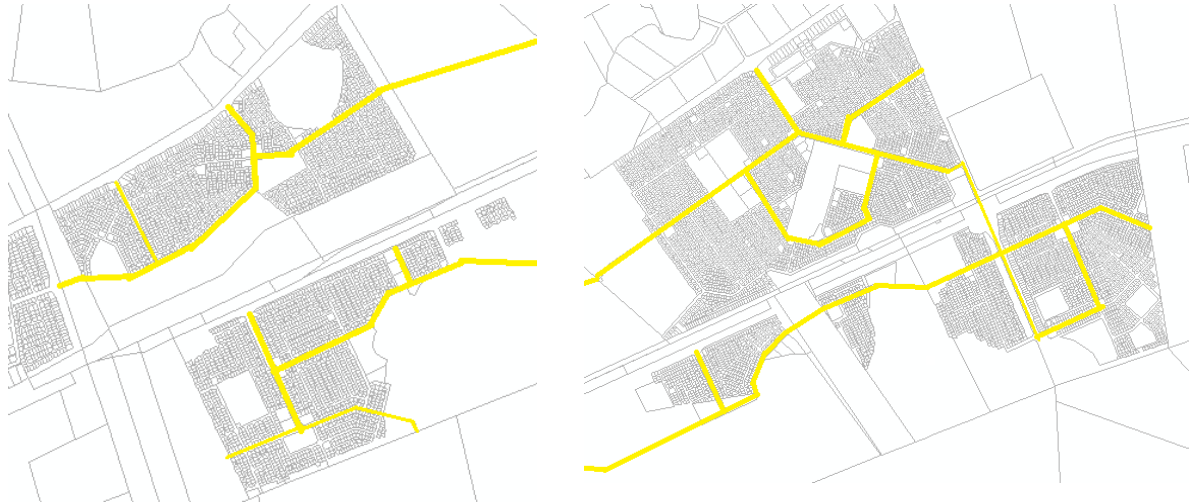
## KHUTSONG NORTH ACTIVITY STREETS



- Land Uses and morphology: Smaller footprint mixed uses. Land uses that include gambling and alcohol sales & consumption should be located along these streets.
- Mobility trumps accessibility. Parking shall be provided on site as far as possible. Parking requirements may be relaxed slightly at the discretion of the municipality.
- Provision for public transport stops should be made.
- Speeds should be restricted and traffic calming measures should be put in place at nodes.
- Streets included:
  - ✓ Sompane, north of Mphata Street
  - ✓ Ransi Street
  - ✓ Nzwanzwa Street from Ransi intersection northwards.
  - ✓ Nxumalo Road
  - ✓ Mphata Street



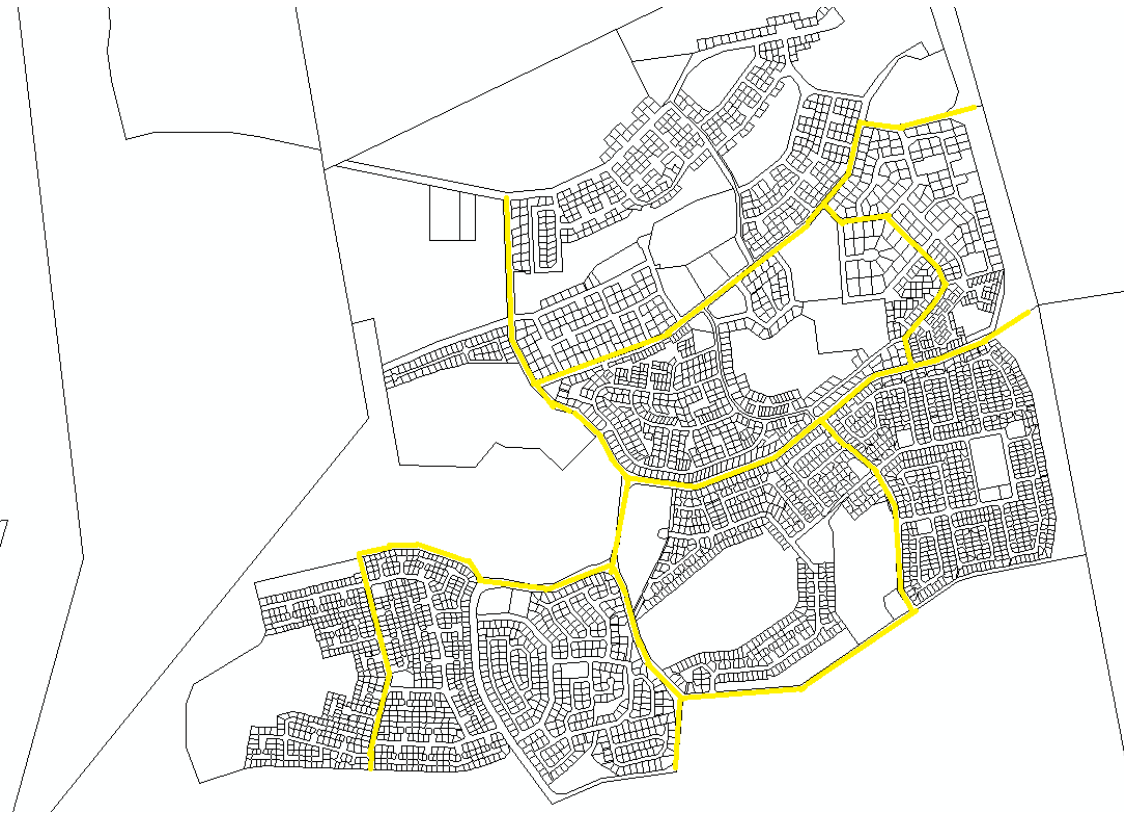
## KHUTSONG SOUTH ACTIVITY STREETS



- Land Uses and morphology: Smaller footprint mixed uses. Land uses that include gambling and alcohol sales & consumption should be located along these streets.
- Mobility trumps accessibility. Parking shall be provided on site as far as possible. Parking requirements may be relaxed slightly at the discretion of the municipality.
- Provision for public transport stops should be made.
- Speeds should be restricted and traffic calming measures should be put in place at nodes.
- Streets included:
  - ✓ Sompane Drive, south of the R559
  - ✓ Fidel Castro-Joe Slovo-Baobab Boulevard
  - ✓ Acacia Drive
  - ✓ Fever Tree
  - ✓ Dan Ndzeku Road
  - ✓ Mokoena-Cheddar-Bluegum

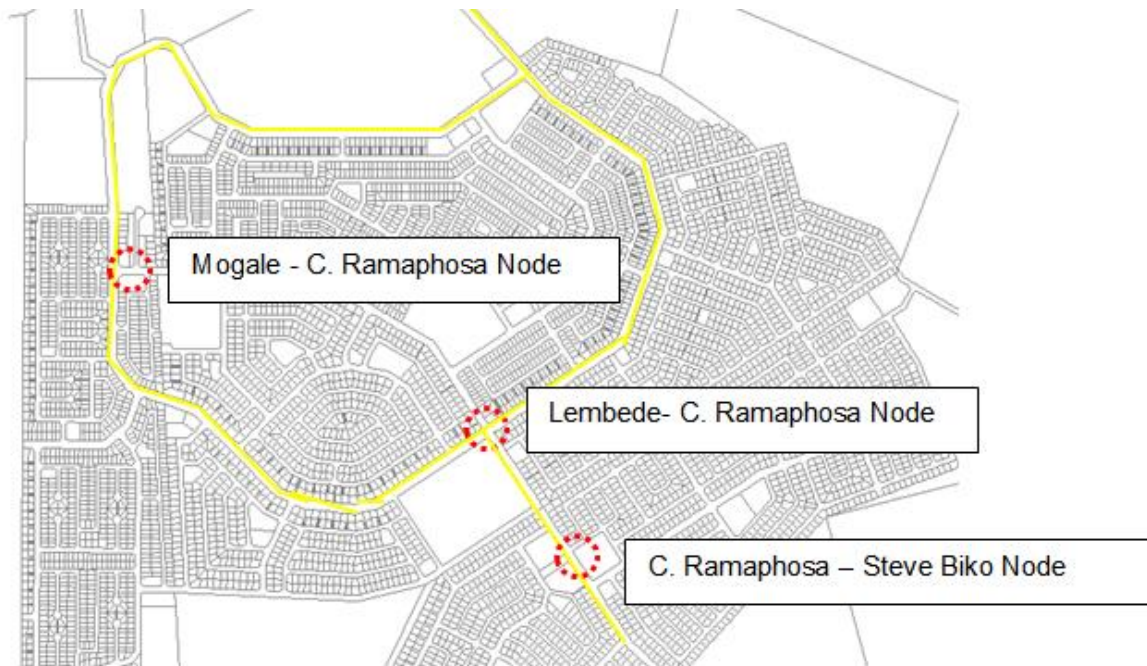


## WEDELA ACTIVITY STREETS



- Land Uses and morphology: Smaller footprint mixed uses. Land uses that include gambling and alcohol sales & consumption should be located along these streets.
- Mobility trumps accessibility. Parking shall be provided on site as far as possible. Parking requirements may be relaxed slightly at the discretion of the municipality.
- Provision for public transport stops should be made.
- Speeds should be restricted and traffic calming measures should be put in place at nodes.
- Streets included:
  - ✓ Hlobo-First Street
  - ✓ Fourth-JB Marks-Alfred Kobi
  - ✓ Thambo
  - ✓ Ndlovu
  - ✓ Kilamanjaro

## KOKOSI ACTIVITY STREETS



- Land Uses and morphology: Smaller footprint mixed uses. Land uses that include gambling and alcohol sales & consumption should be located along these streets.
- Mobility trumps accessibility. Parking shall be provided on site as far as possible. Parking requirements may be relaxed slightly at the discretion of the municipality.
- Provision for public transport stops should be made.
- Speeds should be restricted and traffic calming measures should be put in place at nodes.
- Streets included:
  - ✓ Lembede south of Mogale
  - ✓ Mogale
  - ✓ Tswagong south of Ben Shiburi
  - ✓ Ben Shiburi
  - ✓ C. Ramaphosa