Chapter 4: Issues

Chapter 4: SWOT Analysis

4.1 SWOT Analysis

Table 17 sets out the main issues that have been identified as part of the situational analysis.

Table 17: SWOT Analysis

STRENGTHS	OPPORTUNITIES
• Brits is situated in relative close proximity to major urban centres in Gauteng as well as Rustenburg. This presents the area with certain locational advantages, in particular from a distribution perspective. • The Central Business District is well-established and in a relative good condition • Attractive environmental features such as the river and ridges	• The expansion and improvement of the industrial area • The regeneration and rebranding of the Central Business District • Higher density residential development in close proximity to the Central Business District • The consolidation and infill of the spatial structure to create one integrated area

WEAKNESSES	THREATS
• Newer developments generally display a haphazard development pattern, with smaller extensions taking place in an uncoordinated manner. • The distances between the main Brits area and the Damonsville and Mothutlung townships lead to spatial fragmentation, poor linkages and general urban inefficiencies. • There are a number of approved townships around the Brits area that have not been developed. • The low income residential areas of Mothutlung, Oukasie and Damonsville have not been developed as sustainable human settlements. These areas require investment in terms of social infrastructure, local economic development, public transport services, engineering services and general public environment investment. • The movement network between areas that lie outside the original Brits area lacks good connectivity and integration. • The main entrances into Brits from the south generally display poor environmental quality with some developments that are of a lower quality than would be desirable at the town's most prominent gateway. • There is limited variety in housing typologies, with the majority of housing made up of single houses on single erven. • There is a general lack of urban management in the precinct.	• General upgrading of engineering services are required. Primindia in particular are experiencing problem with sewerage infrastructure. • A number of the main roads in the precinct are in a poor condition and require resurfacing. • Illegal dumping is a major problem in most of the open areas throughout the precinct. Although the census information indicates that 77% of households have access to weekly municipal refuse removal services, this statistic is not reflected in the reality around town. • The large shopping malls which have been developed to the south of the CBD, as well as the large shopping centre being developed to the north of the CBD, could potentially have a long term negative impact on the viability of the CBD. • The extent of informal settlements in the study area. • The Hernic mine to the south of the town has a negative visual and environmental impact on the area, in particular considering its location adjacent to the main entrance route into Brits. • The environmentally sensitive areas (mainly ridges and areas indicated as Very High Development Control Zones) require protection from development. • Unfavourable and unattractive conditions, in particular high rentals and poor infrastructure, in the Brits Industrial area causes large manufactures and industries to relocates to other more competitive industrial areas (such as Rosslyn). • There is potential conflict between expansion of the Brits area and the high potential, listed irrigation land that lies around it. Growth management must therefore be focused on the central areas rather than allowing further outward expansion.

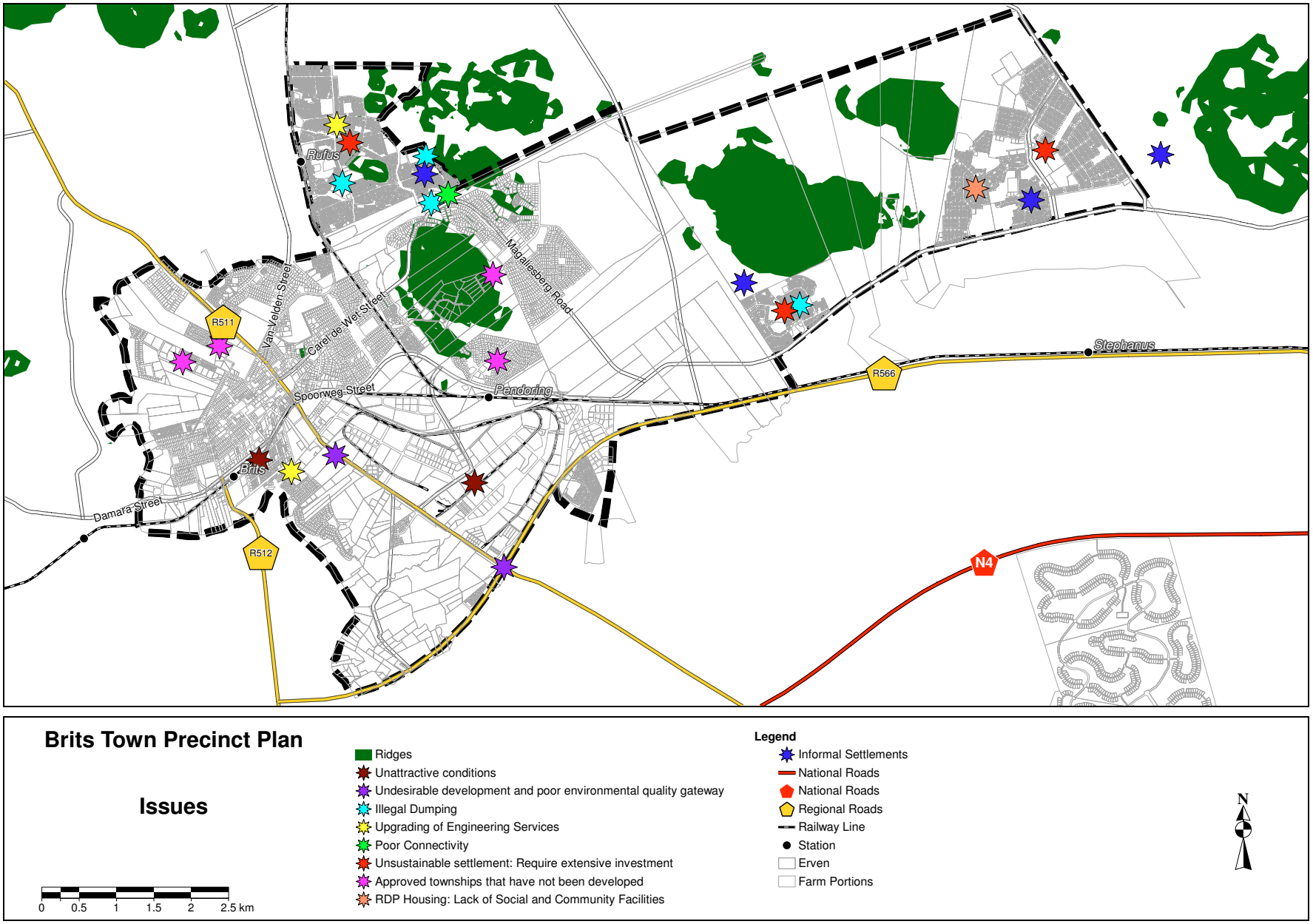

Figure 35: Issues

Chapter 5: Precinct Plan

Chapter 5: Precinct Plan

5.1 Development Objectives

The objectives for the future development of the Brits Town area are:

- A focused and well-planned approach to development that allows for the creation of sustainable neighbourhoods that are attractive, safe and convenient places for people to live in;
- The facilitation of appropriate economic development;
- The integration of different parts of the precinct internally and with other parts of the region through efficient and affordable movements systems;
- The improvement of infrastructure and services to support development; and
- The protection and enhancement of environmentally sensitive areas.

5.2 Development Concept

The following development strategies will form the basis of the development concept for the future development of the Brits town precinct:

5.2.1 Creation of Sustainable Human Settlements

Sustainable human settlements are settlements in which all people, without discrimination of any kind, have equal access to housing, infrastructure, health services and education.

The development of sustainable human settlements should reflect the need to achieve economic growth, social development, environmental protection and poverty alleviation.

In addition to this the future development of sustainable human settlements should move away from the current pattern of housing delivery towards an approach of integrated, inclusive and sustainable settlement creation. Furthermore, the future residential expansion of the Brits Town Precinct should identify land for housing projects in close proximity to employment and activity centres, and with linkages to those centres.

Key attributes of Sustainable Human Settlements are:

- A mix of housing and tenure typologies;
- Reliable and affordable services, including engineering services, educational, entertainment and health, welfare and police services;
- Efficient use of resources;
- Pedestrian movement and transit via safe and efficient public transport;
- Land use and transportation integration;
- A sense of place and identity;
- Access to economic opportunities, if not within the neighbourhood then access to employment areas outside the neighbourhood
- Safe and secure environments;
- Environmental integrity and “green” development; and
- Land use regulation and urban management.

5.2.2 Integration

The Brits Town precinct is characterised by a large manufacturing sector with an accompanying residential component, which form the core region of the precinct. Regrettably the low income residential townships in the precinct such as Mothutlung, Damonsville, and Oukasie are isolated from the main town with insufficient access roads. It is therefore crucial for the future development of the precinct to allow for sustainable integration of these settlements.

The objective of integration requires that the separate and diverse elements involved in development planning and land use should be combined and coordinated into a more complete and harmonious whole.

In order to channel development towards enhanced integration the following approaches should be adopted:

- Develop as many continuous movement (pedestrian and vehicular) routes between the different settlements as possible;
- Channel development into a system of nodes and corridors;
- Do not promote or support developments that are out of context with the desired development directions; and
- Development must be localised in specific strategic areas where there can be a focused effort on the provision of engineering and social services, transportation and land use integration.

5.2.3 Infill Development

Infill development refers to new development on vacant, bypassed and underutilised land within or adjacent to already developed settlements where infrastructure is already in place. Infill development conserves a community's financial resources by taking advantage of existing infrastructure, increases walkability by contributing to safe and attractive pedestrian environments, and creates new opportunities for mixed-use neighbourhoods that recapture the "sense of place".

Infill development requires careful analysis of vacant parcels of land and underutilised parcels of land in existing neighbourhoods, in order to determine what the development potential of the particular parcel of land is given its location and relationship to aspects such as public transport, employment opportunities, social facilities and engineering infrastructure.

5.2.4 Spatial Structuring

Spatial structuring refers to the clustering of concepts within a public environment as well as the relationship between various entities within the public environment. Defining the spatial structure of the precinct area will provide a clear understanding with regard to the future development of the area. Furthermore spatial structuring has a strong impact on issues pertaining to accessibility and developing a sense of place.

Figure 36: Development Concept and Strategies

5.3 Development Guidelines

5.3.1 Open Space System

Refer to Figure 38

The public open space system comprises (i) existing natural open space elements that should remain free of development or be developed in a very sensitive manner due to ecological reasons (rivers, ridges, riparian zones and environmentally sensitive areas), (ii) public green open spaces such as parks and sports fields and (iii) hard open spaces such as squares, plazas, markets, boulevards and pedestrian routes.

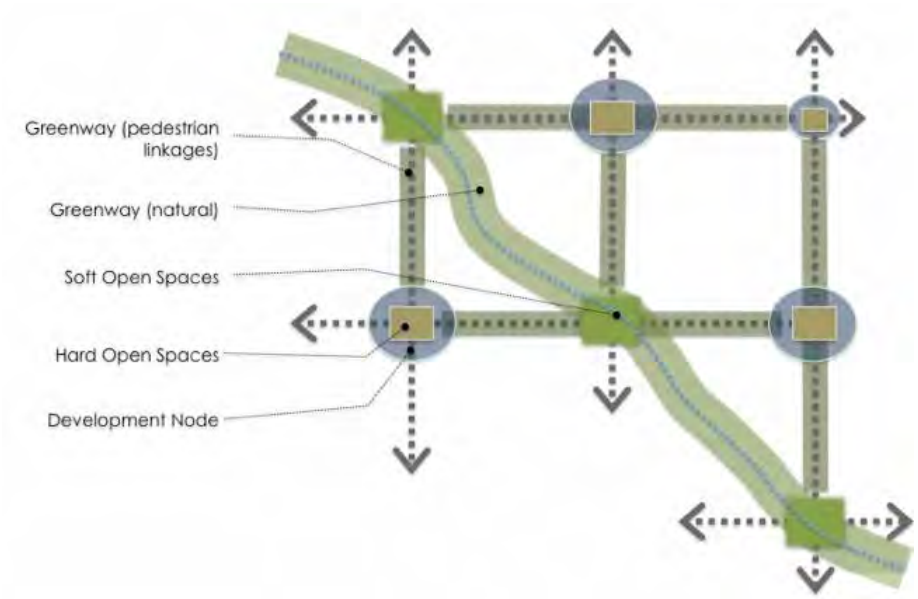

Figure 37: Schematic Network of Open Spaces

A system of public open spaces should form the basis of the spatial structure of all future developments as they play a central role in the creation of quality urban environments. Public spaces should be the focal point for the concentration of all public facilities and services as well as major commercial precincts and as such are the core of major destination points in the precinct. The location of public spaces should therefore be integrated with the major movement and activity system in the study area.

All future development should endeavour to create a continuous network of open spaces throughout the precinct by means of designing and locating public open spaces within townships in such a way that they create linkages with and between natural open spaces.

As illustrated by (1) in Figure 38, a regional sport and recreational facility is proposed as part of the natural open space system north west of Mothutlung. This facility will accommodate the recreational needs of the future residential population of the Brits Town Precinct. The sport and recreation area should include facilities such as braai and picnic areas, sports fields, playgrounds and walking and cycling trails.

Example of Regional Public Open Space

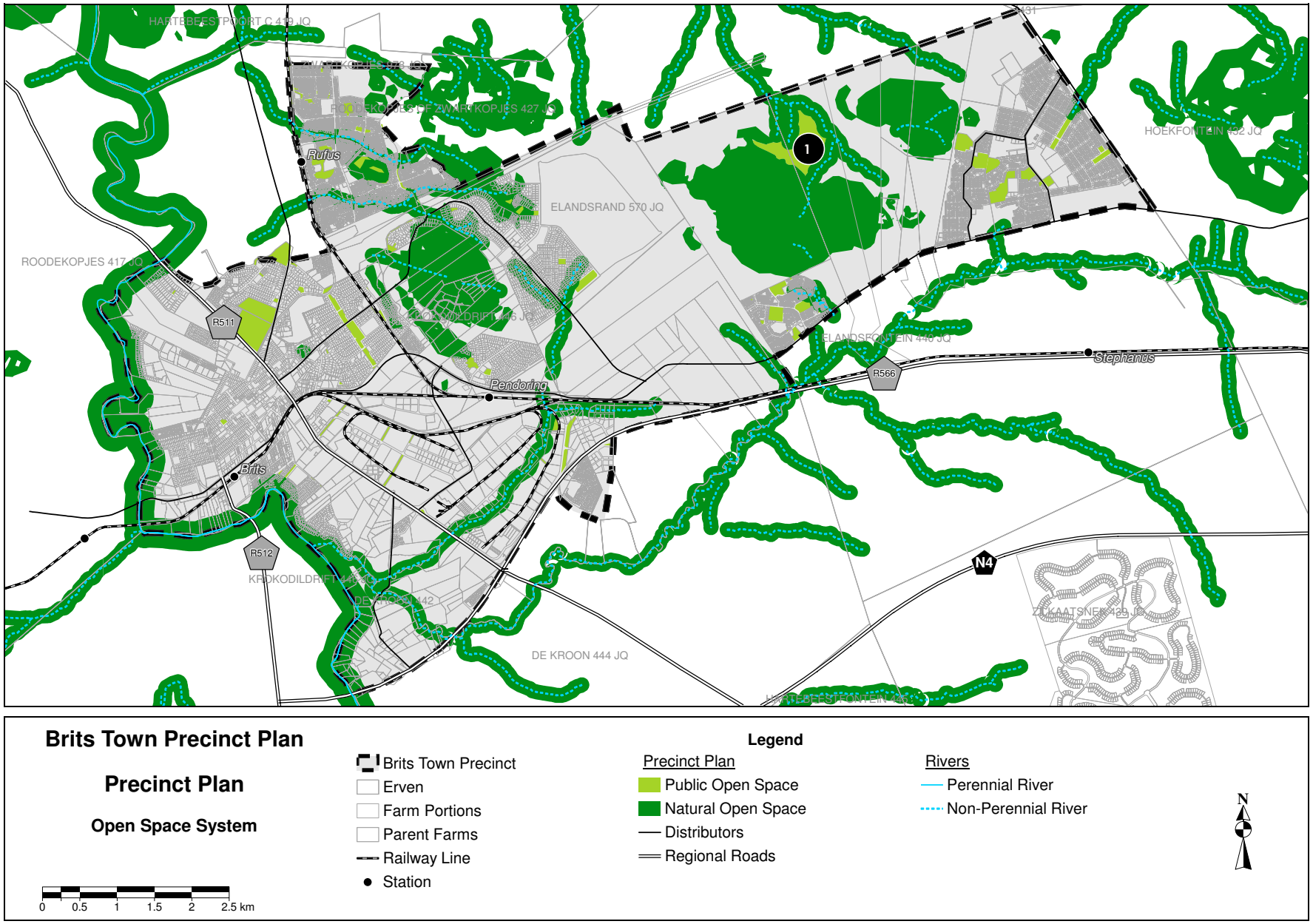

Figure 38: Open Space System

Table 18: General Development Guidelines for the Open Space System

Guidelines
• Environmentally sensitive features must be protected from harmful and irresponsible development or exploitation. • The location of public open spaces must relate to public and semi-public uses. These spaces should therefore coincide with the development of Neighbourhood Clusters. • Public spaces should be integrated with surrounding developments and infrastructure. • Accessibility and legibility of public spaces should be enhanced through design. • The natural open space system must remain visible and accessible (i.e. it should not be enclosed by development to the extent that it cannot be seen or reached). This is important from both a social equity perspective (i.e. that members of the community and visitors can have the visual and recreational enjoyment of the open spaces) and from a safety perspective (i.e. that these areas which could potentially become dangerous areas can always be visually monitored by the public). • Pedestrian and cycling paths should as far as possible be incorporated into linear open space systems to increase the recreational value of the open space system and also to enhance safety through increased activity in or along the open space system. • Road layout should be done in such a way as to create vistas to open spaces where the opportunity exists and all scenic vistas should be protected from development.

Guidelines

• Land uses must be integrated with the natural open space system. All development around or adjacent to natural or green open spaces must incorporate and adhere to the following development guidelines:
  • All land uses along green open spaces must face onto the open space with active facades including windows and/or balconies.
  • All developments directly adjacent to or across a road from an open space may only be bordered by visually permeable fencing. No high walls may be permitted.
• All developments adjacent to natural open spaces must comply with the Madibeng Environmental Management Framework, which include but are not restricted to the following:
  • Where the riparian zone of a river has not been established, a buffer zone of 200m from the edge of perennial rivers and 100m from the edge of non-perennial rivers is strongly recommended as a precautionary buffer zone in order to protect the riparian habitat of a river until such time as the riparian zone is delineated.
  • A minimum buffer zone of 100 meters from the edge of the temporary zone of wetlands and drainage lines should be enforced within which no development may take place.
  • Any development activities on and around ridges with a slope of 5° or more must be discouraged.