

Executive Summary:

For this project, Cadre was tasked with developing a precinct plan for Sicelo precinct. Sicelo precinct is located west of the Meyerton CBD on the western side of the R59, with the highway forming the eastern boundary of the precinct. The Meyerton Station is situated between the CBD and the R59.

The Langkuilspruit traverses the precinct from west to east in the far northern section of the precinct. The precinct is approximately 410 ha in size. The precinct is characterised mainly by residential units typical of a traditional township. There are no prominent features in this precinct. The Metalloys manganese smelting plant is south of the precinct on the boundary.

The Aeroval Airport (Vereeniging) is located southwest of the precinct, with the newly proclaimed (though not developed yet) Meydustria industrial park also located in that vicinity. West of the precinct is agricultural land.

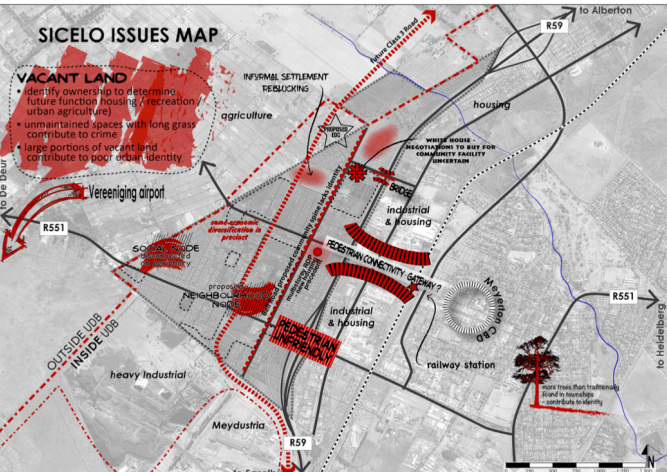
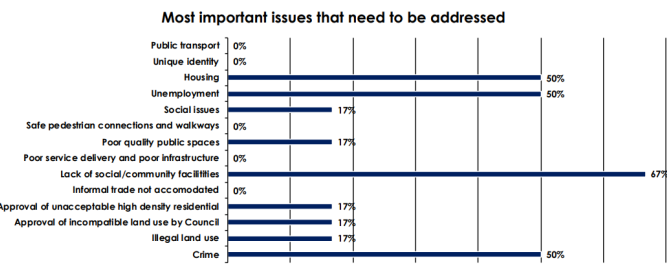
MAIN ISSUES

The biggest issue is the poor physical linkages between Sicelo and the Meyerton CBD, calling for the principle of connectivity to be applied.

Sicelo is further mainly a residential area with limited non-residential uses, yet with large portions of vacant land. To address this, the principles of diversity (in terms of both built form and land uses) and integration (in terms of mixing residential and non-residential on one site and even in one building), should be applied.

Both the poor connectivity and lack of integration calls for the implementation of an environment that supports walkability.

Being an area with typical township characteristics, it also has some unique attributes (such as quite a number of trees). This adds to the identity of Sicelo. All new developments should not merely be functional, but should assist in building a distinctive character for Sicelo.



SICELO LAND USE FRAMEWORK

Sicelo is divided in different land-use zones (see figure 1). The purpose of land-use zones is to define the character of each area.

Although general zoning categories in terms of the Land-use Scheme are linked to each zone, the plan does not indicate the specific zoning of erven. As such, the existing and proposed locality of public uses (e.g. schools, clinics, parks) are not indicated.

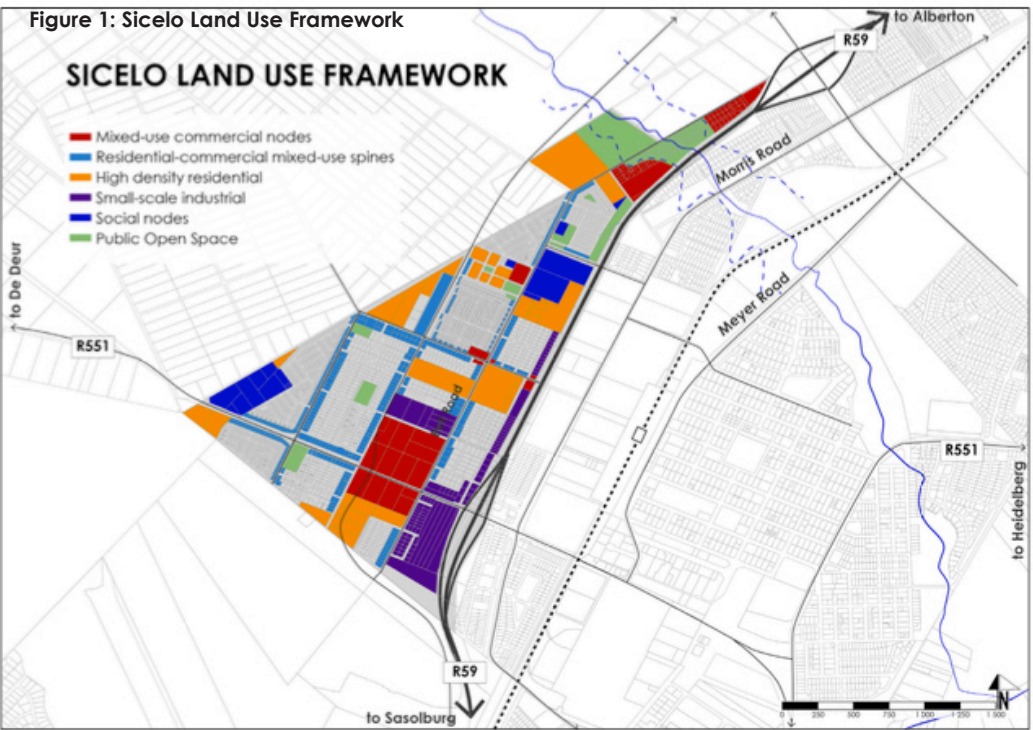
Per implication, adequate provision should be made for these facilities to accommodate the estimated growth in the population of the precinct.

To this effect the Municipal Council, as well as the Provincial Government should identify and obtain appropriate properties where these could be constructed.

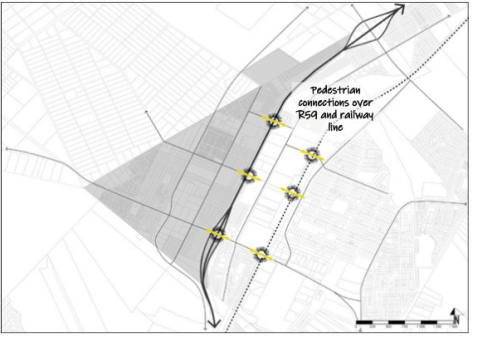
To ensure that all new developments support the vision, character, environmental quality, and quality of life in each zone, a set of development guidelines is provided as part of each of the zones, where applicable.

Guidelines include the following:

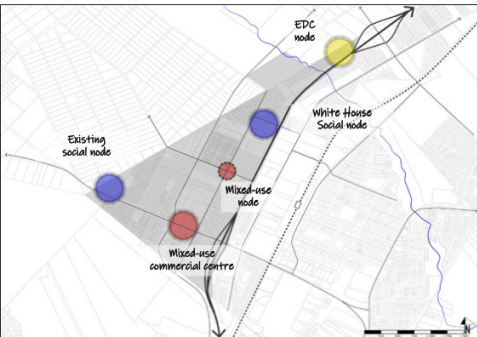
- Site development guidelines to ensure densification provides adequate open space on site to ensure a quality living space for the residents in the development;
- Street interface guidelines to ensure that a building has a responsive street edge that could support passive surveillance and safety of/in the street; and
- Residential interface guidelines (where applicable) to ensure that a new, higher density development minimises the potential negative impact on adjacent single residential properties, by respecting the privacy and solar access of these properties.



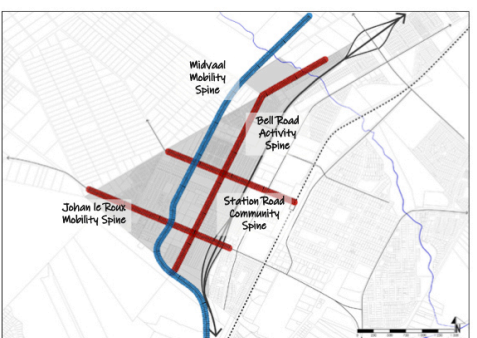
WALKABLE GRID: As is the case in most townships, a large portion (probably the majority) of the resident population is walking in the public space at some point and for longer periods of the day than what is occurring in most suburbs. The purpose of this spatial structuring element is to increase walkability and maximise pedestrian connections to promote integration within the precinct.



PEDESTRIAN CONNECTIONS: Although Sicelo is a precinct on its own, on a policy level it forms part of the Meyerton node. With limited facilities (specifically economic), the residents of Sicelo are dependent on opportunities provided in the Meyerton CBD. There is thus an active functional connection between the two areas as well. However, with the R59 and the railway line forming a barrier between the two areas, the physical connection is not optimal, and at best extremely cumbersome. This needs to be addressed.



NODES: Apart from a concentration of activities proposed along Bell Road, and other informal activities in small pockets as proposed for other localities in the precinct, four formal nodes are also proposed. These are the mixed-use commercial node on Johan le Roux Road, the existing social node in the west, the social node at the White House, and the EDC as innovation and job creation node.



LOCAL SPINES: As proposed in the precinct plan, the two spines, the proposed Midvaal Spine (Class 3 Road on Alma Road) as mobility spine and Bell Road as community activity spine are supported. A third spine is proposed on Station Road to also act as a community activity spine crossing the other two perpendicularly and terminating at the station. Johan le Roux Road is an important connector that fulfills both an activity and mobility function. The appropriate design of these spines should not only improve functionality, but it will also assist with creating identity.

Sicelo Precinct Plan

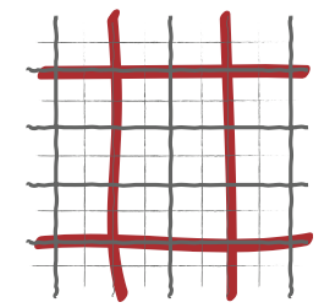
August 2021

Key Information:

The focus areas for spatial targeting relevant to Sicelo in the Sedibeng District include the following:

- Focus on Economic Consolidation:** Focusing mainly on Vereeniging and Vanderbijlpark, but also to a smaller degree around Meyerton.
- Focus on Social and Local Economic Support:** Focusing on Vereeniging, Vanderbijlpark, Meyerton and Devon.
- Rural Enterprise Support:** Focusing on large parts of the Sedibeng District.

The spatial concept is based on a walkable grid with external linkages and internal spines



"Sicelo is a walkable neighbourhood with a vibrant and leafy character, well connected to the Meyerton CBD."

Project Details:

Location: Sedibeng District Municipality
Time-frame: 13 months
Project lead: Annemarie Loots, Reinier Minny
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Intergovernmental steering committee:

