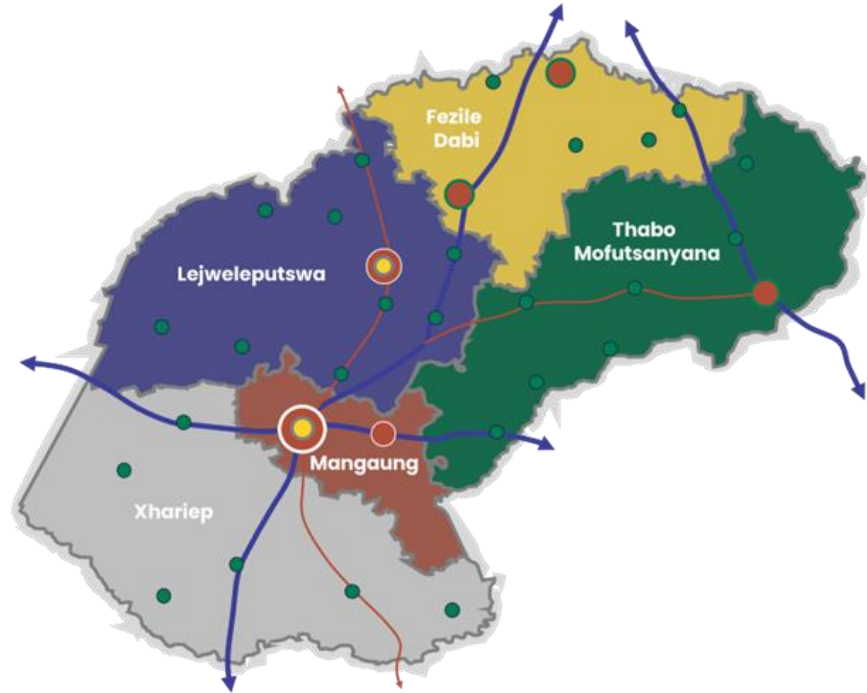


# FREE STATE

## PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

- SPATIAL CHALLENGES AND OPPORTUNITIES
- SPATIAL PROPOSALS

2023/2024



agriculture, land reform  
& rural development  
Department:  
Agriculture, Land Reform and Rural Development  
REPUBLIC OF SOUTH AFRICA



cooperative governance  
and traditional affairs  
Department of Cooperative Governance  
and Traditional Affairs  
FREE STATE PROVINCE

# ABBREVIATIONS

<b>4IR</b>	Fourth Industrial Revolution	<b>DSDF</b>	District Spatial Development Framework
<b>AAMP</b>	Agriculture and Agro-processing Master Plan	<b>DTI</b>	Department of Trade and Industry
<b>AfCFTA</b>	African Continental Free Trade Area	<b>DWS</b>	National Department of Water and Sanitation
<b>BRICS</b>	an intergovernmental organization comprising Brazil, Russia, India, China, and South Africa	<b>ESG</b>	Environmental, Social, and Governance
<b>CAP</b>	Corrective Action Plan	<b>EU</b>	European Union
<b>CARA</b>	Conservation of Agricultural Resource Act	<b>ESA</b>	Ecological Support Areas
<b>CBA</b>	Critical Biodiversity Area	<b>FDC</b>	Free State Development Corporation
<b>CBD</b>	Central Business District	<b>FPSU</b>	Farmer Production Supporting Unit
<b>CIS</b>	Country Investment Strategy	<b>FS</b>	Free State Province
<b>COGTA</b>	Department of Cooperative Governance and Traditional Affairs	<b>GCCA</b>	Generation Connection Capacity Assessment
<b>CMA</b>	Catchment Management Area	<b>GPI</b>	Growth Performance Index
<b>CRDP</b>	Comprehensive Rural Development Program	<b>GPS</b>	Global Positioning System
<b>CSP</b>	Concentrated Solar Power	<b>GHS</b>	Globally Harmonised System
<b>CSIPs</b>	Country Strategic Investment Programmes	<b>GDP</b>	Gross Domestic Product
<b>CVPS</b>	Crime and Violence Prevention Strategy	<b>GVA</b>	Gross Value Add
<b>DALRRD</b>	Department of Agriculture, Land Reform and Rural Development	<b>GIS</b>	Geographic Information System
<b>DCoG</b>	Department of Cooperative Governance	<b>HOD</b>	Head of Department
<b>DDG</b>	Deputy Director General	<b>HDI</b>	Human Development Index
<b>DDM</b>	District Development Model	<b>ICT</b>	Information and Communication Technology
<b>DESTEA</b>	Department of Economic, Small Business Development, Tourism and Environmental Affairs	<b>ICM</b>	Intermediate City Municipalities
<b>DFFE</b>	National Department of Forestry, Fisheries, and the Environment	<b>IUDF</b>	Integrated Urban Development Framework
<b>DM</b>	District Municipality	<b>IPAP</b>	Industrial Policy Action Plan
<b>DMRE</b>	Department of Minerals and Energy	<b>IPRP</b>	Industrial Parks Revitalisation Programme
<b>DoT</b>	Department of Transport	<b>IFM</b>	Integrated Fire Management
		<b>IGR</b>	Inter-Governmental Relations
		<b>IRDSS</b>	Integrated Rural Development Sector Strategy
		<b>IRP</b>	Integrated Resource Plan
		<b>KRSDF</b>	Karoo Regional Spatial Development Framework
		<b>LM</b>	Local Municipality
		<b>LNG</b>	Liquified Natural Gas

<b>LQ</b>	Location Quotient	<b>RBIG</b>	Regional Bulk Infrastructure Grant
<b>MIG</b>	Municipal Infrastructure Grant	<b>REDZ</b>	Renewable Energy Development Zone
<b>MPT</b>	Municipal Planning Tribunal	<b>RFID</b>	Radio Frequency Identification
<b>NAMPO</b>	National Maize Producers Organisation	<b>RISDP</b>	Regional Indicative Strategic Development Plan
<b>NATMAP</b>	National Transport Master Plan	<b>RSAA</b>	Regional Spatial Action Area
<b>NBA</b>	National Biodiversity Assessment	<b>RSDF</b>	Regional Spatial Development Framework
<b>NDC</b>	National Determined Contribution Targets	<b>SACN</b>	South African Cities Network
<b>NDP</b>	National Development Plan	<b>SADC</b>	Southern African Development Community
<b>NEMWA</b>	National Environmental Act: Waste Management	<b>SALGA</b>	South African Local Government Association
<b>NIP</b>	National Infrastructure Plan	<b>SDG(s)</b>	Sustainable Development Goals
<b>NPAES</b>	National Protected Area Expansion Strategy	<b>SDI</b>	Spatial Data Infrastructure Act
<b>NLTSF</b>	National Land Transport Strategic Framework	<b>SEA</b>	Strategic Environmental Assessment
<b>NGO</b>	Non-Government Organisation	<b>SEZ</b>	Special Economic Zone
<b>NSDP</b>	National Strategic Development Plan	<b>SMA</b>	Special Management Area
<b>NSDF</b>	National Spatial Development Framework	<b>SMME</b>	Small, Micro, and Medium Enterprises
<b>MSDF</b>	Municipal Spatial Development Framework	<b>SPC</b>	Spatial Planning Category
<b>MSTF</b>	Medium-Term Strategic Framework	<b>SPLUMA</b>	Spatial Planning and Land Use Management Act
<b>OTP</b>	Office of the Premier	<b>STR</b>	Small Town Regeneration
<b>PAA</b>	Protected Agricultural Areas	<b>SOPA</b>	State of the Province Address (FS Province)
<b>PAES</b>	Protected Areas Expansion Strategy	<b>SWSA</b>	Strategic Water Source Areas
<b>PALS</b>	Partners in Agri Land Solutions	<b>TFCA</b>	Transfrontier Conservation Areas
<b>PDALB</b>	Preservation and Development of Agricultural Land Bill	<b>TI</b>	Tress Index
<b>PHSHDA</b>	Priority Human Settlement and Housing Development Areas	<b>TRANCRAA</b>	Transformation of Certain Rural Areas Act
<b>PGDS</b>	Provincial Growth and Development Strategy	<b>USDG</b>	Urban Settlements Development Grant
<b>PPP</b>	Private Public Partnerships	<b>VRSDF</b>	Vaal Regional Spatial Development Framework
<b>PRASA</b>	Passenger Rail Agency of South Africa	<b>WfW</b>	Working for Water
<b>PSC</b>	Project Steering Committee	<b>WoF</b>	Working on Fire
<b>PSDF</b>	Provincial Spatial Development Framework	<b>WTW</b>	Water Treatment works
<b>PV</b>	Photovoltaic (Solar)	<b>WWTW</b>	Waste Water Treatment Works
<b>RAMP</b>	Roads Asset Management Plan		

# GLOSSARY OF TERMS

**“Integrated Development Plan”** – the IDP is a five-year plan that the local/district government is required to compile to determine the development needs of the municipality. The projects within the IDP are also linked to the municipality’s budget.

**“land capability”** – the most intensive long-term use of land for purposes of rainfed farming, determined by the interaction of climate, soil, and terrain and makes provision for the following eight land capability classes.

**“Protected Agricultural Area”** – agricultural land use zone, protected for purposes of food production and ensuring that high potential and best available agricultural land are protected against non-agricultural land uses to promote long-term agricultural production and food security.

**“Regional Planning”** – a plan that deals with unique considerations that cross provincial and/or municipal boundaries and apply to a particular spatial location. A region is defined as a circumscribed geographical area characterised by distinctive economic, social, or natural features which may or may not correspond to the administrative boundary of a province, district, or municipality(ies).

**“Spatial Development Framework”** – an SDF is a framework that seeks to guide the overall spatial distribution of current and desirable land uses within a municipality to give effect to the vision, goals, and objectives of the municipal IDP.

**“SPLUMA”** – the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) is a national law that was passed by Parliament in 2013. The law gives the DALRRD the power to pass regulations in terms of SPLUMA to provide additional detail on how the law should be implemented.

**“Sustainable Development”** – a development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

**“Provincial Interest”** – Matters of Provincial Interest can be declared as per SPLUMA (Section 10(1)b). Matters of Provincial Interest are projects or areas that have the potential to enhance, enrich, and unlock the social, economic, or environmental well-being of the province.

**“Focus area”** – Areas identified within the spatial construct and structuring element analysis that require purposeful spatial interventions.

**“Lever”** – The term refers to the theme of a strategy utilised to give effect to the PGDS and MTSF objectives.

**“Driver”** – Refers to the spatial outcomes supported by a subset of strategic interventions required to realize the spatial objectives of the associated Lever.

**“Action Areas”** – Refers to the spatial identification of areas highlighted by policy and legislative directives.

**“Regional Spatial Action Areas”** – These are regions identified within the province with a unique set of challenges and opportunities that require further investigation with the potential of becoming Regional Spatial Development Frameworks.

## REPORT TOOLS

### QR CODES

**QR Codes are used in the report(s) to:**

- ◀ Provide a quick link to the reference used.
- ◀ Where available a video on the topic would be linked to further clarify the information, terminology, and other.



[www.fspddf.co.za](http://www.fspddf.co.za)



🏠 42 Buffelsfontein Road, Mount Pleasant  
Port Elizabeth, 6070

✉ PostNet Suite 66, Private Bag X0002  
Sunridge Park, 6008

☎ +27 87 821 3339

📞 +27 82 801 7322

🌐 [www.msjv.co.za](http://www.msjv.co.za)  
Maswana@msjv.co.za

# CONTENTS

Abbreviations .....	1
Glossary Of Terms .....	3
Table Of Figures, Maps, Tables, And Links .....	5
<b>CHAPTER 1   PROVINCIAL DEVELOPMENT PATTERNS AND CIRCUMSTANTIAL INTERESTS</b> .....	<b>7</b>
<b>1.1 Introduction</b> .....	<b>7</b>
1.1.1 Key Directives Informing Spatial Priorities .....	7
1.1.2 Key Development Patterns And Challenges Observed .....	7
1.1.3 Key Development Opportunities To Consider .....	11
<b>CHAPTER 2   STRATEGIC INTENT</b> .....	<b>17</b>
<b>2.1 INTRODUCTION</b> .....	<b>17</b>
<b>2.2 APPROACH TO PROPOSALS</b> .....	<b>17</b>
2.2.1 Planetary Boundaries .....	17
2.2.2 Bio-Regional Planning .....	17
<b>2.3 DEVELOPMENT LEVERS</b> .....	<b>17</b>
<b>CHAPTER 3   PROVINCIAL STRATEGIC DIRECTIVE</b> .....	<b>19</b>
<b>3.1 LEVER 1: ENABLING INFRASTRUCTURE AS THE FOUNDATION OF INTERCONNECTIVITY AND ACCESS</b> .....	<b>20</b>
3.1.1 Driver 1: Improved Connectivity And Movement Networks .....	20
3.1.2 Driver 2: Improving The Access And Quality Of Basic Services .....	27
<b>3.2 LEVER 2: EFFECTIVE AND EXPEDITED SPATIAL GOVERNANCE</b> .....	<b>30</b>
3.2.1 Driver 1: Realization Of Spatial Justice Through Good Administration .....	30
3.2.2 Driver 2: Establishing Expedited Land Use Management Processes .....	33
<b>3.3 LEVER 3: ESTABLISHING AND ENHANCING URBAN AND RURAL CONNECTIONS</b> .....	<b>33</b>
3.3.1 Driver 1: Improving The Spaces People Live In .....	34
3.3.2 Driver 2: Enhancing And Expanding On Competitive Advantages As A Means Of Job Creation .....	41

<b>3.4 LEVER 4: SUSTAINABLE RESOURCE UTILISATION</b> .....	<b>43</b>
3.4.1 Driver 1: Protection Of Key Resources .....	43
<b>3.5 LEVER 5: EMERGING MARKET SUPPORT</b> .....	<b>50</b>
3.5.1 Driver 1: Renewable Energy Generation .....	50
3.5.2 Driver 2: Natural Gas Extraction And Distribution .....	50
3.5.3 Driver 3: Green Hydrogen Generation .....	51
3.5.4 Driver 4: Electronic Vehicle Support Infrastructure .....	52
<b>CHAPTER 4   FREE STATE PROVINCIAL SPATIAL DIRECTIVE</b> .....	<b>54</b>
<b>4.1 UNPACKING THE FREE STATE SPATIAL DIRECTIVE</b> .....	<b>56</b>
4.1.1 Key Nodes .....	56
4.1.2 Key Zones .....	56
4.1.3 Key Linkages & Corridors .....	57
4.1.4 NSDF Spatial Action Areas & Regions .....	57
<b>4.2 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – FEZILE DABI</b> .....	<b>58</b>
4.2.1 Significance To The Provincial Spatial Directive .....	58
4.2.2 Key Spatial Structuring Elements For The Fezile Dabi District .....	59
<b>4.3 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – MANGAUNG METRO</b> .....	<b>61</b>
4.3.1 Significance To The Provincial Spatial Directive .....	61
<b>4.4 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – THABO MOFUTSANYANA</b> .....	<b>64</b>
4.4.1 Significance To The Provincial Spatial Directive .....	64
<b>4.5 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – XHARIEP</b> .....	<b>68</b>
4.5.1 Significance To The Provincial Spatial Directive .....	68
<b>4.6 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – LEJWELEPUTSWA</b> .....	<b>71</b>
4.6.1 Significance To The Provincial Spatial Directive .....	71
<b>CHAPTER 5   REGIONAL SPATIAL ACTION AREAS</b> .....	<b>75</b>
<b>5.1 DELINEATION OF REGIONAL SPATIAL ACTION AREAS (RSAAS)</b> .....	<b>75</b>
5.1.1 Selection Criteria For Spatial Action Areas .....	75
5.1.2 Key Regional Spatial Action Areas .....	75
<b>5.2 MANGAUNG CORRIDOR SPATIAL ACTION AREA (MCRSAA)</b> .....	<b>77</b>

5.2.1	Significance To The Provincial Spatial Directive .....	77
<b>5.3</b>	<b>MALUTI REGIONAL SPATIAL ACTION AREA (MRSAA) .....</b>	<b>79</b>
5.3.1	Significance To The Provincial Spatial Directive .....	79
<b>5.4</b>	<b>GATEWAY REGIONAL SPATIAL ACTION AREA (GRSAA) .....</b>	<b>81</b>
5.4.1	Significance To The Provincial Spatial Directive .....	81
<b>5.5</b>	<b>INNOVATION REGIONAL SPATIAL ACTION AREA (IRSAA) .....</b>	<b>83</b>
5.5.1	Significance To The Provincial Spatial Directive .....	83
<b>5.6</b>	<b>VAAL RIVER REGIONAL SPATIAL ACTION AREA (VRRSAA) .....</b>	<b>85</b>
5.6.1	Significance To The Provincial Spatial Directive .....	85
<b>5.7</b>	<b>MINERALS DEVELOPMENT SPATIAL ACTION AREA (MDSA) .....</b>	<b>87</b>
5.7.1	Significance To The Provincial Spatial Directive .....	87

## REFERENCES 89

## ANNEXURES

<b>ANNEXURE A .....</b>	
<b>ALIGNMENT OF VERTICAL AND HORIZONTAL POLICY DIRECTIVES .....</b>	
<b>ANNEXURE B .....</b>	
<b>LEVER AND DRIVER INDICATORS .....</b>	
<b>ANNEXURE C .....</b>	
<b>SOCIAL SERVICES NEEDS FOR RURAL SERVICE CENTRES.....</b>	

## TABLE OF FIGURES, MAPS, TABLES, AND LINKS

Table 1: Prioritisation of Small Towns for Regeneration .....	35
Table 2: Key Development Nodes: Fezile Dabi District .....	59
Table 3: Key Development Zones and Corridors: Fezile Dabi District.....	59
Table 4: Key Development Nodes: Mangaung Metro.....	61
Table 5: Key Development Zones and Corridors: Mangaung Metro .....	62
Table 6: Key Development Nodes: Thabo Mofutsanyana .....	64
Table 7: Key Development Zones and Corridors: Thabo Mofutsanyana.....	66
Table 8: Key Development Nodes: Xhariep .....	69

Table 9: Key Development Zones and Corridors: Xhariep .....	69
Table 10: Key Development Nodes: Lejweleputswa .....	72
Table 11: Key Development Zones and Corridors: Lejweleputswa .....	73
Table 12: Significance to the Free State Spatial Directive   MRSAA .....	79
Table 13: Significance to the Free State Spatial Directive   GRSAA .....	81
Table 14: Significance to the Free State Spatial Directive   IRSAA.....	83
Table 15: Significance to the Free State Spatial Directive   VRRSAA .....	85
Table 16: Significance to the Free State Spatial Directive   MDSA .....	87

Figure 1: FS Provincial Planning Ecosystem.....	7
Figure 2: FS Planning Approach .....	17
Figure 3: FS Development Levers and Action Areas .....	18
Figure 4: Alignment between the FS PGDS and the FS PSDF .....	19
Figure 5: Lever 1 and supporting Drivers and Action Areas .....	20
Figure 6: Lever 2 and supporting Drivers and Action Areas.....	30
Figure 7: Lever 3 and supporting Drivers and Action Areas .....	33
Figure 8: NSDF Social Services Wheel.....	35
Figure 9: Lever 4 and supporting Drivers and Action Areas.....	43
Figure 10: Lever 4 and supporting Drivers and Action Areas .....	50
Figure 11: FS Polycentric Settlement Development Approach.....	54

Map 1: LEVER 1: Driver 1   Connectivity And Movement Network .....	26
Map 2: LEVER 1: Driver 2   Improving The Access And Quality Of Basic Services ..	29
Map 3: LEVER 2: Driver 1 And 2   Establishing Expedited Land Use Management Processes .....	32
Map 4: LEVER 3: Driver 1   Improving The Spaces People Live In .....	40
Map 5: LEVER 3: Driver 2   Enhancing And Expanding On Competitive Advantages As A Means Of Job Creation .....	42
Map 6: LEVER 4: Driver 1 Protection Of Key Resources   Ecological And Heritage Conservation .....	47
Map 7: LEVER 4: Driver 1 Protection Of Key Resources   Agriculture.....	48
Map 8: LEVER 4: Driver 1 Protection Of Key Resources   Mining.....	49
Map 9: LEVER 5: Driver 1 -4   Emerging Market Support .....	53
Map 10: FREE STATE   Provincial Spatial Directive .....	55
Map 11: FREE STATE Provincial Spatial Directive   Fezile Dabi District .....	60
Map 12: FREE STATE Provincial Spatial Directive   Mangaung Metro .....	63
Map 13: FREE STATE Provincial Spatial Directive   Thabo Mofutsanyana .....	67
Map 14: FREE STATE Provincial Spatial Directive   Xhariep District.....	70
Map 14: FREE STATE Provincial Spatial Directive   Lejweleputswa District .....	74

Map 16: FREE STATE   Regional Spatial Action Areas .....	76
Map 17: FREE STATE   Regional Spatial Action Areas   Mangaung Corridor Spatial Action Area (MCSA).....	78
Map 18: FREE STATE   Regional Spatial Action Areas   Maluti Spatial Action Area (MSA).....	80
Map 19: FREE STATE   Regional Spatial Action Areas   Gateway Spatial Action Area (GSA).....	82
Map 20: FREE STATE   Regional Spatial Action Areas   Innovation Spatial Action Area (ISA).....	84
Map 21: FREE STATE   Regional Spatial Action Areas   Vaal River Spatial Action Area (VRSA) .....	86
Map 22: FREE STATE   Regional Spatial Action Areas   Minerals Development Spatial Action Area (MDSA) .....	88

# CHAPTER 1 | PROVINCIAL DEVELOPMENT PATTERNS AND CIRCUMSTANTIAL INTERESTS

## 1.1 INTRODUCTION

The PSDF development must be aligned with Section 12(1) of the Spatial and Land Use Management Act, Act 16 of 2013, SPLUMA, and the SDF guidelines published by the Department of Rural Development and Reform in 2014/2017. The following chapter outlines the key directives stemming from the situational analysis and stakeholder engagements that must find reflection within the FS PSDF spatial proposal and

### 1.1.1 KEY DIRECTIVES INFORMING SPATIAL PRIORITIES

An extensive body of guiding policies and legislation determines the priorities and approaches to development that aim to address the most pressing issues faced on a global, national, regional, provincial, and local scale.

The FS PSDF aims to give expression to the principles and guidelines through the development of spatial strategies that take the form of Development Levers and Drivers. The FS PSDF Levers (Strategies) and Drivers (Objectives) are directly aligned to the NDP, NSDF, MTSF and FS PGDS to ensure coherence between policies and priorities as indicated in the figure (to the right).

The figure further indicates the overall ecosystem of guiding policies and legislation that has an impact on spatial development on international, national, and provincial scales.

### 1.1.2 KEY DEVELOPMENT PATTERNS AND CHALLENGES OBSERVED

As part of the Situational Analysis key priorities and challenges stemming from the implementation of the NDP, MTSF, and NSDF were identified and unpacked through stakeholder engagements, to gain a better understanding of the developmental state of the Free State province.

#### 1.1.2.1 INFRASTRUCTURE DEVELOPMENT

- ◀ The availability and condition of bulk infrastructure pose constraints on development opportunities within the province, exerting a significant impact on its potential for growth and progress.

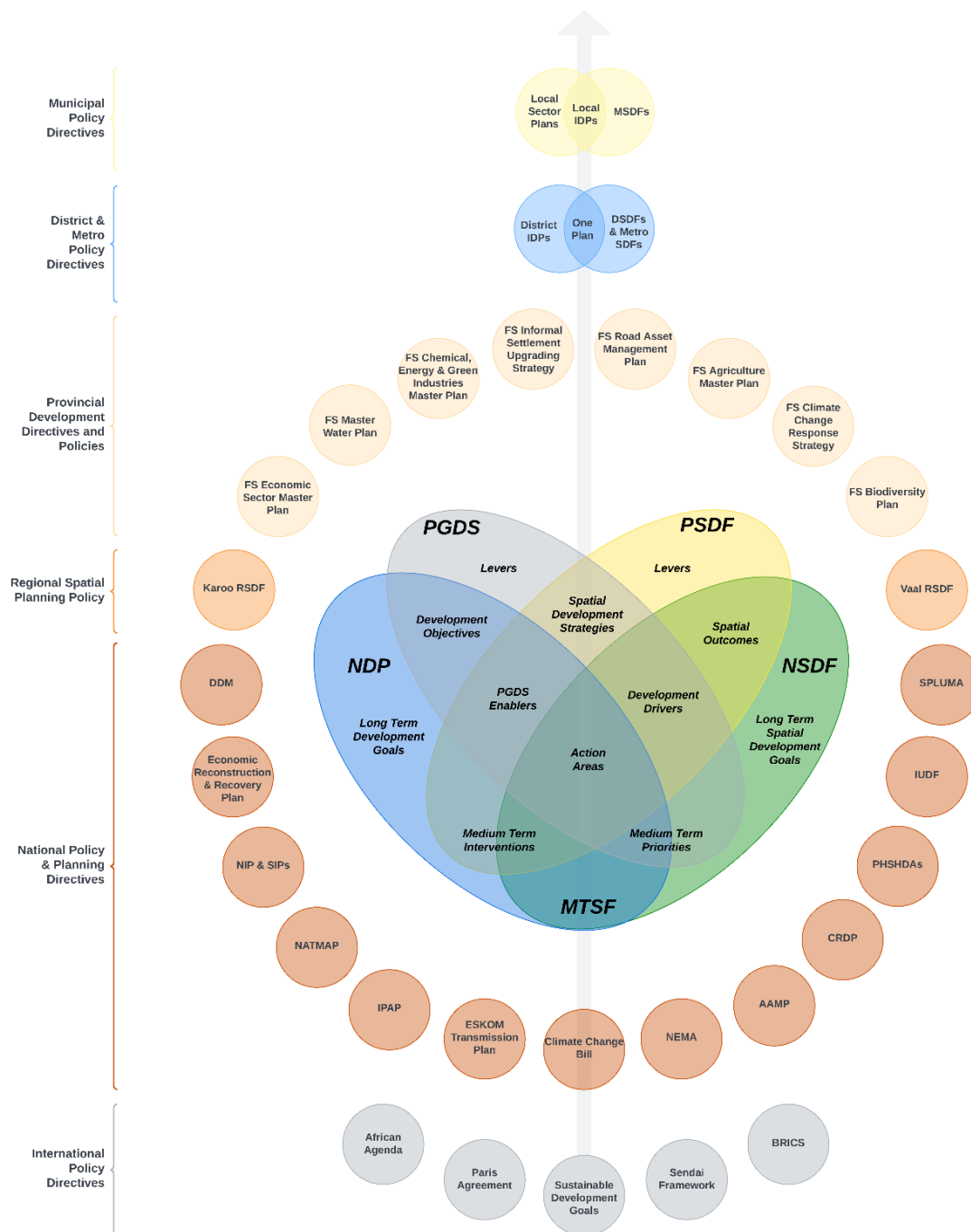


Figure 1: FS Provincial Planning Ecosystem

- ◀ Neglecting maintenance of existing infrastructure poses numerous challenges and risks, including deteriorating infrastructure quality, increased repair costs, and potential safety hazards for the public. Additionally, it can impede economic development and hinder the overall functionality and attractiveness of the region. Therefore, prioritising maintenance efforts is essential for ensuring the longevity, efficiency, and safety of infrastructure systems.

### 1.1.2.2 WATER AND SANITATION

- ◀ Water availability is paramount for sustaining life and fostering economic transformation in the province. Various opportunities, including initiatives like the Lesotho Highlands Project (Phase 2), are currently under investigation or in progress. However, the province must enhance its water usage and management practices to meet growing demands and ensure sustainable development.

### 1.1.2.3 ROADS AND RAILWAYS

- ◀ All stakeholders have highlighted the substandard road conditions, which are pivotal to the declining economic climate in the province. Roads serve as crucial infrastructure necessary to uphold economic activity and promote regional growth. Addressing the critical issue of poor road conditions must be prioritised to revitalise economic prospects.
- ◀ The existing condition of railway infrastructure is a genuine cause for concern, given the crucial role rail networks play in facilitating trade activities. The cessation of passenger services on the Thaba Nchu-Bloemfontein railway route has resulted in a notable surge in road accidents and traffic congestion, underscoring the urgent need for its revitalisation and reinstatement. Moreover, the railway network infrastructure has suffered extensive vandalism and requires substantial rejuvenation efforts. Exploring partnerships with the private sector, particularly through concession arrangements, should be carefully considered as part of the strategy for revitalizing the railway network.

### 1.1.2.4 ELECTRICITY

- ◀ The Maluti-a-Phofung local municipality in the Free State tops the list with R7.2 billion in debt to Eskom, followed by Matjhabeng with R5 billion and Ngwathe with R2 billion. Other indebted municipalities include Moqhaka with R808 million, Dihlabeng with the same amount, and Nala with R636 million.

Addressing these issues requires the development of revenue enhancement strategies and strict management of debt owed to Eskom.

- ◀ The condition of link services and substations in the province is a significant concern due to insufficient maintenance efforts by municipalities. Continuous load shedding exacerbates the deterioration of already subpar infrastructure. A strategy is needed to prioritise support for enhancing and upgrading crucial infrastructure like Medium Voltage Lines and Local Substations in towns, particularly those demonstrating potential for economic growth.

### 1.1.2.5 WASTE MANAGEMENT

- ◀ An estimated 90% (stats 2011) of all general waste goes to landfills and only 10% is recycled. This rapid waste growth, coupled with limited landfill space, indicates a pressing issue. Despite the importance of recycling, as little as 5.2% of households were reported to recycle waste. Households headed by young adults aged 18–24 years (5,1%) displayed far lower percentages of recycling than those aged 65 years and older. The recycling behaviour of households also depends largely on the ability of municipalities to provide adequate refuse removal services.
- ◀ The province is contending with a legacy issue: many of its landfills do not comply with current legislation and are not effectively managed, resulting in the pollution of natural resources and the environment.
- ◀ On the positive side, the Province benefits from a sizable informal waste sector, as reported by the Waste Pickers Association. In 2014, the CSIR highlighted that informal pickers saved municipalities (national) between R309 million and R748 million in landfill airspace simply by diverting recyclables from landfills.

#### 1.1.2.5.1 CONNECTIVITY

- ◀ Despite the Free State Province's central position, with numerous national roads intersecting it, there is a noticeable scarcity of public transportation infrastructure. The Mangaung Intermodal Transport Facility and Integrated Public Transport Network (IPTN) aims to rectify this by providing integrated transportation services to Mangaung residents. A provincial transportation strategy should prioritise improving access to major national and regional centres, including hospitals and other essential facilities.
- ◀ As global economic demands evolve, the significance of ICT/Broadband networks continues to grow. The onset of the 4th Industrial Revolution underscores the necessity for provinces to ensure all residents have access

to high-speed connectivity. The Thaba Mofutsanyana District has been singled out for prioritisation in South Africa's broadband plan, SA Connect. Wi-Fi towers strategically placed in key areas are pivotal in extending access to those currently without it, thereby facilitating the broader rollout of ICT development. It's imperative that other districts in the province follow suit to ensure equitable access to technological advancements.

#### **1.1.2.5.2 LOCAL ECONOMIC DEVELOPMENT**

- ◀ Insufficient progress in the Maluti a Phofung SEZ undermines the potential to stimulate economic growth, attract investment, and create employment opportunities. Accelerating momentum in the SEZ is essential for maximising the impact on regional development and fostering a conducive business environment.
- ◀ It could be argued that the province contends with a base-factor cost that is not competitive, posing a significant obstacle to development across various levels. These challenges encompass high logistics costs, elevated municipal charges (such as electricity, water, and rates), and centralised collective bargaining, which tends to be dominated by large-scale and capital-intensive enterprises. These factors collectively impede the competitiveness of the business sector and hinder its ability to thrive in the province.
- ◀ The province possesses numerous attributes that appeal to potential investors, including abundant raw materials, underutilised land, and established industrial and logistics infrastructure. However, the current approach to attracting investment in the province lacks coordination.

#### **1.1.2.5.3 FINANCIAL MANAGEMENT**

- ◀ Enhancing revenue stands as a pressing issue within local government, imperative for securing financial stability and delivering effective services. Inadequate revenue has triggered budget deficits, constrained infrastructure expansion, and reduced essential service provision for residents. The absence of revenue-boosting initiatives has heightened dependence on grants and subsidies, posing challenges with their unpredictability and inadequacy to meet escalating demands.
- ◀ The province experiences low economic growth, implying that fiscal resources may not be sufficient to accommodate population growth and the associated increase in social needs. Therefore, optimizing the use of existing resources is essential to alleviate the strain on the shrinking provincial budget.

#### **1.1.2.5.4 HUMAN SETTLEMENTS DEVELOPMENT**

- ◀ The inefficiency in human settlement development has profound implications, including housing shortages, inadequate infrastructure provision, and socioeconomic disparities. Addressing this issue is crucial for promoting inclusive growth, enhancing living standards, and fostering community cohesion within the province.
- ◀ There is a pressing need for more compact towns and settlements to alleviate the strain on the already overburdened infrastructure network across the province. Emphasizing the importance of urban edges, infill development, and densification is crucial in this regard.

#### **1.1.2.6 TOWNS AND CITIES**

- ◀ The province lacks a clear and dependable plan to decisively address the intended purpose and functions of its towns and cities. It is crucial to develop a clear roadmap to guide and support the economic potential and viability of these towns. This roadmap should consider various factors such as potential monopolies, infrastructure needs, opportunities for economic investment, off-grid towns, self-sustaining towns, as well as declining and growing towns.
- ◀ Towns in the province face significant challenges stemming from among other, underperforming municipalities, urbanisation, limited revenue enhancement, poor infrastructure, and inadequate access to essential services.
- ◀ Access roads play a crucial role in connecting small towns to their communities, facilitating access to tourism, heritage, cultural, and other attractions. The poor condition of roads significantly impacts the economic growth potential of small towns.
- ◀ Small towns do necessitate productive government spending aimed at boosting local production and multipliers (especially in terms of tourism development). Such investments would generate direct or indirect employment and purchasing power.

#### **1.1.2.7 SOCIO-ECONOMIC SERVICES**

- ◀ Upon analysing the data (which indicates adequate facilities are provided according to the CSIR Guidelines for The Provision of Social Facilities In South African Settlements) and assessing the infrastructure across all towns in the province, it has become apparent that the quality and relevance of the support and infrastructure provided raise significant concerns. Through

stakeholder engagement, it has become evident that many facilities are underperforming, vandalised, unused, and some are completely vacant.

- ◀ At the heart of this challenge lies the requirement for skilled resources, capacity and equipment which are currently lacking in schools, hospitals, police stations, government departments, and other community-related services.

## 1.1.2.8 TOWNSHIP DEVELOPMENT

- ◀ The illegal occupation of township establishments before properties have been formally registered poses significant challenges and risks. This practice not only violates legal regulations but also disrupts proper urban planning and development processes. It can lead to issues such as land disputes, lack of access to essential services, and difficulties in infrastructure provision.

### 1.1.2.8.1 RURAL DEVELOPMENT

### 1.1.2.9 TRADITIONAL AREAS

- ◀ There is tension between Councils and traditional leadership regarding land ownership and land use management. Traditional Leaders oppose SPLUMA because they perceive it as diminishing their authority, whereas in reality, SPLUMA grants them new powers as a fourth sphere of government, which they did not possess previously.
- ◀ SPLUMA lacks the technical capacity to effectively implement rural development on communal land.

### 1.1.2.9.1 SKILLS DEVELOPMENT AND CAPACITY BUILDING

- ◀ Insufficient skills and capacity at both the departmental and municipal levels are constraining the province's ability to effectively handle development applications, thereby limiting its decision-making capacity in this regard.
- ◀ There is a lack of Innovation observed in the Province, it is vital for economic growth, providing competitive advantages through new technologies and products. It also attracts skilled individuals, fostering development across industries like manufacturing, while enhancing the province's social and economic profile.
- ◀ A shortage of human capacity and skills is evident within the Local Municipal Planning Tribunals, necessitating urgent intervention and support. This is

crucial to ensure that planning decisions are made accurately and decisively.

- ◀ The shortage of skills across infrastructure sectors also contributes to impeding infrastructure development in the Province.
- ◀ There exists a significant lack of awareness and understanding regarding policies and legislation pertaining to spatial development. This deficit hampers effective decision-making and implementation processes in the realm of spatial development.
- ◀ The province confronts the dilemma of a diminishing workforce. Hence, it is crucial for universities, TVET colleges, and sector education and training authorities to expand the province's skills pool through increased on-the-job training and opportunities. This endeavour should particularly target burgeoning sectors such as Innovation, Technology, Renewable Energy, and Automobile manufacturing.

### 1.1.2.9.2 GOVERNANCE AND INTEGRATED PLANNING

- ◀ Effective coordination of development programs within the PSDF relies on integrated spatial planning across all levels. However, there's a significant challenge when spatial decisions made at the national level are imposed on the province, particularly concerning infrastructure. The authority to make development decisions at a local level more often lies with national departments, particularly when addressing issues related to resource distribution and delivery.
- ◀ The lack of transparent monitoring and evaluation processes in the province hampers the comprehension of planning efforts and their adverse or beneficial outcomes. Enhanced monitoring mechanisms are imperative, necessitating the allocation of responsibility for their implementation.
- ◀ Effective coordination and collaboration with large-scale projects are essential for unleashing economic opportunities in the province. Establishing a special-purpose vehicle, backed by the Office of the Premier, is necessary to expedite large-scale projects or matters of provincial significance. This streamlined approach will enhance efficiency and ensure the timely execution of projects vital to the province's economic growth.
- ◀ Political instability, at municipal and ward levels, is resulting in delays and challenges in service delivery, economic development, and social cohesion in the province.

## 1.1.2.10 SPATIAL PLANNING AND LAND USE MANAGEMENT

- ◀ The inadequate performance and inefficiency of various Municipal Planning Tribunals result in delays in essential development applications. Municipalities are urged to promptly implement the necessary measures to ensure compliance with these requirements, thereby pre-empting any potential litigation related to land development.
- ◀ There is a disconnect between infrastructure programs (such as water supply, sanitation, roads, electricity, etc.) and the proposals outlined in the Spatial Development Frameworks of municipalities.
- ◀ Provincial development priorities continuously shift without completing existing projects or old initiatives and plans. Consequently, projects with the potential to significantly improve people's lives and address pressing issues on the ground remain unrealised, despite being initiated years ago.

### 1.1.2.10.1 RESOURCES MANAGEMENT

## 1.1.2.11 AGRICULTURE

- ◀ The development of agriculture in the Free State is hindered by the absence of essential infrastructure such as roads, bulk infrastructure, electricity, and freight infrastructure.
- ◀ The high cost of fertilizer and other input costs are hampering the overall performance of the industry.

## 1.1.2.12 MINING

- ◀ The decline in the Free State Province's mining sector is a matter of real concern. It's attributed to depleted mineral deposits, fluctuating commodity prices, rising operational costs, regulatory changes, and environmental and social pressures.
- ◀ The absence of value addition in the mining sector has placed a significant economic strain on key towns like Welkom, Virginia, Odendaalsrus, and others. These mining towns suffer from limited value addition, relying heavily on the declining mining sector for economic sustenance.
- ◀ The mining sector faces challenges stemming from poor and ageing infrastructure, hindering its potential for future growth. Many hostels and

other infrastructure lie dormant, vandalised, and unused, leading to various security and social challenges.

## 1.1.2.13 ENVIRONMENT

- ◀ The effective integration of environmental concerns into economic development planning is of concern. Presently, there exists a significant level of non-compliance with environmental legislation.
- ◀ The expansion of protected areas is vital for safeguarding biodiversity, preserving ecosystems, and promoting sustainable land management practices. It also contributes to tourism development, cultural heritage preservation, and climate change mitigation efforts. Therefore, concerted efforts are required to increase the coverage of protected areas in the Free State Province to ensure the long-term ecological resilience and well-being of the region.

## 1.1.2.14 TOURISM

- ◀ Overlooking the opportunities within the tourism sector means missing out on significant economic benefits, including job creation, revenue generation, and cultural enrichment. Effective utilisation of tourism potential can also enhance the province's reputation, attract investment, and contribute to sustainable development.

## 1.1.2.15 ENERGY

- ◀ In the wake of Eskom's legal struggle to hinder the efficient use of power self-generation in Frankfort, and the recent load curtailment<sup>1</sup> initiatives in Clarens, it has underscored the province's imperative to adopt a proactive approach towards self-generation in its smaller and rural communities. Many towns across the province should consider self-generation to secure a reliable and sustainable electricity supply.
- ◀ High levels of municipal debt hinder the capacity of Eskom to expand and upgrade transmission infrastructure.

## 1.1.3 KEY DEVELOPMENT OPPORTUNITIES TO CONSIDER

The following key and high-level opportunities need to be considered in the formulation of the provincial development levers (strategies):

---

<sup>1</sup> Group curtailment necessitates collective efforts from the entire community to decrease load when required. Upon declaration of a system emergency, Eskom provides a nominated group coordinator with a two-hour notice for load curtailment, which should

be maintained throughout load shedding. The group coordinator then guides the community in determining which equipment to switch off in order to achieve the necessary demand reduction."

### 1.1.3.1.1 INFRASTRUCTURE DEVELOPMENT

- ◀ Infrastructure development in the Province should take a dual approach, focusing on both economic infrastructure to facilitate growth and development, and social infrastructure aimed at providing essential services. Balancing the prioritisation of these two approaches is crucial, considering the trade-off between the imperative for economic growth and the necessity for basic services. It is essential to identify specific towns and focus areas to facilitate effective prioritisation.
- ◀ The major towns and metro in the Province need to make provisions for future road infrastructure and road planning to address the transportation needs of goods and services. Additionally, preliminary road reserves should be established to safeguard land for future road development.
- ◀ It is advisable to update water resources data and potential yield for each municipality and project it to 2030–2040. This will enable the facilitation of new infrastructure and development planning as needed. Priority should be given to towns and areas with economic potential, necessitating the prioritisation of towns and settlements. It is advised to conduct a provincial water reconciliation study to establish a centralised resource for analysing water resources in the Province with up-to-date information.
- ◀ Renovation of ageing infrastructure should be given priority, with the implementation of new technologies for pipe relining, road paving, electrification, waste disposal, and sanitation. These methods offer quicker and more cost-effective solutions.
- ◀ A prioritisation matrix is needed to streamline the decision-making process regarding the upgrade of road infrastructure. This matrix may encompass factors such as access to healthcare facilities, connectivity to regional economic developments, the economic potential of towns, agricultural freight movement, disaster risk mitigation (e.g., accidents), and matters of provincial interest. Support from all levels of government is necessary for the RAMPS project to ensure coordinated road management.
- ◀ The expansion of broadband infrastructure is crucial for ensuring equitable access to information and promoting digital inclusion. It enables individuals, businesses, and communities to leverage the full potential of digital technologies for education, economic growth, and social development. Moreover, broadband expansion supports innovation, job creation, and improved quality of life, contributing to the overall advancement and competitiveness of regions and nations in the global digital economy. Therefore, prioritising broadband expansion efforts is essential for building resilient and inclusive digital societies.

- ◀ The need for efficient and affordable public transportation is paramount in addressing various socioeconomic challenges faced by communities. It directly impacts access to essential goods and services, including food, healthcare, education, and employment opportunities. Additionally, reliable public transportation reduces congestion, alleviates environmental pollution, and promotes social inclusion by facilitating mobility for vulnerable populations such as the elderly and people with disabilities. Investing in robust public transportation systems not only enhances the overall quality of life for residents but also contributes to sustainable urban development and economic prosperity. Therefore, prioritising the improvement and expansion of public transportation networks is essential for fostering inclusive growth and enhancing the resilience of communities in the province.
- ◀ During the State of the Province Address (SOPA,2023), the Premier emphasised the potential for the Free State to serve as the nation's hub for energy generation, logistics, and beneficiation. This opportunity can be realised with support from key stakeholders such as Sasol, PetroSA, and the Central Energy Fund.
- ◀ Waste legislation drives innovation in the waste management industry, as seen in the updated National Waste Management Strategy (NWMS), which emphasizes the circular economy, waste beneficiation, job creation, and SMME development. Extended Producer Responsibility (EPR) regulations and carbon tax schemes further catalyse positive shifts in waste management practices. However, enforcement and compliance are crucial, requiring support structures to ensure legislative adherence. Investment in infrastructure and skills development for waste industry decision-makers is essential, aligning practical expertise with public and private sectors to meet evolving needs. There are opportunities for upcycling and recycling initiatives in the province that demonstrate promising economic growth prospects.

### 1.1.3.1.2 LOCAL ECONOMIC DEVELOPMENT

- ◀ There is a need for increased emphasis on supporting a circular economy, with particular attention directed towards the tourism, agriculture, renewable energy, mining, and transportation sectors. These sectors offer the most promising opportunities for economic development in the province.
- ◀ Continuously relying on social grants creates an artificial economy that undermines the province's economic prospects. The impact of social grants

on the economy is significant, as they can contribute to dependency rather than sustainable economic growth. Entrepreneurship and Small, Medium, and Micro Enterprise (SMME) development are vital for fostering a circular economy in the province and reducing reliance on social grants.

- ◀ Ensuring the stability of vulnerable and declining sectors, which have been affected by the economic crisis and deindustrialization, is crucial to safeguarding the province's key primary and secondary sectors. To address this, proactive measures such as targeted investments, policy interventions, and capacity-building initiatives can be implemented to revitalize and strengthen these sectors.
- ◀ The diversification of the economy involves intentional efforts aimed at distributing employment and investment across a broad spectrum of economic activities. **Key directives to improve diversification include:**
  - To promote entrepreneurship and support the development of small and medium-sized enterprises (SMEs) across various sectors.
  - Foster innovation and research and development (R&D) initiatives to explore new products, technologies, and markets.
  - Invest in education, training, and skill development programs to equip the workforce with the skills needed for emerging industries.
  - Identify and support emerging industries with growth potential, such as renewable energy, technology, and advanced manufacturing.
  - Improve infrastructure such as transportation, communication, and utilities to facilitate economic activities across different regions.
  - Expand export markets and promote trade agreements to diversify revenue streams and reduce dependency on domestic markets.
  - Foster collaboration between government, industry, and academia to identify opportunities and address challenges in key sectors.
  - Create a conducive regulatory environment that promotes investment, innovation, and business growth across diverse sectors.
- ◀ The PSDF's emphasis on Local Economic Development (LED) also aims to bolster government backing for Small, Medium, and Micro Enterprises (SMMEs) while promoting a culture of entrepreneurship within communities. It is crucial to recognize the economic potential and job creation opportunities in both urban and rural areas. To ensure the long-term viability of LED initiatives, it is essential to establish a supportive framework that underpins all spatial development efforts. In the discussion surrounding narrowing the socioeconomic divide, regionalism should also be considered.

### 1.1.3.1.3 FINANCIAL MANAGEMENT

- ◀ Improved revenue enhancement is required in local government to sustain viable and sustainable financial management. **Key strategies to accommodate a sustainable revenue enhancements strategy(ies) may include:**
  - Encouraging economic growth and attracting investment to stimulate business activity, create jobs, and broaden the tax base.
  - Regularly assessing property values and adjusting property tax rates to reflect market trends, ensuring equitable taxation, and maximizing revenue.
  - Reviewing and updating user fees for services such as utilities, permits, and licenses to cover the cost-of-service provision and generate additional revenue.
  - Effectively managing municipal assets, including leasing, or selling underutilised properties and assets to generate income.
  - Investing in tourism infrastructure and marketing initiatives to attract visitors, increase tourism spending, and generate revenue from hospitality taxes.
  - Collaborating with private sector partners to develop and operate revenue-generating projects such as public transportation systems, parking facilities, and recreational amenities.
  - Actively pursuing external funding opportunities through grants, subsidies, and intergovernmental transfers to supplement local revenue streams.
  - Implementing cost-saving measures and improving operational efficiency to optimize resource utilization and reduce expenditure.
  - Exploring new revenue streams and diversifying sources of income beyond traditional taxes and fees, such as sponsorships, advertising, and naming rights.
  - Strengthening compliance and enforcement efforts to ensure businesses and residents fulfil their financial obligations, such as tax payments, licensing fees, and fines for violations.

### 1.1.3.1.4 HUMAN SETTLEMENTS DEVELOPMENT

- ◀ Emphasising the importance of small towns is crucial as they foster a circular economy and combat urbanization. Sustainable small towns alleviate pressure on urban infrastructure, promote entrepreneurship, and offer attractive alternatives to urban living, fostering balanced rural-urban development while preserving cultural and environmental heritage.

- ◀ The Small-Town Regeneration Strategy (STR), 2021, along with subsequent pilot studies and implementation of the STR, offers guidance for effectively revitalizing small towns by outlining key elements and activities necessary to be included in a typical small town regeneration strategy.
- ◀ Revitalization strategies for small towns should receive priority, particularly in those demonstrating economic promise. In this context, the prioritisation of small towns aligns with the Small Towns Regeneration Strategy. Examples such as Senekal illustrate the success achieved when communities take ownership to enhance small towns. However, further support and structured frameworks are necessary to capitalize on this momentum.
- ◀ The emergence of Smart Cities has also been considered as a significant development in urban planning. Urban development initiatives are increasingly focused on enhancing the quality of life for all city residents, including humans and animals, while also prioritising climate protection and the preservation of natural environments. In addition to these environmental concerns, urban communities are working towards fostering diversity, social cohesion, and overall resilience. To effectively manage these complex goals, cities are implementing integrated municipal administrations that operate under the principles of integrated urban governance. This approach involves the careful implementation of infrastructure, interoperable technologies, system interconnections, and digitisation strategies, all aimed at achieving sustainable urban development without sacrificing technological innovations. Furthermore, the concept of Smart Cities extends beyond urban areas, with a growing emphasis on developing Smart Rural Areas to address the unique challenges and opportunities in non-urban settings.

#### **1.1.3.1.5 RURAL DEVELOPMENT**

- ◀ Development policies and interventions related to rural development should prioritise a strong focus on livelihoods. This approach is crucial for comprehensively understanding the intricate dynamics of rural life and crafting policies that address the specific context of multi-sectoral linkages and social differentiation within the rural development sphere.
- ◀ It is imperative to achieve consensus with Traditional Authorities on the appropriate spatial framework for rural development. Failure to do so may result in resources intended for rural development being diverted to sustain suburban sprawl.
- ◀ An empirically informed typology of rural households is crucial for coordinated planning and implementation of interventions. Establishing a

universal typology at the national or provincial level will streamline efforts across diverse stakeholders in rural development.

- ◀ Rural development should empower communities to enhance agriculture and diversify income sources, alongside providing resources, training, and infrastructure for economic growth and improved living standards. Strengthening rural livelihoods contributes to the prosperity of rural communities.
- ◀ Rural development should encompass support for growth and employment in non-agricultural sectors such as local retail, community services, and construction, alongside agriculture.

#### **1.1.3.1.6 SKILLS DEVELOPMENT AND CAPACITY BUILDING**

- ◀ The PSDF is regarded as a vital mechanism for this intervention, encompassing the website, Provincial Spatial Observatory, toolkits, Land Use Management guidelines, SDF Guidelines, etc. The PSDF website will serve to facilitate communication and dissemination of critical capacity gaps, skills need, and information sharing.

#### **1.1.3.1.7 GOVERNANCE AND INTEGRATED PLANNING**

- ◀ Addressing conflicts over rural governance and related issues, clarifying institutional mandates, streamlining administrative processes, and enhancing intergovernmental coordination are essential steps for effective rural development interventions.
- ◀ It's critical to spatially map infrastructure programs and provide timely access to this information for municipal planning processes, facilitating integrated planning.
- ◀ It could be crucial to explore the re-demarcation of certain local municipalities that are currently deemed unfeasible. This might entail either amalgamating or redrawing boundaries to establish more viable municipality configurations.
- ◀ Synchronizing Provincial Planning with National Priorities can be accomplished by aligning Provincial and Municipal priorities with the Strategic Infrastructure Projects (SIPs). This alignment ensures that SIP projects yield maximum benefits.
- ◀ Sector departments must coordinate their planning efforts to align support infrastructure with the services each department offers. This ensures that services are available in areas where there is infrastructure investment.

- ◀ The roles and responsibilities of various stakeholders in spatial development decisions should be clarified and comprehensively understood within the framework of a collectively agreed future spatial vision for the province.
- ◀ There is uncertainty regarding whether the decision-makers of the province fully endorse and implement the spatial structuring elements and principles outlined in the national and provincial policy frameworks. It is essential for the PSDF to garner support from these decision-makers regarding a shared spatial development philosophy and land use management guidelines.
- ◀ The PSDF should consider implementing minimum specifications for Spatial Development Frameworks (SDFs), along with establishing a monitoring system and support mechanisms to assist non-performing authorities in preparing, managing, and reviewing their SDFs.
- ◀ An immediate requirement exists for a unified legislative instrument for spatial planning and land use management in the Free State. To address this, a review of the provincial SPLUMB is necessary to incorporate solutions for the gaps and challenges identified in the PSDF. This review should particularly focus on addressing issues related to Traditional Authority Areas, under-capacitated Municipalities, Transitional Arrangements, Disaster Mitigation, and the establishment of a Provincial Appeals tribunal to ensure transparent planning decision outcomes.
- ◀ There is a necessity to establish an interdepartmental spatial coordination committee within the Office of the Premier, mandated with formulating the PSDF and resolving responsibilities for spatial planning at the provincial government level. This committee will aim to eliminate duplications and advocate for COGTA to oversee spatial planning in the province.
- ◀ The advantages and drawbacks of establishing a single Municipal Planning Tribunal (MPT) at the District, Joint, or even Provincial level should be weighed in favour of under-capacitated Municipalities. It may be necessary to establish a specialised MPT for projects of Provincial Interest, thereby expediting applications from a provincial perspective.
- ◀ Strengthening collaborations between private entities and governmental institutions in the education sector can lead to increased investment in educational infrastructure, innovative teaching methodologies, and vocational training programs. This partnership approach can help address gaps in educational resources and ensure that individuals acquire the necessary skills to meet the demands of the workforce, ultimately contributing to economic growth and social development in the province.
- ◀ It is argued that with adequate support and resources, both the public and private sectors within the planning system could restore their legitimacy as a profession and discipline crucial to the success of societies.

- ◀ Further clarification is needed regarding the operational definitions and management of "Provincial Planning" and "Municipal Planning," as well as understanding how to address "regional planning" for areas that extend beyond municipal boundaries, such as the Vaal and Karroo RSDF(s). Additionally, it's essential to clarify the organization and management of the relationship between Provinces and Municipalities concerning Integrated Development Planning (IDP), Spatial Planning, and Land Use Management.
- ◀ A Provincial Planning Board ought to be formed to offer counsel to the MEC of COGTA on various matters pertaining to SPLUM. It should also furnish research, direction, and advice upon request from the provincial department, the House of Traditional Leaders, a municipality, or a Traditional Council regarding SPLUM and human settlement issues.
- ◀ Provincial Planning should be responsible for crafting the Provincial SDF, setting policies relevant to spatial planning and land use management, representing the Province in relevant forums, mediating conflicts among stakeholders, establishing planning protocols, and engaging in participatory methods, especially when dealing with matters of Provincial Interest
- ◀ It is recommended to establishing support mechanisms that would bolster ongoing professional development and knowledge enhancement through the structures of the South African Council of Planners (SACPLAN) and the South African Planning Institute (SAPI) within the Province.

### 1.1.3.1.8 RESOURCES MANAGEMENT

- ◀ Existing and potential small-scale farmers should receive basic production support.
- ◀ Exploring the tourism opportunities in the eastern and western regions of the Free State, including Maluti, heritage, scenic, adventure, and eco-tourism offerings, is essential. The province notably lacks recreational facilities, particularly within a 100km radius of key development hubs, and weekend destination packages are scarce. However, the potential for growth and development in this sector is substantial.
- ◀ Leveraging the land use management regulations outlined in the PSDF to enhance the protection and preservation of sensitive habitats within the province, thereby aiming to expand protected areas is to be considered.
- ◀ There is a need for a more concentrated effort towards the advancement of renewable energy to generate income and bolster off-grid consumption and projects. Additionally, renewable energy contributes to environmentally friendly development.

- ◀ The potential of the Virginia gas fields has been meticulously evaluated to ensure that the province can optimize the economic opportunities arising from this development while simultaneously nurturing positive relationships with investors and developers. It is also essential to explore how Small, Medium, and Micro Enterprises (SMMEs) can harness this development to their advantage, thereby contributing to local economic growth and job creation.
- ◀ An approach based on vulnerability and risk needs to adopt in formulating the implementation framework. The goal is to address both identified and unforeseen challenges that may arise during the execution of the spatial development framework, with a focus on mitigation strategies.
- ◀ The ageing infrastructure further exacerbates the problem, with many facilities lying dormant, vandalised, and unused. However, there is potential to breathe new life into these areas by repurposing the old infrastructure. Industrial redevelopment, tourism initiatives, renewable energy projects, mixed-use developments, and agriculture ventures are among the options available. By creatively utilizing the existing infrastructure, these towns can explore new economic opportunities, revitalize their communities, and mitigate the adverse effects of the declining mining sector.

## CHAPTER 2 | STRATEGIC INTENT

### 2.1 INTRODUCTION

The Strategic Proposal Chapter aims to provide concise approaches to address the developmental challenges and capitalise on opportunities highlighted through extensive situational analysis and stakeholder engagements, as well as promote integrated and unified interventions to stimulate growth and prosperity.

### 2.2 APPROACH TO PROPOSALS

The Spatial Proposals aim to give effect to the policy directives through the application of sustainable development methods to ensure development takes place in a responsible manner that takes cognisance of the potential environmental and social impacts.

#### 2.2.1 PLANETARY BOUNDARIES

Planetary boundaries provide the limits of ecological infrastructure and systems and the capacity thereof to self-regulate. It is crucial for the planning proposals to ensure that development takes place within the limits of ecological infrastructure to prevent permanent damage to the ecosystem that will have negative impacts on the social, economic, and environmental well-being of the province.

#### 2.2.2 BIO-REGIONAL PLANNING

Bioregional planning offers a holistic approach to spatial proposals by prioritising the unique ecological, cultural, and social characteristics of specific regions. By considering the natural boundaries and resources of a given area, bioregional planning aims to create sustainable development strategies that are tailored to the needs and capacities of the local environment.

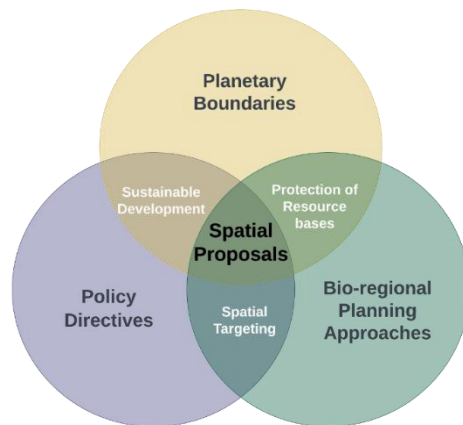


Figure 2: FS Planning Approach

By combining policy directives, planetary boundaries and bio-regional planning approaches the FS PSDF proposal will ensure that sustainable practices are utilised to unlock development potential and provide bold solutions to the challenges that are currently stunting the growth of the province.

By identifying the crucial and at-risk planetary boundaries, the bio-regional approach will be utilised to **delineate vital resource bases** to ensure the longevity thereof. This is further reinforced by considering the impact of policy directives on the planetary boundaries to promote **sustainable development**. By assessing the overlap between unique regions and policy directives, **spatial targeting** will be utilised to implement concise interventions aimed at optimizing the return on public investment.

### 2.3 DEVELOPMENT LEVERS

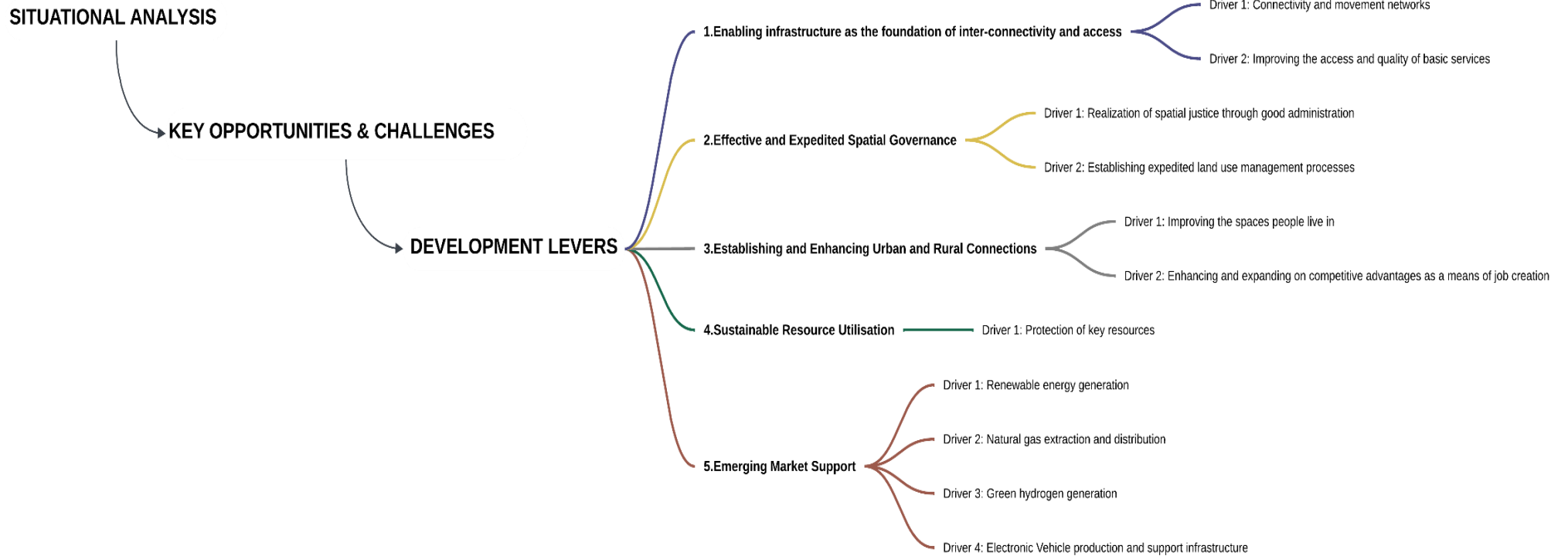
In this context, a "lever" refers to a strategic objective that is required to unlock the full potential of the developmental state of the Free State Province. The Levers will be the mechanism utilised to coordinate and integrate public and private investment as a means to bring about the spatial vision of the FS PSDF. Thus, these levers serve as means of effecting change or achieving specific objectives within the spatial planning and development process. By identifying and leveraging these key outcomes, stakeholders can effectively shape the spatial landscape of the Free State province, promoting sustainable growth and development.

A "driver" refers to key spatial and governance outcomes that enable sustainable development and initiatives to be propelled forward. The drivers play a crucial role in achieving strategic outcomes by providing bold and concise interventions as means to promote economic growth and social well-being. They can include various infrastructure, socio-economic, environmental, and policy-orientated components that shape the spatial landscape and guide decision-making processes. By understanding and addressing these drivers in conjunction with the identified spatial levers, stakeholders can effectively steer development efforts towards desired goals and outcomes in the Free State province.

Spatial targeting will be utilised to give effect to the development levers, by identifying the ideal locality of interventions linked to each development lever and the associated drivers. Spatial targeting allows for the prioritisation and categorisation of investment ensuring that funds are utilised efficiently and according to the specific needs and opportunities of the province.

**The key levers proposed for the Free State Provincial Spatial Development Framework include:**

1. Enabling infrastructure as the foundation of interconnectivity and access
2. Effective and expedited spatial governance.
3. Establishing and enhancing urban and rural connections
4. Sustainable resource utilisation
5. Emerging market support



**Figure 3: FS Development Levers and Action Areas**

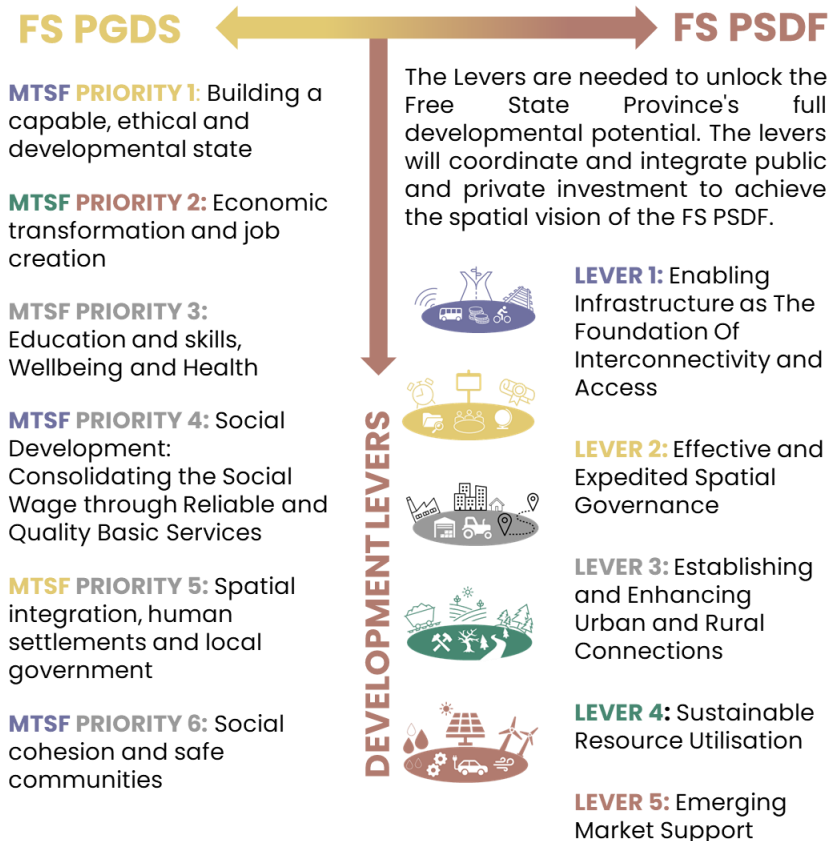
# CHAPTER 3 | PROVINCIAL STRATEGIC DIRECTIVE

The Free State Provincial Spatial Development Framework (PSDF) Spatial Strategic Directive is designed to provide a spatial representation of the Free State Provincial Growth and Development Strategy (PGDS), as well as providing the spatial expression of national priorities of various sector departments and policy documents. This framework aims to align the Medium-Term Strategic Framework (MTSF) priorities of the PGDS with the proposed PSDF Development Levers through a systematic approach, utilizing colour coding for clarity. This alignment aims to achieve the ideal spatial outcomes envisioned in the PGDS.

A high-level diagram unpacking the key MTSF priorities proposed in the PGDS, along with the supporting Development Levers, is presented in the figure to follow. This diagram provides a high-level methodology for this section, with specific reference to the proposed colour coding used to ensure alignment between the PGDS and the PSDF.

The Development Levers address various drivers (spatial outcomes) necessary for effective implementation, focusing on specific areas that need prioritisation to realize the PGDS objectives. To ensure a practical approach, specific actions have been formulated to implement these drivers and development levers effectively. These action areas are intended to support the development goals outlined in the PGDS, which are derived from the MTSF priorities.

It is crucial to recognize that many of these goals are cross-cutting and influence the various spatial outcomes envisioned for the PSDF. The Strategic Directive offers a high-level guide for the province, where the Development Levers and Drivers provide detailed spatial guidance for each key focus area. Supporting action areas outline realistic projects and initiatives necessary for consideration.



**Figure 4: Alignment between the FS PGDS and the FS PSDF**

### 3.1 LEVER 1: ENABLING INFRASTRUCTURE AS THE FOUNDATION OF INTERCONNECTIVITY AND ACCESS

Infrastructure serves as the cornerstone for interconnectivity and access within the province. By investing in infrastructure, such as roads, bridges, and telecommunications networks, the Free State can enhance connectivity between urban and rural areas, facilitating economic growth and social development.

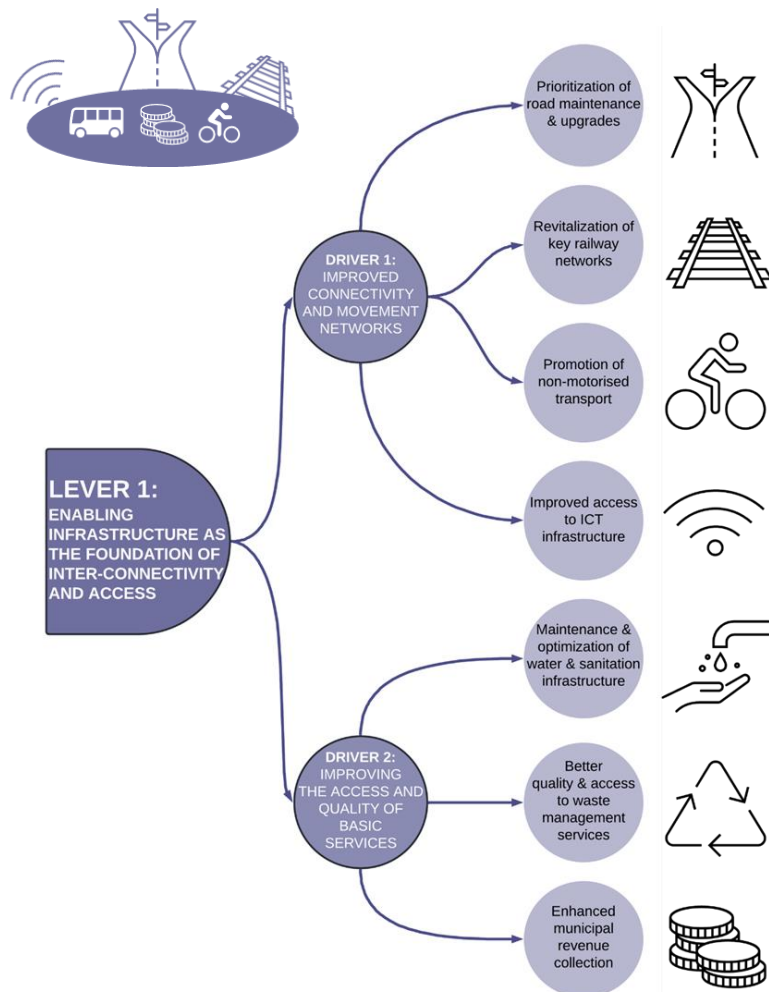


Figure 5: Lever 1 and supporting Drivers and Action Areas

### 3.1.1 DRIVER 1: IMPROVED CONNECTIVITY AND MOVEMENT NETWORKS

The following key actions are to be considered:

- ◀ Weighbridge Installations
- ◀ Cross-Border Trade Enhancements
- ◀ Logistic Facility Development
- ◀ ICT Infrastructure Development
- ◀ Investment in Key Development Nodes
- ◀ Road Infrastructure Upgrades
- ◀ Public Transportation Improvements
- ◀ Strengthening Movement Corridors
- ◀ Upgrading Abnormal Load Routes
- ◀ Transfer of Key Roads to SANRAL

#### 3.1.1.1 PROPOSED ACTION AREAS

- ◀ **Road Safety and Freight Compliance:** Propose additional weighbridges along key routes to enhance road safety and ensure road freight compliance. Weighbridges are recommended near Bultfontein, Kroonstad, Sasolburg, Harrismith, Koffiefontein, and Frankfort.
- ◀ **Border Post Upgrades:** Upgrade all borders between Lesotho and the Free State, with a particular focus on border posts near Ficksburg and Ladybrand to facilitate cross-border trade and movement, given their significant dependence on Lesotho.
- ◀ **Support and Upgrade Existing Facilities:** Enhance and support logistic facilities in Harrismith and Bloemfontein, recognizing their strategic locations.
- ◀ **New Developments in Kroonstad:** Identify Kroonstad as a potential site for future logistic facility development, ensuring the municipality provides efficient service delivery to create a conducive investment environment.
- ◀ **ICT Hubs:** Establish ICT hubs to promote the development of ICT infrastructure and provide residents with access to digital services. Proposed locations for ICT hubs include Kroonstad, Sasolburg, Bethlehem, Harrismith, Ficksburg, Botshabelo/Thaba Nchu, Bloemfontein, and Wesselsbron.
- ◀ **Economic and Service Hubs:** Focus on additional investment and support in key development nodes that are vital for the economy and service provision. These nodes include Kroonstad, Welkom, Bethlehem, Harrismith, Ladybrand,

Zastron, Botshabelo/Thaba Nchu, Winnie Mandela (Brandfort), Bloemfontein, and Trompsburg.

- ◀ **Long-term Road Upgrades:** Plan long-term upgrades for the R709 between Winburg and Tweespruit, and the R704 between Koffiefontein and Trompsburg.
- ◀ **New Road Developments:** Propose new routes to improve connectivity:
  - A north-south route from the R64 between Boshof and Dealesville directly south to Petrusburg to alleviate traffic on the N1.
  - An east-west corridor directly between Trompsburg and Smithfield, creating a shorter route from the Northern Cape to Lesotho via Zastron.
  - Alternative Route for Economic Development: Develop a road between Colesberg and Jagersfontein, creating an alternative route from Bloemfontein to Colesberg via Fauresmith and Philippolis. This route will support local economic development, particularly in tourism.
- ◀ **Reliable and Affordable Public Transport:** Develop reliable and affordable public transport systems in larger towns where residents spend a significant portion of their income on private transport. Key towns for public transportation development include Kroonstad, Sasolburg, Welkom, Harrismith, Phuthaditjhaba, Botshabelo/Thaba Nchu, and Bloemfontein.
- ◀ **Promote Corridor Development:** Strengthen national and provincial movement corridors by promoting development along key routes, including N1, N3, N6, N5, N8, and R59, R30, R26, R34. Encourage economic activities and infrastructure investments along these corridors to boost regional connectivity and economic growth.
- ◀ **Support Trade and Investment:** Upgrade and re-align abnormal load routes, prioritising these roads to support trade and investment. Obtain support from National Roads as the province has limited funds to maintain these critical routes.
- ◀ **National Support for Road Maintenance:** Due to the additional burden on the province's road infrastructure from inter-provincial traffic, transfer many key roads to the South African National Roads Agency Limited (SANRAL) to secure national support for development and maintenance.

### 3.1.1.1 KEY ROADS AND LINKAGES

The Free State Provincial Spatial Development Framework identifies key roads and linkages that require priority in terms of maintenance and upgrading. Recognizing the strategic importance of these roads for travel across the province and to neighbouring provinces and countries, it is proposed that these key roads be transferred to the South African National Roads Agency Limited

(SANRAL). This transfer would ensure that these roads, which bear national significance, receive the necessary maintenance and upgrades.

#### 3.1.1.1.1 Key Vertical Linkages

##### Western Linkage Road:

- ◀ **Route:** R59 from Hertzogville to Alberton (via Bothaville, Parys, and Vereeniging)
- ◀ **Proposed Upgrades:** Extend the R59 from Hertzogville to the N8 towards Petrusburg (88km) and further to De Aar via the R48, forming a comprehensive western linkage road.
- ◀ **Key Towns Served:** Koffiefontein, Petrusburg, Hertzogville, Hoopstad, Bothaville, Viljoenskroon, Vredefort, Parys, and Sasolburg.

##### Central National Road:

- ◀ **Route:** N1 from Cape Town to Beit Bridge (via Bloemfontein, Johannesburg, Pretoria, and Polokwane)
- ◀ **Key Towns Served:** Sasolburg, Kroonstad, Ventersburg, Winburg, Bloemfontein, Edenburg, Trompsburg, Springfontein, and Gariep Dam.

##### Eastern Linkage Road:

- ◀ **Route:** R26 from Rouxville to Villiers (via Zastron, Wepener, Ladybrand, Ficksburg, Bethlehem, and Reitz)
- ◀ **Key Towns Served:** Rouxville, Zastron, Wepener, Ladybrand, Ficksburg, Bethlehem, and Reitz.

#### 3.1.1.1.2 Key Horizontal Linkages

##### Central National Road:

- ◀ **Route:** N8 from Groblershoop to Maseru (via Kimberley and Bloemfontein)
- ◀ **Key Towns Served:** Groblershoop, Kimberley, Bloemfontein, Botshabelo, Thaba Nchu, Ladybrand, and Petrusburg.

##### Southern Linkage Road:

- ◀ **Route:** Upgraded sections of R705, R704, and the gravel road between Trompsburg and Smithfield to link with the N6.
- ◀ **Proposed Upgrades:** Upgrade the gravel road section between Trompsburg and Smithfield (88km) to a tarred road to enhance connectivity and travel efficiency.
- ◀ **Key Towns Served:** Trompsburg, Smithfield, Foursmith, Jagersfontein, Koffiefontein, and Jacobsdal.

##### Northern Linkage Road:

- ◀ **Route:** R34 from Vryburg to Richards Bay (via Kroonstad and Newcastle)
- ◀ **Key Towns Served:** Hoopstad, Wesselsbron, Odendaalsrus, Kroonstad, Edenville, Heilbron, Frankfort, Vrede, Memel, and Newcastle (KwaZulu-Natal).

These roads are critical for horizontal linkages to the north, centre, and south, with supporting vertical linkages to the eastern, western, and central parts of the province. They facilitate access to all main and high-potential towns and cities within the Free State, reinforcing the need for prioritising these routes for upgrades and maintenance. The strategic positioning and enhancement of these roads will significantly improve connectivity, economic activity, and regional development, justifying their transfer to SANRAL for national-level oversight and funding.

### 3.1.1.1.2 KEY TRADE ROUTES

#### 3.1.1.1.2.1 Trade Routes to Lesotho

The Free State Province has strong trade and commerce linkages with Lesotho, particularly through Bloemfontein. This connection is critical as Lesotho accounts for over 40% of the movement of people from neighbouring countries through South Africa's border posts. The Maseru and Ficksburg Bridges handle a significantly larger number of travellers compared to other border posts, underscoring their importance.

Virtually every business in Ladybrand and Ficksburg has interests across the border in Lesotho, which drives economic development and employment. The prominence of manufacturing in Lesotho's economy, supported by the African Growth and Opportunity Act (AGOA) linked export opportunities, is significant. There is potential for industrial activities leveraging Lesotho's low-cost firms as suppliers of inputs.

#### Key strategic proposals to enhance trade routes with Lesotho include:

- ◀ Supporting high-tech manufacturing, information technology, telecommunications, food processing, and cultural activities.
- ◀ Focusing on the Mohokare Valley zone for coordinated investment, leveraging the Lesotho Highlands Water Project.
- ◀ Upgrading railway infrastructure for improved cross-border goods movement.
- ◀ Upgrading major and secondary roads across borders, particularly along the Mangaung-Maseru corridor.
- ◀ Introducing labour-based road development programs in tertiary roads on both sides of the border to support local villages and agriculture, and to stimulate tourism.

- ◀ Addressing the lack of proper facilities at the railhead in Maseru for quicker freight handling.
- ◀ The Free State Development Corporation (FDC) plays a vital role in promoting the SMME sector by offering small loans and a Joint Venture Participation scheme to foster economic growth.

A secondary trade route to Lesotho can be developed via Wepener along the R702 from Bloemfontein to Mafeteng in Lesotho, passing through Dewetsdorp. Upgrading the bridge between the borders is essential to support trade, as the existing bridge has weight limitations.

#### 3.1.1.1.2.2 Other Trade Routes

The Free State Province also serves as a crucial link in trade between several South African provinces, including Gauteng, Northwest, Northern Cape, KwaZulu-Natal, and Eastern Cape. Key trade routes facilitating this inter-provincial trade include:

- ◀ **N3:** Connecting Gauteng to KwaZulu-Natal.
- ◀ **N5:** Linking Harrismith in the Free State to Bethlehem and further to the NI.
- ◀ **N8:** Connecting Bloemfontein to Kimberley and Maseru in Lesotho.
- ◀ **N6:** Linking Bloemfontein to East London in the Eastern Cape.
- ◀ **R34:** Connecting Vryburg in the North West to Richards Bay in KwaZulu-Natal via Kroonstad and Newcastle.
- ◀ **R26:** Running through the eastern Free State, connecting the province with the Northern Cape.
- ◀ **R59:** Connecting Hertzogville to Alberton, traversing Bothaville, Parys, and Vereeniging.

These routes support the movement of goods and services, bolstering the Free State's role as a central trade hub within South Africa. Upgrading and maintaining these routes are essential for sustaining and enhancing economic activity and inter-provincial trade.

#### 3.1.1.1.3 ICT DEVELOPMENT

The Free State Province is poised to enhance its Information and Communication Technology (ICT) landscape through the establishment of ICT Smart Hubs in strategic towns. These proposed hubs in Welkom, Kroonstad, Botshabelo, Bethlehem, Harrismith, Tromsburg, Ladybrand, and Zastron are strategically located near existing Points of Presence (PoP's), ensuring robust connectivity and support infrastructure.

#### The ICT Smart Hubs aim to:

- ◀ **Facilitate Connectivity:** Enhance internet access and digital connectivity in rural and semi-rural areas, bridging the digital divide.
- ◀ **Support SMMEs:** Provide a nurturing environment for SMMEs in the ICT sector, fostering innovation, entrepreneurship, and inclusive economic growth.
- ◀ **Drive Skills Development:** Equip young people with skills in Robotics, Artificial Intelligence, Coding, Cloud Computing, and Networking through extensive training programs, aligning with the South African Skills Development Program's goal to train one million young people by 2030.
- ◀ **Promote Collaboration:** Create ecosystems that encourage collaboration among researchers, software developers, digital makers, tech start-ups, SMEs, corporate clients, and investors.

**The hubs are to serve as vibrant ecosystems providing the following:**

- ◀ **Infrastructure and Services:** High-speed Wi-Fi, office space, meeting rooms, event spaces, and pre-incubation, incubation, and in-hub acceleration support.
- ◀ **Resource Access:** Extensive range of tangible and intangible resources for digital entrepreneurs and start-ups, including access to technology, mentorship, and business development services.
- ◀ **Collaborative Opportunities:** Platforms for sharing information, knowledge, and experience, fostering peer-to-peer learning and skills development.
- ◀ **Support for Disruptive Technologies:** Focus on nurturing start-ups that drive the creation of disruptive technologies in the creative industries.

**Economic and Social Impact**

The telecommunications sector is a critical pillar of South Africa's economy, and these ICT Smart Hubs are expected to significantly contribute to its growth. By enhancing digital infrastructure and fostering an innovation-friendly environment, these hubs will:

- ◀ **Boost Local Economies:** Drive economic activities in the host towns, creating jobs and stimulating local businesses.
- ◀ **Reduce Poverty:** Facilitate access to international markets for SMMEs, enhancing their competitiveness and income potential.
- ◀ **Promote Inclusive Growth:** Ensure rural communities benefit from the 4th Industrial Revolution, reducing the urban-rural digital divide.

**3.1.1.4 KEY DEVELOPMENT CORRIDORS**

**3.1.1.4.1 Primary Development Corridor: The N8 Development Corridor**

The N8 Development Corridor is a critical focus area in the Free State Province. It includes significant nodes such as the Mangaung Airport Node and the Botshabelo Industrial Park and facilitates existing trade linkages between Maseru in Lesotho and Bloemfontein. This corridor is essential for mixed-use development along both the R702 and the N8, especially towards the east of Bloemfontein, as supported by the Mangaung Spatial Development Framework (SDF).

**Key Features and Strategic Importance:**

- ◀ **Mangaung Airport Node:** A pivotal point for regional and international travel and commerce.
- ◀ **Botshabelo Industrial Park:** A hub for industrial activities, providing employment and fostering economic growth.
- ◀ **Trade Linkages:** Facilitates trade between Maseru and Bloemfontein, enhancing economic integration with Lesotho.
- ◀ **Mixed-Use Development:** Encouraged along the N8 and R702, promoting residential, commercial, and industrial uses.

To maximize the potential of the N8 Development Corridor, maintenance and upgrades are necessary to improve passenger and freight movement. Enhancing railway infrastructure to complement existing transportation modes is also crucial. Prioritising this corridor as a strategic investment focus area is imperative for tapping into the province's growth potential.

**3.1.1.4.2 Secondary Development Corridor: The R34 Corridor**

The R34 corridor, linking the Welkom area and Kroonstad, is a key development corridor that requires strengthening as a strategic investment area. This corridor provides vital access to the N1 and the R30, connecting major regional markets towards the Northwest mining region and Gauteng. Welkom and Kroonstad serve as significant manufacturing and industrial development nodes within the province.

**Key Features and Strategic Importance:**

- ◀ **Strategic Location:** Access to both the N1 and R30 enhances connectivity to major markets.
- ◀ **Industrial Development:** Potential for large-scale agro-processing, mineral beneficiation, and other ancillary industries.

- ◀ **Economic Hubs:** Welkom and Kroonstad as central points for manufacturing and industrial activities.

This corridor has the potential to serve as a future industrial development corridor, supporting diverse economic activities and fostering regional economic growth. Strategic investments are essential to fully leverage its capabilities.

#### 3.1.1.1.4.3 Tertiary Development Corridor: Bethlehem, Harrismith, and Phuthaditjhaba

The development corridor between Bethlehem, Harrismith, and Phuthaditjhaba is designated as the tertiary development corridor in the province. This corridor's success is closely tied to the Maluti-A-Phofung Special Economic Zone (SEZ), which is crucial for medium to long-term development.

##### Key Features and Strategic Importance:

- ◀ **Maluti-A-Phofung SEZ:** A central initiative for economic development, focusing on industrial activities.
- ◀ **Bethlehem Industrial Area:** A significant hub for local manufacturing and processing.
- ◀ **Qwa-Qwa Industrial Park:** Promotes local industry and employment.
- ◀ **Harrismith Logistics Development:** Enhances the movement of goods and services, leveraging the N3 national corridor.

Prioritising infrastructure improvements for roads and freight movement within this corridor is vital. This includes developing transportation networks to support the SEZ and other industrial areas.

#### 3.1.1.1.4.4 Vaal SEZ Development Corridor

The Vaal SEZ Development Corridor is critical for facilitating trade and development between Sasolburg and Gauteng. This corridor's strategic importance lies in its ability to enhance regional economic integration and foster industrial growth.

##### Key Features and Strategic Importance:

- ◀ **Trade Facilitation:** Enhances trade between Sasolburg and Gauteng, contributing to regional economic development.
- ◀ **Industrial Growth:** Supports the establishment and expansion of industrial activities within the SEZ.

Focusing on this corridor as an important development area in the province will drive economic activities and promote sustainable growth.

### 3.1.1.1.5 RAILWAY DEVELOPMENT

#### 3.1.1.1.5.1 Reinstatement of Passenger Rail Services

A key priority for the Free State Province is the reinstatement of the passenger rail network between Bloemfontein, Botshabelo, and Thaba Nchu. This initiative aims to bolster passenger movement along the N8 Development Corridor, enhancing connectivity and supporting economic activities in the region. Key Benefits:

- ◀ **Enhanced Mobility:** Provides a reliable and efficient mode of transportation for commuters, reducing road congestion and travel times.
- ◀ **Economic Growth:** Stimulates economic activities along the N8 corridor, supporting local businesses and attracting investments.
- ◀ **Sustainable Transport:** Promotes the use of public transport, reducing carbon emissions and environmental impact.

#### 3.1.1.1.5.2 Concession Arrangements for Railway Infrastructure

The Free State Province is exploring potential concession arrangements to support and manage key railway infrastructure. Privatising certain railway lines can improve efficiency and service quality, particularly in sectors like agriculture, tourism, and mining. Key Opportunities:

- ◀ **Agricultural Produce Movement:** Efficient rail transport for agricultural goods, enhancing the supply chain and market reach for farmers.
- ◀ **Tourism Development:** Re-introduction of a steam train route along the eastern and southern parts of the province to attract tourists and promote heritage tourism.
- ◀ **Mining Sector Freight:** Reliable rail services for the mining sector, facilitating the movement of minerals and reducing transportation costs.

#### 3.1.1.1.5.3 Transnet Concession Opportunities

Transnet Limited, South Africa's state-owned rail freight, ports, and pipelines network operator, is preparing to offer concession opportunities for private rail operators on approximately 7,300 route km of branch lines across South Africa. This initiative includes branch lines within the Free State Province, presenting significant opportunities for private sector involvement. Key Features:

- ◀ **Branch Line Concessions:** Private operators can lease and manage branch lines, enhancing operational efficiency and service delivery.
- ◀ **Property Leases:** Options for adjacent property leases provide additional revenue streams and development opportunities.

- ◀ **Operational and Closed Lines:** Of the 7,300 km of branch lines, about 4,000 km are currently operational, with the remainder being closed lines that can be revitalised.

### 3.1.1.1.6 AIR TRANSPORT DEVELOPMENT

#### 3.1.1.1.6.1 Bram Fischer International Airport

The Airport serves as a crucial gateway to the Free State, this airport handles over 300,000 passengers and 17,000 air traffic movements annually, serving as a vital economic hub for the province. Key Features and Strategic Importance:

- ◀ **Cargo Port Development:** Expand the airport's capabilities to handle increased cargo traffic, supporting regional and international trade.
- ◀ **Aerotropolis Hub:** Integrate airport facilities with urban development along the N8, fostering a dynamic economic zone.
- ◀ **Economic Gateway:** Enhance the airport's role in driving economic activities and connectivity within and beyond the province.

#### 3.1.1.1.6.2 Welkom Cargo Airport

The proposed development of a Special Economic Zone (SEZ) and a cargo airport in the Matjhabeng Local Municipality is a significant initiative aimed at revitalizing the region. This area is strategically positioned to leverage the Virginia gas project. The proposed cargo airport will serve as a critical hub for transporting goods, particularly those related to the gas fields and other industrial activities within the SEZ. Key Features and Strategic Importance:

- ◀ **SEZ Development:** Focus on industrial growth, especially around the gas fields, promoting economic diversification and job creation.
- ◀ **Cargo Airport:** Enhance logistics and transportation capabilities, facilitating efficient movement of goods and boosting trade.
- ◀ **Phakisa Raceway Revitalization:** Complement the cargo airport and SEZ, promoting tourism and local economic development.

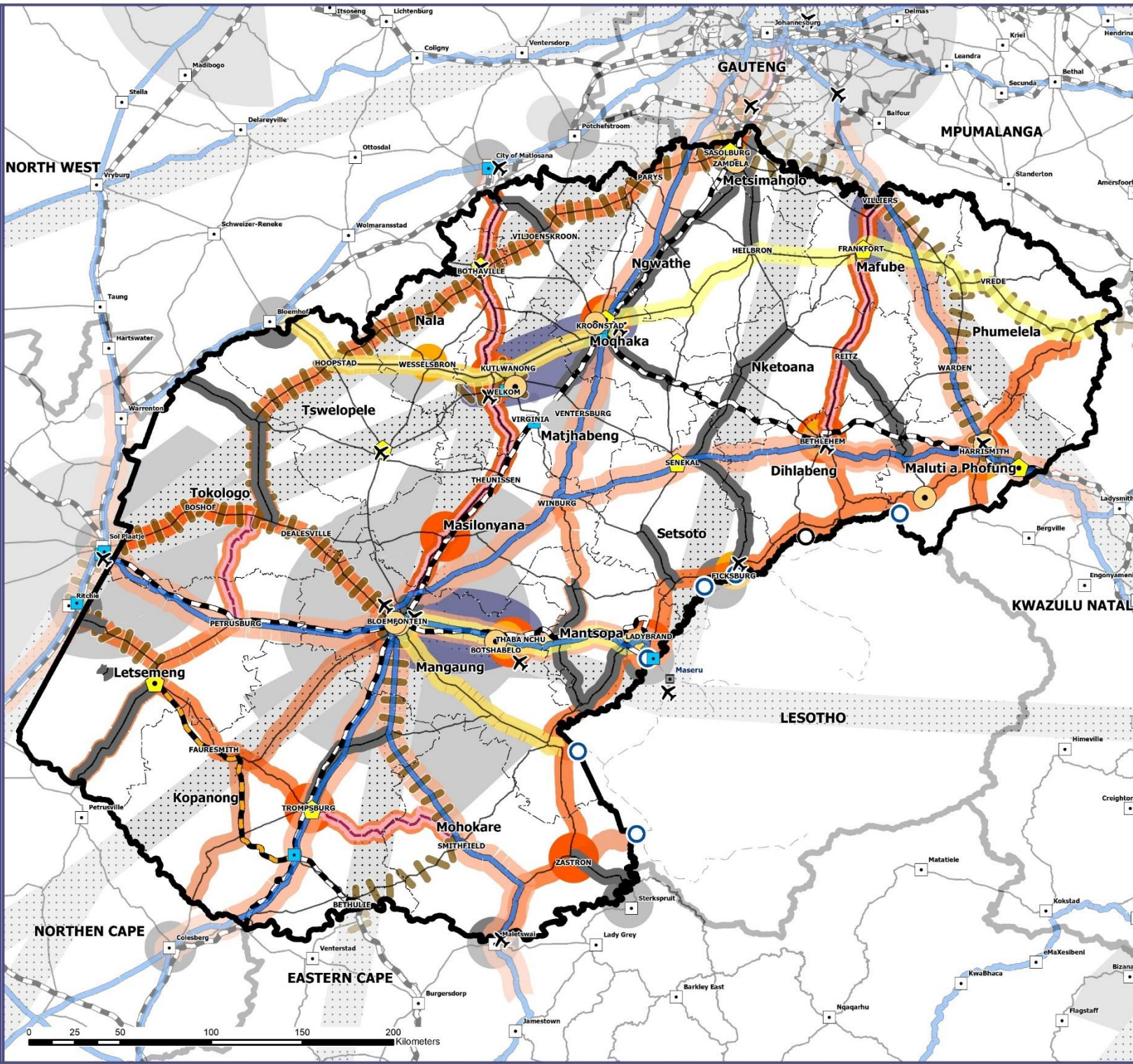
#### 3.1.1.1.6.3 Regional Airports

Regional airports, which lack commercial service, are vital components of the national economy. They provide services that larger commercial airports cannot, particularly in supporting business aviation and other specialised functions. Key Features and Strategic Importance:

- ◀ **Business Aviation:** Regional airports support a substantial portion of general aviation activities, primarily for business purposes.

- ◀ **Land Use Planning:** It is essential to integrate land use planning with airport development to avoid conflicts that can constrain airport operations. Ensuring compatibility between airports and surrounding developments is crucial for sustaining the growth and viability of these airports.

The development of air transport infrastructure in the Free State Province is crucial for enhancing connectivity, supporting economic growth, and promoting regional development.



## LEVER 1 - DRIVER 1 Connectivity and Movement Network

**Abnormal Routes (Maintenance & Upgrade)**

- Abnormal Routes (Maintenance & Upgrade)

**Roads**

- National Roads
- Main / Provincial Roads
- Trade Spines
- Priority Maintenance (Provincial)
- Proposed Trade Routes
- Corridor Development
- Special Maintenance Roads

**Rail Systems**

- Transnet Offices
- Railway Terminals / Working Terminals
- Core Rail Network
- Proposed Reinstatement (Transnet)



**Airway Network**

- Airspace
- Major Air Network Routes
- Main Airports

**Proposed Action Areas**

- Public Transportation Development
- Proposed Weigh Bridge
- Border Post Upgrades
- Proposed ICT Hubs
- Key ICT Development Nodes
- Cross Border Dependence
- Long Term Upgrades
- New Route (Long Term)

Source: Transnet, SANRAL, Freestrans, ACSA.

Map 1: LEVER 1: Driver 1 | Co

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

## 3.1.2 DRIVER 2: IMPROVING THE ACCESS AND QUALITY OF BASIC SERVICES

### The following key actions are to be considered:

- ◀ Improved Blue and Green drop Scores
- ◀ Prioritisation of Infrastructure maintenance and upgrading
- ◀ Recycling and Upcycling initiatives
- ◀ Improved waste management
- ◀ Improved Revenue enhancement
- ◀ Bulk infrastructure development

### 3.1.2.1 PROPOSED ACTION AREAS

#### The following key actions are to be considered:

- ◀ Immediate intervention of provincial government and DWS in municipalities that have received critical Blue Drop evaluations and adverse audit results.
- ◀ Immediate intervention of provincial government and DWS in municipalities that have received critical Green Drop evaluations and adverse audit results.
- ◀ Prioritise the maintenance and optimization of existing municipal infrastructure.
- ◀ Improved waste management and adherence to NEMA requirements on landfill sites.
- ◀ Promotion of circular economic activities by promoting recycling in areas with proximity to landfill sites.
- ◀ Establishment of regional landfill sites as a means to cluster recycling activities.
- ◀ Improve and support municipal billing systems to ensure the cost of municipal services is recovered.
- ◀ Immediate investment and coordinated interventions to address the bulk infrastructure quality and capacity in areas experiencing immense urbanisation pressure such as, Sasolburg, Bethlehem, Welkom, Harrismith, Phuthaditjhaba, Botshabelo/Thaba Nchu and Bloemfontein.
- ◀ Immediate intervention of municipal debt regarding the payment by upstream providers of bulk services such as water and electricity.

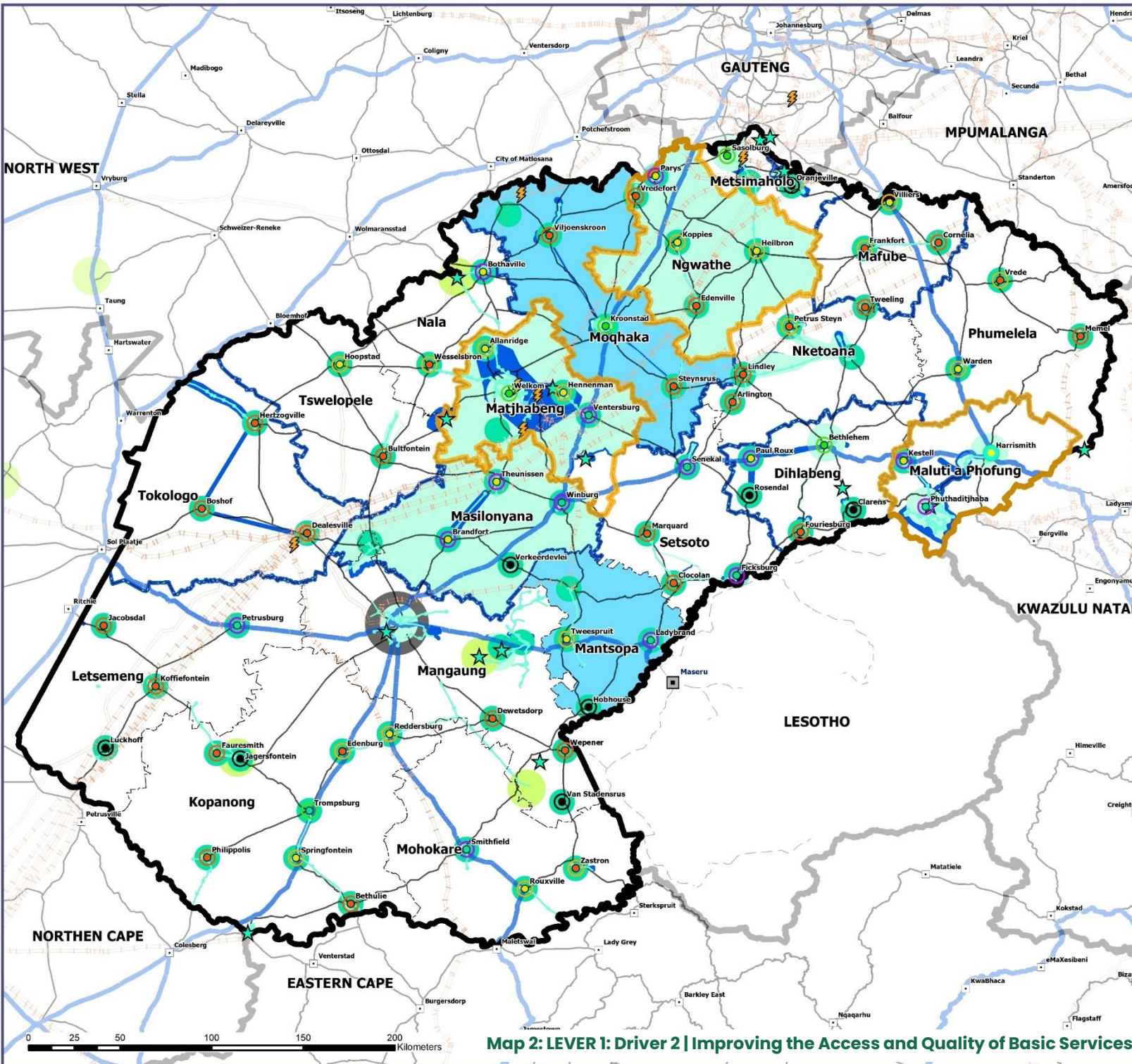
### 3.1.2.1.1 PRIORITISATION OF BASIC SERVICES

By considering the following priorities and criteria, the Free State Province can systematically address the provision and support of basic services to foster sustainable economic growth, improve living standards, and ensure equitable access to essential services for all residents. These criteria include:

- ◀ **Economic Impact:** Prioritise areas that will significantly boost economic growth and attract investments.
- ◀ **Population Needs:** Focus on areas with high population density and pressing needs for basic services.
- ◀ **Infrastructure Condition:** Give priority to areas with aged or failing infrastructure to prevent service disruptions.
- ◀ **Environmental Sustainability:** Ensure that basic services provision supports sustainable practices and minimizes environmental impact.
- ◀ **Social Equity:** Aim to reduce disparities in basic service provision and ensure equitable access across all communities.
- ◀ **Health and Safety:** Prioritise areas where improvements will have a significant impact on public health and safety.
- ◀ **Cost-Benefit Analysis:** Consider the cost-effectiveness of interventions and prioritise projects that offer the highest benefits relative to their costs.
- ◀ **Alignment with Strategic Plans:** Ensure that all initiatives align with provincial and national strategic development plans.
- ◀ **Towns Targeted for Basic Services Optimisation:** Consider population size, current level of services, economic activity, social indicators, and proximity to transport hubs (e.g., Bloemfontein, Welkom, Sasolburg).
- ◀ **Basic Services Infrastructure Optimisation and Expansion:** Assess infrastructure capacity, demand, service delivery gaps, future growth, and environmental sustainability.
- ◀ **DWS Areas Prioritised for Maintenance and Refurbishment:** Evaluate the age and condition of infrastructure, local economic impact, strategic importance, and risk of service disruption.
- ◀ **Strategic Investment Areas:** Focus on areas with existing and potential growth opportunities, alignment with economic development plans, available land for development, and supportive local policies.
- ◀ **Access to Reliable Bulk Water, Electricity, and Transmission Capacity:** Analyse current supply and demand, projected growth, strategic importance, and feasibility of infrastructure upgrades.
- ◀ **Aged Infrastructure Areas:** Prioritise municipalities with aged infrastructure needing urgent upgrades, considering the population affected and local quality of life (e.g., Moqhaka, Mantsopa).

- ◀ **Urgent Upgrading of Bulk Water and Sanitation Services:** Address severe service deficiencies, health and environmental impacts, economic impact, and population density (e.g., Masilonyana, Matjhabeng, Ngwathe).
- ◀ **Regional Landfill, Recycling, and Upcycling Facilities:** Plan based on current and projected waste generation, environmental and health impacts, recycling potential, and proximity to waste sources.

# LEVER 1 - DRIVER 2 Improving the Access and Quality of Basic Services



**Infrastructure Network**

- Infrastructure Extension
- Maintenance
- Refurbish Infrastructure
- Replace Aged Infrastructure
- Upgrade Infrastructure
- Regional Water Treatment Works
- Regional Landfill
- Bulk Water Pipelines (DWS)
- Water Services Authorities & Facilities
- Main Transmission Line (Eskom)
- Main Transmission Substations (Eskom)

**Infrastructure Status per Town**

Connectivity Indicator	Services Indicator
Dysfunctional	Dysfunctional
Partially Dysfunctional	Partially Dysfunctional
Partially Operational	Partially Operational
Operational	Operational
Prime Condition	Prime Condition

**Proposed Action Areas**

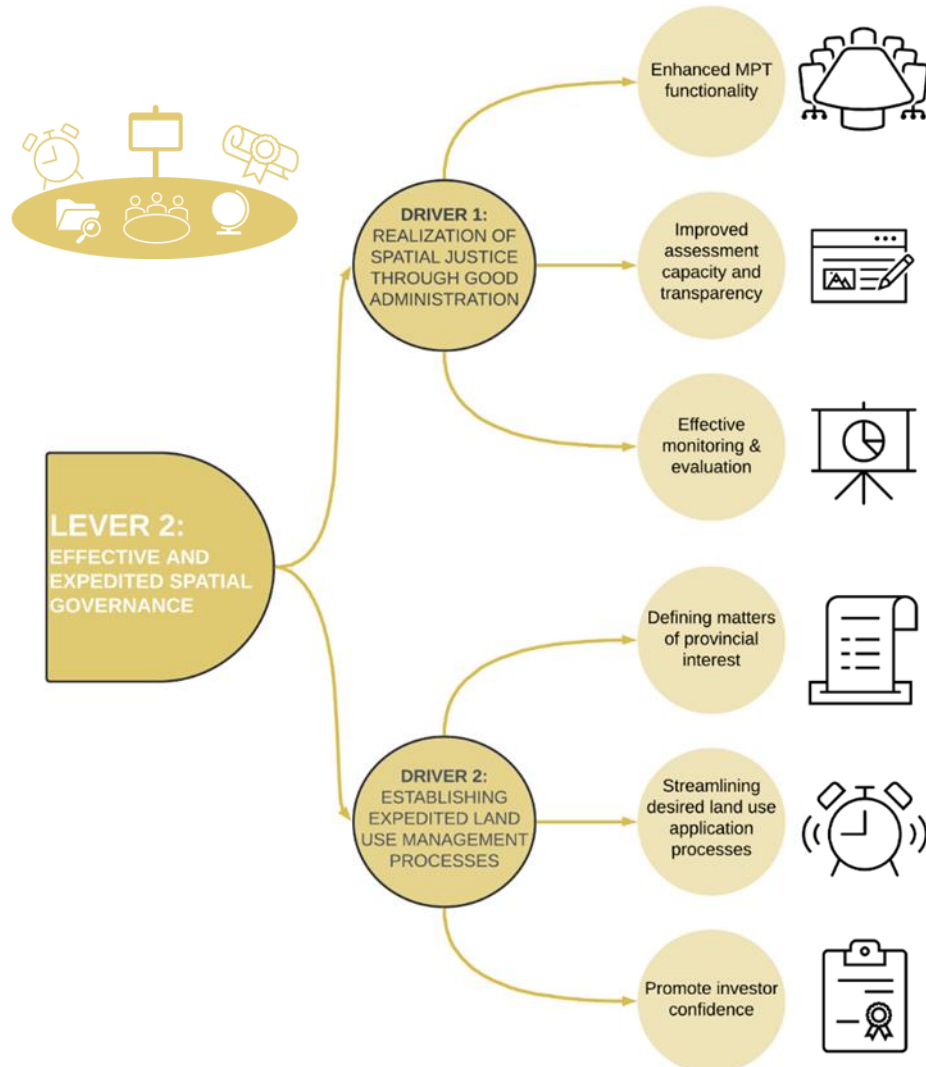
- LM with Highest Eskom Debt (R million)
- Requires Infrastructure Maintenance
- Infrastructure Expansion Needed

Source: DWS, Eskom integrated Report (2023)

Map 2: LEVER 1: Driver 2 | Improving the Access and Quality of Basic Services

## 3.2 LEVER 2: EFFECTIVE AND EXPEDITED SPATIAL GOVERNANCE

Streamlining governance processes is crucial for implementing spatial proposals efficiently. This involves ensuring that regulatory frameworks and administrative procedures support spatial development initiatives, enabling timely decision-making and implementation.



## 3.2.1 DRIVER 1: REALIZATION OF SPATIAL JUSTICE THROUGH GOOD ADMINISTRATION

The following key actions are to be considered:

- ▶ Improve MPT Functionality and Speed of Land Use Application Assessments
- ▶ Develop, Implement, and Monitor Spatial KPIs
- ▶ Monitor Applications Against PSDF and LSDF
- ▶ Skills Development and Capacity Building
- ▶ Define Catalytic Projects
- ▶ Support for Dysfunctional Municipal Planning Tribunals
- ▶ Streamlining Processes in Partially Functional Municipalities
- ▶ Support Key Municipalities for Growth and Development

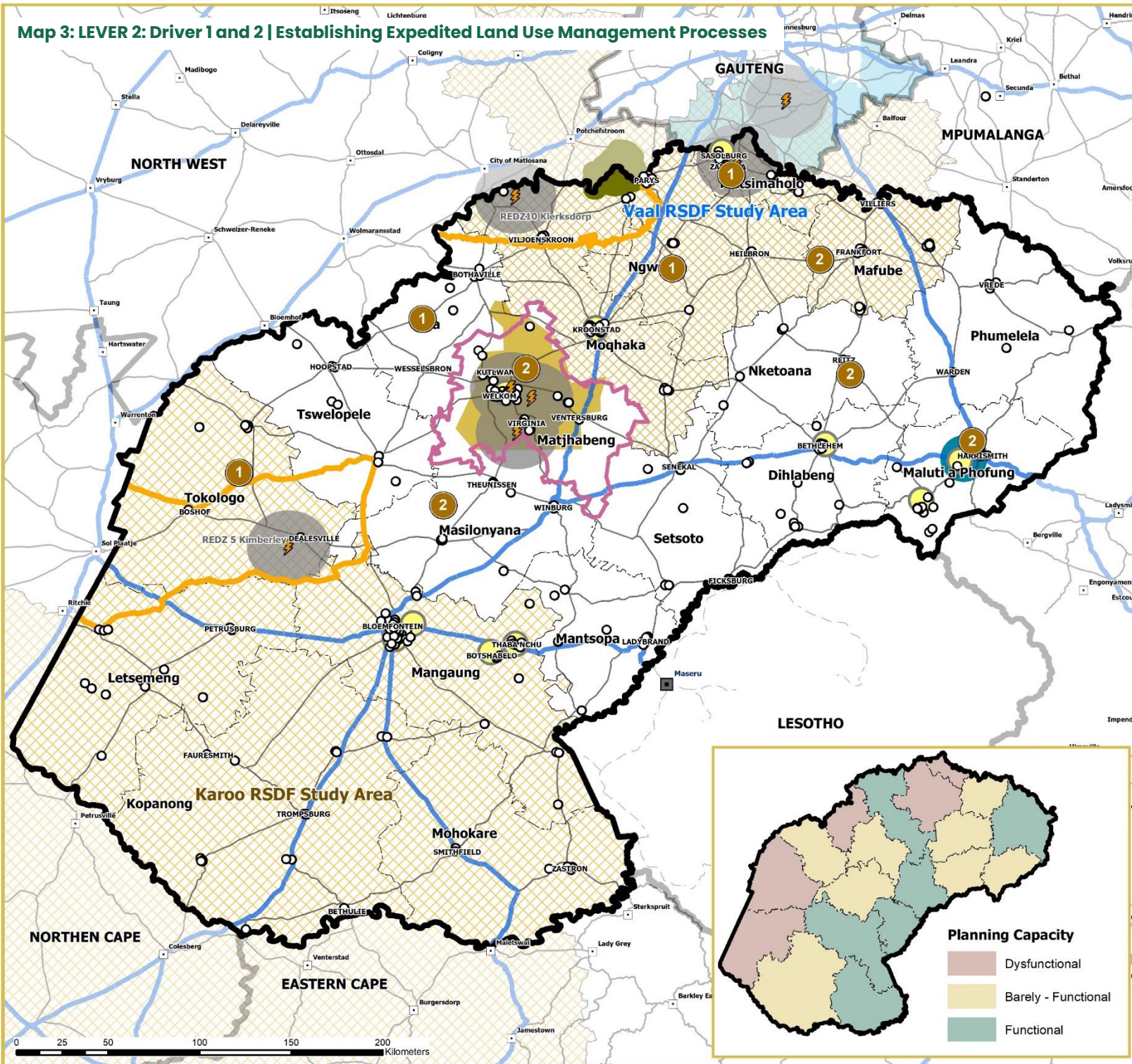
### 3.2.1.1 PROPOSED ACTION AREAS

- ▶ **Streamline Processes:** Review and optimize current workflows to eliminate bottlenecks. This might include digital transformation initiatives to automate routine tasks.
- ▶ **Technology Integration:** Implement Geographic Information System (GIS) and other relevant software to facilitate faster and more accurate assessments.
- ▶ **Standardised Criteria:** Develop and enforce standardised criteria for land use application assessments to ensure consistency and speed.
- ▶ **Identify Key Performance Indicators (KPIs):** Define specific KPIs such as average processing time, number of applications processed per month, compliance rates, and user satisfaction.
- ▶ **Baseline Assessment:** Conduct a baseline assessment to determine the current performance levels of MPTs.
- ▶ **Regular Monitoring and Reporting:** Use dashboards and regular reports to monitor these KPIs and identify trends or areas needing improvement.
- ▶ **Compliance Tracking:** Implement a system to track and categorize applications based on their compliance with the Provincial Spatial Development Framework (PSDF) and Local Spatial Development Frameworks (LSDFs).
- ▶ **Feedback Mechanism:** Establish a feedback mechanism to inform municipalities of deviations and required amendments in the PSDF and LSDF.
- ▶ **Regular Reviews:** Conduct regular reviews and updates of SDFs to reflect current development needs and compliance trends.

Figure 6: Lever 2 and supporting Drivers and Action Areas

- ◀ **Training Programs:** Develop comprehensive training programs focused on key areas such as complex land use assessments, legal frameworks, and the use of technology in planning.
- ◀ **Workshops and Seminars:** Conduct regular workshops and seminars for town planning officials to share best practices and new developments in the field.
- ◀ **Mentorship and Support:** Implement a mentorship program where experienced planners provide guidance and support to less experienced staff.
- ◀ **Clear Criteria:** Define clear criteria for what constitutes a catalytic project, considering factors like project scale, potential impact on development, and alignment with strategic goals.
- ◀ **Integration with DSDFs and MSDFs:** Ensure these criteria are integrated into the District Spatial Development Frameworks (DSDFs) and Metropolitan Spatial Development Frameworks (MSDFs).
- ◀ **Project Database:** Maintain a database of catalytic projects to monitor progress and impact.
- ◀ **Needs Assessment:** Conduct a needs assessment to identify specific issues faced by dysfunctional MPTs.
- ◀ **Targeted Interventions:** Develop targeted interventions such as additional training, resource allocation, and process re-engineering to address identified issues.
- ◀ **Monitoring and Evaluation:** Establish a monitoring and evaluation framework to assess the effectiveness of interventions and make necessary adjustments.
- ◀ **Process Mapping:** Map existing processes to identify inefficiencies and areas for improvement.
- ◀ **Best Practices:** Implement best practices from well-functioning municipalities and adapt them to the local context.
- ◀ **Capacity Building:** Provide ongoing training and support to ensure that staff can effectively implement streamlined processes.
- ◀ **Targeted Support Programs:** Develop and implement support programs specifically tailored to the needs of the targeted municipalities.
- ◀ **Resource Allocation:** Prioritise the allocation of resources (financial, technical, and human) to these municipalities to support growth and development initiatives.
- ◀ **Collaborative Frameworks:** Establish collaborative frameworks involving provincial, municipal, and community stakeholders to ensure cohesive development efforts.

**Map 3: LEVER 2: Driver 1 and 2 | Establishing Expedited Land Use Management Processes**



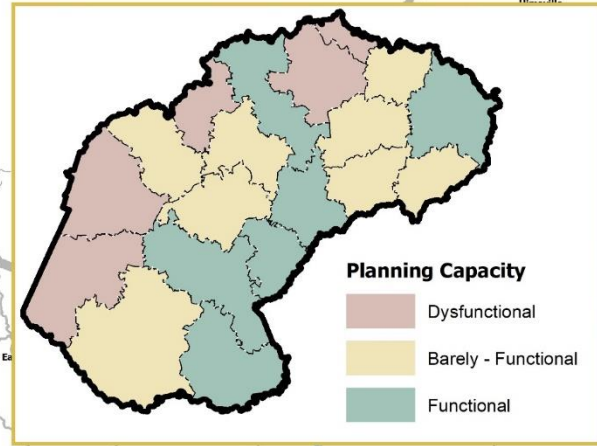
**LEVER 2 - DRIVER 1 & 2  
Establishing Expedited Land Use Management Processes**

**Priority Support Areas**

- 1 Very High
- 2 High

**Proposed Action Areas**

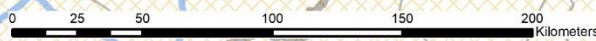
- Virgina Gas Exloration
- Treasury Projects
- Main Transmission Substations
- Special Economic Development Zone (SEZ)
- PSHDA
- Available Energy Transmission Capacity
- Declining Mining Communities
- Renewable Energy Development Zone (REDZ)
- Vaal Special Economic Zone (SEZ)
- Vredefort Dome - World Heritage Site
- RSDF boundary (Karoo/Vaal)



Source: GGDA, DESTEA, FS COGTA, DALRRD



**FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK**



### 3.2.2 DRIVER 2: ESTABLISHING EXPEDITED LAND USE MANAGEMENT PROCESSES

The following key drivers are to be considered:

- ◀ Defining matters of Provincial Interest
- ◀ Improve planning decision-making.
- ◀ Functional Municipal Planning Tribunals
- ◀ Prioritising catalytic project applications

#### 3.2.2.1 PROPOSED ACTION AREAS

- ◀ **Designation of Provincial Interest Areas:** Identify and designate areas of provincial interest where fast-tracking land use applications can be implemented. This involves a comprehensive assessment of economic, social, and environmental factors to determine suitable locations for development.
- ◀ **Streamlined Environmental and Agricultural Approvals:** Develop a streamlined process for obtaining environmental and agricultural approvals in areas outside of protected or sensitive zones. This could involve creating standardised guidelines and criteria for evaluating the potential impact of projects on the environment and agricultural activities.
- ◀ **Stringent Assessment and Implementation of Protocols:** Implement rigorous assessment procedures for land use applications located within sensitive areas. This includes conducting thorough environmental impact assessments and ensuring compliance with agricultural protocols to mitigate potential risks and safeguard natural resources.
- ◀ **Establishment of Provincial or District MPT:** Consider the establishment of a provincial or district-level Multi-Party Taskforce (MPT) dedicated to overseeing catalytic projects. This task force would coordinate efforts among various stakeholders and streamline the approval process for significant development initiatives.
- ◀ **Prioritisation of Planning Application Processes:** Prioritise planning application processes in Very High Support Priority Municipalities to fast-track catalytic and priority projects aligned with provincial or national interests. This involves providing dedicated resources and support to expedite the approval process for projects in key industries such as manufacturing, petrochemicals, energy generation, gas extraction, and production.

### 3.3 LEVER 3: ESTABLISHING AND ENHANCING URBAN AND RURAL CONNECTIONS

Strengthening the connections between urban centres and rural areas is essential for balanced development. This includes initiatives aimed at improving transportation links, promoting mixed land use, and enhancing access to essential services in both urban and rural settings.

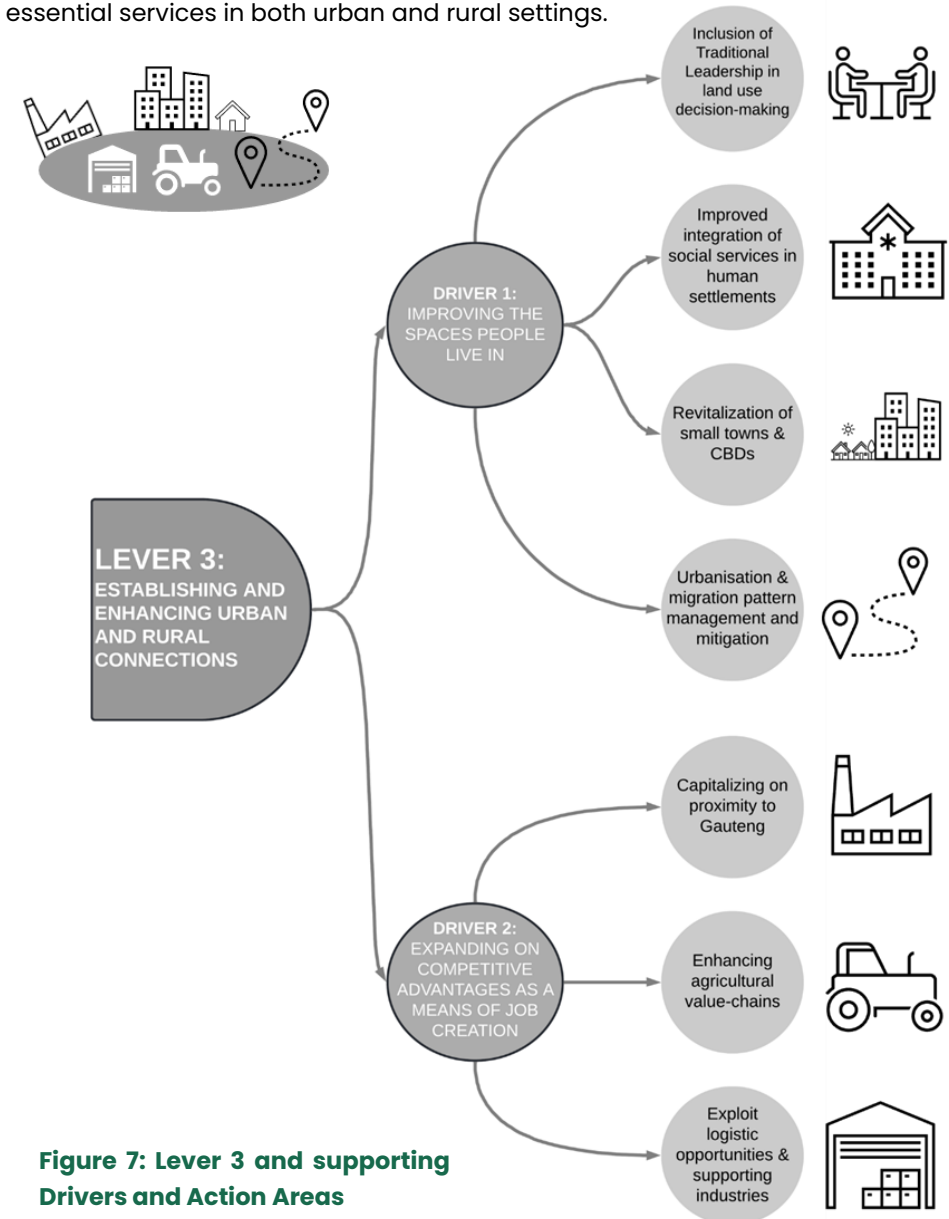


Figure 7: Lever 3 and supporting Drivers and Action Areas

### 3.3.1 DRIVER 1: IMPROVING THE SPACES PEOPLE LIVE IN

#### The following key actions are to be considered:

- ◀ Integrated Human Settlement Development
- ◀ Social Facility Planning and Education
- ◀ Non-Motorised Transport and Rural Services
- ◀ Urbanization and Infrastructure Optimization
- ◀ CBD Revitalization and Affordable Housing
- ◀ Migration and Border Infrastructure
- ◀ Land Use and Traditional Authorities
- ◀ Climate Change Adaptation and Food Security
- ◀ Economic Upliftment and Immigration Support
- ◀ Smart Schools and Skills Development

#### 3.3.1.1 PROPOSED ACTION AREAS

- ◀ **Transport and Infrastructure Services:** Promote integrated human settlement developments that consider transport, education, social, and infrastructure service distribution.
- ◀ **Urban Edges:** Discourage the establishment of townships on the outskirts of settlements by implementing and enforcing urban edges or boundaries.
- ◀ **Increased Housing Density:** Focus on increasing the density of housing within established urban edges to optimize land use and infrastructure.
- ◀ **Social Facility Planning Guide:** Apply and enforce the social facility planning guide to towns within the Karoo Regional Spatial Development Framework (RSDF).
- ◀ **Educational Facilities:** Ensure education facilities comply with minimum requirements for size and distance from harmful land uses, prioritising land allocation for schools during township establishment and housing development processes.
- ◀ **Transport Infrastructure:** Improve and expand non-motorised transport infrastructure to enhance accessibility and mobility.
- ◀ **Rural Social Services:** Prioritise access to social services in rural areas and settlements with a negative growth rate, ensuring equitable service distribution.
- ◀ **Education and Health Services:** Prioritise the quality and access to education and health services in areas experiencing rapid urbanization.
- ◀ **Water and Wastewater Infrastructure:** Focus on optimizing and expanding water and wastewater infrastructure in areas with the highest number of un-serviced households.

- ◀ **Revitalise CBDs:** Transform and revitalize Central Business Districts (CBDs), converting existing buildings into affordable housing to combat urban sprawl and enhance economic activity. Invest in revitalizing CBDs in Sasolburg, Kroonstad, Welkom, Harrismith, and Bloemfontein to attract private investment and create affordable housing.
- ◀ **Closed Mines Housing:** Explore the possibilities of acquiring housing situated in closed mines to address housing shortages.
- ◀ **Migration Study:** Conduct a migration study to assess the pressure on municipal and social services due to the influx of migrants from Lesotho.
- ◀ **Border Infrastructure:** Improve infrastructure and procedures at border posts to manage and facilitate migration more effectively.
- ◀ **LSDFs Collaboration:** Develop Local Spatial Development Frameworks (LSDFs) in collaboration with traditional authorities to address land use distribution patterns in traditional areas.
- ◀ **Disaster Risk Reduction:** Incorporate disaster risk reduction and climate change strategies into land use regulations and bylaws.
- ◀ **Rising Temperatures:** Implement interventions to address rising temperatures, such as developing heat-resistant crops and ensuring water security through additional sources and rainwater capturing infrastructure.
- ◀ **Rainfall Variability:** Prepare for future rainfall variability by improving stormwater management and promoting permeable infrastructure to manage flooding and protect natural drainage systems.
- ◀ **Support for High Immigration Areas:** Provide additional support to towns like Phuthaditjhaba, Fouriesburg, Ficksburg, Ladybrand, Wepener, and Zastron, which are experiencing high levels of immigration pressure.
- ◀ **Smart Schools:** Establish smart schools in Sasolburg, Botshabelo, Welkom and Harrismith with curriculums tailored to local economic specializations.
- ◀ **Agriculture Schools:** Investigate the potential of additional agricultural schools in Bethlehem and Kroonstad to support and expand on the competitive advantage of the agricultural sector.
- ◀ **Repurposing Underutilised Facilities:** Investigate the repurposing of underutilised education facilities for additional housing, social services, or community facilities.
- ◀ **Skills Development Centres:** Establish skills development centres in Harrismith, Kroonstad, Sasolburg, and Thaba Nchu to enhance employability and support local industries.



from urban centres to remote rural areas, by tailoring provision to each area's unique needs and capacities.

For the Free State, this necessitates a nuanced approach to planning and delivering social services. It involves assessing settlement hierarchies and service reach as defined by the Service Wheel to guide resource allocation and investment. This approach prioritises interventions that enhance service coverage and address gaps in underserved areas.

The Service Wheel also assists the province in navigating service provision complexities, especially in rural and peri-urban settings with significant access barriers. It highlights the need to provide essential services and broader social amenities to improve quality of life and promote sustainable development.

The Service Wheel offers a roadmap for the Free State Province to advance its social services agenda, addressing diverse population needs and spatial realities. By integrating its principles into planning, the province can achieve more equitable and inclusive social services development, improving residents' well-being. The following considerations for the Free State Provincial Spatial Development Framework are evident:

- ◀ **Broad Application of Standards:** Ensure that standards are universally applied, with even small developments contributing proportionally to the demand for larger facilities centrally located.
- ◀ **Cross-Sectoral Integration:** Consider integration across sectors, resident mobility, and socio-economic factors influencing service needs and accessibility.
- ◀ **Equity in Facility Provision:** Utilize facility provision norms and standards, along with GIS-based tools, to address facility backlogs and plan new provisions, impacting social facility planning for millions of residents.
- ◀ **Efficient Resource Allocation:** Use norms and standards to support efficient land use allocation, improve social facility investment decisions, and coordinate city development effectively.
- ◀ **Community Engagement:** Utilize accessibility analysis and mapping to facilitate community interaction and consultation, ensuring fair decisions and informed input on facility location and allocation.
- ◀ **Avoiding Overbuilding:** Implementing minimum provision standards helps avoid constructing under-utilised facilities, ensuring financial sustainability, and meeting local demand.
- ◀ **Supporting Spatial Development:** Facility location and access planning guidelines support spatial development objectives in integrated

development plans and provincial spatial development frameworks, enabling justified capital investment and intergovernmental alignment.

- ◀ **Principle-led Approach:** The development of standards and evidence for social facility provision considers principles of social justice, sustainability, administrative efficiency, and economic location impact, fostering collaborative, adaptive, and practice-oriented strategies.
- ◀ **Continuous Improvement:** Recognize that the development of standards is an ongoing process driven by collaboration, innovation, and commitment to impact, rather than a one-time endeavour driven solely by research or legislation.

### 3.3.1.2.1 CITIES AND LARGE REGIONAL CENTRES

#### 3.3.1.2.1.1 Bloemfontein

The following Needs have been observed:

- ◀ A **Provincial Convention Centre** that integrates a variety of activities, including indoor sports, museum, and gallery uses. This integrated approach aims to support a range of flexible uses, ensuring the financial sustainability of the centre.

### 3.3.1.2.2 REGIONAL DEVELOPMENT ANCHORS

To support the Regional Growth Development Centres in the Free State Province, the following key functions and needs have been identified:

- ◀ **Legal and Civic Services:** Establishment of legal and civic service facilities to cater to the administrative and judicial needs of the region.
- ◀ **Sports Facilities:** Development of regional-scale sports facilities to promote physical activity and host large-scale sports events.
- ◀ **Arts Facilities:** Creation of arts facilities to showcase local arts, heritage, and crafts unique to each region, fostering cultural expression and tourism.
- ◀ **Tertiary Training and Educational Facilities:** Provision of tertiary education and training institutions to enhance educational opportunities and skill development.
- ◀ **Health Services:** Implementation of comprehensive regional health services to improve healthcare access and quality.
- ◀ **Regional Open Space Systems:** Development of regional open spaces to promote environmental sustainability, recreation, and community well-being.

These functions are essential for driving growth, enhancing service delivery, and supporting the overall development of the Free State Province.

### 3.3.1.2.2.1 Welkom

Welkom, as a **Secondary Large Regional Centre**, requires a higher level of services compared to other growth anchors. The following key needs have been identified to support its development:

- ◀ **Civic Support Facilities:** Upgrade key provincial services and cluster them into a Civic Cluster. Establish an upgraded Transport Service Centre for testing, licensing, and related services. Upgrade the Department of Home Affairs using the latest technology.
- ◀ **Arts and Cultural Facilities:** Develop a regional Arts and Performing Theatre to support and showcase local arts and culture.
- ◀ **Skills Development:** Emphasize skills development in specific sectors:
  - Electronics
  - Renewable energy
  - Technology
  - Petrochemical
  - Agriculture
  - Automobile services
  - Advanced construction
- ◀ **Healthcare Services:** Upgrade the District Hospital to provide improved regional healthcare services and enhanced ambulance services.
- ◀ **Disaster Management:** Develop a regional Disaster Management Centre or upgrade existing facilities to better manage emergencies.
- ◀ **Crematorium Services:** Develop a regional Crematorium to reduce the burden on the Bloemfontein Crematorium.
- ◀ **Open Space and Environmental Sustainability:** Develop an upgraded regional Open Space System. Identify and develop an urban nature reserve to support the regional open space system.
- ◀ **Recycling and Waste Management:** Establish a Regional Recycling Centre to enhance waste management and recycling efforts.
- ◀ **Utilization of Abandoned Mining Infrastructure:** Consider repurposing abandoned mining infrastructure to support the required services and development initiatives.

### 3.3.1.2.2.2 Kroonstad

Kroonstad, serving as a key Regional Growth Anchor, requires targeted development to support its role effectively. The following needs have been identified:

- ◀ **Sports and Recreation:** Develop a multipurpose indoor and outdoor sport facility to accommodate various sports and recreational activities. Integrate an open park system with the sport facility to enhance recreational opportunities. Build on existing facilities, such as the Kroonstad Swimming Pool, to establish a regional sports and recreation hub. Incorporate the golf course and resort-like facilities to complement the precinct, promoting Kroonstad as an ideal weekend sport destination for the Gauteng Region. Develop the precinct as an Urban Nature Reserve, incorporating the Vals River that traverses through the town. Upgrade the Seisoville Sports Facility and integrate it with the Loubserpark Sports Grounds using urban design elements like street furniture, paving, and trees.
- ◀ **Education and Skills Development:** Upgrade the Flavius Mareka FET College to improve facilities and expand the curriculum to include:
  - Artisan programs
  - Transportation sector skills
  - Tourism skills
  - Regional skills requirements in the Agricultural and Manufacturing Sectors
- ◀ **Healthcare Services:** Maintain and enhance the Boitumelo Regional Hospital to ensure it provides quality services to the regional community. Consider implementing helicopter and ambulance services to improve emergency response and healthcare accessibility.

### 3.3.1.2.2.3 Ficksburg

Ficksburg, in conjunction with Maputsoe across the Lesotho border, shares several development issues and opportunities that influence its social service needs. As a proposed Regional Development Anchor, Ficksburg requires the following key developments:

- ◀ **Regional Civic Cluster:** Develop a regional civic cluster to improve access and quality of cross-border services. Include facilities for:
  - Department of Home Affairs
  - SARS Services
  - Police Services
  - Legal Services
  - SASSA Services
  - Department of Labour
- ◀ **Healthcare Services:** Upgrade Phuthuloa Hospital to serve as a Regional Hospital, enhancing its capacity to accommodate a larger community.

- ◀ **Sports and Recreation:** Develop regional sports and recreation facilities to support the northern region of Ficksburg. Integrate existing sports and recreation areas to form a larger sports precinct.
- ◀ **Educational Facilities:** Establish a tertiary educational facility in the northern section (industrial area) to provide higher education opportunities. Integrate this educational facility with the proposed sports precinct to create a comprehensive development area.

#### 3.3.1.2.2.4 Bethlehem

Bethlehem, serving as a critical Regional Growth Anchor, requires the following developments to enhance its capacity and service delivery:

- ◀ **Civic Services Cluster Facility:** Develop a Civic Services Cluster in the northern parts of Bethlehem (Bohlokong) to provide key services, including:
  - Transportation and Traffic Services
  - Department of Home Affairs
  - SASSA Services
  - Department of Labour
  - Business (SMME) Development Hub
  - Regional Police Services
  - Legal Services
- ◀ Ensure the centre functions as a Smart Centre with ICT access for the community.
- ◀ **Healthcare Services:** Upgrade the Phekolong District Hospital to serve as a Regional Hospital with improved facilities, enhanced quality of healthcare, and better ambulance services.
- ◀ **Sports and Recreation:** Develop a regional sports and recreation precinct, with potential locations either south of the Jordaan River or northeast near the Saulspoort Dam. Incorporate the Sol Plaatjie Monument into the sports and recreation precinct to enhance its cultural and historical significance.
- ◀ **Educational Facilities:** Upgrade the Motheo TVET College to accommodate more students. Develop a secondary campus near the proposed sports and recreation precinct to provide students with access to recreational facilities.

#### 3.3.1.2.2.5 Harrismith

Harrismith, along with Tshame, serves as a significant Regional Development Anchor, especially considering the Free State Provincial Special Economic Development Zone (SEZ). The following key needs have been identified:

- ◀ **Civic Services Cluster Facility:** Develop a Civic Services Cluster Facility between Tshame and Harrismith, opposite the SEZ along the N5, to provide regional services, including:
  - SASSA Offices
  - Departments of Home Affairs and Labour
  - Regional SEZ/FDC Offices
  - Business Hub
  - SMME Incubation Facility
  - Trade and Investment Offices
- ◀ **Educational Facilities:** Establish a large regional tertiary educational facility to meet the skills demands of the SEZ. Focus on providing education and training in areas critical to the SEZ's development.
- ◀ **Sports and Recreation:** Develop a regional sports and recreation precinct, ideally incorporating existing facilities along the Wilge River at President Brand Park. Integrate the proposed tertiary education facility with the sports and recreation precinct to provide comprehensive amenities for students and the community.
- ◀ **Healthcare Services:** Develop a regional hospital to support the anticipated growth in the Tshame/Harrismith area and ensure quality healthcare services.

#### 3.3.1.2.2.6 Phuthaditjhaba

Phuthaditjhaba, while fairly well-served with socio-economic facilities, faces challenges related to accessibility and fragmentation of services. To address these issues and support its role as a Regional Development Anchor, the following key needs have been identified:

- ◀ **Civic Services Clustering:** Upgrade existing facilities to accommodate more services in centrally located areas along transportation corridors. Cluster services geographically to reduce transportation costs and improve accessibility. Ensure these clusters are easily accessible via public transportation.
- ◀ **Healthcare Services:** Upgrade the various hospitals in the area to improve the quality of healthcare services provided. Maintain the current level of health services, as they are deemed sufficient for the population.
- ◀ **Educational Facilities:** Enhance tertiary educational facilities, ensuring better integration and accessibility. Leverage the satellite campus of the University of the Free State to provide higher-order educational services.
- ◀ **Sports and Recreation:** Develop a centralised regional sports facility to address the fragmentation of existing facilities. Integrate resort and

recreation facilities as part of the larger sports precinct to provide comprehensive recreational amenities.

#### 3.3.1.2.7 Sasolburg

Sasolburg, as part of the Greater Gauteng Urban Region, benefits from shared services with Vanderbijlpark across the Vaal River. To enhance its role as a Regional Development Anchor, the following key needs have been identified:

- ◀ **Healthcare Services:** Upgrade the Fezi Ngubentombi Provincial Hospital to improve the quality of healthcare services. Upgrade the Zamdela Community Health Care Centre to better serve the wider community in the south.
- ◀ **Educational Facilities:** Align the curriculum of existing tertiary educational facilities with the skills demands of the petrochemical industry and support the proposed hydrogen development in the region.
- ◀ **Civic Services:** Develop a Civic Services Facility in the Zamdela community to improve accessibility to civic services. Maintain and enhance the existing cluster of civic services in the central business area of Sasolburg.
- ◀ **Sports and Recreation:** Develop an integrated open space system, incorporating sports facilities, urban parks, and recreational areas. Focus on connecting facilities such as Bongani Mabaso Eco Park, various golf courses, and other amenities along the Vaal River system north of Sasolburg.

#### 3.3.1.2.3 RURAL SERVICE CENTRES

To ensure balanced and equitable development across the Free State Province, a matrix approach is to be adopted for guiding socio-economic service development in various rural service centres. This approach will provide a high-level indication of where the province needs to focus its efforts and what types of services are required. Key Focus Areas for Rural Service Centres include:

- ◀ Upgrade existing clinics and health posts.
- ◀ Establish new hospitals and health centres where necessary.
- ◀ Improve ambulance and emergency services.
- ◀ Upgrade and expand primary and high schools.
- ◀ Establish tertiary educational facilities where required.
- ◀ Align curriculums to local economic needs.
- ◀ Develop new civic centres offering SASSA, Home Affairs, and Labour services.
- ◀ Improve access to legal and police services.
- ◀ Develop new sports fields and complexes.
- ◀ Upgrade existing recreational facilities.
- ◀ Create urban parks and nature reserves.

- ◀ Develop local market areas to support small businesses.
- ◀ Create business hubs to stimulate local economies.
- ◀ Improve road connectivity and public transport.
- ◀ Enhance infrastructure to support economic activities.

#### 3.3.1.2.4 OTHER SETTLEMENTS

The Provincial Spatial Development Framework (PSDF) is prepared at a higher level, offering broad guidelines without specific details for smaller towns. However, it is crucial to ensure that these towns receive essential basic and socio-economic services to support their communities. The following services are vital for smaller towns:

##### **Educational Services:**

- ◀ Schools to ensure access to basic and secondary education.
- ◀ Libraries to support learning and community engagement.

##### **Healthcare Services:**

- ◀ Clinics to provide primary health care and essential medical services.

##### **Recreational Facilities:**

- ◀ Sports facilities to promote physical activity and community well-being.

##### **Agricultural Support:**

- ◀ Cooperatives in agricultural centres to support local farming communities.

##### **Civic and Administrative Services:**

- ◀ Post offices to facilitate communication and basic financial services.
- ◀ Police stations to ensure safety and security.
- ◀ Community halls for social gatherings and local events.

Even though these towns may have limited economic potential, it is essential to provide these services to improve the quality of life and support the development of rural communities. Ensuring access to these basic services will help maintain social cohesion and promote balanced regional development.

**REFER TO ANNEXURE C FOR MORE DETAIL ON THE REQUIREMENTS PROPOSED FOR RURAL SERVICE CENTRES.**



### 3.3.2 DRIVER 2: ENHANCING AND EXPANDING ON COMPETITIVE ADVANTAGES AS A MEANS OF JOB CREATION

The following key actions are to be considered:

- ◀ Economic Opportunities and Linkages
- ◀ Proximity to Government Focus Areas
- ◀ Industrial Parks and Economic Zones
- ◀ Skills Development Opportunities
- ◀ Tourism, Agriculture, and Transportation
- ◀ Agricultural Potential and Value Chain
- ◀ Regional Development Frameworks
- ◀ Strategic Projects and Initiatives

#### 3.3.2.1 PROPOSED ACTION AREAS

- ◀ **Alignment with PSDF:** Ensure alignment with the Provincial Spatial Development Framework (PSDF) by identifying specific economic opportunities, linkages, and trade possibilities that align with the spatial action areas proposed.
- ◀ **Guidance for Growth:** Provide strategic guidance for areas with significant economic potential, focusing on sectors that can leverage existing infrastructure and resources.
- ◀ **Agriparks and Smart Cities:** Emphasize the proximity to existing and planned Agriparks and Smart Cities, ensuring these areas benefit from enhanced connectivity and resources.
- ◀ **Renewable Energy Focus Areas:** Focus on renewable energy initiatives around Matjhabeng, Masilonyana, and Tokologo Municipalities, supporting green energy projects that align with government priorities.
- ◀ **Existing Industrial Parks:** Highlight the proximity to existing industrial parks in Botshabelo, Qwa Qwa, and other industrial areas like Bloemfontein, Kroonstad, Welkom, Bethlehem, and Sasolburg.
- ◀ **SEZs:** Leverage the strategic advantages of Special Economic Zones (SEZs) to attract investments and promote industrial growth.
- ◀ **Logistics Infrastructure:** Prioritise the development of logistics hubs and facilities at key national and provincial trade corridors and intersections, such as Harrismith, Winburg, and Kroonstad.
- ◀ **Trade Corridors:** Enhance logistics capabilities along major trade routes (N1, N3, N8) to boost cargo movement and economic activity.

- ◀ **Alignment with Economic Needs:** Align skills development programs with the economic opportunities identified, ensuring a workforce capable of supporting growth sectors in the province.
- ◀ **Training Hubs:** Establish training and development hubs in strategic locations to provide accessible education and training aligned with market demands.
- ◀ **Sectoral Development:** Build on tourism, agriculture, and transportation sectors by strengthening linkages between key neighbouring towns and city regions such as Gauteng, Potchefstroom, Klerksdorp, Kimberley, Standerton, and Maseru.
- ◀ **Cross-border Trade:** Expand and support trade infrastructure along the Lesotho border to enhance cross-border economic activities.
- ◀ **Latent Potential:** Unlock remaining latent agricultural potential by reducing input costs through the establishment of local fertilizer producers and improved road conditions.
- ◀ **Value Chain Investments:** Invest in the agricultural value chain and agri-processing developments to capitalize on inherent agricultural potential.
- ◀ **Strategic Land Acquisition:** Acquire high-potential agricultural land near poverty pockets to assist in poverty alleviation and economic upliftment.
- ◀ **NSDF, KRSDf, VRSDf:** Reinforce the functional regions identified within the National Spatial Development Framework (NSDF), Kroonstad Regional Spatial Development Framework (KRSDf), and Vaal River Spatial Development Framework (VRSDf).
- ◀ **Inter-regional Coordination:** Enhance coordination and interaction between the North West, Northern Cape, and Gauteng provinces to promote regional economic integration.
- ◀ **Vaal City and SEZ Projects:** Capitalize on the proximity to Gauteng through the Vaal City and SEZ projects, ensuring these initiatives contribute to regional development.
- ◀ **Logistics and Trade Expansion:** Promote logistic hub opportunities and trade infrastructure developments along key corridors and near the Lesotho border to support economic growth and integration.



### 3.4 LEVER 4: SUSTAINABLE RESOURCE UTILISATION

Emphasizing sustainable resource management is vital for the long-term viability of spatial development initiatives. This involves adopting practices that minimize environmental degradation, optimize resource use, and promote resilience to climate change.

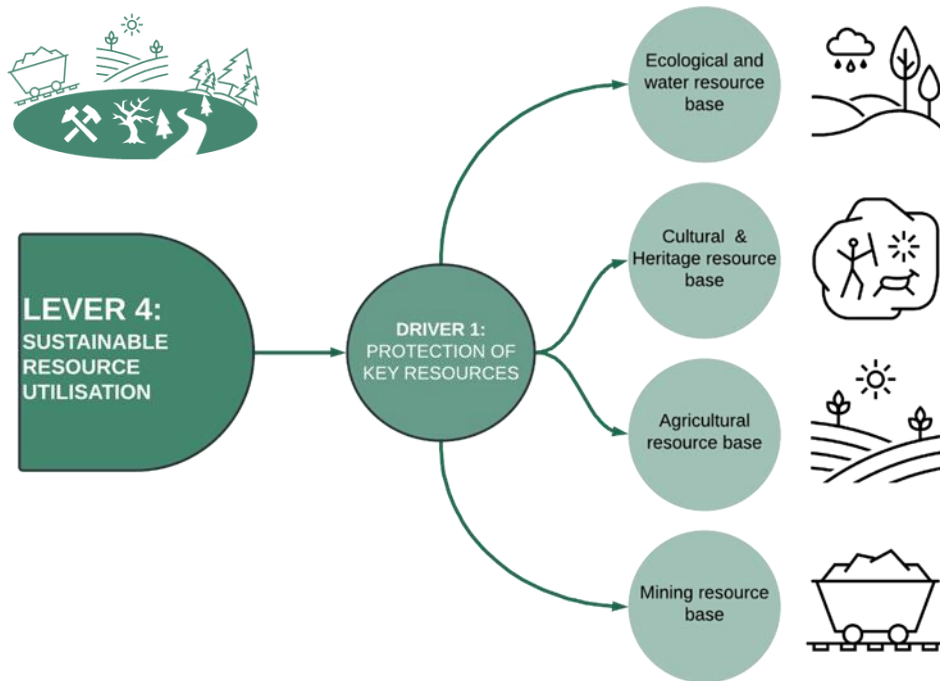


Figure 9: Lever 4 and supporting Drivers and Action Areas

#### 3.4.1 DRIVER 1: PROTECTION OF KEY RESOURCES

##### 3.4.1.1 ECOLOGICAL AND WATER RESOURCE BASE

The following key actions are to be considered:

- ◀ Protecting and Rehabilitating Waterways
- ◀ Optimizing Surface Water Resource Management
- ◀ Promoting Rainwater Harvesting
- ◀ Improving Data Quality and Availability
- ◀ Discouraging Harmful Development Types
- ◀ Encouraging Tourism and Harmonious Developments
- ◀ Expanding Coverage of Protected Areas

- ◀ Ensuring Environmental Management Frameworks
- ◀ Reducing Invasive Plant Species
- ◀ Promoting Water-wise Agricultural Practices
- ◀ Developing Conflict Mitigation Protocols
- ◀ Improving Groundwater Resource Management
- ◀ Promoting Climate Change Adaptation Strategies

**Proposed Action areas Include:**

- ◀ Prioritise the protection and rehabilitation of waterways, with special attention to the Vaal River System, to enhance environmental and community health.
- ◀ Focus on optimizing the management of surface water resources in the Caledon and Orange River System to ensure sustainable use and distribution.
- ◀ Promote and support rainwater harvesting in areas prone to drought and rainfall variability to enhance water security and resilience.
- ◀ Enhance data quality and availability concerning environmentally sensitive areas to facilitate informed decision-making and planning.
- ◀ Discourage harmful development types within and adjacent to environmentally sensitive areas to minimize ecological degradation and risks to communities.
- ◀ Encourage tourism and other harmonious developments along waterways and within environmentally sensitive areas to promote sustainable economic growth while preserving natural resources.
- ◀ Expand the coverage of protected areas to conserve biodiversity and critical ecosystems.
- ◀ Ensure that all municipalities have environmental management frameworks in place to mitigate the impact of settlements on the surrounding environment.
- ◀ Promote the inclusion of climate change and disaster risk adaptation strategies in land use regulations to enhance resilience to environmental changes.
- ◀ Drastically reduce the number of invasive plant species in Water Development Zones and catchment areas to preserve water resources and ecosystem health.
- ◀ Improve the management of groundwater resources to ensure sustainable use and prevent depletion.
- ◀ Encourage and promote water-wise agricultural practices within water production zones to optimize water use efficiency.

- ◀ Develop conflict mitigation protocols and guidelines for agricultural practices in trade-off zones where environmentally sensitive areas overlap with high-potential agricultural land to balance conservation and agricultural needs.

### 3.4.1.2 CULTURE AND HERITAGE RESOURCE BASE

#### The following key actions are to be considered:

- ◀ Identify and Protect Key Heritage and Cultural Resources
- ◀ Prioritise Conservation and Maintenance
- ◀ Promote Cultural and Heritage Tourism within Settlements and Cities
- ◀ Consider the Historical Nature of Land Use Applications
- ◀ Budget Allocation for Maintenance
- ◀ Prioritise Maintenance of Heritage Resources in Specific Locations
- ◀ Establish a Tourism Information Centre in Winburg
- ◀ Support Establishment of Additional Heritage Sites in Conservation Zones
- ◀ Heritage sites within the buffer zone of Free State tourism routes.

#### Proposed Action Areas Include:

- ◀ Conduct comprehensive surveys to identify and catalogue historical buildings, archaeological sites, and other cultural assets. Implement measures to legally protect these resources from encroachment, vandalism, and development.
- ◀ Allocate resources to prioritise the conservation and maintenance of cultural and heritage resources within a 30km radius of tourism nodes and 15km from priority tourism routes. This ensures that significant sites near tourist attractions are well-maintained and accessible.
- ◀ Develop strategies to promote cultural and heritage tourism within urban areas, including capitalizing on existing historical assets and encouraging the development of cultural events, museums, and heritage trails.
- ◀ Integrate heritage considerations into land use planning processes. Require developers to consult with relevant departments to mitigate the impact on historical resources and incorporate preservation measures into proposed developments.
- ◀ Advocate for the inclusion of maintenance costs for historical and cultural sites in municipal budgets. Ensure that funds are allocated for regular upkeep, repairs, and preservation efforts.
- ◀ Heritage sites within existing tourism nodes such as Parys/Vredefort Dome, Clarens, Thaba Nchu, Bloemfontein, and Gariep Dam.

- ◀ Tourism resources along large water bodies and nature reserves like Vaal Dam, Sterkfontein Dam, Golden Gate, Vredefort Dome, etc.
- ◀ Prioritise the establishment of a tourism information centre in Winburg, strategically located to serve as a gateway for tourists accessing various tourism routes.
- ◀ Encourage the establishment of new heritage sites within Ecological Conservation and Environmental Expansion zones. This supports both heritage conservation and sustainable development initiatives.

### 3.4.1.3 AGRICULTURE RESOURCE BASE:

#### The following key actions are to be considered:

- ◀ Prohibition of Subdivision of High-Potential Agricultural Land
- ◀ Promotion of Sustainable Agricultural Practices
- ◀ Guidelines for Electric Vehicle Charging Stations
- ◀ Increase Biosecurity and Pest Protocols
- ◀ Streamlining Disaster Relief Support
- ◀ Optimal Utilization of Unique Potential Agricultural Land
- ◀ Support for Game Farming Value Chains
- ◀ Climate-Smart Agriculture Guidelines
- ◀ Protection of Agricultural Areas
- ◀ Support for Regenerative Agriculture
- ◀ Irrigation Scheme Revitalization
- ◀ Evaporation Mitigation Training

#### Proposed Action Areas Include:

- ◀ Enforce regulations to prevent the subdivision of high-potential agricultural land, ensuring its preservation for agricultural purposes.
- ◀ Implement programs and initiatives to promote sustainable agricultural practices, such as crop rotation, soil conservation, and the use of environmentally friendly farming techniques. This helps to limit runoff pollution in waterways and ensures the longevity of agricultural land.
- ◀ Develop guidelines and protocols for the establishment of electric vehicle charging stations on high-potential agricultural land to minimize their impact on agricultural activities.
- ◀ Strengthen biosecurity measures and pest protocols, including cross-border coordination, to prevent the spread of diseases and pests that can harm agricultural production.

- ◀ Streamline disaster relief support administration processes to ensure that government assistance reaches farmers promptly in times of need, helping to mitigate the impact of natural disasters on agricultural operations.
- ◀ Promote the optimal utilization and capitalization of unique potential agricultural land, considering its specific characteristics and potential for agricultural production.
- ◀ Support the establishment of game farming value chains within designated game farming focus areas, providing guidance and resources to farmers interested in diversifying into game farming.
- ◀ Provide support and develop guidelines for farming activities within climate-smart agriculture areas to mitigate the impact of rainfall variability and promote resilience to climate change.
- ◀ Reserve protected agricultural areas exclusively for agricultural use and obtain approval from the Department of Agriculture and Rural Development for any land use application within these areas, ensuring their preservation for farming purposes.
- ◀ Develop guidelines and support mechanisms for farmers within regenerative agriculture areas to rehabilitate and mitigate degraded agricultural land through sustainable farming practices.
- ◀ Prioritise investment and strategic interventions to facilitate the renewal of irrigation schemes located within designated Irrigation Scheme Revitalization Areas, improving water efficiency and agricultural productivity.
- ◀ Prioritise evaporation mitigation training and support for farmers in high-temperature increase zones and water resource protection zones to minimise water loss and protect agricultural resources.

### 3.4.1.4 MINING RESOURCE BASE:

#### The following key actions are to be considered:

- ◀ Prohibition of Mining in Environmentally Sensitive Areas:
- ◀ Promotion of Mining in Irreversible Degraded Areas
- ◀ Policies and Guidelines for Mining Closures:
- ◀ Assessment of Settlements Impacted by Tailings Dam Breaks
- ◀ Avoidance of Extractive Industries in Prohibited and High-Risk Areas
- ◀ Guidelines for Mining Practices in Trade-Off Zones
- ◀ Mitigation Strategies for High-Temperature Risk Zones
- ◀ Support for Small-Scale Mining License Issuance
- ◀ Mining Infrastructure Revitalization and Reuse

#### Proposed Action Areas Include:

- ◀ Enforce regulations to prohibit mining activities in environmentally sensitive areas, such as protected natural areas, wetlands, and areas with high biodiversity.
- ◀ Encourage mining activities in areas where environmental degradation is irreversible or where extensive environmental assessments have deemed mining as an appropriate land use, ensuring that mining is conducted responsibly in such areas.
- ◀ Establish policies and guidelines to mitigate the impacts on communities and the environment when mining closures occur. This may include provisions for reclamation, rehabilitation, and alternative economic opportunities for affected communities.
- ◀ Investigate the extent and likelihood of settlements being impacted by tailings dam breaks, implementing measures to prevent such incidents and mitigate their consequences.
- ◀ Prohibit the establishment of extractive industries, including mining, in strongly prohibited and high-risk areas to prevent environmental and social harm.
- ◀ Develop supporting guidelines and mechanisms for mining practices and application procedures in trade-off zones to limit the impact on agriculture and ensure responsible coexistence with agricultural activities.
- ◀ Prioritise the development and implementation of mitigation and adaptation strategies for mines within high-temperature risk zones to safeguard the health and safety of workers in high-temperature work environments.
- ◀ Support the issuing of small-scale mining licenses on mines earmarked for rehabilitation, promoting responsible small-scale mining activities as part of post-mining land use.
- ◀ Rehabilitation of Mines with Limited Prospects: Prioritise the rehabilitation of mines that have limited or no potential for small-scale mining activities, focusing on restoring environmental integrity and creating sustainable post-mining land uses.
- ◀ Explore opportunities for revitalizing or repurposing mining infrastructure for other activities such as factories, renewable energy development, skills development and training centres, tertiary institutions, and off-grid settlements and towns, contributing to economic diversification and community development.

### 3.4.1.5 TRADE-OFF ZONES

#### 3.4.1.5.1.1 Agri/Eco Trade-off Zone

The Agri/Eco Trade-off Zones are areas where there is significant competition between agricultural activities and environmental protection and expansion. These zones require specific guidelines to ensure that agricultural practices are conducted sustainably, minimizing the negative impact on environmentally sensitive and critical biodiversity areas.

**To offset the impact of agricultural practices on these environmentally sensitive zones, the following approaches can be utilised:**

- ◀ Sustainable Farming Practices, including:
  - **Conservation Agriculture:** Implement practices such as no-till farming, crop rotation, and cover cropping to enhance soil health, reduce erosion, and improve water retention.
  - **Agroforestry:** Integrate native trees and shrubs into agricultural landscapes to provide wildlife habitat, reduce erosion, and enhance biodiversity.
  - **Precision Farming:** Use technology to optimize inputs (water, fertilizers, pesticides), reducing environmental impact.
- ◀ Land-use Mechanisms. Including:
  - **Buffer Zones:** Establish buffer zones around protected areas, permitting only low-impact agricultural activities within these buffers.
  - **Split Zonings:** Designate particularly sensitive areas for conservation while allowing the remainder of the land to be used for agriculture.
  - **Overlay Zone Requirements:** Apply additional zoning parameters within the Agri/Eco Trade-off Zones, such as mandating that a certain percentage of land (e.g., 85% for agriculture and 15% for native coverage) be preserved in its natural state.

#### 3.4.1.5.1.2 Agri/Mining Trade-off Zone

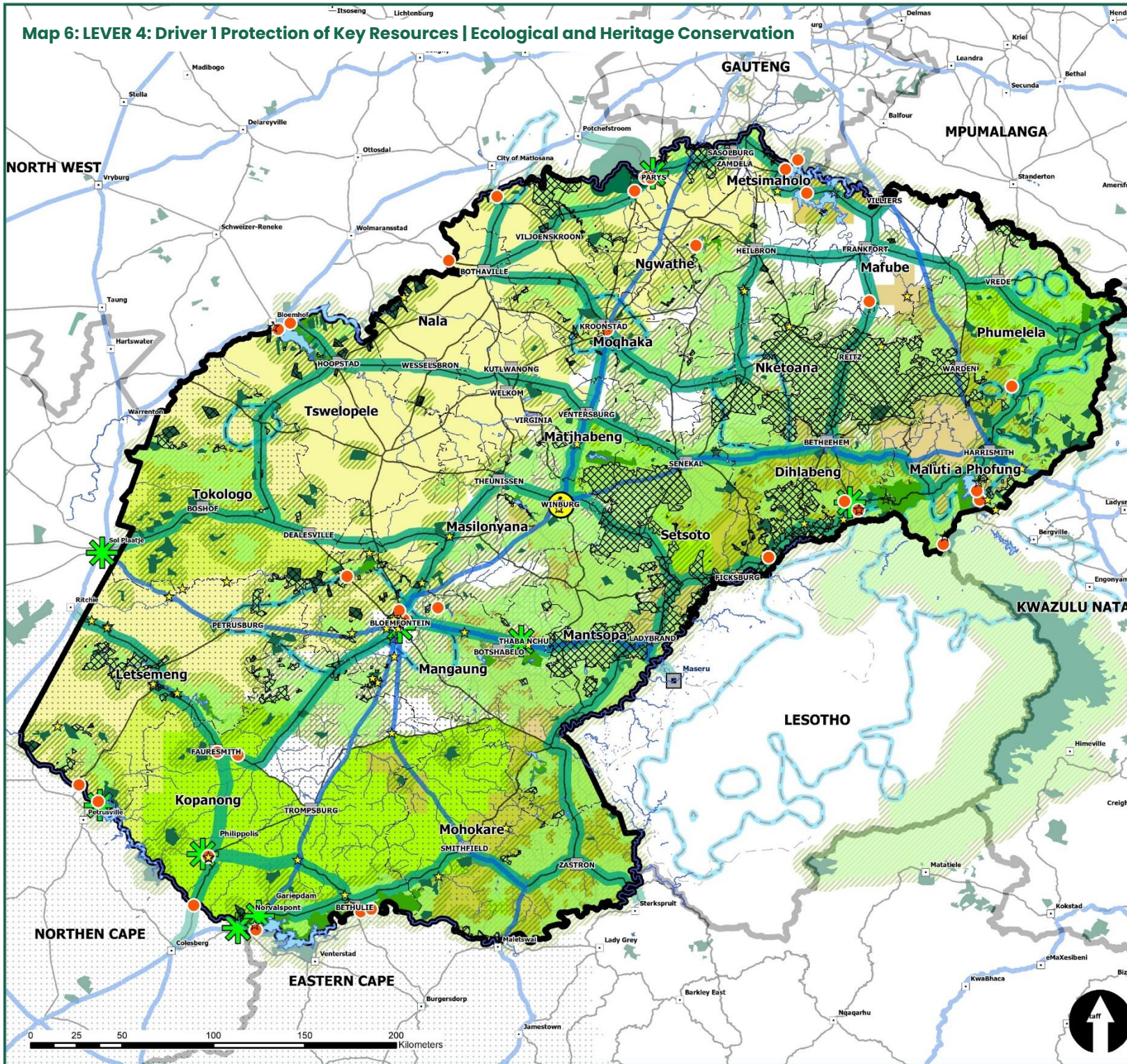
Balancing economic growth, environmental protection, and agricultural sustainability requires collaboration, innovation, and proactive governance. By adopting sustainable practices, fostering dialogue, and implementing comprehensive land-use planning, we can navigate this complex landscape and ensure the coexistence of these essential industries for the benefit of society as a whole.

**To mitigate the negative impact of mining on agriculture, the following measures can be employed:**

- ◀ Environmental management mechanisms:
  - **Protect Water Resources:** Water is a precious resource that must be conserved and managed responsibly in mining operations. Implementing water-efficient practices, such as recycling and purifying mine water, reduces the strain on local water sources. Additionally, employing innovative technologies and procedures to minimize water pollution from mining activities safeguards water quality for agricultural use.
  - **Increase Frequency of Environmental Impact Assessments (EIAs):** Regular and thorough environmental investigations and impact assessments enable proactive decision-making and minimize damage to agricultural land and ecosystems.
- ◀ Economic mechanisms:
  - **Extend Mine Longevity:** Encouraging artisanal mining activities, which operate on a smaller scale, can reduce the likelihood of significant impacts on food security and agricultural potential.
  - **Shared Infrastructure:** Ensure that infrastructure built by mining operations is accessible to agriculture and other industries can facilitate broader economic benefits and support sustainable development.
- ◀ Prioritisation mechanism:
  - **Prioritise Food Security:** Protecting high-potential agricultural land should take precedence over mining, as food security is vital for the well-being of both local and national populations. Agriculture, compared to mining, offers greater long-term sustainability and potential for environmental harmony.

Map 6: LEVER 4: Driver 1 Protection of Key Resources | Ecological and Heritage Conservation

# LEVER 4 - DRIVER 1 Protection of Key Resources Ecological & Heritage Conservation



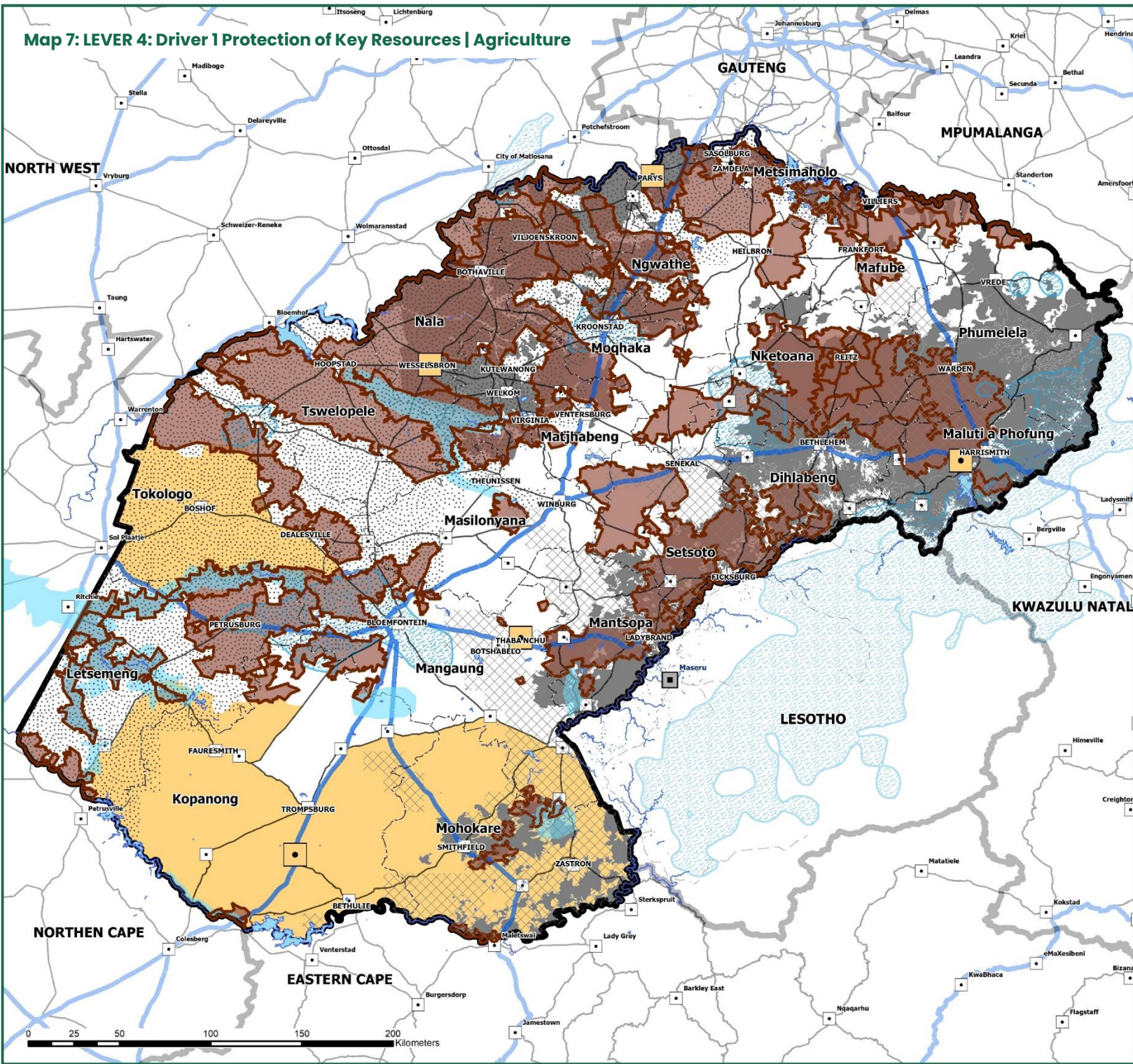
- Culture and Heritage**
  - Environmental Expansion
  - Conservation Areas
  - World Heritage & RAMSAR Sites
- Tourism Resources - Maintenance Priority**
  - Resort Areas
  - Monuments and Museums
- Environment and Water**
  - NFEPA Rivers
  - Dams
- Proposed Action Areas**
  - Proposed Biospheres
  - Ecological Conservation Zone
  - Proposed Tourism Info Centre
  - Trade-off Zones (Agri/Eco)
  - Proposed Tourism Nodes
  - Prov Nature Reserves (Concession Areas)
  - Conservation Areas
  - Proposed Free State Tourism Routes
  - Priority Heritage Maintenance & Upgrades
  - Current Climate: Average Rainfall
  - High-Temperature climate risk
  - Water Resource Development Zone

Source: DALRRD, DESTEA, DFFE












FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



Map 7: LEVER 4: Driver 1 Protection of Key Resources | Agriculture



## LEVER 4 - DRIVER 1 Protection of Key Resources Agriculture

-  High-Temperature Climate Risk
- Proposed Action Areas**
  -  AgriHubs
  -  Game Farming Focus Areas
  -  Irrigation Scheme Revitalisation
  -  Climate Smart Agriculture
  -  Protected Agricultural Areas
  -  Protected Agricultural Areas (2022)
  -  Regenerative Agriculture
  -  Water Resource Protection Zone

Source: DALRRD, DESTEA, DFFE





### 3.5 LEVER 5: EMERGING MARKET SUPPORT

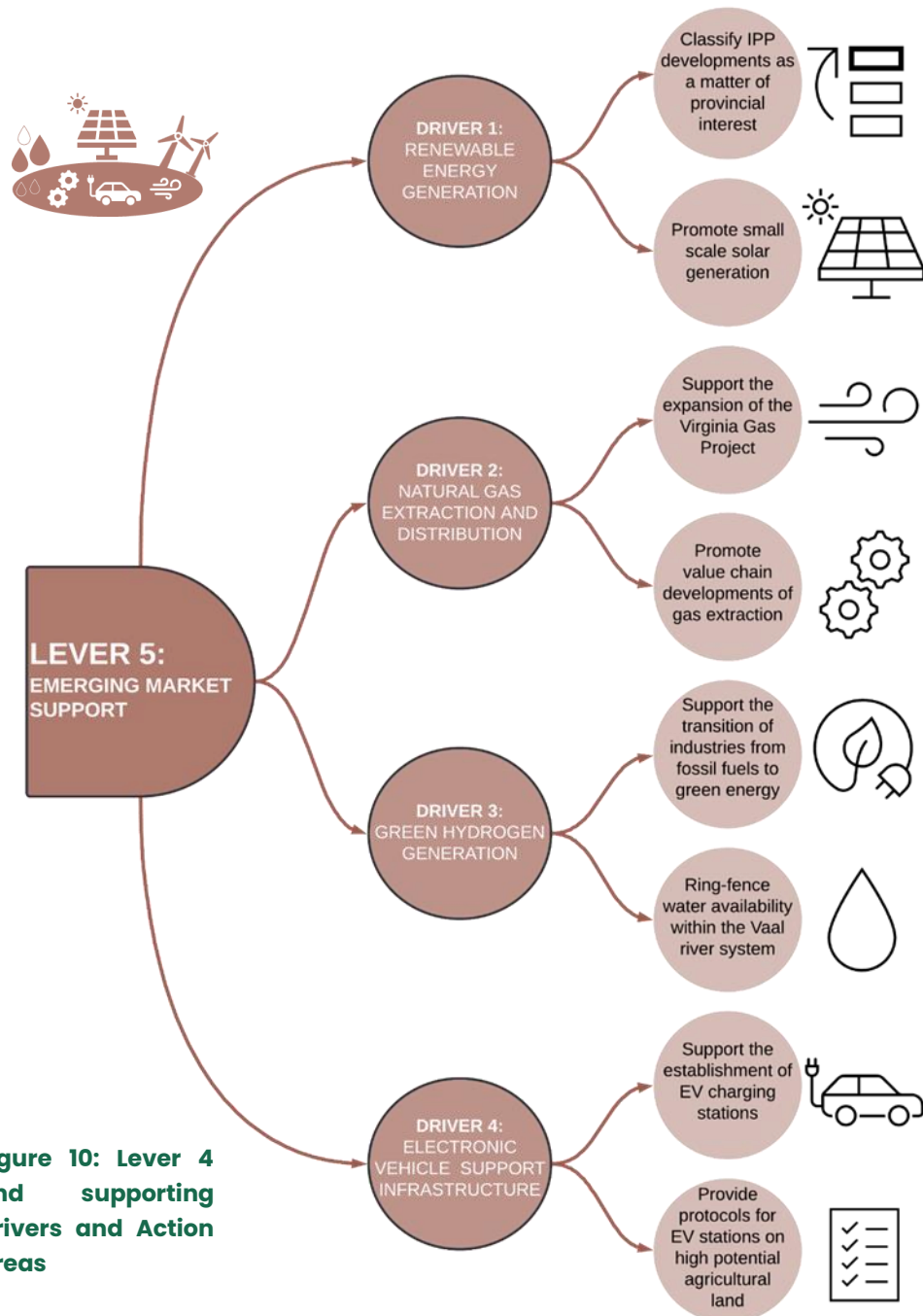


Figure 10: Lever 4 and supporting Drivers and Action Areas

Supporting emerging markets is key to fostering economic diversity and resilience. This may involve providing targeted assistance to small and medium-sized enterprises, promoting innovation and entrepreneurship, and facilitating access to markets for marginalised communities.

#### 3.5.1 DRIVER 1: RENEWABLE ENERGY GENERATION

The following key actions are to be considered:

- ◀ Categorization of IPP Projects and Land Use Applications
- ◀ Promotion of IPP Applications near Substations
- ◀ Utilization of Substations within Closed Mines
- ◀ Establishment of Service Industries and Associated Land Uses
- ◀ Expansion of Bulk Electricity Infrastructure

Proposed Action Areas Include:

- ◀ Categorize Independent Power Producer (IPP) projects and land use applications as matters of provincial interest, streamlining the approval process and ensuring efficient regulation of renewable energy developments.
- ◀ Encourage IPP applications within a 15km radius of substations with adequate capacity according to Eskom, facilitating efficient grid connection and reducing transmission losses.
- ◀ Investigate the potential to utilize substations located within closed mines for energy generation purposes, repurposing existing infrastructure to support renewable energy projects and promoting sustainable development on post-mining land.
- ◀ Promote the establishment of service industries and associated land uses linked to renewable energy generation, such as manufacturing facilities for solar panels or wind turbine components, research and development centres, and training facilities for renewable energy technicians.
- ◀ Prioritise the expansion of bulk electricity infrastructure to areas with the highest solar and wind energy potential, facilitating the integration of renewable energy sources into the grid and supporting the growth of renewable energy generation capacity in the province.

#### 3.5.2 DRIVER 2: NATURAL GAS EXTRACTION AND DISTRIBUTION

The following key actions are to be considered:

- ◀ Identification of Natural Gas Reserves
- ◀ Environmental Impact Assessments (EIAs)

- ◀ Regulation and Oversight
- ◀ Spatial Planning for Extraction Sites
- ◀ Community Engagement and Consultation
- ◀ Infrastructure Development
- ◀ Mitigation of Environmental Impacts
- ◀ Safety and Emergency Response Planning
- ◀ Economic Development Opportunities
- ◀ Integration with Renewable Energy
- ◀ Monitoring and Enforcement

**Proposed Action Areas Include:**

- ◀ Conduct thorough surveys and geological assessments to identify potential natural gas reserves within the Free State Province, mapping out areas with high potential for extraction.
- ◀ Require comprehensive EIAs for proposed natural gas extraction projects to assess potential environmental impacts, including air and water pollution, habitat destruction, and greenhouse gas emissions.
- ◀ Establish robust regulatory frameworks and oversight mechanisms to ensure that natural gas extraction activities comply with environmental regulations, safety standards, and community engagement requirements.
- ◀ Develop spatial plans for the location of natural gas extraction sites, considering factors such as proximity to infrastructure, environmental sensitivity, and potential impacts on local communities.
- ◀ Facilitate meaningful engagement and consultation with local communities, landowners, and stakeholders affected by proposed natural gas extraction projects, incorporating their feedback into decision-making processes.
- ◀ Plan and develop infrastructure for the extraction, processing, and distribution of natural gas, including pipelines, processing facilities, and storage sites, considering spatial considerations such as land use compatibility and environmental sensitivity.
- ◀ Implement measures to mitigate the environmental impacts of natural gas extraction activities, such as reclamation of disturbed land, restoration of habitats, and implementation of best practices for minimizing air and water pollution.
- ◀ Develop safety protocols and emergency response plans to address potential risks associated with natural gas extraction, including the prevention and management of leaks, spills, and other accidents.

- ◀ Identify and promote economic development opportunities associated with natural gas extraction, such as job creation, local procurement, and revenue generation for local governments.
- ◀ Explore opportunities to integrate natural gas extraction and distribution with renewable energy sources, such as using natural gas as a backup fuel for intermittent renewable energy generation or co-locating natural gas infrastructure with renewable energy projects.
- ◀ Establish monitoring and enforcement mechanisms to ensure compliance with regulations and environmental standards throughout the lifecycle of natural gas extraction projects, including regular inspections, audits, and reporting requirements.

### 3.5.3 DRIVER 3: GREEN HYDROGEN GENERATION

**The following key actions are to be considered:**

- ◀ Identification of Suitable Locations
- ◀ Promotion of Land Use Applications along the Vaal River
- ◀ Transition of Mining and Coal-Oriented Industries
- ◀ Integration with Renewable Energy Sources
- ◀ Infrastructure Planning and Development
- ◀ Environmental Considerations
- ◀ Regulatory Frameworks and Incentives
- ◀ Stakeholder Engagement and Community Consultation
- ◀ Research and Development Centres
- ◀ Skills Development and Training Centres

**Proposed Action Areas Include:**

- ◀ Conduct assessments to identify suitable locations for green hydrogen generation projects, considering factors such as proximity to renewable energy sources, water availability, and transportation infrastructure.
- ◀ Promote land use applications that support green hydrogen-oriented developments along the Vaal River, leveraging the proximity to water resources and potential synergy with the Lesotho Highlands project. This could involve zoning changes to facilitate the establishment of hydrogen production facilities and related infrastructure.
- ◀ Facilitate the transition of mining and coal-oriented service industries to green hydrogen production service industries by promoting land use changes and providing support for retraining and reskilling workers. This may involve repurposing existing industrial sites or brownfield areas for hydrogen production facilities and associated infrastructure.

- ◀ Encourage the integration of green hydrogen production facilities with renewable energy sources such as solar and wind power. Spatially plan for the co-location of hydrogen production facilities with renewable energy generation sites to optimize energy efficiency and minimize transmission losses.
- ◀ Develop spatial plans for the infrastructure needed to support green hydrogen generation, including electrolysis plants, hydrogen storage facilities, and distribution networks. Ensure that these facilities are strategically located to minimize transportation costs and maximize accessibility to markets.
- ◀ Conduct environmental assessments to evaluate the potential impacts of green hydrogen generation projects on ecosystems, water resources, and air quality. Spatially plan for mitigation measures to minimize adverse effects and promote sustainable development practices.
- ◀ Engage with stakeholders and local communities to gather input and address concerns related to green hydrogen generation projects. Incorporate feedback into spatial planning processes to ensure that projects align with community priorities and values.
- ◀ Develop regulatory frameworks and incentives to support the growth of the green hydrogen industry in the Free State Province. This may include zoning regulations, permitting processes, and financial incentives to attract investment and stimulate innovation in hydrogen technologies.
- ◀ Promote the establishment of research and development centres focused on green hydrogen technologies in strategic locations within the province. Spatially plan for collaboration between academia, industry, and government to drive innovation and accelerate the commercialization of hydrogen technologies.
- ◀ Establish skills development and training centres to support the workforce needed for the green hydrogen industry. Spatially plan for the location of these centres to ensure accessibility for workers and alignment with industry needs.

### **3.5.4 DRIVER 4: ELECTRONIC VEHICLE SUPPORT INFRASTRUCTURE**

**The following key actions are to be considered:**

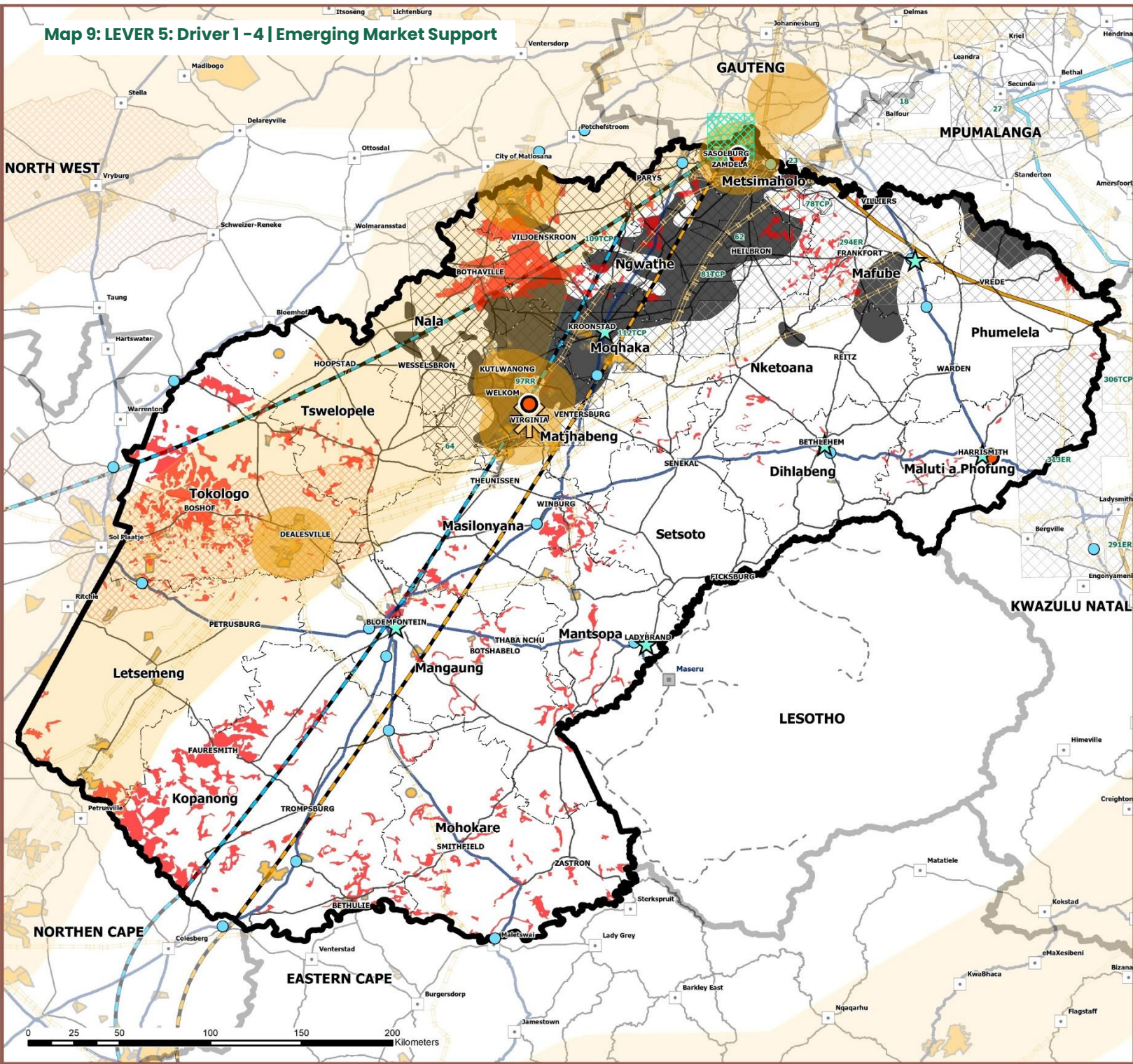
- ◀ Identification of Strategic Locations for EV Charging Stations
- ◀ Promotion of EV Charging Stations
- ◀ Incentives for EV Services and Related Industries
- ◀ Integration of Solar Generation

- ◀ Development of Protocols and Guidelines
- ◀ Promotion of Logistic Hubs for EV Transport
- ◀ Infrastructure Planning and Development

**Proposed Action areas Include:**

- ◀ Conduct assessments to identify strategic locations for EV charging stations within towns and along major routes, considering factors such as population density, traffic volume, and proximity to existing infrastructure.
- ◀ Promote and support the establishment of EV charging stations within towns and along major routes, facilitating access to charging infrastructure for EV owners and promoting the adoption of electric vehicles.
- ◀ Provide incentives and support for the establishment of EV services and related industries, such as maintenance and repair facilities, battery recycling centres, and electric vehicle supply equipment (EVSE) manufacturers, to stimulate economic growth and job creation.
- ◀ Allow for small-scale solar generation on EV charging station sites to enhance sustainability and reduce reliance on the grid. Spatially plan for the installation of solar panels in suitable locations to maximize energy generation potential.
- ◀ Develop protocols and guidelines for the development of EV charging stations in collaboration with relevant government departments, such as the Department of Agriculture and Department of Economic Development, Environmental Affairs, and Tourism (DEDAT). Ensure that these protocols address land use considerations, environmental impact assessments, and regulatory requirements.
- ◀ Promote the establishment of logistic hubs geared towards the transport of EVs to and from Gauteng along the N1 and N3 corridors, facilitating the efficient distribution and transportation of electric vehicles within the region. Spatially plan for the location of these hubs to optimize accessibility and connectivity to major transport routes.
- ◀ Develop spatial plans for the infrastructure needed to support EV charging stations and related facilities, including parking areas, signage, and electrical connections. Ensure that these facilities are strategically located to meet the needs of EV owners and support the growth of the electric vehicle market in the province.

Map 9: LEVER 5: Driver 1-4 | Emerging Market Support



### LEVER 5 - DRIVER 1 - 4 Emerging Market Support

- Existing Coal Zones
- Existing Renewable Energy Application
- Existing Dolerite Areas
- Main Transmission Line
- Existing Pipelines**
  - Gas Pipeline
  - Oil Pipeline
- Proposed Action Areas**
  - Proposed EV Charging Stations
  - EV Automobile Support Development
  - Supporting SMART Hub
  - Virginia Gas Development
  - National Renewable Energy Priority
  - Renewable Energy Corridor (Power Corridor)
  - Renewable Energy Development Zone (REDZ)
  - Green Hydrogen Production Node
- Petroleum Exploration & Activities**
  - Onshore Application
  - Onshore Rights
- Proposed Pipelines**
  - Gas Pipelines
  - Liquid Fuel Pipeline



Source: DALRRD, VAAL RSDf, ESKOM, EGIS, Petroleum SA



FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

# CHAPTER 4 FREE STATE

## PROVINCIAL SPATIAL DIRECTIVE

According to the Spatial Planning and Land Use Management Act (SPLUMA), national, provincial, and municipal governments are mandated to prepare Spatial Development Frameworks (SDFs). These frameworks establish a clear vision through comprehensive inventory and analysis, aligning with national spatial planning principles and local long-term development goals.

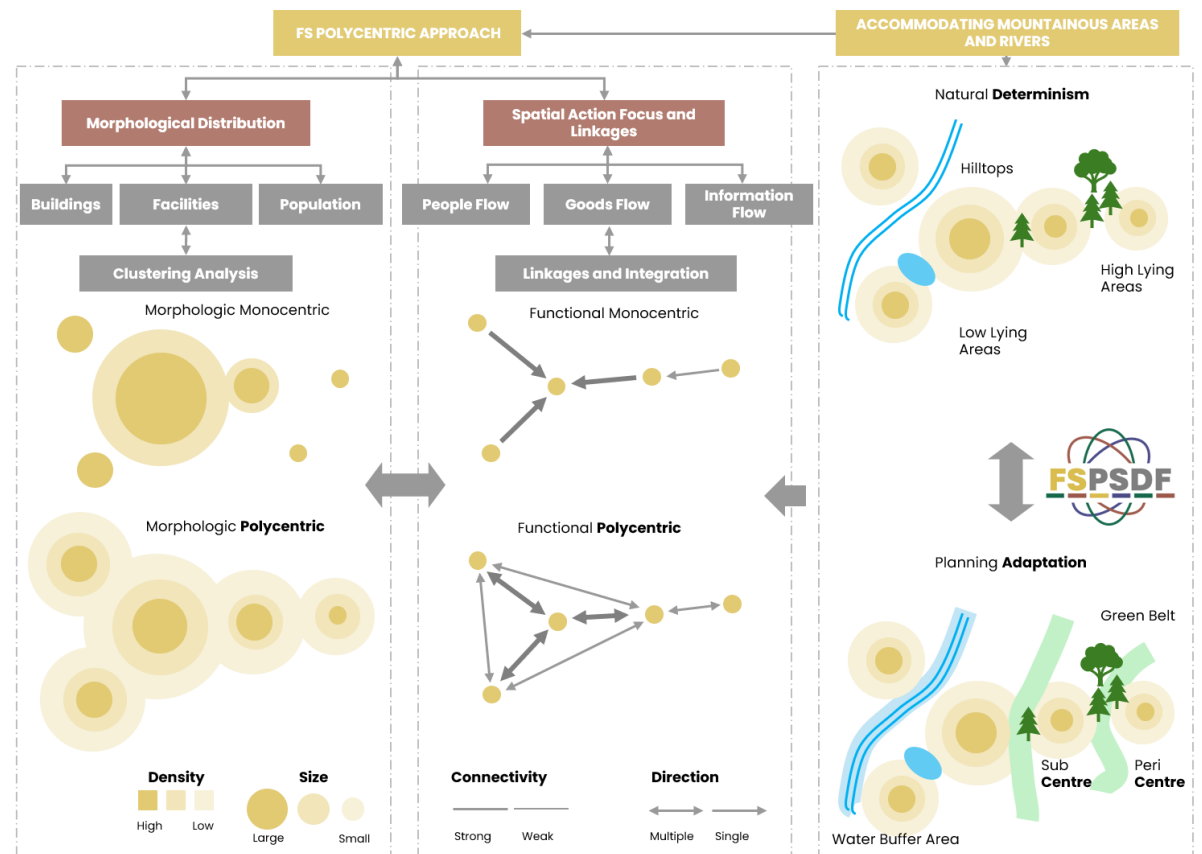
The Provincial Spatial Development Framework (PSDF) translates the vision outlined in the Provincial Growth and Development Strategy (PGDS) and other relevant provincial policies into spatial terms. Both documents have a long-term planning horizon exceeding 20 years, guiding overarching visions and strategies.

The National Spatial Development Framework (NSDF) advocates for a robust, polycentric system in urban and metropolitan regions. These regions should feature well-connected nodes offering essential services such as healthcare, education, governance, safety, security, and various housing options. In rural areas, the NSDF recommends designating at least one primary service town or city as a hub integrated with the broader region, also providing critical services and housing choices. The framework encourages a mix of economic activities at national, regional, and local levels to promote well-being, inclusive economic growth, and regional development.

The Free State Spatial Directive consolidates directives derived from the PSDF, focusing on a high-level framework. District representations provide detailed directives derived from specific levers and drivers identified in the PSDF.

Spatial targeting acknowledges governmental limitations in addressing all spatial challenges simultaneously due to resource constraints. Therefore, prioritisation is crucial, emphasizing key levers for maximizing impact.

The spatial targeting strategy is structured around five focus areas, each detailed with specific areas of concentration and proposed activities for spatial development, as well as activities discouraged in these zones. Additionally, key provincial roads, corridors, and linkages are proposed to support efficient trade, freight, and passenger movements.

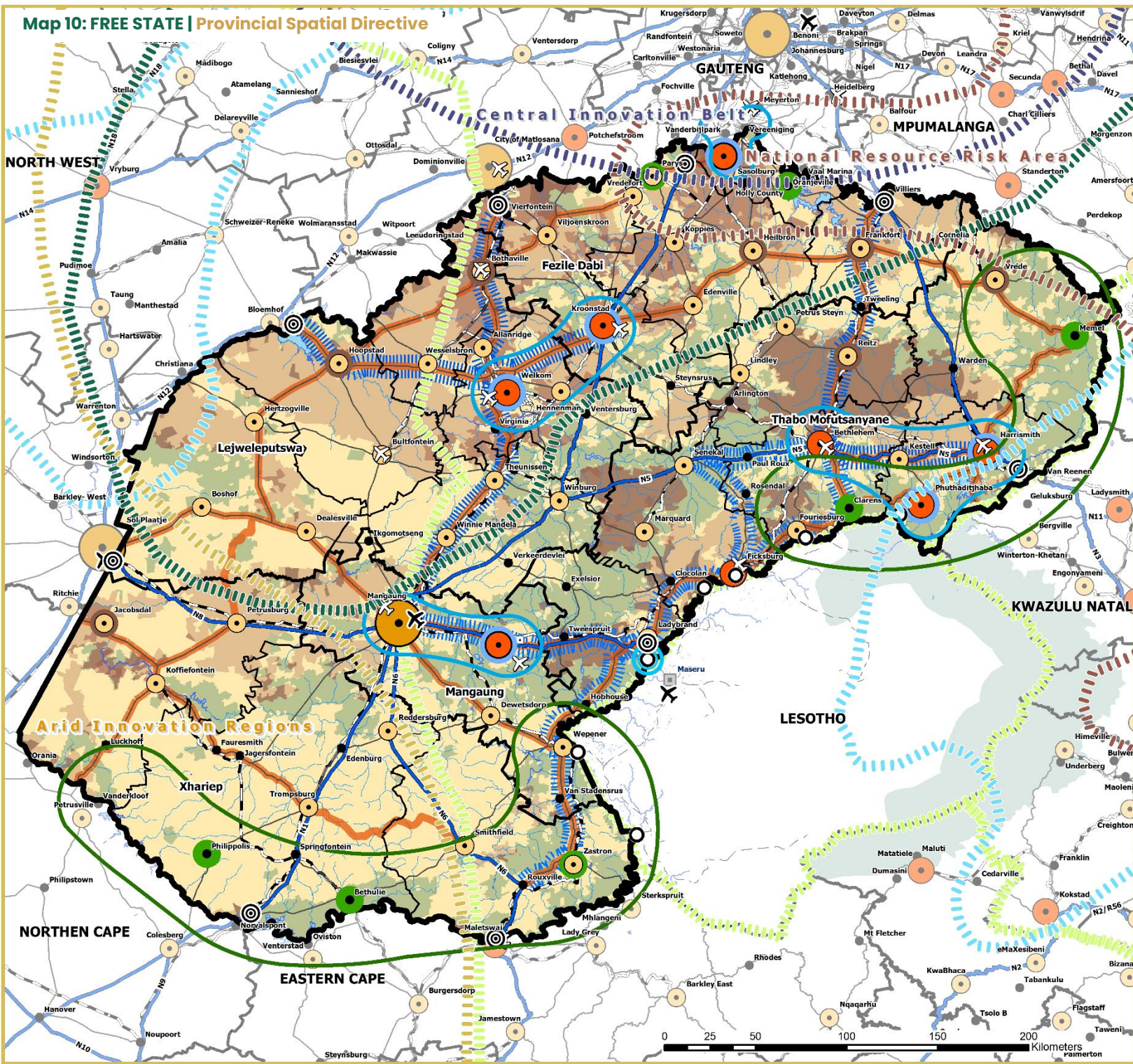


**Figure II: FS Polycentric Settlement Development Approach**

Key components of the Spatial Directive include development nodes aligned with the NSDF's settlement typology, suggesting amendments to accommodate the growth potential of various towns. For instance, Ficksburg is proposed as a regional development anchor due to its strategic relationship with Maputsoe in Lesotho.

The directive also emphasizes environmentally sensitive zones, protected agricultural development zones, and trade-off zones where resource management and competition are significant factors. Detailed discussions on these Spatial Directives occur at the district level, considering regional and national implications and supporting the provincial stance towards the NSDF.

Map 10: FREE STATE | Provincial Spatial Directive



## Free State Provincial Spatial Directive

- Key Nodes**
- National Urban Nodes
  - Regional Development Anchor
  - Rural Service Centres
  - Other Towns
  - Border Post
  - Import/Export Node
  - Provincial Gateways
  - International Airports
  - Regional Airports
- Key Investment Focus Areas**
- Agriculture
  - Industrial
  - Tourism
- Key Zones**
- Agricultural Development Zone
  - Ecological Conservation Zones
  - Extensive Agriculture
  - Trade-off Zones
  - Strategic Investment Areas
  - Environmental Corridor
- Key Linkages & Corridors**
- Key Provincial Roads
  - Key National Roads
  - Key Provincial Transport Corridors
- NSDF Action Area**
- Arid Innovation Regions
  - Central Innovation Belt
  - National Resource Risk Area
  - National Resource Production Heartland
  - Agri-Enterprise and Small-scale Farming Resource Region
  - Eco-Resource Production Region

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



## 4.1 UNPACKING THE FREE STATE SPATIAL DIRECTIVE

### 4.1.1 KEY NODES

The key nodes establish the nodal hierarchy according to the NSDF, except for Sasolburg and Ficksburg. Due to its proximity to the Gauteng National Urban Region, Sasolburg was not granted nodal status within the NSDF. However, in the provincial context, Sasolburg serves as a regional development anchor, giving it this status in the Free State's nodal hierarchy. Similarly, Ficksburg's status has been elevated to a regional development anchor, as it is essentially a larger city, separated from Maputsoe only by a bridge over the Caledon River and a Lesotho border post.

The nodal and settlement development is guided by Lever 3 (Establishing and Enhancing Urban and Rural Connections) which is further supported by Annexure C which indicates which social services are required in rural service centres.

#### 4.1.1.1 KEY INVESTMENT FOCUS AREAS

The key investment focus areas highlight which settlements are most suitable for, or will benefit the most from, **industrial, agricultural, or tourism**-oriented investments. These determinations are based on current and emerging development trends. Identifying these areas allows for the strategic allocation of resources to maximise economic growth and development, ensuring that investments are aligned with the unique strengths and potentials of each settlement. This targeted approach aims to enhance local economies, create job opportunities, and support sustainable development across various sectors.

### 4.1.2 KEY ZONES

The Free State PSDF Key Zones pinpoint areas needing specific planning guidelines and interventions to safeguard vital social, economic, and environmental resources. These key zones are directed by Lever 3, which focuses on settlement planning and public transportation systems, and Lever 4, which emphasizes the sustainable use of resources.

#### 4.1.2.1 AGRICULTURE DEVELOPMENT ZONE

The Agriculture Development Zone delineates areas of high-potential agricultural land essential for national food security. These regions are optimally suited for agricultural investment and value-chain development. Strategic

investments in these zones should prioritize the reduction of input costs, biohazard prevention, disaster risk mitigation, and climate change adaptation.

#### 4.1.2.2 ENVIRONMENTAL CORRIDOR

The Environmental Corridors identify regions with the highest concentration of critical biodiversity and environmentally sensitive areas. These corridors aim to promote the expansion and establishment of public and private nature reserves, ultimately creating biodiversity corridors that will support the game-farming and tourism industries.

#### 4.1.2.3 ECOLOGICAL CONSERVATION ZONE

The Ecological Conservations Zone is a buffer around the areas identified by the National Protected Area Expansion Strategy and the Free State Biodiversity to enable conservation targets to be met, as supported by the White Paper on Conservation and Sustainable Use of South Africa's Biodiversity (2023). This entails investment in environmental studies and resources required to update and maintain environmental datasets of the Free State, which enables the expansion and establishment of protected areas.

#### 4.1.2.4 EXTENSIVE AGRICULTURE ZONE

The Extensive Agriculture Zone indicates agricultural areas more suitable for livestock and game farming. These areas are also highly susceptible to climate variability, which is prone to droughts, and extreme rainfall events that lead to flash floods, indicating that the area may require more disaster management support and interventions.

#### 4.1.2.5 TRADE-OFF ZONES

The Trade-off Zone indicates where there are high levels of competition between land uses. Two sets of trade-off zones are evident in the province namely the Agri/Eco Trade-off zone that advocates for environmentally conscious agricultural practices to offset the impacts of agriculture on environmentally sensitive areas. The second is the Agri/Mining Trade-off zone where preference is given to agricultural development, as it's more sustainable but also promotes methods to extend the lifespan of existing mines by advocating for artisanal mining licenses to protect mining-dependent communities, and reduce the impact of mines on the environment.

### 4.1.2.6 STRATEGIC INVESTMENT ZONE

The Strategic Investment Zones aim to boost the economic growth of the Free State by fostering corridor development between key regional development anchors and revitalising the economic engines of the province. This involves bolstering transportation infrastructure to facilitate manufacturing, logistics, and trade industries, thereby enhancing economic opportunities across the region.

### 4.1.3 KEY LINKAGES & CORRIDORS

The routes designated as primary provincial roads serve as economic lifelines prioritized for maintenance and enhancement. Their improvement aims to increase accessibility to tourism destinations within and beyond provincial boundaries, while also expanding travel options across the province from east to west.

#### 4.1.3.1 KEY PROVINCIAL ROADS

The identified key provincial roads serve as critical economic arteries prioritized for ongoing maintenance and comprehensive upgrades. These upgrades are essential to enhance accessibility to tourism destinations both within the province and extending beyond its borders. Furthermore, improving these routes aims to broaden transportation options across the Free State, facilitating efficient travel from eastern to western regions and promoting regional economic integration. This strategic approach not only supports tourism development but also strengthens the province's overall infrastructure resilience and economic competitiveness.

#### 4.1.3.2 KEY NATIONAL ROADS

National roads in the Free State province serve as vital arteries linking major cities, towns, and economic centres within the region and connecting it to neighbouring provinces and the national road network. These roads are essential for facilitating the efficient movement of goods and people, supporting key industries such as agriculture, mining, and manufacturing by ensuring reliable transport to markets. They also play a crucial role in promoting regional integration, enhancing tourism access to attractions, and improving overall road safety and travel efficiency. Maintaining and upgrading these national roads is fundamental to fostering economic growth, enhancing connectivity, and bolstering the province's attractiveness as a destination for both business and tourism.

### 4.1.3.3 KEY PROVINCIAL TRANSPORT CORRIDORS

The primary provincial transport corridors are managed by SANRAL and the Department of Community Safety, Roads, and Transport. Several of these routes have already been or are currently being transferred to SANRAL to relieve the burden of upgrading and maintaining them. These critical provincial corridors are prioritized for budget allocation aimed at maintenance and upgrades. Besides national routes, these corridors are crucial for enhancing trade between the Free State and neighbouring provinces such as Northern Cape, North West, Mpumalanga, and KwaZulu-Natal.

### 4.1.4 NSDF SPATIAL ACTION AREAS & REGIONS

The Free State PSDF supports the proposals identified within the NSDF for the various spatial action areas. The Spatial Action Areas cover the majority of the province with the remainder of the province falling within the Central Agricultural Heartland and the Agri-Enterprise and small-scale farming resource region.

**Arid-Innovation Region:** The PSDF proposals for extensive agricultural production, ecological corridors, and conservation zones align with the strategic objectives of the NSDF and Karoo RSDf.

**Central Innovation Belt:** This region is experiencing significant development pressure, emphasized by the NSDF and Vaal RSDf. The PSDF aims to position the area for green hydrogen production, supported by substantial investment in education and skills development, establishing it as an innovation hub.

**National Resource Risk Area:** The Vaal River system, crucial for water supply to Gauteng and parts of Mpumalanga, North West, and Northern Cape, requires effective cross-boundary coordination to manage water quality and quantity.

**National Resource Production Heartland:** Protecting high-potential agricultural land is vital for national food security. The NSDF and PSDF focus on safeguarding agricultural resources and improving livestock and crop yields.

**Agri-Enterprise and Small-Scale Farming Resource Region:** Supporting small-scale farming and agri-enterprise development through investments in value chains and reducing production costs is essential for rural productivity.

**Eco-Resource Production Region:** Protected areas and water production zones are key for balancing development and conservation goals, supporting rural livelihoods and tourism-dependent communities.

## 4.2 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – FEZILE DABI

### 4.2.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

The Fezile Dabi District holds a strategic position within the Free State Provincial Spatial Development Framework (PSDF) due to several critical factors:

- ◀ **Linkage to Gauteng Province:** As part of the Central Innovation Belt, Fezile Dabi's proximity to Gauteng enhances its economic connectivity, fostering innovation and development synergies between the regions.
- ◀ **Industrial and Petrochemicals Hub:** Sasolburg, a key industrial node within the district, is significant for its petrochemicals manufacturing. This industrial strength forms a cornerstone of the district's economic base and contributes to the provincial and national economies.
- ◀ **Vaal Regional Spatial Development Framework:** The district is an integral component of the Vaal Regional Spatial Development Framework, aligning its development priorities with broader regional objectives.
- ◀ **Mining Activities:** The district is rich in mining activities, with substantial evidence of granted and accepted mining license applications. This mining potential underpins the district's economic development and resource-based industries.
- ◀ **Strategic Transportation Corridors:** Fezile Dabi's proximity to the N3 National Corridor and the bisecting NI National Route enhances its strategic significance. These routes facilitate efficient transport and logistics, linking the district to major markets and economic hubs.
- ◀ **Regional Services:** Kroonstad serves as a regional service centre, especially for the more rural areas of the district. This is crucial as Sasolburg is more economically linked to Gauteng.
- ◀ **Vaal Special Economic Development Zone:** Sasolburg's inclusion in the Vaal Special Economic Development Zone highlights its importance in regional economic strategies, promoting industrial growth and investment.
- ◀ **Vaal Dam:** The Vaal Dam is vital for the district's recreational, agricultural, leisure, and tourism sectors. Improved management and monitoring of this resource are necessary to sustain these activities. Additionally, the revitalization of towns around the Vaal Dam to support tourism, holiday, and resort development is crucial. This would require a strong focus on service development, improved safety and security, and improved access and quality of access roads, especially to Oranjeville.

- ◀ **Vaal River:** The district's reliance on the Vaal River in the north is pivotal for its economy and the broader provincial economy. The river supports agriculture, industry, and domestic water supply. It is crucial to improve and sustain the water quality of the Vaal River System, as it has a direct impact on the tourism potential of the Vaal Dam and areas adjacent to the river.
- ◀ **Agricultural Significance:** The district boasts key agricultural areas that are critical for local, regional, and national food security. Protecting and developing these agricultural zones is essential to sustain and enhance their productivity.
- ◀ **Infrastructure Development:** Maintaining and developing the road networks to and from the district's key agricultural, tourism, and mining sectors is crucial for economic efficiency and connectivity.
- ◀ **Gateway to Gauteng Markets:** Fezile Dabi is considered a gateway to Gauteng markets, providing strategic access for trade and economic interactions. Strengthening the towns along and near these key national corridors and routes will improve access to Gauteng via these corridors.
- ◀ **Tourism and Recreation:** Enhancing accessible tourism and recreation opportunities, such as in Parys and the Vredefort Dome will support and stimulate the district's tourism sector. This focus can attract visitors and investment, boosting the local economy. Specific focus is required to reemphasize and prioritise the underdeveloped Vredefort Dome World Heritage Site for tourism, heritage, and eco-tourism development.
- ◀ **Human Settlement Development:** Addressing the potential growth in Sasolburg through the mitigation and forward planning of the Priority Housing Development Areas (PHSHDA) gazetted in the district is crucial for sustainable urban development.
- ◀ **Revitalization of Small Towns:** Supporting the revitalization of small towns within the district is critical, especially given the trend of people semi-migrating to smaller towns outside Gauteng, such as Parys, Steynsrus, and Cornelia.

Collectively, these factors underline the significance of the Fezile Dabi District in the PSDF, highlighting its role in regional integration, economic development, and resource management.

## 4.2.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE FEZILE DABI DISTRICT

### 4.2.2.1 NODES

**Table 2: Key Development Nodes: Fezile Dabi District**

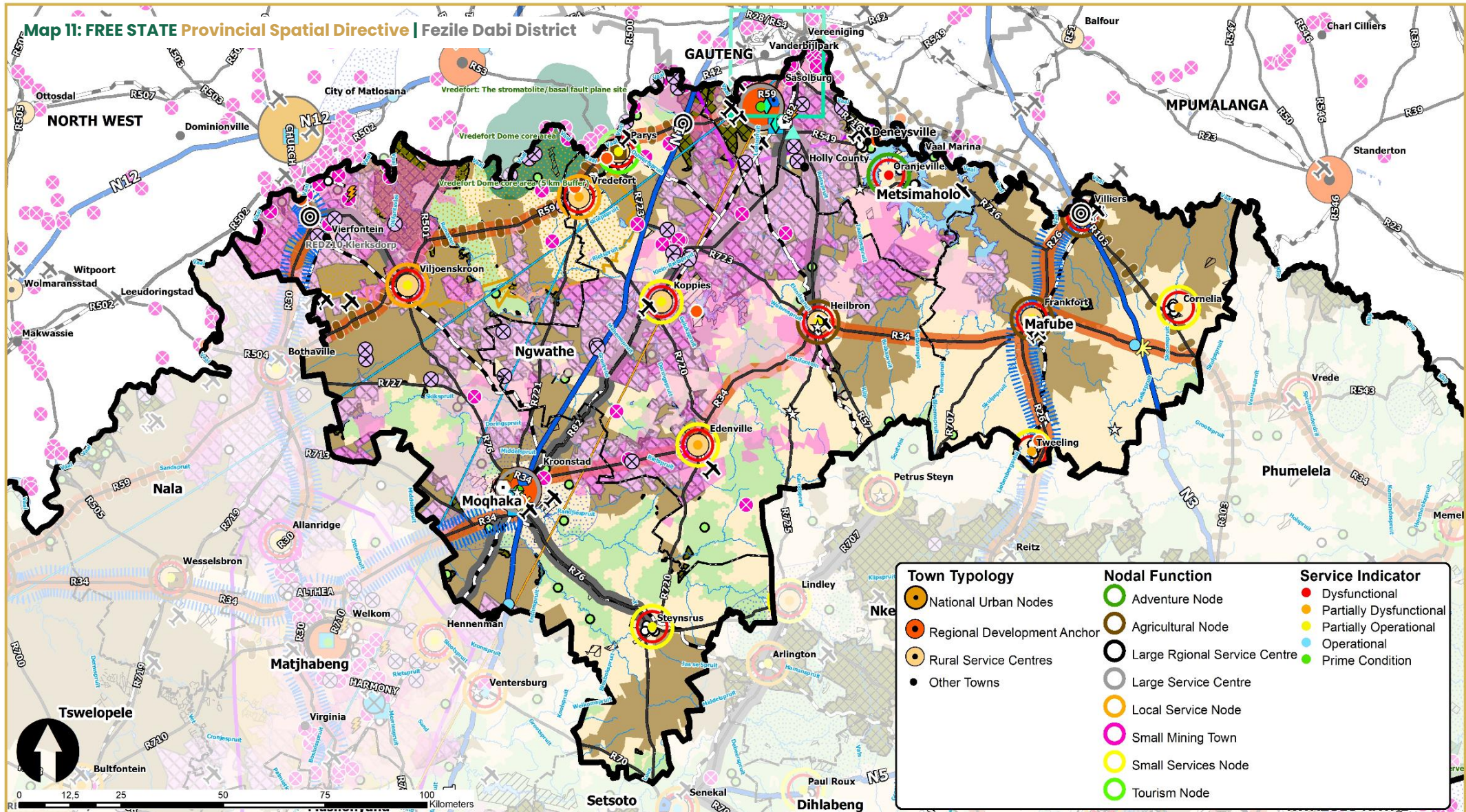
Settlement	Role	Interventions
<b>National Urban Nodes</b>		
Sasolburg	Forms part of the Gauteng Urban Region	<ul style="list-style-type: none"> <li>Green Hydrogen Production Node</li> <li>PHSHDA</li> <li>Smart School</li> </ul>
<b>Regional Development Anchors</b>		
Kroonstad	Regional Development Anchor	<ul style="list-style-type: none"> <li>EV Support Development</li> <li>Weighbridge</li> <li>Public Transport</li> </ul>
<b>Rural Service Centres</b>		
Parys	Tourism and Local Service Node	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> <li>Promotion of Vredefort Dome tourism</li> </ul>
Vredefort	Small Service Node	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> <li>Promotion of Vredefort Dome tourism</li> </ul>
Oranjeville	Small Service Node	<ul style="list-style-type: none"> <li>Small Town Regeneration</li> </ul>
Viljoenskroon	Local Service Node	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> </ul>
Vierfontien	Other towns	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> </ul>
Koppies	Small Service Node	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> </ul>
Edenville	Small Service Node	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> </ul>
Steynsrus	Small Service Node	<ul style="list-style-type: none"> <li>Small Town Regeneration</li> </ul>
Heilbron	Agricultural Local Service Node	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> </ul>
Frankfort	Agricultural Local Service Node	<ul style="list-style-type: none"> <li>Weighbridge &amp; Basic Services</li> </ul>
Villiers	Agricultural Local Service Node	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> </ul>
Cornelia	Small Service Node	<ul style="list-style-type: none"> <li>Small Town Regeneration</li> </ul>
Tweeling	Other towns	<ul style="list-style-type: none"> <li>Basic services infrastructure optimisation</li> </ul>

## 4.2.2.2 ZONES AND CORRIDORS

**Table 3: Key Development Zones and Corridors: Fezile Dabi District**

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N3	Villiers	<ul style="list-style-type: none"> <li>EV charging station and JHB-Harrismith-Durban Corridor development</li> </ul>
NI	Kroonstad	<ul style="list-style-type: none"> <li>EV Charging Station Development</li> </ul>
R59	Viljoenskroon Vredefort Parys Sasolburg	<ul style="list-style-type: none"> <li>Abnormal route upgrades and road maintenance</li> </ul>
R34	Kroonstad Edenville Heilbron Frankfort	<ul style="list-style-type: none"> <li>Proposed new trade route Welkom-Kroonstad Corridor promotion</li> </ul>
R26	Frankfort Villiers	<ul style="list-style-type: none"> <li>Cross-border corridor coordination with Mpumalanga</li> <li>Road maintenance</li> </ul>
<b>Zones</b>		
Agri/Mining Trade-off	Central and Northern Regions of the district	<ul style="list-style-type: none"> <li>Development of policies and guidelines to limit the impact of mining on agriculture</li> </ul>
Agricultural Development Zone	Bothaville Viljoenskroon Heilbron Frankfort Villiers Steynsrus Kroonstad	<ul style="list-style-type: none"> <li>Protection of high-potential agricultural land</li> <li>Agro-processing &amp; value chain development</li> </ul>
Ecological Conservation	Central and Southern region of the district	<ul style="list-style-type: none"> <li>Expand the footprint of conservation areas.</li> </ul>

**Map 11: FREE STATE Provincial Spatial Directive | Fezile Dabi District**



Town Typology	Nodal Function	Service Indicator
National Urban Nodes	Adventure Node	Dysfunctional
Regional Development Anchor	Agricultural Node	Partially Dysfunctional
Rural Service Centres	Large Regional Service Centre	Partially Operational
Other Towns	Large Service Centre	Operational
	Local Service Node	Prime Condition
	Small Mining Town	
	Small Services Node	
	Tourism Node	

**Zones**

- Agricultural Development Zone
- Ecological Conservation Zones
- Game Farming Focus Areas
- Extensive Agriculture
- Water Resource Development Zone
- Trade-off Zones (Agri/Eco)
- Trade-off Zones (Agri/Mining)
- State Owned Land
- RAMSAR Sites
- Renewable Energy Development Zone
- Mineral Beneficiation Zone
- World Heritage Sites

**Corridors & Linkages**

- Trade Maintenance & Upgrade Roads
- Current Special Maintenance Roads
- Railway Lines
- Key Provincial Transport Corridors

**Projects & Incentives**

- Priority Heritage Maintenance
- National Park
- Nature Reserves & Game Parks
- World Heritage Sites
- PSHSDA
- Active Mines
- Mining Rehabilitation
- AgriHubs
- Logistic Facilities
- EV Automobile Support Development

**Infrastructure**



- Agricultural Schools
- Skills Development Centre
- SMART Schools
- Treasury Projects
- Small Town Regeneration
- Proposed Weigh Bridge
- FSPU
- Public Transportation Development
- Provincial Gateways

**Infrastructure**

- Main Transmission Substations
- Green Hydrogen Production Node
- Proposed EV Charging Station
- Special Economic Zones
- Monuments and Museums
- Virginia Gas Point
- Gas Pipelines
- Liquid Fuel Pipeline
- Border Post

**FS Provincial Spatial Directive**  
**Fezile Dabi District Municipality**

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS

## 4.3 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – MANGAUNG METRO

### 4.3.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

The Mangaung Metropolitan Municipality holds a pivotal role within the Free State Province, characterised by its dual significance as an administrative and economic nucleus. As the provincial capital, Bloemfontein anchors governmental functions while concurrently driving economic activities crucial for regional development. The strategic significance of the Mangaung Metropolitan Municipality within the Free State Provincial Spatial Development Framework (PSDF) is multifaceted, encompassing various socio-economic, infrastructural, and cultural dimensions. Key considerations include:

- ◀ **Administrative and Economic Hub:** Serving as the administrative epicentre of the province, with Bloemfontein as the provincial capital, the Mangaung Metropolitan Municipality assumes paramount importance in governance and policymaking. Its status as an economic hub is underlined by robust trade linkages, particularly with Maseru in Lesotho. These connections facilitate corridor-like developments along the N8 route, fostering economic growth and regional integration.
- ◀ **Infrastructure and Urbanization:** Access to essential services such as bulk water and sanitation positions the metropolitan region as capable of accommodating urbanization trends witnessed in the province. However, the pace of housing development must align with the city's planning horizon, emphasizing the need for strategic Priority Housing Development Areas (PHSDA) targeting Bloemfontein and Botshabelo.
- ◀ **Transportation Infrastructure:** Enhancing public transportation infrastructure, notably along the N8 corridor leading to Maseru and Botshabelo, is imperative. Reintroducing passenger rail services along this route could alleviate congestion and bolster connectivity, addressing pressing mobility concerns.
- ◀ **Inclusive Development and Traditional Leadership:** The inclusion of areas managed under traditional leadership underscores the municipality's commitment to inclusive governance and community engagement. Balancing development initiatives with the preservation of traditional structures is essential for sustainable growth and cohesion.
- ◀ **Economic Diversification and Agricultural Potential:** The municipality boasts a well-developed and diversified economy, with a significant reliance on the agricultural sector. Opportunities for intensive agricultural

development, catering to both food security and informal, commonage-based farming, abound within the region.

- ◀ **Cultural Heritage and Tourism:** Rich in cultural heritage and tourism assets, the metropolitan area showcases notable landmarks such as the National Museum and Oliewenhuis Art Museum, drawing visitors and contributing to the local economy. Additionally, historical sites like the War Museum of the Boer Republics serve as poignant reminders of the region's tumultuous past.
- ◀ **Strategic Road Networks:** Key road networks, including the N8, N6, N1, and R30, play a crucial role in facilitating regional connectivity and commerce. These arterial routes link Bloemfontein to neighbouring provinces and major cities, underpinning economic vitality and accessibility.
- ◀ **Addressing Socio-Economic Needs:** Despite its strategic significance, the municipality faces numerous socio-economic challenges that necessitate prioritisation. Addressing these needs, ranging from infrastructure development to social welfare initiatives is imperative for fostering inclusive and sustainable growth.

In conclusion, the Mangaung Metropolitan Municipality occupies a central position within the Free State Provincial Spatial Development Framework, leveraging its administrative, economic, and cultural assets to drive regional progress. By addressing infrastructure deficits, promoting inclusive development, and harnessing its agricultural and tourism potential, the municipality can realize its strategic objectives and fulfil its role as a catalyst for socio-economic advancement within the province.

#### 4.3.1.1 NODES

**Table 4: Key Development Nodes: Mangaung Metro**

Settlement	Role	Interventions
<b>National Urban Nodes</b>		
Bloemfontein	Provincial Primary Node	<ul style="list-style-type: none"> <li>• Social services distribution and quality upgrades</li> <li>• Basic services infrastructure optimisation and expansion</li> <li>• Housing typology expansion</li> <li>• CBD revitalisation</li> <li>• Public transportation systems</li> <li>• PHSHDA</li> <li>• Smart School</li> <li>• Convention Centre</li> <li>• Airport Node Development</li> </ul>

Rural Service Centres		
Botshabelo/ Thaba Nchu	Large Service Centre	<ul style="list-style-type: none"> <li>• Social services distribution and quality upgrades</li> <li>• Basic services infrastructure optimisation and expansion</li> <li>• Housing typology expansion</li> <li>• PSHSDA Smart School</li> </ul>
Dewetsdorp	Local Service Node	<ul style="list-style-type: none"> <li>• Small Town Regeneration</li> <li>• Basic services infrastructure optimisation</li> </ul>
Soutpan	Other towns	<ul style="list-style-type: none"> <li>• Revitalisation of the salt mining industry</li> <li>• Basic services infrastructure optimisation</li> </ul>
Van Stadensrus	Small Service Node	<ul style="list-style-type: none"> <li>• Promotion of the</li> </ul>
Wepener	Local Service Node	<ul style="list-style-type: none"> <li>• Small Town Regeneration</li> <li>• Basic services infrastructure optimisation</li> </ul>

### 4.3.1.2 ZONES AND CORRIDORS

**Table 5: Key Development Zones and Corridors: Mangaung Metro**

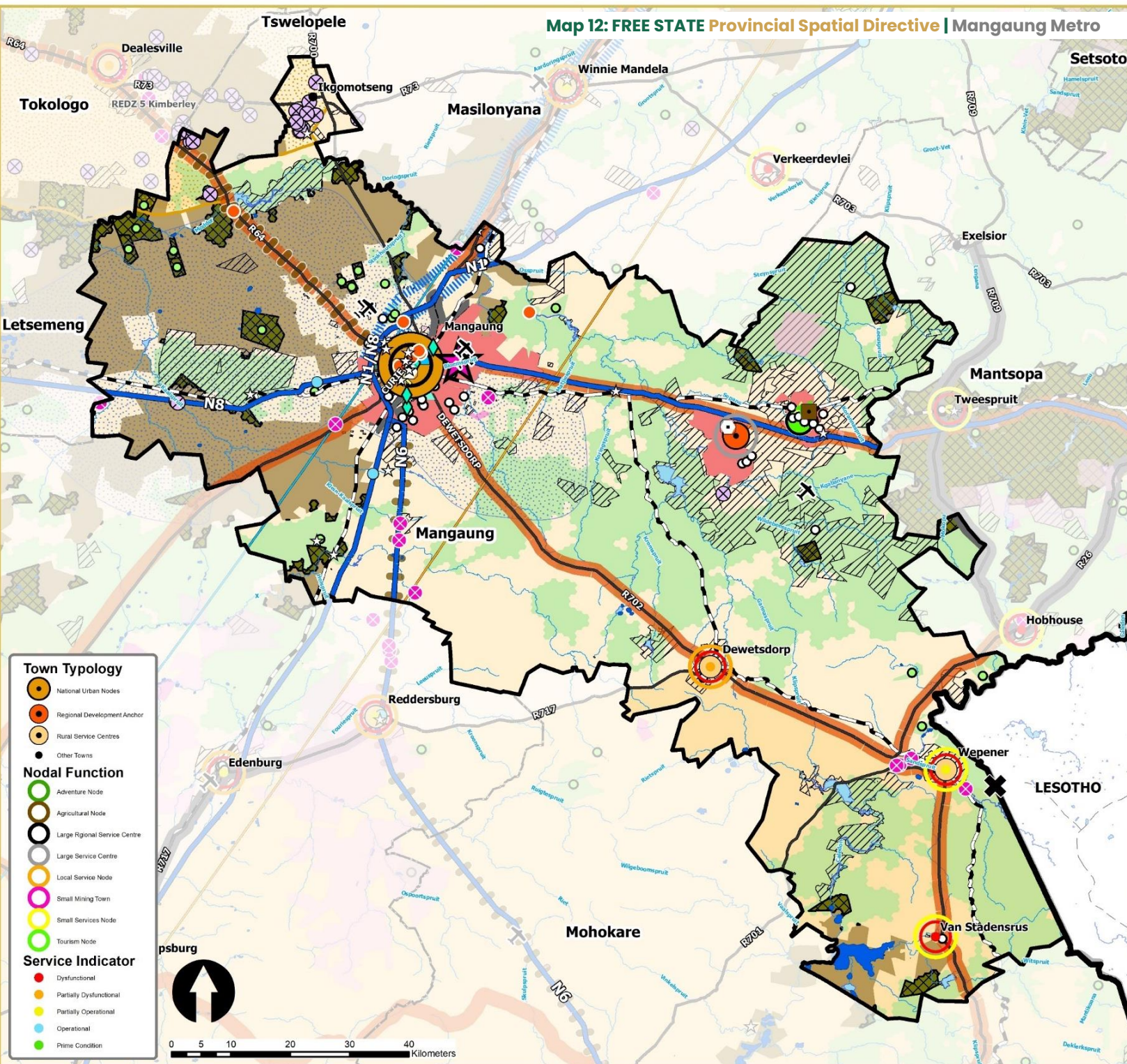
Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N1	Bloemfontein	<ul style="list-style-type: none"> <li>• Ring road development.</li> <li>• Industrial &amp; Logistic Parks</li> <li>• EV Charging Station development</li> </ul>
N6	Bloemfontein-Reddersburg	<ul style="list-style-type: none"> <li>• Abnormal route upgrades and maintenance</li> <li>• EV Charging Station development</li> </ul>
N8	Bloemfontein Botshabelo Thaba Nchu	<ul style="list-style-type: none"> <li>• Rail revitalisation</li> <li>• Public rail and road transportation systems</li> </ul>
R64	Towards Dealesville	<ul style="list-style-type: none"> <li>• Abnormal route upgrades &amp; maintenance</li> </ul>
R702	Bloemfontein-Dewetsdorp-Wepener	<ul style="list-style-type: none"> <li>• Develop an alternative trade route to enter Lesotho.</li> <li>• Upgrade of Wepener (Van Rooyens Gate) Border Post.</li> </ul>
R30	Bloemfontein-Winnie Mandela (Brandfort)	<ul style="list-style-type: none"> <li>• Promote corridor development along the R30 from Bloemfontein towards Winnie Mandela</li> </ul>

Structuring Element	Towns Affected	Interventions
<b>Zones</b>		
Agricultural Development Zone	West of Bloemfontein	<ul style="list-style-type: none"> <li>• Protection of high-potential agricultural land</li> <li>• Agro-processing &amp; value chain development</li> </ul>
Water Resource Development Zone	Bloemfontein and surrounding areas	<ul style="list-style-type: none"> <li>• Protection of water resources through pollution prevention and evaporation mitigation measures</li> </ul>
Ecological Conservation	Present throughout	<ul style="list-style-type: none"> <li>• Expand the footprint of conservation areas.</li> <li>• Promote the establishment public and private nature reserves.</li> <li>• Upgrade and revitalise public owned resort infrastructure</li> </ul>
Special Economic Zone	Bloemfontein Industria & Airport	<ul style="list-style-type: none"> <li>• Industrial Park Development</li> <li>• Convention Centre Development</li> </ul>
Agri/Eco Trade-off zones	Present Throughout	<ul style="list-style-type: none"> <li>• Develop guidelines and mitigation measures to limit the impact of agricultural practices in environmentally sensitive areas</li> </ul>
Irrigation Scheme Revitalisation	West of Van Stadensrus	<ul style="list-style-type: none"> <li>• Promote the revival of irrigation schemes.</li> <li>• Agri-processing &amp; value chain development</li> </ul>
Renewable Energy Development Zone	Northwest corner of Metro Municipality	<ul style="list-style-type: none"> <li>• Promote the establishment of IPP projects in a 30km radius of Dealesville.</li> </ul>

Map 12: FREE STATE Provincial Spatial Directive | Mangaung Metro

# FS Provincial Spatial Directive

## Mangaung Metropolitan Municipality



### Zones

- Agricultural Development Zone
- Ecological Conservation Zones
- Game Farming Focus Areas
- Extensive Agriculture
- Water Resource Development Zone
- Trade-off Zones (Agri/Eco)
- Trade-off Zones (Agri/Mining)
- State Owned Land
- RAMSAR Sites
- Renewable Energy Development Zone

### Mining Application Status

- Granted
- Issued
- Mineral Benefication Zone

### Corridors & Linkages

- Trade Spines
- Proposed Trade Routes
- Abnormal Routes
- Current Special Maintenance Roads
- Upgrades\_Roads\_
- Railway\_Lines
- Key Provincial Transport Corridors
- Key Provincial Roads

### Projects & Incentive

- Priority Heritage Maintenance
- National Park
- Nature Reserves & Game Parks
- World Heritage Sites
- PHSHDA
- Active Mines
- Mining Rehabilitation
- Agricultural Schools
- Skills Development Centre
- SMART Schools
- Treasury Projects
- Small Town Regeneration
- Proposed Weigh Bridge
- Railway Terminals / Working Terminals
- FSPU
- AgriHubs
- Logistic Facilities
- Virginia Gas Point
- EV Automobile Support Development
- Proposed EV Charging Station
- Monuments and Museums

### Infrastructure

- Import/Export Node
- Main Transmission Substations
- Green Hydrogen Production Node
- EV Automobile Support Development
- Special\_Economic\_Zones
- Virginia Gas Point
- Monuments and Museums
- Not Irrigated Lands
- Irrigation Scheme Revitalisation
- Public Transportation Development
- Gas Pipelines
- Liquid Fuel Pipeline
- Border Post

### Town Typology

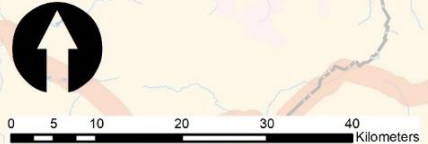
- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Other Towns

### Nodal Function

- Adventure Node
- Agricultural Node
- Large Regional Service Centre
- Large Service Centre
- Local Service Node
- Small Mining Town
- Small Services Node
- Tourism Node

### Service Indicator

- Dysfunctional
- Partially Dysfunctional
- Partially Operational
- Operational
- Prime Condition



Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

## 4.4 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – THABO MOFUTSANYANA

### 4.4.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

The Thabo Mofutsanyana District is a vital region in the Free State province, marked by its diverse economic, agricultural, and environmental assets. Its significance to the Provincial Spatial Directive can be considered through several key aspects:

- ◀ **Economic Development through Special Economic Zones (SEZs):** The planned development of the Maluti a Phofung Special Economic Development Zone (SEZ) at Tshiame near Harrismith is a cornerstone for economic growth in the district. This SEZ is expected to attract investments, create job opportunities, and stimulate industrial growth, thereby reducing poverty and unemployment, especially in underdeveloped areas like Phuthaditjhaba. The SEZ's strategic location close to major transportation routes further enhances its potential for economic impact.
- ◀ **Transportation and Logistics Hub:** The district includes one of South Africa's most important transportation corridors, the N3 highway, which links the Durban Urban Region (Harbour) with the Gauteng Urban Region. The Harrismith Logistics Hub, as part of the Durban-Free State-Gauteng logistics and industrial corridor, underscores the district's strategic importance in facilitating national and regional trade. Additionally, key roads such as the N5 and R76 enhance connectivity within the province, supporting both economic and social integration.
- ◀ **Agricultural Richness and Diversity:** Thabo Mofutsanyana is rich in agricultural production, contributing significantly to provincial and national food security. The district's agricultural sector is diverse, producing specialty fruits like cherries, apples, and other deciduous fruits, as well as staple crops such as maize. Key agricultural centres include Bethlehem, Reitz, Vrede, Clocolan, and Ficksburg. This diversity not only supports local economies but also has a high labour absorption rate, which is crucial for addressing unemployment.
- ◀ **Environmental and Heritage Conservation:** The district is home to numerous provincial and national protected areas, including the renowned Golden Gate Highlands National Park and the Basotho Cultural Village. These areas are crucial for biodiversity conservation and heritage preservation, attracting tourism that bolsters the local economy. The presence of key water resources along the Drakensberg Mountain Range and various

environmentally sensitive areas requires careful spatial planning to balance development with conservation.

- ◀ **Cultural and Traditional Settlements:** Phuthaditjhaba, one of the largest traditional settlements in South Africa, is significant for its cultural heritage and potential for economic development through targeted interventions. Addressing poverty in this area through initiatives such as the Phuthaditjhaba Industrial Park, which is part of the national program to revitalize industrial parks, can stimulate economic activities and create employment opportunities.
- ◀ **Tourism Potential:** The district's numerous tourism and heritage attractions, including Golden Gate National Park and Basotho Cultural Village, are of both provincial and national importance. Protecting these sites and promoting tourism can drive economic growth and cultural preservation. The integration of these attractions within the provincial spatial directive can enhance the district's profile as a key tourism destination.
- ◀ **Strategic Relationships and Trade Offs:** The district's relationship with neighbouring Lesotho along the R26 Corridor emphasizes its strategic position for cross-border trade and cooperation. Additionally, the district faces challenges related to balancing agricultural and environmental sensitive areas, necessitating a unique approach to manage these trade-offs effectively. Sustainable land use planning and resource management are crucial for maintaining this balance and ensuring long-term economic and environmental health.

In conclusion, the Thabo Mofutsanyana District's multifaceted contributions to the Free State province's economic, agricultural, environmental, and cultural landscapes make it a pivotal area for the Provincial Spatial Directive. Strategic investments, balanced development, and conservation efforts will be key to maximizing the district's potential and addressing its challenges.

#### 4.4.1.1 NODES

**Table 6: Key Development Nodes: Thabo Mofutsanyana**

Settlement	Role	Interventions
<b>Regional Development Anchors</b>		
Harrismith	Regional Development Anchor	<ul style="list-style-type: none"> <li>• Social services distribution and quality upgrades</li> <li>• PSHSDA</li> <li>• Smart School</li> <li>• Public Transport</li> </ul>

Settlement	Role	Interventions
		<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation, maintenance and upgrading.</li> <li>• EV Charging Station &amp; Support Development</li> <li>• Industrial &amp; Logistics Park Development</li> <li>• CBD Revitalisation</li> </ul>
Phuthaditjhaba	Regional Development Anchor	<ul style="list-style-type: none"> <li>• Social services distribution and quality upgrades</li> <li>• Public Transport</li> <li>• Basic services infrastructure optimisation, maintenance and upgrading.</li> <li>• PSHDA</li> <li>• Promotion of a wider variety of housing typologies</li> </ul>
Bethlehem	Regional Development Anchor	<ul style="list-style-type: none"> <li>• Social services distribution and quality upgrades</li> <li>• Basic services infrastructure optimisation</li> <li>• EV Charging Station &amp; Support Development PSHDA</li> <li>• CBD Revitalisation</li> </ul>
Ficksburg	Regional Development Anchor	<ul style="list-style-type: none"> <li>• Border Post Upgrades</li> <li>• Promotion of cross-border trade activities</li> <li>• Social services distribution and quality upgrades</li> <li>• Basic services infrastructure optimisation</li> </ul>
<b>Rural Service Centres</b>		
Vrede	Local Agriculture Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Memel	Small Service & Tourism Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Promotion of tourism activities</li> </ul>
Warden	Small Service Node	<ul style="list-style-type: none"> <li>• Small Town Regeneration</li> </ul>

Settlement	Role	Interventions
Kestell	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Reitz	Rural Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Clarens	Tourism & Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Promotion of tourism activities</li> </ul>
Fouriesburg	Tourism & Rural Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Petrus Steyn	Small Service Node	<ul style="list-style-type: none"> <li>• Small Town Regeneration</li> </ul>
Lindley	Agricultural Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Arlington	Other towns	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Small Town Regeneration</li> </ul>
Paul Roux	Small Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Small Town Regeneration</li> </ul>
Rosendal	Agricultural Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Small Town Regeneration</li> </ul>
Senekal	Local Service Node	<ul style="list-style-type: none"> <li>• Weighbridge</li> </ul>
Marquard	Small Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Clocolan	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Small Town Regeneration</li> </ul>
Ladybrand	Local service Node	<ul style="list-style-type: none"> <li>• EV charging station &amp; support Development</li> </ul>
Excelsior	Other town	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Tweespruit	Small Service Node	<ul style="list-style-type: none"> <li>• Small Town Regeneration</li> <li>• Basic services infrastructure optimisation</li> </ul>
Hobhouse	Small Service Node	<ul style="list-style-type: none"> <li>• Small Town Regeneration</li> <li>• Basic services infrastructure optimisation</li> </ul>

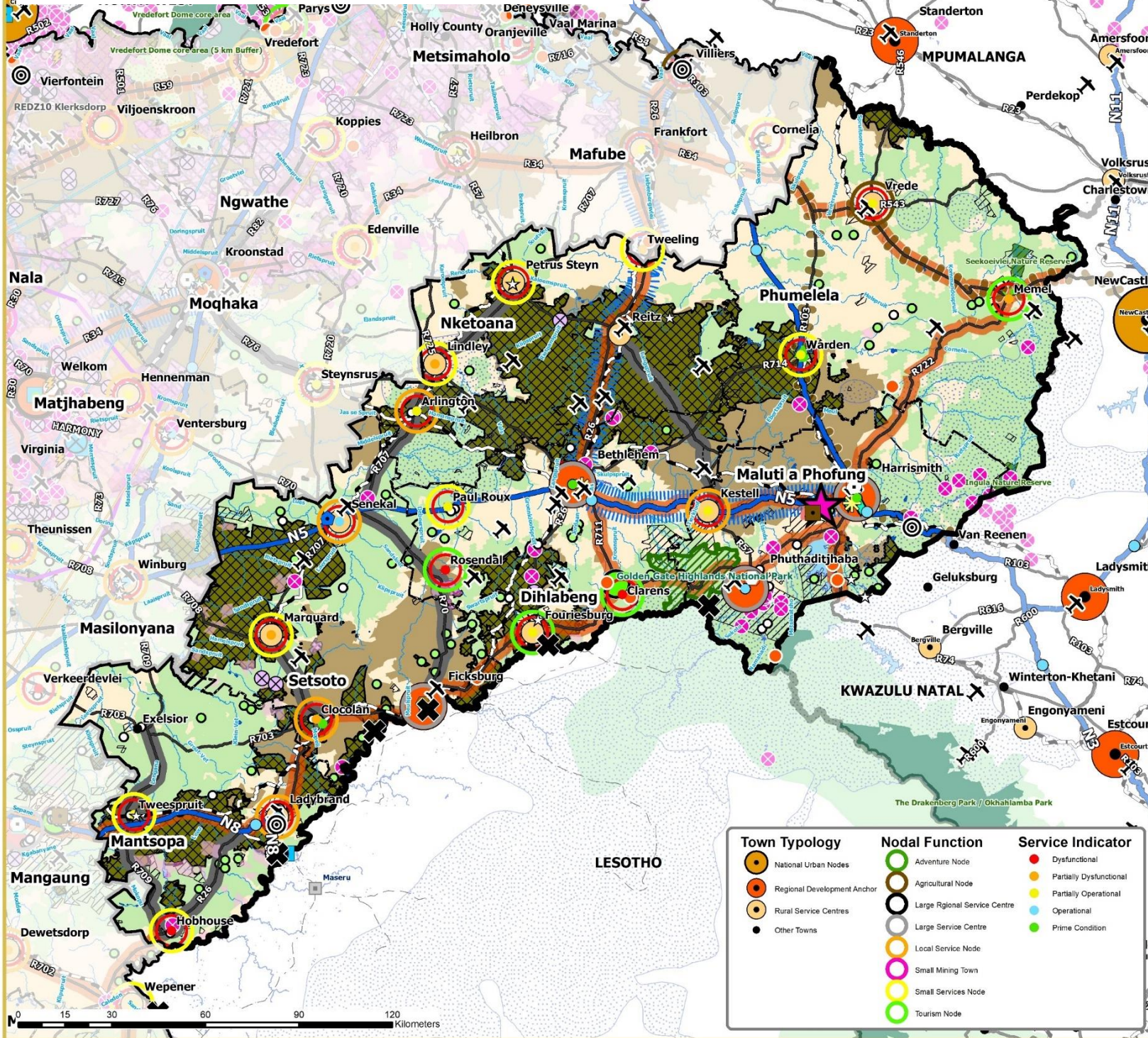
#### 4.4.1.2 ZONES AND CORRIDORS

**Table 7: Key Development Zones and Corridors: Thabo Mofutsanyana**

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N3	Warden Harrismith	<ul style="list-style-type: none"> <li>Durban-Harrismith-JHB Corridor &amp; SEZ</li> </ul>
N5	Senekal Paul Roux Bethlehem Kestell Harrismith	<ul style="list-style-type: none"> <li>Major trade route</li> </ul>
N8	Tweespruit Ladybrand	<ul style="list-style-type: none"> <li>National &amp; International trade route</li> </ul>
R26	Hobhouse Ladybrand Ficksburg Fouriesburg	<ul style="list-style-type: none"> <li>Tourism Route</li> <li>Proposed priority maintenance</li> </ul>
R711	Fouriesburg Clarens	<ul style="list-style-type: none"> <li>Tourism Route</li> <li>Proposed priority maintenance</li> </ul>
R712	Clarens Phuthaditjhaba Harrismith	<ul style="list-style-type: none"> <li>Tourism Route</li> <li>Proposed priority maintenance</li> </ul>
R722	Harrismith Memel	<ul style="list-style-type: none"> <li>Tourism Route</li> <li>Proposed priority maintenance</li> </ul>
R709	Excelsior Tweespruit	<ul style="list-style-type: none"> <li>Currently earmarked for maintenance</li> </ul>
R707	Senekal Marquard	<ul style="list-style-type: none"> <li>Currently earmarked for maintenance</li> </ul>
R70	Senekal Ficksburg	<ul style="list-style-type: none"> <li>Currently earmarked for maintenance</li> </ul>
R57	Reitz Kestell	<ul style="list-style-type: none"> <li>Currently earmarked for maintenance</li> </ul>
R103	Warden	<ul style="list-style-type: none"> <li>Abnormal route maintenance &amp; upgrade</li> </ul>
R34	Vrede	<ul style="list-style-type: none"> <li>Abnormal route maintenance &amp; upgrade</li> </ul>
<b>Zones</b>		
Agricultural Development Zone	Present throughout	<ul style="list-style-type: none"> <li>Protection of high-potential agricultural land</li> </ul>

Agri/Eco zone	Trade-off	Present throughout	<ul style="list-style-type: none"> <li>Agro processing &amp; value chain development</li> <li>Develop guidelines and mitigation measures to limit the impact of agricultural practices in environmentally sensitive areas</li> </ul>
Ecological Conservation		Present throughout	<ul style="list-style-type: none"> <li>Expand the footprint of conservation areas.</li> <li>Promote the establishment public and private nature reserves.</li> <li>Upgrade and revitalise public-owned resort infrastructure.</li> <li>Expansion and coordination of development of the National Golden Gate &amp; Transfrontier park</li> </ul>
Water Development Zone	Resource	Present throughout	<ul style="list-style-type: none"> <li>Lesotho Highland Project Phase 2</li> <li>Protection of water resources through pollution prevention and evaporation mitigation measures</li> <li>Removal of invasive plant species</li> </ul>

**Map 13: FREE STATE Provincial Spatial Directive | Thabo Mofutsanyana**



**FS Provincial Spatial Directive**  
**Thabo Mofutsanyane District Municipality**

**Zones**

- Agricultural Development Zone
- Ecological Conservation Zones
- Game Farming Focus Areas
- Extensive Agriculture
- Energy Development Zone
- Water Resource Development Zone
- Trade-off Zones (Agri/Eco)
- Trade-off Zones (Agri/Mining)
- State Owned Land
- RAMSAR Sites
- Renewable Energy Development Zone

**Mining Application Status**

- Granted
- Issued
- Mineral Beneficiation Zone

**Projects & Incentive**

- Priority Heritage Maintenance
- National Park
- Nature Reserves & Game Parks
- World Heritage Sites
- PHSHDA
- Active Mines
- Mining Rehabilitation
- Agricultural Schools
- Skills Development Centre
- SMART Schools
- Treasury Projects
- Small Town Regeneration
- Proposed Weigh Bridge
- Railway Terminals / Working Terminals
- FSPU
- AgriHubs
- Logistic Facilities
- Virginia Gas Point
- EV Automobile Support Development
- Proposed EV Charging Station
- Monuments and Museums
- Provincial Gateways

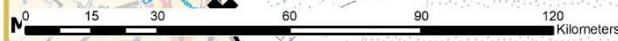
**Corridors & Linkages**

- Trade Spines
- Proposed Trade Routes
- Abnormal Routes
- Current Special Maintenance Roads
- Railway Lines
- Key Provincial Roads
- Key Provincial Transport Corridors

**Infrastructure**

- Border Post
- Import/Export Node
- Main Transmission Substations
- Green Hydrogen Production Node
- EV Automobile Support Development
- Special Economic Zones
- Virginia Gas Point
- Monuments and Museums
- Not Irrigated Lands
- Irrigation Scheme Revitalisation
- Public Transportation Development
- Gas Pipelines
- Liquid Fuel Pipeline
- Airfields

Town Typology	Nodal Function	Service Indicator
National Urban Nodes	Adventure Node	Dysfunctional
Regional Development Anchor	Agricultural Node	Partially Dysfunctional
Rural Service Centres	Large Regional Service Centre	Partially Operational
Other Towns	Large Service Centre	Operational
	Local Service Node	Prime Condition
	Small Mining Town	
	Small Services Node	
	Tourism Node	



Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



**FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK**



## 4.5 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – XHARIEP

### 4.5.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

The Xhariep District holds strategic importance in the Free State province's spatial development framework due to its diverse economic, agricultural, environmental, and transportation assets. The district's contributions to the Provincial Spatial Directive can be considered through several key aspects:

- ◀ **Role in the Karoo RSDF and Arid Innovation Areas:** The Xhariep District is an essential part of the Karoo Regional Spatial Development Framework (RSDF) and the Arid Innovation Areas as designated in the National Spatial Development Framework (NSDF). This highlights the district's potential for pioneering solutions to challenges posed by its arid environment. Emphasizing sustainable development practices and fostering innovation in water management, agricultural techniques, and renewable energy can transform the district into a model for arid region development.
- ◀ **Sustainability of the Agricultural Sector:** Agriculture is a cornerstone of Xhariep's economy, with initiatives like the Karoo Lamb Initiative playing a significant role in the district's agricultural sustainability. This initiative supports local farmers and enhances the district's reputation for high-quality agricultural products. Developing sustainable agricultural practices is essential, especially given the district's sensitivity to droughts and climate change. Innovative approaches to water use, soil management, and crop selection are crucial for maintaining agricultural productivity and resilience.
- ◀ **Climate Resilience and Smart Agriculture:** The Xhariep District is particularly vulnerable to droughts and the broader impacts of climate change, necessitating a smarter approach to agricultural development. Implementing climate-resilient farming practices, drought-resistant crops, and advanced irrigation techniques can mitigate the risks posed by climate variability. The Modder-Riet River Irrigation Scheme areas are critical for intensive agricultural production, particularly around Petrusburg and Jacobsdal, which are known for unique crop production such as table grapes and local wines.
- ◀ **Strategic Road Linkages and Sector Opportunities:** The N1 highway is a key transportation artery bisecting the Xhariep District into western and eastern sections, each with distinct economic opportunities. The western section, with towns like Jagersfontein and Koffiefontein, offers mining activities including diamonds and salt mining, contributing to the district's economic diversity. The eastern section, being more environmentally sensitive, is suited for intensive agricultural activities, particularly along major river systems like

the Orange and Caledon rivers. The N8 highway, forming part of the northwestern boundary, is a key transportation corridor between Bloemfontein and Kimberley, enhancing connectivity and economic activities.

- ◀ **Mining and Environmental Sensitivity:** Mining activities in the western part of Xhariep, such as those in Jagersfontein and Koffiefontein, add to the economic base of the district. However, these activities must be managed carefully to mitigate environmental impacts and ensure sustainability. The smaller salt mines also contribute to the local economy but need to be integrated into broader environmental management plans to protect the district's natural resources.
- ◀ **Provincial Nature Reserves and Conservation Areas:** The district includes key provincial nature reserves such as the Tussen die Riviere Nature Reserve, Kalkfontein Dam Nature Reserve, and Caledon Nature Reserve. These reserves are crucial for biodiversity conservation, tourism development, and eco-tourism activities, particularly along the southern border formed by the Orange River. Promoting these areas can enhance the district's appeal as a tourism destination while supporting conservation efforts.
- ◀ **Linkages and Regional Connectivity:** The district's connectivity is enhanced by several key regional linkages, including routes towards De Aar, Colesberg, Kimberley, Sterkspruit, and Aliwal North. The linkage between the western district and Kimberley in the Northern Cape is important for retail and socio-economic activities. Additionally, the N6 national road links the Free State Province with the Eastern Cape Province, further integrating the district into the broader regional economy. The linkage between Zastron and Lesotho is also crucial for cross-border trade and cooperation.
- ◀ **Extensive Agriculture and Mixed Farming Practices:** The Xhariep District focuses on extensive agriculture, with livestock farming, particularly smaller livestock such as sheep, being a significant activity. Mixed farming practices, including game farming, are also evident. These agricultural activities support the local economy and require sustainable land management practices to ensure long-term viability.
- ◀ **Water Resources and Agricultural Productivity:** The eastern part of the district, with its intensive agricultural activities along the Orange and Caledon rivers, relies heavily on these water resources. Efficient water management practices are critical to support agriculture, particularly in light of the district's vulnerability to droughts. Protecting and optimizing the use of these river systems will ensure the continued productivity and sustainability of the agricultural sector.

◀ **Integrated Development and Balanced Growth:** The distinct economic and environmental zones within the Xhariep District necessitate an integrated development approach that balances growth with sustainability. The Provincial Spatial Directive should focus on promoting economic diversification, fostering climate resilience, and protecting environmental assets. Support for both the agricultural and mining sectors, coupled with investments in infrastructure and innovation, will be essential for balanced and inclusive growth.

#### 4.5.1.1 NODES

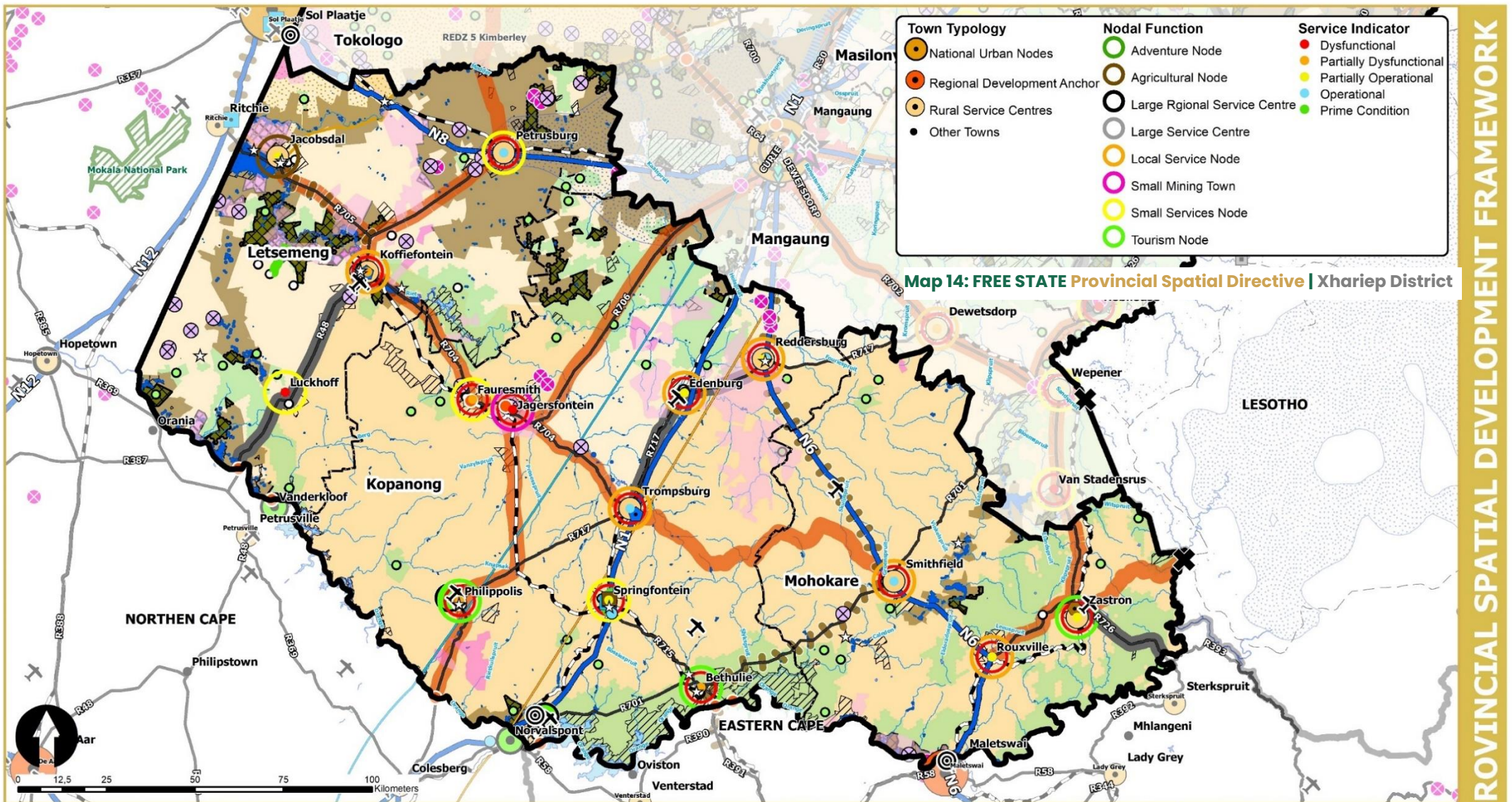
**Table 8: Key Development Nodes: Xhariep**

Settlement	Role	Interventions
<b>Rural Service Centres</b>		
Jacobsdal	Agricultural Node	<ul style="list-style-type: none"> <li>Agri Processing Support &amp; Basic Services Infrastructure Optimisation</li> </ul>
Koffiefontein	Local Service Node	<ul style="list-style-type: none"> <li>Weighbridge &amp; Basic Services Infrastructure Optimisation</li> </ul>
Luckhoff	Small Service Node	<ul style="list-style-type: none"> <li>Basic Services Infrastructure Optimisation</li> </ul>
Petrusburg	Small Service Node	<ul style="list-style-type: none"> <li>Basic Services Infrastructure Optimisation &amp; Mine Rehabilitation</li> </ul>
Fauresmith	Small Service Node	<ul style="list-style-type: none"> <li>Priority Heritage Maintenance &amp; Small-Town Regeneration</li> </ul>
Jagersfontein	Small Mining Town	<ul style="list-style-type: none"> <li>Basic Services Infrastructure Optimisation &amp; Mine Rehabilitation</li> </ul>
Philippolis	Tourism Node	<ul style="list-style-type: none"> <li>Priority Heritage Maintenance &amp; Small-Town Regeneration</li> </ul>
Edenburg	Local Service Node	<ul style="list-style-type: none"> <li>Small Town Regeneration</li> </ul>
Reddersburg	Local Service Node	<ul style="list-style-type: none"> <li>Basic Services Infrastructure Optimisation</li> </ul>
Trompsburg	Local Service Node	<ul style="list-style-type: none"> <li>Weighbridge &amp; Basic Services Infrastructure Optimisation</li> </ul>
Springfontein	Small Service Node	<ul style="list-style-type: none"> <li>Agri Processing Support &amp; Small-Town Regeneration</li> </ul>
Bethulie	Tourism Node	<ul style="list-style-type: none"> <li>Basic Services Infrastructure Optimisation</li> </ul>
Smithfield	Local Service Node	<ul style="list-style-type: none"> <li>Basic Services Infrastructure Optimisation</li> </ul>
Rouxville	Local Service Node	<ul style="list-style-type: none"> <li>Basic Services Infrastructure Optimisation</li> </ul>
Zastron	Tourism Node	<ul style="list-style-type: none"> <li>Agri Processing Support &amp; Basic Services Infrastructure Optimisation</li> </ul>

### 4.5.1.2 ZONES AND CORRIDORS

**Table 9: Key Development Zones and Corridors: Xhariep**

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N8	Petrusburg	<ul style="list-style-type: none"> <li>Priority Maintenance</li> </ul>
N1	Springfontein Trompsburg Edenburg	<ul style="list-style-type: none"> <li>Priority Maintenance</li> </ul>
N6	Rouxville Reddersburg Smithfield	<ul style="list-style-type: none"> <li>Priority Maintenance &amp; Upgrade for Abnormal Freight</li> </ul>
R701	Bethulie Smithfield	<ul style="list-style-type: none"> <li>Priority Maintenance &amp; Upgrade for Abnormal Freight</li> </ul>
R26	Rouxville Zastron	<ul style="list-style-type: none"> <li>Priority Maintenance</li> </ul>
R48	Koffiefontein Petrusburg	<ul style="list-style-type: none"> <li>Priority Maintenance</li> </ul>
R705	Jacobsdal	<ul style="list-style-type: none"> <li>Priority Maintenance &amp; Upgrade for Abnormal Freight</li> </ul>
<b>Zones</b>		
Agriculture Development Zone	Jacobsdal Petrusburg Koffiefontein	<ul style="list-style-type: none"> <li>Protection of high-potential agricultural land</li> </ul>
Renewable Energy Development Zone	Jacobsdal	<ul style="list-style-type: none"> <li>Promotion of IPP projects</li> </ul>
Water Resource Development Zone	Petrusburg	<ul style="list-style-type: none"> <li>Protection and rehabilitation of water resources</li> </ul>
Ecological Conservation Zones	Bethulie Rouxville Koffiefontein	<ul style="list-style-type: none"> <li>Expansion of environmentally protected areas</li> <li>Promote the establishment of public and private nature reserves</li> </ul>
Trade-Off Zones (Agri/Eco)	Present throughout	<ul style="list-style-type: none"> <li>Develop guidelines for agricultural practices in environmentally significant areas.</li> </ul>
Trade-Off Zones (Agri/Mining)	Present throughout	<ul style="list-style-type: none"> <li>Development of policies and guidelines to limit the impact of mining on agriculture</li> </ul>



Town Typology	Nodal Function	Service Indicator
National Urban Nodes	Adventure Node	Dysfunctional
Regional Development Anchor	Agricultural Node	Partially Dysfunctional
Rural Service Centres	Large Rgional Service Centre	Partially Operational
Other Towns	Large Service Centre	Operational
	Local Service Node	Prime Condition
	Small Mining Town	
	Small Services Node	
	Tourism Node	

Map 14: FREE STATE Provincial Spatial Directive | Xhariep District

Zones	Corridors & Linkages	Projects & Incentives	Infrastructure
Agricultural Development Zone	Trade Spines	Priority Heritage Maintenance	Agricultural Schools
Ecological Conservation Zones	Proposed Trade Routes	National Park	Skills Development Centre
Game Farming Focus Areas	Abnormal Routes (Maintenance & Upgrade)	Nature Reserves & Game Parks	Proposed EV Charging Station
Extensive Agriculture	Current Special Maintenance Roads	World Heritage Sites	Special Economic Zones
Water Resource Development Zone	Key Provincial Roads	PHSHDA	Monuments and Museums
Energy Development Zone	Key Provincial Transport Corridors	Active Mines	Virginia Gas Point
Renewable Energy Development Zone	Railway Lines	Mining Rehabilitation	Main Transmission Substations
Trade-off Zones (Agri/Eco)		AgriHubs	Green Hydrogen Production Node
Trade-off Zones (Agri/Mining)		Logistic Facilities	Proposed Weigh Bridge
State Owned Land		EV Automobile Support Development	FSPU
RAMSAR Sites		Public Transportation Development	Liquid Fuel Pipeline
Mineral Beneficiation Zone		Provincial Gateways	Border Post

**FS Provincial Spatial Directive**  
**Xhariep District Municipality**

Source: SANBI, NSDF, DALRRD, DESTA, DEA, DFFE, DWS




## 4.6 DISTRICT CONTEXT OF SPATIAL DIRECTIVES – LEJWELEPUTSWA

### 4.6.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

The Lejweleputswa District occupies a pivotal position within the Free State Provincial Spatial Development Framework (PSDF), marked by a convergence of diverse economic, infrastructural, and developmental opportunities. This strategic significance is underscored by several key considerations:

- ◀ **Gold Mining Sector and Infrastructure Revitalization:** Despite a decline in productivity within the gold fields areas, Lejweleputswa District boasts substantial infrastructure associated with the rich gold mining sector. This infrastructure presents opportunities for revitalization, potentially catalysing new industries, human settlement developments, and other economic ventures.
- ◀ **Agricultural Production Hub:** Renowned for its agricultural prowess, the district features areas like Bothaville, which hosts the globally acclaimed NAMPO agricultural exhibition festival. Moreover, with regions like Wesselsbron, Hoopstad, and Hertzogville contributing significantly to maize, potato, and other intensive agricultural value-added developments, the district stands as a vital agricultural production hub.
- ◀ **Accessibility and Linkages:** The district enjoys robust accessibility and linkages, facilitated by major routes such as the R30 connecting Bloemfontein to Klerksdorp via Welkom, Theunissen, Brandfort, and Bothaville. Additionally, the N5 route, branching from the N1 and traversing Senekal, Bethlehem, and Harrismith towards the N3 National Development Corridor, enhances connectivity and economic integration.
- ◀ **Renewable Energy Development Zone (REDZ):** Home to the Kimberley Renewable Energy Development Zone (REDZ), the district actively supports renewable energy initiatives like the Boshof Solar Farm, contributing to sustainable development and energy diversification efforts.
- ◀ **Abundance of Mineral Resources:** The district's rich mineral resources, including the Virginia Gas exploration area, play a pivotal role in the economic revitalization of areas like Matjhabeng Local Municipal and surrounding towns such as Theunissen, Virginia, and Odendaalsrus.
- ◀ **Strategic Linkages with Fezile Dabi District:** Welkom and Kroonstad serve as vital linkages between the Lejweleputswa District and the Fezile Dabi District, particularly along the R34 corridor. This corridor not only facilitates

inter-district connectivity but also serves as a crucial development corridor, fostering economic activities and regional integration.

- ◀ **Key Irrigation Systems:** The presence of key irrigation systems along the Sand, Vet, and Modder River irrigation scheme areas underscores the district's agricultural potential and resilience, supporting sustainable agricultural practices and food security initiatives.
- ◀ **Revitalization of Welkom:** Welkom, identified as a key mining town requiring urgent revitalization, presents an opportunity for special intervention and strategic focus. The proposition of a Smart City approach underscores the district's commitment to leveraging technological innovations for sustainable urban development and economic growth.
- ◀ **Improvement of Provincial Road Network:** The quality of the provincial road network system within the Lejweleputswa District is notably poor, necessitating prioritised efforts for enhancement. Improving key linkages between economic regions within the district is imperative to facilitate efficient transportation of goods and services, thereby bolstering economic activities and regional development.
- ◀ **Tourism Potential and Natural Attractions:** The district boasts a plethora of tourism opportunities, including prominent attractions such as the Erfenis Dam, Bloemhof Dam, and various private and provincially owned nature reserves like the Amanzi and Sandveld Nature Reserves. Its adjacency to the Vaal River system along the western boundary further augments tourism potential, fostering diverse economic opportunities between the Northwest and Northern Cape Provinces. Additionally, attractions like the Phakisa Raceway facility in Odendaalsrus and the Goldfields Casino in Welkom contribute to the district's tourism appeal, offering recreational and entertainment options for visitors.
- ◀ **Strategic Access to National Roads:** The eastern boundary of the district provides access to the N1, the primary national road in South Africa. This strategic access not only facilitates connectivity with major economic hubs and urban centres but also enhances the district's integration into national transportation networks, bolstering its economic viability and potential for growth.
- ◀ **Priority Housing Development Areas (PHSDA) and Human Settlements Development:** The presence of a Priority Housing Development Area (PHSDA) in Welkom underscores the urgent need to prioritise human settlements development within the district. Additionally, other key towns such as Bothaville, Brandfort, Theunissen, Hoopstad, and Winburg require focused attention for human settlements development initiatives. By addressing housing needs and fostering sustainable urban development,

these efforts can enhance living standards, promote social inclusivity, and stimulate economic growth within the district.

- ◀ **Importance of Access to Game Farming Areas:** The southwestern boundary of the district is renowned for game farming activities, hosting various internationally recognised safari and hunting outfitters. Accessible roads and infrastructure are crucial for the sustainability of the hunting industry in these areas. Ensuring adequate infrastructure and road networks not only facilitates the movement of tourists and hunters but also supports the economic viability of game farming enterprises, contributing to the district's tourism sector and overall economic diversification efforts.

These additional considerations further underscore the comprehensive and multifaceted nature of the strategic significance of the Lejweleputswa District within the Free State Provincial Spatial Development Framework. By addressing housing needs, promoting sustainable human settlement development, and facilitating access to key economic sectors such as tourism and game farming, the district can unlock its full potential for inclusive growth and development.

#### 4.6.1.1 NODES

**Table 10: Key Development Nodes: Lejweleputswa**

Settlement	Role	Interventions
<b>Regional Development Anchors</b>		
Welkom	Regional Development Anchor	<ul style="list-style-type: none"> <li>• PSHDA</li> <li>• Smart School</li> <li>• Public Transport</li> <li>• Basic services infrastructure optimisation, maintenance and upgrading.</li> <li>• Social services distribution and quality upgrades</li> <li>• EV Charging Station &amp; Support Development</li> <li>• Industrial &amp; Logistics Park Development</li> <li>• CBD Revitalisation</li> </ul>
<b>Rural Service Centres</b>		
Boshof	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Bothaville	Agricultural Rural Service Centre	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Weighbridge</li> </ul>
Hertzogville	Small Service & Tourism Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>

Settlement	Role	Interventions
Hoopstad	Local service node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Small Town Regeneration</li> </ul>
Dealesville	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• IPP project promotion</li> </ul>
Winnie Mandela (Brandfort)	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Priority maintenance of monuments and museums</li> </ul>
Bultfontein	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Weighbridge</li> </ul>
Theunissen	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Winburg	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Tourism information centre</li> <li>• Maintenance of monuments and museums</li> </ul>
Ventersburg	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Maintenance of monuments and museums</li> <li>• Small Town Regeneration</li> </ul>
Virginia	Other Town	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Expansion of the Virginia Gas Project</li> </ul>
Allanridge	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Wesselsbron	Agricultural Rural Service Centre	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Henneman	Local Service Node	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> </ul>
Verkeerdevlei	Other Town	<ul style="list-style-type: none"> <li>• Basic services infrastructure optimisation</li> <li>• Small Town Regeneration</li> </ul>

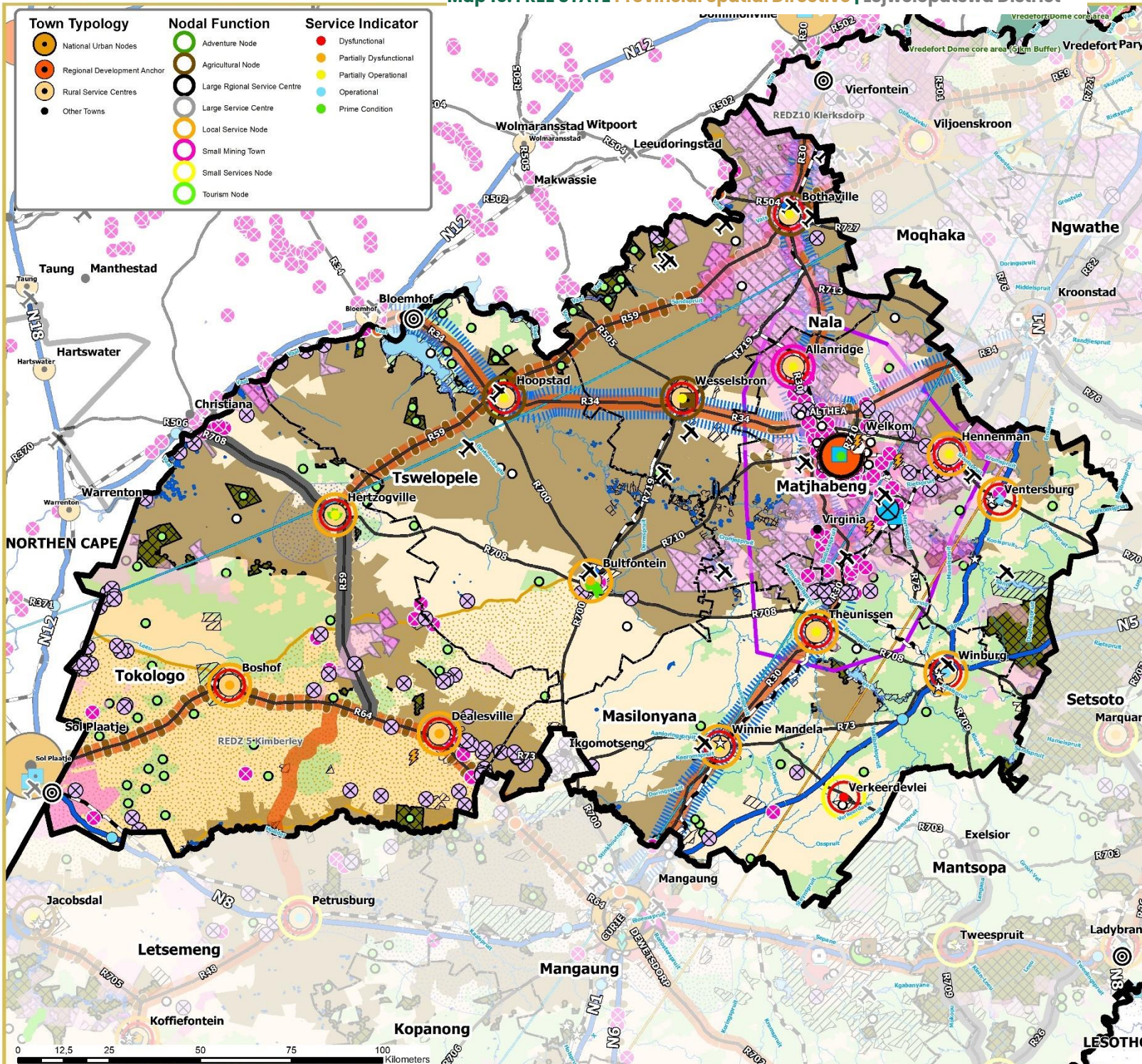
## 4.6.1.2 ZONES AND CORRIDORS

**Table 11: Key Development Zones and Corridors: Lejweleputswa**

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N1	Ventersburg Winburg	<ul style="list-style-type: none"> <li>Trade spine</li> </ul>
N5	Winburg	<ul style="list-style-type: none"> <li>Trade spine</li> </ul>
R30	Bothaville Allanridge Welkom Virginia Theunissen Winnie Mandela	<ul style="list-style-type: none"> <li>Proposed priority maintenance</li> <li>Cross-border coordination with North West Province</li> </ul>
R34	Hoopstad Wesselsbron Welkom	<ul style="list-style-type: none"> <li>Proposed trade route</li> <li>Proposed priority maintenance</li> <li>Cross-border coordination with Northern Cape Province</li> </ul>
R59	Hertzogville Hoopstad Bothaville	<ul style="list-style-type: none"> <li>Abnormal route upgrades and maintenance</li> <li>Currently earmarked for maintenance</li> </ul>
R64	Boshoff Dealesville toward Bloemfontein	<ul style="list-style-type: none"> <li>Abnormal route upgrades and maintenance</li> <li>Currently earmarked for maintenance</li> </ul>
R708	Hertzogville towards Christiana	<ul style="list-style-type: none"> <li>Tourism Route</li> <li>Proposed priority maintenance</li> </ul>
<b>Zones</b>		
Agricultural Development Zone	Present throughout	<ul style="list-style-type: none"> <li>Protection of high-potential agricultural land</li> <li>Agro processing &amp; value chain development</li> </ul>
Agri/Eco Trade-off zone	Small portions scattered throughout the district	<ul style="list-style-type: none"> <li>Develop guidelines and mitigation measures to limit the impact of agricultural practices in environmentally sensitive areas</li> </ul>
Ecological Conservation	Eastern areas of the district	<ul style="list-style-type: none"> <li>Expand the footprint of conservation areas.</li> <li>Promote the establishment of public and private nature reserves.</li> <li>Upgrade and revitalise public-owned resort infrastructure</li> </ul>

Structuring Element	Towns Affected	Interventions
Agri/Mining Trade-off	Eastern regions of the district	<ul style="list-style-type: none"> <li>Development of policies and guidelines to limit the impact of mining on agriculture</li> </ul>
Mineral Beneficiation Zone	Eastern regions of the district	<ul style="list-style-type: none"> <li>Promotion of mineral value chain development</li> <li>Promotion of small-scale mining licences</li> </ul>
Renewable Energy Development Zones	South West corner of the district	<ul style="list-style-type: none"> <li>Promote &amp; prioritise the establishment of IPP projects</li> </ul>
Ecological Conservation	Present throughout	<ul style="list-style-type: none"> <li>Expand the footprint of conservation areas.</li> <li>Promote the establishment of public and private nature reserves.</li> <li>Upgrade and revitalise public-owned resort infrastructure.</li> <li>Expansion and coordination of development of the National Golden Gate &amp; Transfrontier park</li> </ul>

Map 15: FREE STATE Provincial Spatial Directive | Lejweleputswa District



Town Typology	Nodal Function	Service Indicator
National Urban Nodes	Adventure Node	Dysfunctional
Regional Development Anchor	Agricultural Node	Partially Dysfunctional
Rural Service Centres	Large Regional Service Centre	Partially Operational
Other Towns	Large Service Centre	Operational
	Local Service Node	Prime Condition
	Small Mining Town	
	Small Services Node	
	Tourism Node	

## FS Provincial Spatial Directive Lejweleputswa District Municipality

<b>Zones</b> <ul style="list-style-type: none"> <li> Agricultural Development Zone</li> <li> Ecological Conservation Zones</li> <li> Game Farming Focus Areas</li> <li> Extensive Agriculture</li> <li> Energy Development Zone</li> <li> Water Resource Development Zone</li> <li> Trade-off Zones (Agri/Eco)</li> <li> Trade-off Zones (Agri/Mining)</li> <li> State Owned Land</li> <li> RAMSAR Sites</li> <li> Renewable Energy Development Zone</li> </ul>	<b>Corridors &amp; Linkages</b> <ul style="list-style-type: none"> <li> Trade Spines</li> <li> Proposed Trade Routes</li> <li> Abnormal Routes</li> <li> Current Special Maintenance Roads</li> <li> Upgrades_Roads_</li> <li> Railway_Lines</li> <li> Key Provincial Transport Corridors</li> <li> Key Provincial Roads</li> </ul>	
<b>Mining Application Status</b> <ul style="list-style-type: none"> <li> Granted</li> <li> issued</li> <li> Mineral Beneficiation Zone</li> </ul>	<b>Projects &amp; Incentive</b> <ul style="list-style-type: none"> <li> Priority Heritage Maintenance</li> <li> National Park</li> <li> Nature Reserves &amp; Game Parks</li> <li> World Heritage Sites</li> <li> PHSHDA</li> <li> Active Mines</li> <li> Mining Rehabilitation</li> <li> Agricultural Schools</li> <li> Skills Development Centre</li> <li> SMART Schools</li> <li> Treasury Projects</li> <li> Small Town Regeneration</li> <li> Proposed Weigh Bridge</li> <li> Railway Terminals / Working Terminals</li> <li> FSPU</li> <li> AgriHubs</li> <li> Logistic Facilities</li> <li> Virginia Gas Point</li> <li> EV Automobile Support Development</li> <li> Proposed EV Charging Station</li> <li> Monuments and Museums</li> </ul>	<b>Infrastructure</b> <ul style="list-style-type: none"> <li> Import/Export Node</li> <li> Main Transmission Substations</li> <li> Green Hydrogen Production Node</li> <li> EV Automobile Support Development</li> <li> Special_Economic_Zones</li> <li> Virginia Gas Point</li> <li> Monuments and Museums</li> <li> Not Irrigated Lands</li> <li> Irrigation Scheme Revitalisation</li> <li> Public Transportation Development</li> <li> Gas Pipelines</li> <li> Liquid Fuel Pipeline</li> <li> Border Post</li> <li> Airfields</li> <li> Provincial Gateways</li> </ul>

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

# CHAPTER 5 | REGIONAL SPATIAL ACTION AREAS

## 5.1 DELINEATION OF REGIONAL SPATIAL ACTION AREAS (RSAAS)

The Regional Spatial Action Areas RSAAs have been carefully delineated based on their unique characteristics in terms of land use, economy, relationships with other towns, countries, and provinces, resources, and economic potential. These regions have been identified as priority economic and functional areas essential for developing a growth-enabled province.

### Key factors in their delineation include:

- ◀ **Areas of Uniqueness:** Each Spatial Action Area exhibits unique characteristics in land use, economic activities, and strategic relationships with neighbouring towns, countries, and provinces. These distinct attributes highlight the potential for targeted development and investment.
- ◀ **Priority Economic and Functional Areas:** The identified regions are seen as critical for driving the province's economic growth. They are prioritised for infrastructure development, accessibility, human settlements, socio-economic services, and other forms of support, ensuring a higher return on investment.
- ◀ **Development Support Outside the Spatial Action Areas:** While the focus is on the delineated Spatial Action Areas, areas outside these zones still require development support. For instance, parts of the province are included in other regional strategies such as the Karoo Regional Spatial Development Framework (RSDF), which focuses on the southern parts of the province. These areas demand a stronger socio-economic focus as the potential return on investment is lower compared to the central and northern parts of the province.
- ◀ **Detailed Planning and Actions:** The identified Spatial Action Areas necessitate more detailed planning and actions to support and fast-track growth in the province. The selection of these areas was informed by unique challenges and opportunities, proximity to national Spatial Action Areas, relationships along key boundaries or resources (such as the Maluti and Vaal Rivers), unique and shared resources, proximity to key development corridors, and the potential of underutilised assets.

- ◀ **Beyond Political Boundaries:** The delineation supports urban and rural linkages by planning beyond political boundaries, ensuring coordinated development that leverages unique economic opportunities and shared resources.

## 5.1.1 SELECTION CRITERIA FOR SPATIAL ACTION AREAS

### The selection of the Spatial Action Areas was based on:

- ◀ **Unique Challenges and Opportunities:** Addressing specific local challenges and harnessing unique opportunities for growth.
- ◀ **Proximity to National Spatial Action Areas:** Aligning with national development priorities.
- ◀ **Relationships with Key Boundaries and Resources:** Strategic importance of areas along critical boundaries or resources like the Maluti Mountains and Vaal River.
- ◀ **Shared Resources:** Optimizing the use of shared resources across regions.
- ◀ **Proximity to Development Corridors and Linkages:** Enhancing connectivity and economic activities along key development corridors.
- ◀ **Underutilised Assets:** Identifying and promoting the potential of underutilised assets within the province.
- ◀ **Coordination Beyond Political Boundaries:** Supporting coordinated planning and development that transcends local, district, and regional frameworks.
- ◀ **These Spatial Action Areas are designed not to replace local, district, or regional spatial development frameworks but to support and strengthen coordinated planning in areas with unique economic opportunities and shared resources.**

## 5.1.2 KEY REGIONAL SPATIAL ACTION AREAS

The following sections will define and unpack each Spatial Action Area according to its unique challenges and opportunities. The key Spatial Action Areas for the province include:

- ◀ Mangaung Corridor Regional Spatial Action Area
- ◀ Maluti Regional Spatial Action Area (Lesotho Corridor)
- ◀ Gateway Regional Spatial Action Area (N3)
- ◀ Innovation Regional Spatial Action Area (Linked to Gauteng Innovation Belt)
- ◀ Vaal River Regional Spatial Action Area
- ◀ Minerals Development Regional Spatial Action Area

The various RSAAs are ideally situated to become Regional Spatial Development Framework, especially for those not currently part of the Karoo or Vaal RSDF.

# Regional Spatial Action Areas

## Zones

- Agricultural Development Zone
- Ecological Conservation Zones
- Extensive Agriculture
- Trade-off Zones
- Strategic Investment Areas

## Key Nodes

### Town Typology

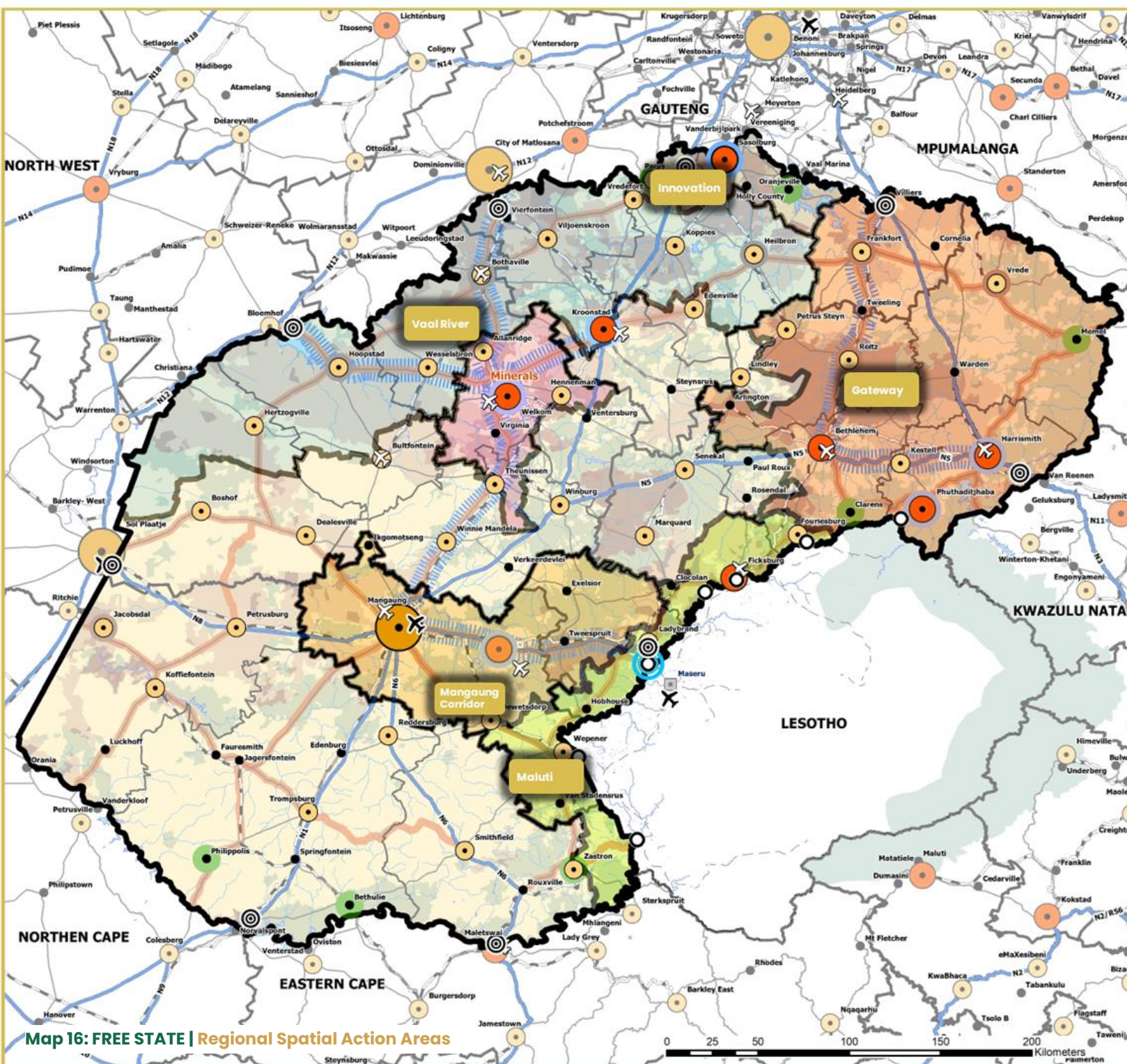
- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Other Towns
- Provincial Gateways
- Border Post
- International Airports
- Regional Airports

## Corridors & Linkages

- Key Provincial Transport Corridors
- Key Provincial Roads
- Key National Roads

## Key Investment Focus Areas

- Agriculture
- Industrial
- Tourism



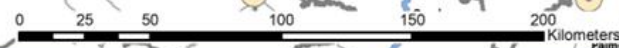
FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



Map 16: FREE STATE | Regional Spatial Action Areas



## 5.2 MANGAUNG CORRIDOR SPATIAL ACTION AREA (MCRSAA)

The Mangaung Corridor comprises large parts of the Mangaung and Mantsopa Local Municipalities. The towns and wards included in the functional region have their unique strengths and issues but also share similarities in their socio-economic and demographic environment. The development of the Mangaung Corridor as a functional region leverages its key socio-economic and demographic characteristics to create a cohesive and thriving area. With large population clusters ensuring a critical mass for economic activities and efficient service provision, the region strategically places government services, industrial parks, and large employment centres to stimulate growth and job creation. The presence of national corridors enhances connectivity and trade, while tertiary education institutions foster a skilled workforce and innovation. These corridors allow the rest of the province to access the government and economic services in the region. The focus on the large young population group under 35 ensures long-term sustainability and vitality, creating an inclusive and dynamic region that meets the needs of its residents.

### 5.2.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

The Mangaung Corridor Spatial Action Area is crucial to the Free State Provincial Spatial Development Framework (PSDF) due to its strategic economic and geographical importance. This corridor emphasizes the relationship between Maseru, Lesotho, and the linkage between Thaba Nchu, Botshabelo, and Bloemfontein. Representing the largest trade partnership in the province, this area requires substantial infrastructure support to enhance trade, logistics, passenger movement (public transportation), skills development, the knowledge economy, and other sectors critical for the existing trade relationship.

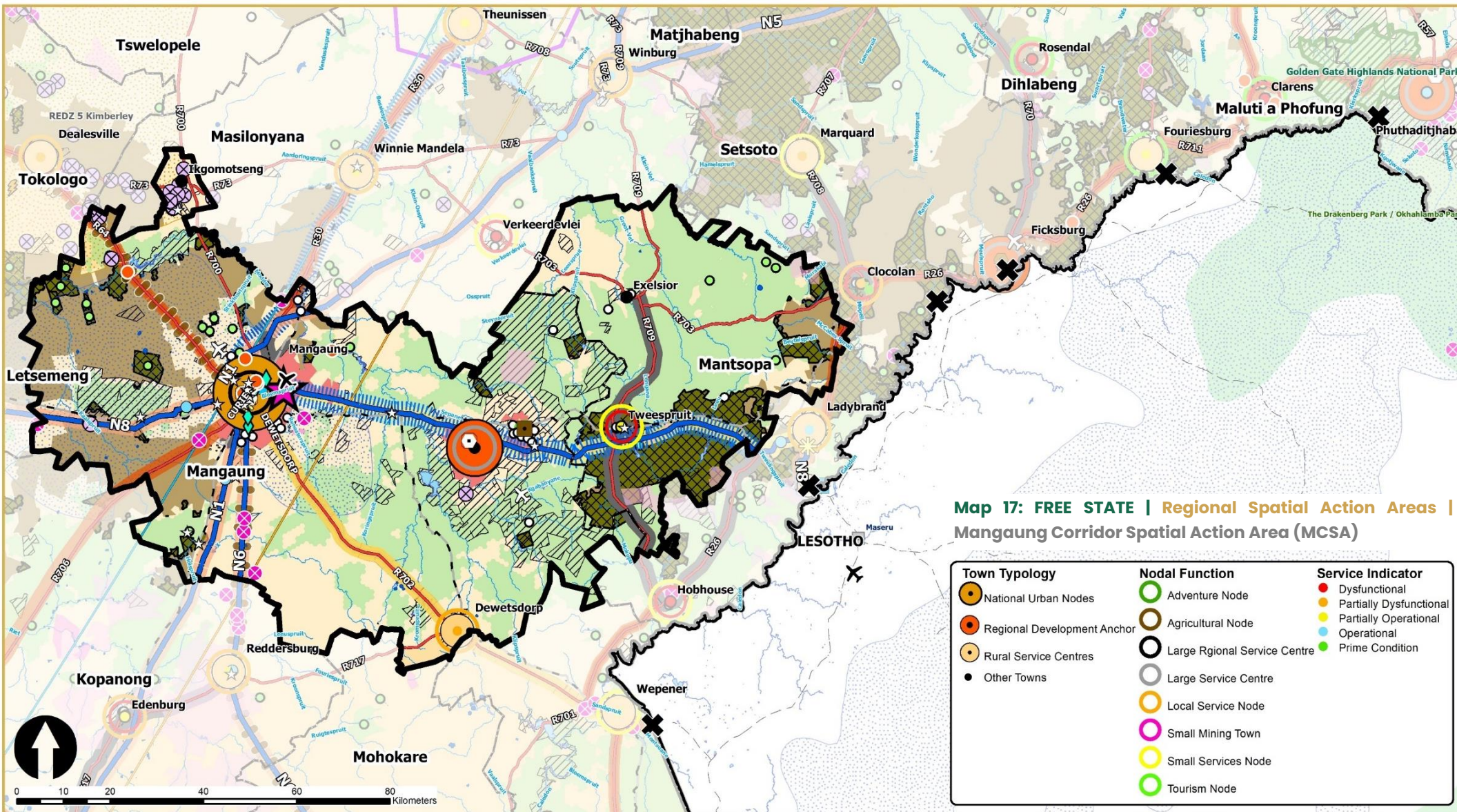
**Key catalytic projects and interventions within the Mangaung Corridor include:**

- ◀ Vista Park Development
- ◀ N8 Corridor Development
- ◀ Botshabelo Industrial Park
- ◀ Airport Development Node
- ◀ Agripark Development

Additionally, the Mangaung Corridor is the most populated spatial action area in the province, necessitating focused interventions to ensure sustainable growth and efficient functioning.

**Further considerations include:**

- ◀ **Protecting Agricultural Resources:** It is essential to protect the key agricultural resources surrounding Bloemfontein, particularly to the east of the Spatial Action Area, to sustain local food security and agricultural productivity.
- ◀ **Traditional Land Ownership:** The eastern part of the Spatial Action Area falls under traditional land ownership, requiring strong support for the revitalization of rural areas. Employment opportunities must be created to reduce the reliance on Bloemfontein and mitigate the development pressure caused by rapid urbanization. Developing areas like Botshabelo and Thaba Nchu to support a more diverse economy can attract more business and trade, serving as a pivot between Bloemfontein and Maseru.
- ◀ **Logistics and Industrial Development:** Initiatives such as logistics facilities and industrial parks should be promoted. This includes improving accessibility to Thaba Nchu and Botshabelo by upgrading or supporting a direct link road from Winburg via Excelsior (R709).
- ◀ **Bulk Water Support:** Increasing bulk water support to this region is critical as it is regarded as the economic heart of the province.
- ◀ **Priority Housing Development Areas (PHSHDA):** The various PHSHDAs in the corridor need to be prioritised for sustainable human settlements, ensuring adequate housing and infrastructure.
- ◀ **Public Transportation:** Improved and more rigorous public transportation systems should be developed, such as reinstating railway services for both passenger and freight movement. This should facilitate connectivity between Bloemfontein, Botshabelo, Thaba Nchu, and Maseru.
- ◀ **Road Maintenance:** The main roads within the corridor, including the N8 and R702 leading towards Wepener, must be well-maintained. These serve as alternative trade nodes between Bloemfontein and the southern regions of Lesotho.
- ◀ **Water Resource Protection:** Land use activities that are not conducive to key water resource areas (Strategic Water Source Areas, SWWAs) should be restricted to protect these vital resources.
- ◀ **Holistic Development Approach:** Improved relationships and partnerships, particularly with Traditional Leadership, are necessary to support a holistic development approach in the spatial action area.
- ◀ **Tourism and Recreation:** Tourism, recreation, and resort development within the area should be prioritised to enhance the region's attractiveness and provide limited but essential facilities.



Map 17: FREE STATE | Regional Spatial Action Areas | Mangaung Corridor Spatial Action Area (MCSA)

Town Typology	Nodal Function	Service Indicator
National Urban Nodes	Adventure Node	Dysfunctional
Regional Development Anchor	Agricultural Node	Partially Dysfunctional
Rural Service Centres	Large Regional Service Centre	Partially Operational
Other Towns	Large Service Centre	Operational
	Local Service Node	Prime Condition
	Small Mining Town	
	Small Services Node	
	Tourism Node	

Zones	Corridors & Linkages	Projects & Incentives	Infrastructure
Agricultural Development Zone	Trade Spines	Priority Heritage Maintenance	Green Hydrogen Production Node
Ecological Conservation Zones	Priority Maintenance Route	National Park	Proposed EV Charging Station
Game Farming Focus Areas	Proposed Trade Routes	Nature Reserves & Game Parks	Special Economic Zones
Extensive Agriculture	Abnormal Routes (Maintenance & Upgrade)	World Heritage Sites	Monuments and Museums
Water Resource Development Zone	Current Special Maintenance Roads	PSHDA	Virginia Gas Point
Renewable Energy Development Zone	Upgrades Roads	Active Mines	Gas Pipelines
Trade-off Zones (Agri/Eco)	Railway Lines	Mining Rehabilitation	Liquid Fuel Pipeline
Trade-off Zones (Agri/Mining)	Key Provincial Transport Corridors	AgriHubs	Border Post
State Owned Land		Logistic Facilities	Main Transmission Substations
RAMSAR Sites		EV Automobile Support Development	
Renewable Energy Development Zone			
Mineral Beneficiation Zone			

**Regional Spatial Action Areas**

**Mangaung Corridor Spatial Action Area (MCSA)**

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS




### 5.3 MALUTI REGIONAL SPATIAL ACTION AREA (MRSAA)

The development of the Maluti RSAA is guided by several unique characteristics and challenges. This region, comprising parts of Mohokare, Mangaung, Mantsopa, Dihlabeng, and Setsoto Local Municipalities, lies along the Free State border with Lesotho, fostering strong cross-border connections that necessitate specific interventions. The pressure from international migration from Lesotho requires improved service delivery and infrastructure to accommodate the influx and manage the strain on local resources. Despite being situated along significant trade routes with Lesotho, these towns have not fully capitalised on their strategic positions, indicating a need for better economic integration and development. Issues with illegal immigrants further complicate regional dynamics, necessitating effective management and policy measures.

The region's high tourism potential, characterised by ecologically sensitive areas, heritage monuments, and opportunities for adventure tourism, presents a substantial opportunity for economic diversification and growth. Spatial planning in this area must balance tourism development with ecological preservation to harness this potential sustainably. Agriculture remains the primary economic driver, requiring robust support for agricultural activities to sustain and enhance productivity.

Additionally, the region's climate, with higher rainfall and lower temperatures compared to the rest of the province, influences agricultural practices and planning. This climatic uniformity across the functional region allows for coordinated agricultural strategies and infrastructure development suited to these conditions. Overall, the Maluti functional region aims to address cross-border challenges, enhance economic opportunities through tourism and agriculture, manage migration pressures, and ensure sustainable development tailored to its unique climatic and geographical features.

### 5.3.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

**Table 12: Significance to the Free State Spatial Directive | MRSAA**

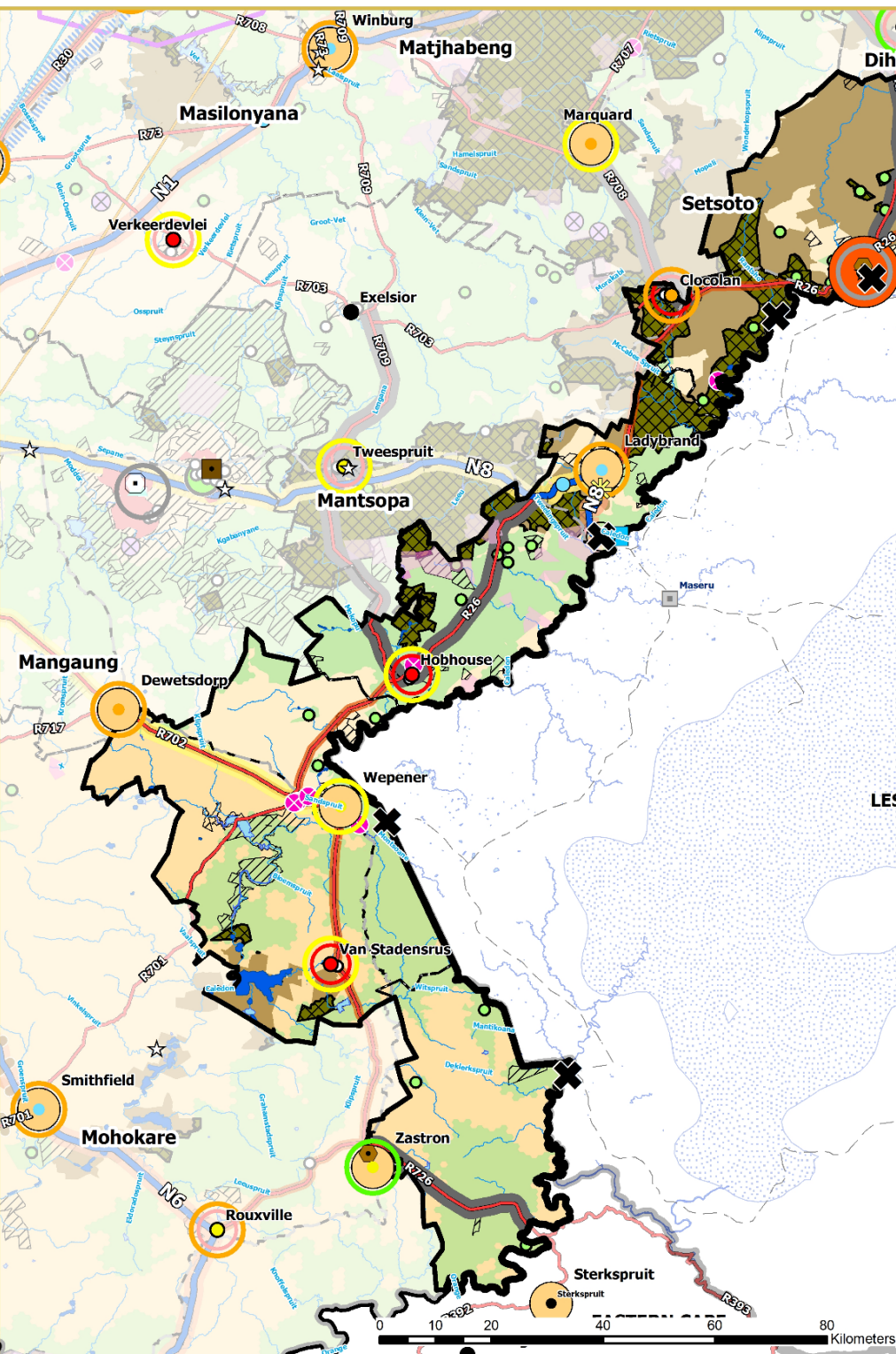
Key Opportunities	Key Challenges
<ul style="list-style-type: none"> <li>◀ Maluti-a-Phofung SEZ</li> <li>◀ Migration &amp; Immigration study</li> <li>◀ Increased trade opportunities in settlements situated in close proximity to border posts.</li> <li>◀ Nature Reserve and protected area expansion.</li> <li>◀ Promoting the R26, R711 &amp; R712 as a tourism route along the Lesotho border.</li> <li>◀ Smart School in support of skills development required for logistics-orientated developments in the MAP SEZ.</li> </ul>	<ul style="list-style-type: none"> <li>◀ Limited border security and migration control.</li> <li>◀ Lacking biosecurity measures at border posts.</li> <li>◀ Municipal budget allocations do not account for the number of legal and illegal migrants within the municipal boundaries.</li> <li>◀ High pressure on social and basic service delivery.</li> <li>◀ Adverse Blue and Green Drop audit findings.</li> <li>◀ Lack of investor confidence.</li> <li>◀ Under capitalisation and preservation of environmental, cultural and heritage resources.</li> </ul>

# Regional Spatial Action Areas Maluti Spatial Action Area (MSA)

<b>Zones</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> Agricultural Development Zone</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Ecological Conservation Zones</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Game Farming Focus Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Extensive Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc80; border: 1px solid black; margin-right: 5px;"></span> Energy Development Zone</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e0f2f1; border: 1px solid black; margin-right: 5px;"></span> Water Resource Development Zone</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Trade-off Zones (Agri/Eco)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e0f2f1; border: 1px solid black; margin-right: 5px;"></span> Trade-off Zones (Agri/Mining)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e0f2f1; border: 1px solid black; margin-right: 5px;"></span> State Owned Land</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e0f2f1; border: 1px solid black; margin-right: 5px;"></span> RAMSAR Sites</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e0f2f1; border: 1px solid black; margin-right: 5px;"></span> Renewable Energy Development Zone</li> </ul>	<b>Corridors &amp; Linkages</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Trade Spines</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Proposed Trade Routes</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Abnormal Routes</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Current Special Maintenance Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Upgrades_Roads_</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Railway_Lines</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Priority Maintenance Route</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Key Provincial Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Key Provincial Transport Corridors</li> </ul>	
<b>Mining Application Status</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Granted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Issued</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Mineral Beneficiation Zone</li> </ul>	<b>Projects &amp; Incentive</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Priority Heritage Maintenance</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> National Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Nature Reserves &amp; Game Parks</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> World Heritage Sites</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> PHSFDA</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Active Mines</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Mining Rehabilitation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Agricultural Schools</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Skills Development Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> SMART Schools</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Treasury Projects</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Small Town Regeneration</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Proposed Weigh Bridge</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Railway Terminals / Working Terminals</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> FSPU</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> AgriHubs</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Logistic Facilities</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Virginia Gas Point</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> EV Automobile Support Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Proposed EV Charging Station</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Monuments and Museums</li> </ul>	<b>Infrastructure</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Import/Export Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Main Transmission Substations</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Green Hydrogen Production Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> EV Automobile Support Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Special_Economic_Zones</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Virginia Gas Point</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Monuments and Museums</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Not Irrigated Lands</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Irrigation Scheme Revitalisation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Public Transportation Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Gas Pipelines</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Liquid Fuel Pipeline</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Border Post</li> </ul>

Map 18: FREE STATE | Regional Spatial Action Areas | Maluti Spatial Action Area (MSA)

<b>Town Typology</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> National Urban Nodes</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Regional Development Anchor</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Rural Service Centres</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Other Towns</li> </ul>	<b>Nodal Function</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Adventure Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> Agricultural Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Large Regional Service Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Large Service Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> Local Service Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Small Mining Town</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Small Services Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Tourism Node</li> </ul>	<b>Service Indicator</b> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Dysfunctional</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Partially Dysfunctional</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> Partially Operational</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Operational</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Prime Condition</li> </ul>
---	---	--



FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



## 5.4 GATEWAY REGIONAL SPATIAL ACTION AREA (GRSAA)

The Gateway RSAA, encompassing Maluti a Phofung, Phumelela, Mafube, and parts of Dihlabeng and Nketoana Local Municipalities, is characterised by its fertile agricultural land and predominantly rural landscape, with larger towns serving as economic hubs. Strategically located as a gateway to the Free State from KwaZulu-Natal and Mpumalanga, it plays a crucial role in national logistics with key trade routes passing through. The region's environmental assets, including nature reserves and protected areas, contribute to its tourism potential and necessitate conservation strategies. This region aims to balance agricultural productivity, economic development, and environmental sustainability while enhancing its role as a logistics and tourism gateway.

The spatial planning of the Gateway Functional Region is shaped by its rich agricultural potential, strategic logistics role, rural-urban dynamics, and significant environmental and tourism assets. Development strategies focus on enhancing agricultural productivity, improving infrastructure and services in urban centres, leveraging its strategic location for trade and logistics, and balancing conservation with tourism development. These efforts aim to create a sustainable, economically vibrant, and well-connected functional region.

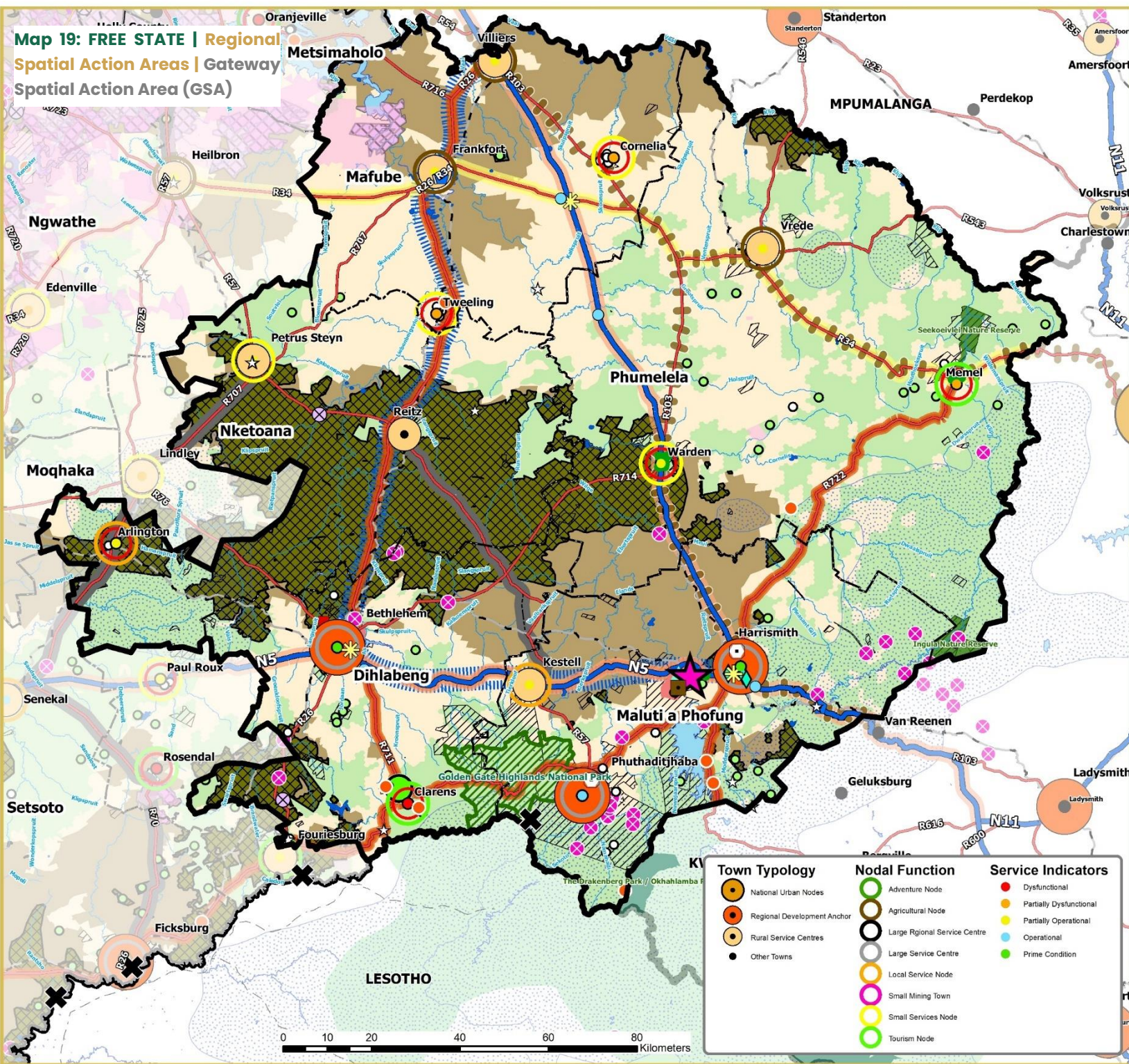
## 5.4.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

**Table 13: Significance to the Free State Spatial Directive | GRSAA**

Key Opportunities	Key Challenges
<ul style="list-style-type: none"> <li>◀ Agro-processing and agriculture development.</li> <li>◀ Strong relationship with the Mpumalanga province</li> <li>◀ Capitalisation of the N3 dissecting the region.</li> <li>◀ Expansion of protected areas and nature reserves.</li> <li>◀ Latent tourism potential of the Memel, Frankfort, and Villiers.</li> <li>◀ Vaal RSDf development guidelines.</li> <li>◀ Proximity to the N1, N3 and promotion of EV charging station development.</li> <li>◀ Capitalisation of freight stemming from the JHB-Harrismith-Durban link</li> </ul>	<ul style="list-style-type: none"> <li>◀ Limited capacity of municipal technical and planning staff.</li> <li>◀ Adverse Blue and Green Drop audit findings.</li> <li>◀ Vulnerability to external economic and environmental shocks</li> <li>◀ Capacity of technical departments within municipalities.</li> <li>◀ Limited</li> <li>◀ Adverse Blue and Green Drop audit findings.</li> </ul>

**Map 19: FREE STATE | Regional Spatial Action Areas | Gateway Spatial Action Area (GSA)**

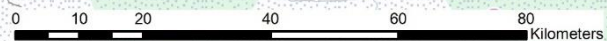
**Regional Spatial Action Areas  
Gateway Spatial Action Area (GSA)**



<p><b>Zones</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d2b48c; border: 1px solid black; margin-right: 5px;"></span> Agricultural Development Zone</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Ecological Conservation Zones</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Game Farming Focus Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff176; border: 1px solid black; margin-right: 5px;"></span> Extensive Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Energy Development Zone</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e0f7fa; border: 1px solid black; margin-right: 5px;"></span> Water Resource Development Zone</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> Trade-off Zones (Agri/Eco)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e0f7fa; border: 1px solid black; margin-right: 5px;"></span> Trade-off Zones (Agri/Mining)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e0f7fa; border: 1px solid black; margin-right: 5px;"></span> State Owned Land</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> RAMSAR Sites</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Renewable Energy Development Zone</li> </ul> <p><b>Mining Application Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Granted</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff176; border: 1px solid black; margin-right: 5px;"></span> Issued</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Mineral Beneficiation Zone</li> </ul> <p><b>Projects &amp; Incentive</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff9800; border: 1px solid black; margin-right: 5px;"></span> Priority Heritage Maintenance</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4caf50; border: 1px solid black; margin-right: 5px;"></span> National Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4caf50; border: 1px solid black; margin-right: 5px;"></span> Nature Reserves &amp; Game Parks</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4caf50; border: 1px solid black; margin-right: 5px;"></span> World Heritage Sites</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> PSHSDA</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Active Mines</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Mining Rehabilitation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Agricultural Schools</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Skills Development Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> SMART Schools</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Treasury Projects</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Small Town Regeneration</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Proposed Weigh Bridge</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Railway Terminals / Working Terminals</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> FSPU</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> AgriHubs</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Logistic Facilities</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Virginia Gas Point</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> EV Automobile Support Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Proposed EV Charging Station</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Monuments and Museums</li> </ul>	<p><b>Corridors &amp; Linkages</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffe0b2; border: 1px solid black; margin-right: 5px;"></span> Trade Spines</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Proposed Trade Routes</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff176; border: 1px solid black; margin-right: 5px;"></span> Abnormal Routes</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Current Special Maintenance Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4caf50; border: 1px solid black; margin-right: 5px;"></span> Upgrades_Roads_</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Railway_Lines</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Priority Maintenance Route</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black; margin-right: 5px;"></span> Key Provincial Roads</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Key Provincial Transport Corridors</li> </ul> <p><b>Infrastructure</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Import/Export Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Main Transmission Substations</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Green Hydrogen Production Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> EV Automobile Support Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Special_Economic_Zones</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Virginia Gas Point</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Monuments and Museums</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Not Irrigated Lands</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Irrigation Scheme Revitalisation</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Public Transportation Development</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Gas Pipelines</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Liquid Fuel Pipeline</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #2196f3; border: 1px solid black; margin-right: 5px;"></span> Border Post</li> </ul>
---	--

<p><b>Town Typology</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ff9800; border: 1px solid black; margin-right: 5px;"></span> National Urban Nodes</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ff9800; border: 1px solid black; margin-right: 5px;"></span> Regional Development Anchor</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ff9800; border: 1px solid black; margin-right: 5px;"></span> Rural Service Centres</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ff9800; border: 1px solid black; margin-right: 5px;"></span> Other Towns</li> </ul>	<p><b>Nodal Function</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Adventure Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Agricultural Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Large Regional Service Centre</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Large Service Centre</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Local Service Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Small Mining Town</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Small Services Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Tourism Node</li> </ul>	<p><b>Service Indicators</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ff0000; border: 1px solid black; margin-right: 5px;"></span> Dysfunctional</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ff9800; border: 1px solid black; margin-right: 5px;"></span> Partially Dysfunctional</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> Partially Operational</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #4caf50; border: 1px solid black; margin-right: 5px;"></span> Operational</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #4caf50; border: 1px solid black; margin-right: 5px;"></span> Prime Condition</li> </ul>
---	---	---

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



## 5.5 INNOVATION REGIONAL SPATIAL ACTION AREA (IRSAA)

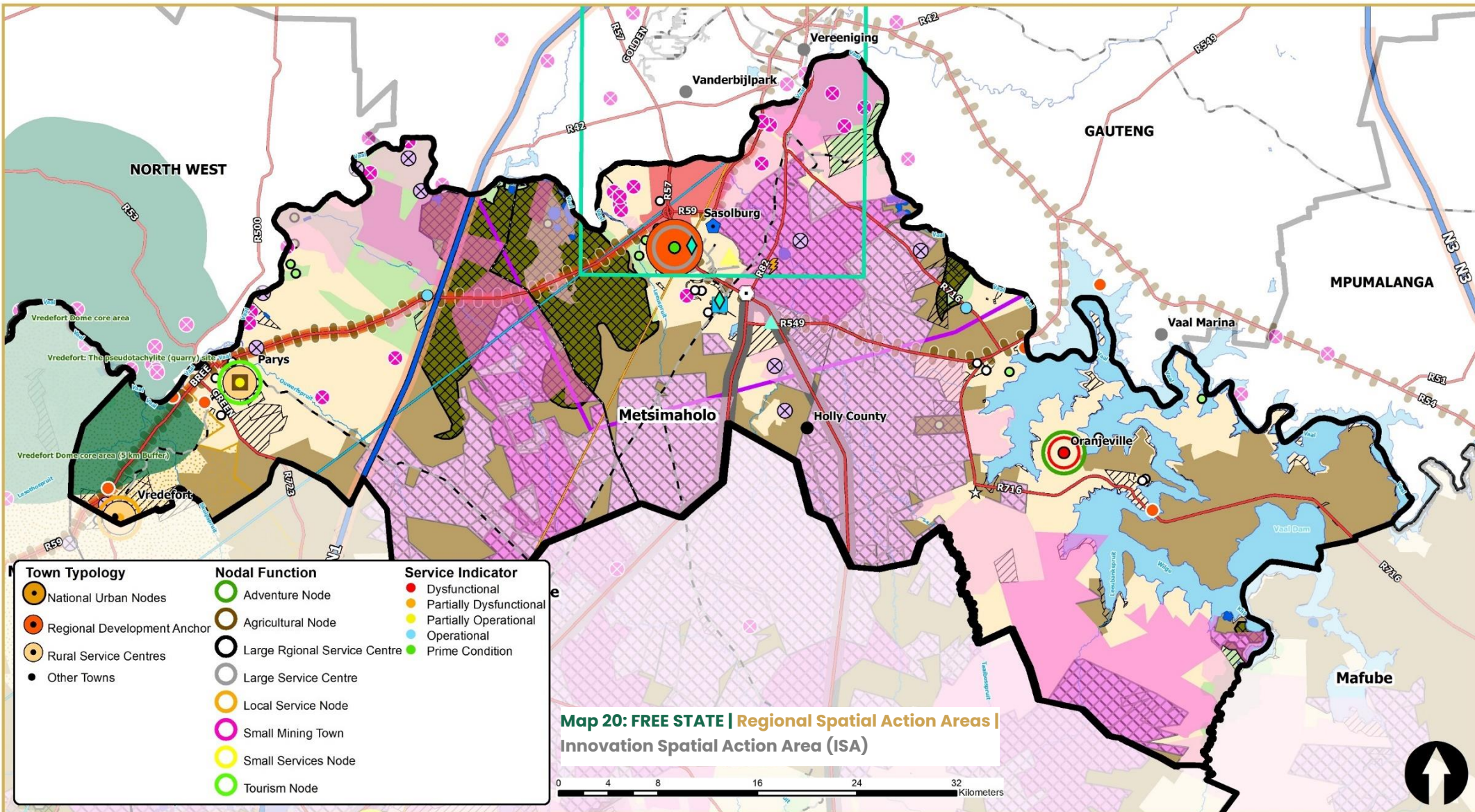
The Free State Innovation Belt RSAA comprises the Metsimaholo Local Municipality and part of the Ngwathe Local Municipality. This highly urbanised region shares borders with Gauteng, Mpumalanga, and North West provinces, with the border with Gauteng being the most influential due to its status as South Africa's economic heartland. Many residents commute to Gauteng for work, and the region's tourism facilities rely heavily on visitors from Gauteng. The area also shares natural resources, such as the Vaal River and Dam, with neighbouring provinces.

Infrastructure and social services in the region face significant pressure from Gauteng residents who cross the border to utilize the less crowded facilities. Sasolburg, the main economic hub of the region, plays a crucial role in the emerging green hydrogen economy, necessitating supportive policies and enhanced service delivery to realize its potential. This strategic positioning underscores the need for careful planning and resource management to balance economic growth with sustainable development.

## 5.5.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

**Table 14: Significance to the Free State Spatial Directive | IRSAA**

Key Opportunities	Key Challenges
<ul style="list-style-type: none"> <li>◀ Green Hydrogen Production in Sasolburg.</li> <li>◀ Inclusion of Sasolburg into the Vaal SEZ.</li> <li>◀ Proximity to the Gauteng Urban region, and strong cross-boundary relationship with the North West province.</li> <li>◀ Latent tourism potential of the Vredefort Dome, and Vaal Dam.</li> <li>◀ Vaal RSDF development guidelines.</li> <li>◀ High level of connectivity and mobility.</li> <li>◀ Smart School, university, and central innovation belt developments to support the hydrogen and petrochemical production industries.</li> </ul>	<ul style="list-style-type: none"> <li>◀ Water quality of the Vaal Dam and River system.</li> <li>◀ Water availability within the Vaal System.</li> <li>◀ High urbanisation and housing pressure.</li> <li>◀ Sensitive to external economic shocks.</li> <li>◀ The economic knock-on effect of the fossil fuel to green energy transition of major industries within the area.</li> <li>◀ Lower perceived levels of development and implementation associated with the Vaal SEZ, when compared to Gauteng.</li> <li>◀ Lack of MTP in Ngwathe Local Municipality.</li> <li>◀ Capacity of technical departments within municipalities.</li> <li>◀ High pressure on social and basic service delivery.</li> <li>◀ Adverse Blue and Green Drop audit findings of Ngwathe.</li> </ul>



Town Typology	Nodal Function	Service Indicator
National Urban Nodes	Adventure Node	Dysfunctional
Regional Development Anchor	Agricultural Node	Partially Dysfunctional
Rural Service Centres	Large Regional Service Centre	Partially Operational
Other Towns	Large Service Centre	Operational
	Local Service Node	Prime Condition
	Small Mining Town	
	Small Services Node	
	Tourism Node	

**Map 20: FREE STATE | Regional Spatial Action Areas | Innovation Spatial Action Area (ISA)**

0 4 8 16 24 32 Kilometers

Zones	Corridors & Linkages	Projects & Incentives	Infrastructure
Agricultural Development Zone	Trade Spines	Priority Heritage Maintenance	Green Hydrogen Production Node
Ecological Conservation Zones	Priority Maintenance Route	National Park	Proposed EV Charging Station
Game Farming Focus Areas	Proposed Trade Routes	Nature Reserves & Game Parks	Special Economic Zones
Extensive Agriculture	Abnormal Routes (Maintenance & Upgrade)	World Heritage Sites	Monuments and Museums
Water Resource Development Zone	Current Special Maintenance Roads	PHSDA	Virginia Gas Point
Renewable Energy Development Zone	Upgrades Roads	Active Mines	Gas Pipelines
Trade-off Zones (Agri/Eco)	Railway Lines	Mining Rehabilitation	Liquid Fuel Pipeline
Trade-off Zones (Agri/Mining)	Key Provincial Roads	AgriHubs	Border Post
State Owned Land	Key Provincial Transport Corridors	Logistic Facilities	Main Transmission Substations
RAMSAR Sites		EV Automobile Support Development	
Renewable Energy Development Zone			
Mineral Beneficiation Zone			
		Agricultural Schools	
		Skills Development Centre	
		SMART Schools	
		Treasury Projects	
		Small Town Regeneration	
		Proposed Weigh Bridge	
		FSPU	
		Public Transportation Development	

**Regional Spatial Action Areas**

**Innovation Spatial Action Area (ISA)**

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



## 5.6 VAAL RIVER REGIONAL SPATIAL ACTION AREA (VRRSAA)

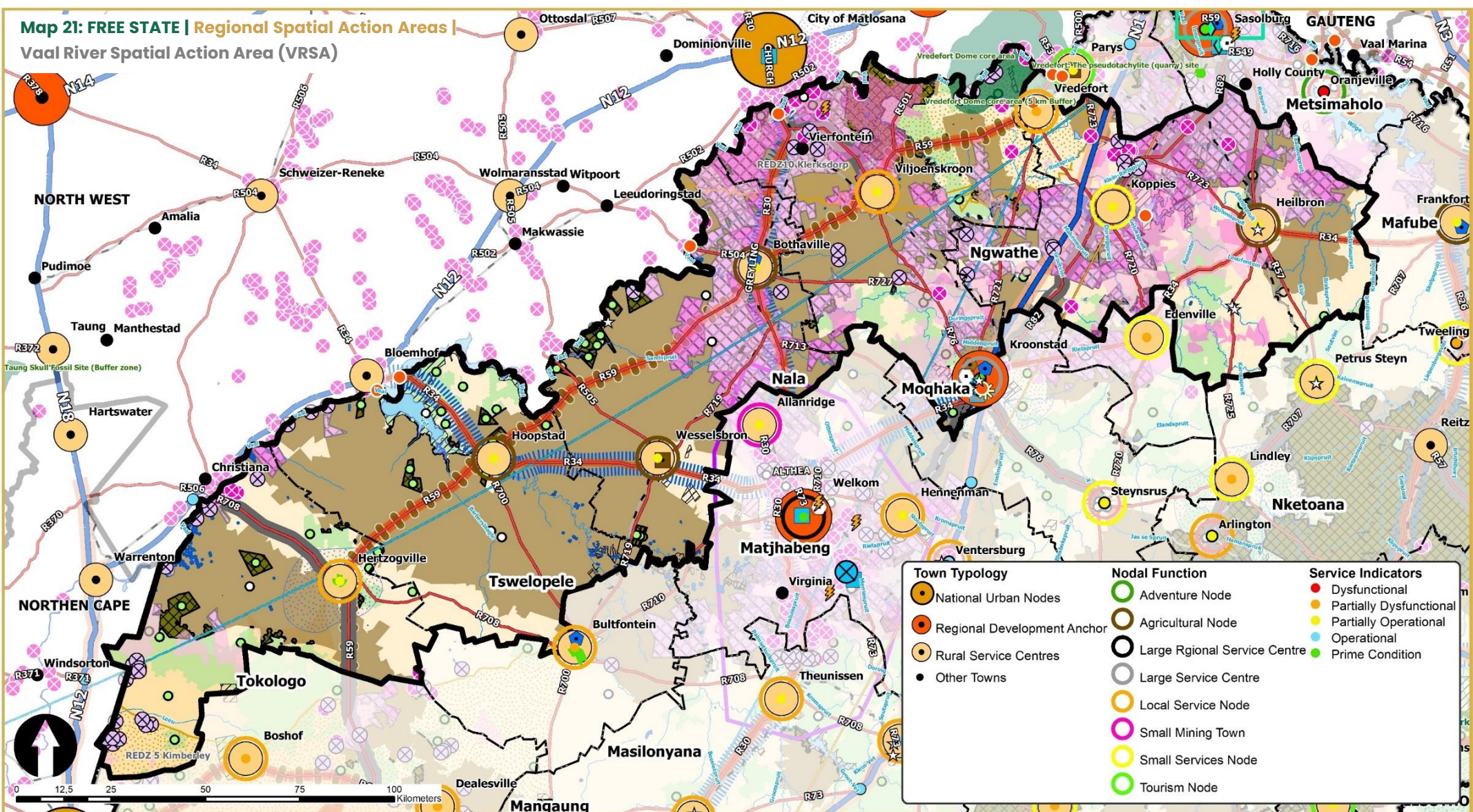
The Vaal River RSAA encompasses areas along the Vaal River, including parts of the Phumelela, Mafube, Ngwathe, Moqhaka, Nala, Tswelopele, and Tokologo Local Municipalities. This region benefits significantly from its proximity to one of South Africa's most important water sources, offering substantial opportunities for agriculture and tourism. However, effective policies are crucial to control and mitigate human impact on the river, making conservation a key priority in the region. The area's strong cross-border economic activities and collective responsibility to protect the river's quality further emphasize the need for coordinated efforts. Spanning the northern boundary of the Free State, the region shares borders with the North West, Mpumalanga, KwaZulu-Natal, and Northern Cape provinces, highlighting its strategic significance in interprovincial relations and resource management.

### 5.6.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

**Table 15: Significance to the Free State Spatial Directive | VRRSAA**

Key Opportunities	Key Challenges
<ul style="list-style-type: none"> <li>◀ Agro-processing and agriculture development in Hoopstad, Wesselsbron, Viljoenskroon and Bothaville.</li> <li>◀ Working for Water Programmes.</li> <li>◀ Eradication of invasive plant species.</li> <li>◀ Integration of environmentally conscious farming techniques in Agri/Eco Trade-off zones.</li> <li>◀ Tourism along the Vaal River and Bloemhof Dam.</li> <li>◀ Strong cross-boundary relationship with the Northern Cape and North West provinces.</li> <li>◀ Proximity to the N12 providing access to Gauteng markets.</li> <li>◀ R30 and R59 upgrading and transfer to SANRAL will increase the mobility and accessibility to the region.</li> </ul>	<ul style="list-style-type: none"> <li>◀ Climate change and rainfall variability impact on agriculture output.</li> <li>◀ Slow response to climate and pest-related disasters.</li> <li>◀ High levels of land use competition between agriculture and mining activities.</li> <li>◀ High agricultural input costs such as fertilizer, impacts the overall performance of the industry in the area.</li> </ul>

**Map 21: FREE STATE | Regional Spatial Action Areas |**  
**Vaal River Spatial Action Area (VRSA)**



Town Typology	Nodal Function	Service Indicators
National Urban Nodes	Adventure Node	Dysfunctional
Regional Development Anchor	Agricultural Node	Partially Dysfunctional
Rural Service Centres	Large Rgional Service Centre	Partially Operational
Other Towns	Large Service Centre	Operational
	Local Service Node	Prime Condition
	Small Mining Town	
	Small Services Node	
	Tourism Node	

Zones	Corridors & Linkages	Projects & Incentives	Infrastructure
Agricultural Development Zone	Trade Spines	Priority Heritage Maintenance	Agricultural Schools
Ecological Conservation Zones	Priority Maintenance Route	National Park	Skills Development Centre
Game Farming Focus Areas	Proposed Trade Routes	Nature Reserves & Game Parks	SMART Schools
Extensive Agriculture	Abnormal Routes (Maintenance & Upgrade)	World Heritage Sites	Treasury Projects
Water Resource Development Zone	Current Special Maintenance Roads	PHSDA	Small Town Regeneration
Renewable Energy Development Zone	Upgrades Roads	Active Mines	Virginia Gas Point
Trade-off Zones (Agri/Eco)	Railway Lines	Mining Rehabilitation	Gas Pipelines
Trade-off Zones (Agri/Mining)		AgriHubs	Liquid Fuel Pipeline
State Owned Land		Logistic Facilities	Border Post
RAMSAR Sites		EV Automobile Support Development	Main Transmission Substations
Renewable Energy Development Zone			
Mineral Beneficiation Zone			

**Regional Spatial Action Area**  
**Vaal River Spatial Action Area (VRSA)**

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS




## 5.7 MINERALS DEVELOPMENT SPATIAL ACTION AREA (MDSA)

The Mining Functional Region, primarily consisting of Matjhabeng Local Municipality and a part of Masilonyana Municipality, is dominated by the mining sector, which has historically driven its economy. Despite being one of the most populous regions in the Free State, it faces high unemployment rates due to the declining mining industry. This economic challenge necessitates a strategic pivot towards more sustainable economic activities to ensure long-term viability and improved livelihoods for its residents. Additionally, the region contends with unrehabilitated closed mines, environmental hazards from mining waste and tailing dams, and unused infrastructure, which presents opportunities for redevelopment and repurposing to support economic diversification.

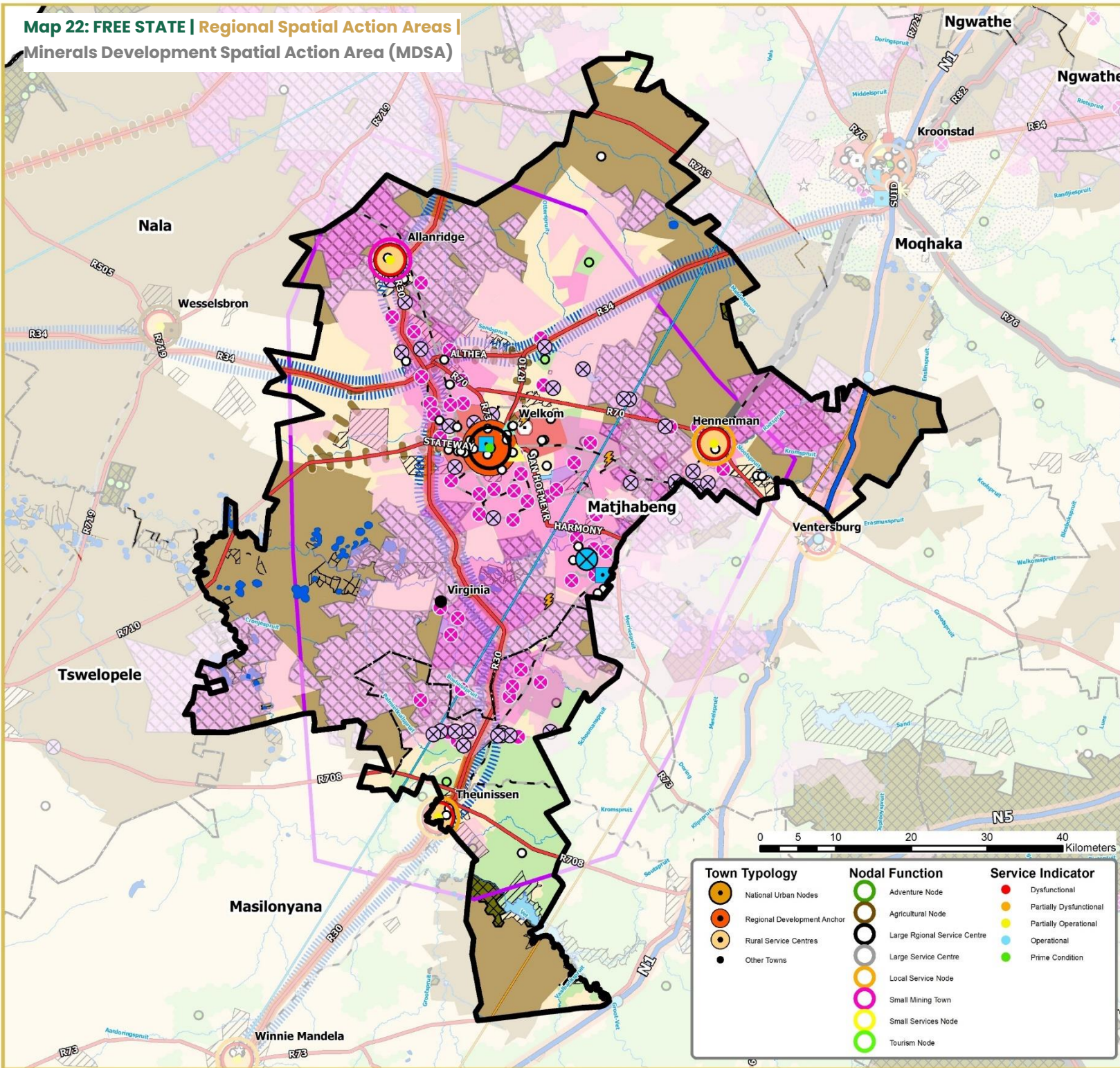
## 5.7.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL DIRECTIVE

**Table 16: Significance to the Free State Spatial Directive | MDSA**

Key Opportunities	Key Challenges
<ul style="list-style-type: none"> <li>◀ Agro-processing and agriculture development in Kroonstad.</li> <li>◀ Promoting the issuing of artisanal mining licenses within the mineral beneficiation zone.</li> <li>◀ Implementation of EIA intervals to assess the impact of mining on the agricultural industry in the area within the Agri/Mining Trade-off zones.</li> <li>◀ Integration of environmentally conscious farming techniques within the Agri/Eco Trade-off zones.</li> <li>◀ Promotion and expansion of the Virginia Gas project.</li> <li>◀ Promote the establishment of supporting service industries linked to the natural gas industry within the Welkom settlement.</li> <li>◀ Proximity to the N1, and the R30 and R59 upgrading and transfer to SANRAL.</li> <li>◀ Smart school to support the mining, renewable energy, and natural gas industry.</li> <li>◀ IPP projects and REDZ locations position the region well for a renewable/alternative energy hub.</li> </ul>	<ul style="list-style-type: none"> <li>◀ Dependence on mining as the economic base of towns.</li> <li>◀ High indigent rate within the region.</li> <li>◀ Tailing dam safety.</li> <li>◀ Limited environmental rehabilitation of older mines.</li> <li>◀ Impact of climate change (higher temperature) on the work environment of mines.</li> <li>◀ Acid main drainage impact on surface and underground water resources.</li> </ul>

**Map 22: FREE STATE | Regional Spatial Action Areas | Minerals Development Spatial Action Area (MDSA)**

**Regional Spatial Action Area  
Minerals Development  
Spatial Action  
Area (MDSA)**



**Zones**

- Agricultural Development Zone
- Ecological Conservation Zones
- Game Farming Focus Areas
- Extensive Agriculture
- Energy Development Zone
- Water Resource Development Zone
- Trade-off Zones (Agril/Eco)
- Trade-off Zones (Agril/Mining)
- State Owned Land
- RAMSAR Sites
- Renewable Energy Development Zone

**Mining Application Status**

- Granted
- Issued
- Mineral Beneficiation Zone

**Projects & Incentive**

- Priority Heritage Maintenance
- National Park
- Nature Reserves & Game Parks
- World Heritage Sites
- PHSHDA
- Active Mines
- Mining Rehabilitation
- Agricultural Schools
- Skills Development Centre
- SMART Schools
- Treasury Projects
- Small Town Regeneration
- Proposed Weigh Bridge
- Railway Terminals / Working Terminals
- FSPU
- AgriHubs
- Logistic Facilities
- Virginia Gas Point
- EV Automobile Support Development
- Proposed EV Charging Station
- Monuments and Museums

**Corridors & Linkages**

- Abnormal Routes
- Current Special Maintenance Roads
- Upgrades\_Roads
- Railway\_Lines
- Priority Maintenance Route
- Key Provincial Roads
- Key Provincial Transport Corridors

**Infrastructure**

- Import/Export Node
- Main Transmission Substations
- Green Hydrogen Production Node
- EV Automobile Support Development
- Special\_Economic\_Zones
- Virginia Gas Point
- Monuments and Museums
- Not Irrigated Lands
- Irrigation Scheme Revitalisation
- Public Transportation Development
- Gas Pipelines
- Liquid Fuel Pipeline
- Key Provincial Roads
- Key Provincial Transport Corridors
- Border Post

Town Typology	Nodal Function	Service Indicator
National Urban Nodes	Adventure Node	Dysfunctional
Regional Development Anchor	Agricultural Node	Partially Dysfunctional
Rural Service Centres	Large Regional Service Centre	Partially Operational
Other Towns	Large Service Centre	Operational
	Local Service Node	Prime Condition
	Small Mining Town	
	Small Services Node	
	Tourism Node	

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



# REFERENCES

# ANNEXURES

## ANNEXURE A

### ALIGNMENT OF VERTICAL AND HORIZONTAL POLICY DIRECTIVES

#### 5.7.1.1.1 NSDF ALIGNMENT

LEVER 1    
  LEVER 2    
  LEVER 3    
  LEVER 4    
  LEVER 5

NSDF LEVERS	FS PSDF ASSOCIATED LEVERS
Urban Areas and Regions as Engines of National Transformation, Innovation, and Inclusive Economic Growth	<span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c;"></span>
National Development Corridors as Incubators and Drivers of New Economies and Quality Human Settlements	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6;"></span>
Productive Rural Regions as Drivers of National Rural Transitions and Cornerstones of our National Resource Foundation	<span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c;"></span>
A National Spatial Social Service Provisioning Model to Ensure Effective, Affordable and Equitable Social Service Delivery	<span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd;"></span>
A National Ecological Infrastructure Network to Ensure a Shared, Resilient and Sustainable National Natural Resource Foundation	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd;"></span>
A National Transport, Communications and Energy Infrastructure Network to Ensure a Shared, Inclusive and Sustainable Economy	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #c0504d; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c;"></span>

LEVER 1    
  LEVER 2    
  LEVER 3    
  LEVER 4    
  LEVER 5

NSDF SUBFRAMES	FS PSDF ASSOCIATED LEVERS & DRIVERS
<b>NSDF Sub-Frame One: Inter-Regional Connectivity</b>	
Regionally connected electricity networks	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #c0504d;"></span>
Transport and logistics infrastructure	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57;"></span>
Shared Water Resources	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span> <span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57;"></span>

Ecological infrastructure management and collaboration	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; margin-right: 5px;"></span>			
<b>NSDF Sub-Frame Two: National System of Nodes and Corridors</b>					
Increase development Density	<span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span>				
Reduce urban sprawl	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; margin-right: 5px;"></span>			
Prevents the unsustainable use of productive land	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; margin-right: 5px;"></span>			
Optimises investment in infrastructure networks	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>			
<b>NSDF Sub-Frame Three: National Resource Economy Regions</b>					
Rural regions and regional development anchors	<span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>		
Diversity, strengths, and cautions	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57;"></span>
Sustainable resource use and land-use management	<span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>		
Climate change mitigation and adaptation	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>		
<b>Investment Priorities</b>					
Resource Production Heartland	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>			
Agri-Enterprise Regions	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>			
Arid Agri-Region	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>			
Eco-Resource Production and Livelihood Regions	<span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>			
Mining and Energy Production Areas and Supportive Infrastructure	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #c0504d; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c;"></span>	
<b>NSDF Sub-Frame Four: National Movement and Connectivity Infrastructure System</b>					
Long-term planning and investment	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; margin-right: 5px;"></span>		
Movement and connection infrastructure networks	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span>			
Energy-transmission networks	<span style="display: inline-block; width: 15px; height: 15px; background-color: #2e8b57; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #c0504d; margin-right: 5px;"></span>			
<b>Investment Priorities</b>					
Inter-Regional and National Development Corridors (Road and Rail)	<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a69bd; margin-right: 5px;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: #a6a6a6; margin-right: 5px;"></span>			

LEVER 1
  LEVER 2
  LEVER 3
  LEVER 4
  LEVER 5

NSDF Action Areas	FS PSDF ASSOCIATED LEVERS				
	FS	PSDF			
Central Innovation Belt	2	1	2	2	3
National Resource Risk Areas - Upper Vaal River Catchment Area	2	1	1	1	3
National Urban Regions	2	1	2		
Arid-Innovation Region	1	1	2	1	3
Northwestern Spatial Transformation and Economic Transition Region (Northwestern NSTETR)					

### 5.7.1.1.2 PGDS ALIGNMENT

LEVER 1
  LEVER 2
  LEVER 3
  LEVER 4
  LEVER 5

FS PSDF STRATEGIES	FS PSDF ASSOCIATED LEVERS & DRIVERS				
	FS	PSDF			
GoS1: Improve the financial management and governance capacity of the government	2	1			
GoS2: Coordinate multi-sector planning and implementation of the FSGDS	1				
GoS3: Support the functionality and efficiency of MPTs	1	2			
GoS4: Create government abilities and capabilities to function in an increasingly technological environment (e-governance)	1				
GoS5: Apply the clear distinctions between the roles of political and administrator principals as outlined in the legislation and within the context of cooperative government	1				
GoS6: Implement an anti-corruption framework and the provisions of the Protected Disclosure Act	1				
"EcS1: Support the development of high-value agricultural products and agro-processing	2	1			
EcS2: Prioritise food manufacturing and the petrochemical industry	2				
EcS3: Facilitate the development of renewable energy	2	1			

"EcS4: Improve the tourism and conservation infrastructure and capitalise on distribution opportunities in the economy	1	1			
EcS5: Support ICT and the knowledge economy	1	2			
EcS6: Promote labour-intensive goods and services	2				
EcS7: Prolong the life of mining-dependent towns through alternative economic opportunities	2	1	1	2	
EcS8: Prioritise efficient infrastructure development to support economic development	1	2			
"EcS9: Provide adequate business support and develop appropriate skills for a changing economy	1	2	1	2	3
"EcS10: Ensure adequate environmental protection and environmental processes contributing to economic development	2	1			
"EcS11: Engage in long-term planning and action to mitigate against and benefit from risks like climate change and the 4th Industrial Revolution	2	1			
"Hd&ES1: Develop a long-term infrastructure plan for education integrated with the overall Free State infrastructure plan and use technology to improve learning and access overall Free State infrastructure plan and use technology to improve learning and access	1	2	1		
"Hd&ES2: Integrate the need for artisanal skills, technology skills, entrepreneurial skills and skills to solve complex problems into the curriculum	1	2	1	2	3
Hd&ES3: Improve reading and writing abilities of Grades 1-3	1				
Hd&ES4: Develop schools as community hubs	1				
Hd&ES5: Improve current teacher development programmes	1				
"W&HeS1: Enhance current programmes to ensure a decline in maternal, neonatal, infant, and child mortality	2	1			
"W&HeS5: Improve the quality of health facilities and healthcare services in readiness health	2	1			
"W&HeS6: Strengthen multisectoral roles in the management of social determinants of health	2	1	1		
"SdS1: Intensify and improve efficiencies of programmes focusing on women, older people, children, youth and people living with disabilities	1				
"SdS2: Enable access to the current social development programmes and development support	1	1			

SdS3: Implement an inclusive social protection strategy.	1				
"HsS1: Mitigate the potential impact of climate change by ensuring that infrastructure is climate resilient and supports municipal financial health."	2	1	1		
"HsS2: Improve the efficiency levels of municipal infrastructure through services provision (for example, reduce what is lost through leakage) and spending of all conditional grants	2	1			
HsS3: Counter historical processes through infrastructure and spatial planning addressing racial segregation.	1	2	1		
HsS4: Prioritise gap housing, informal settlement upgrading and reduce the backlog on title deeds	2	1	1		
C&SS1: Continue to clamp down on syndicates and illegal mining	1				
C&SS2: Implement a rural safety and crime prevention programme	1				
C&SS3: Implement crime prevention programmes and increase the use of technology in crime prevention	1	1			
C&SS4: Prioritise community strategies for crime prevention	1				
C&SS6: Create social cohesion	2	1	1	1	

## 5.8 ANNEXURE B

### LEVER AND DRIVER INDICATORS

Local Municipality	Spatial Development Framework			Land Use Scheme			Planning Function and Process						INDICATOR			
	Compliance	Date Approved	Aligned to NSDF, RSDFs	Credibility	Land Use Scheme Compliance	LUS Available on Website	Date LUS Gazetted	Land Use Applications	Municipal SPLUMA Bylaw	MPT Established	MPT Functional	Land Use Management Tools		Land Use Applications	Administrative Function	Capacity
Nala	Yes, Not Promulgated	2023	Yes	Partially Compliant	Yes, Not Promulgated	No	-	Applications	Yes	No	No	No Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	No Capacity	4,33
Metsimaholo	No	2017	No	Not Compliant	No	No	-	Unknown	Yes	Yes	Yes, Fully Functional	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Good Capacity, No support required	4,47
Letsemeng	Yes, Not Promulgated	2022	Partially	Partially Compliant	Yes, Promulgated	Yes, Draft only	2022	Applications	Yes	Yes	No	No Supporting Tools	Support Required	No Administrative System	No Capacity	4,67
Ngwathe	Under Review	2024	Unknown	Not Compliant	Yes, Promulgated	Yes, Draft only	2022	Applications	Yes	No	No	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Capacity, But Require Professionals	5,27
Tokologo	Yes, Not Promulgated	2023	Partially	Partially Compliant	Yes, Not Promulgated	No	-	Unknown	Yes	Yes	Yes, Partially Functional	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	No Capacity	5,93

Maluti-A-Phofung	Yes, Not Promulgated	2019	Partially Compliant	Yes, Promulgated	No	2023	Unknown	Yes	Yes	Yes, Fully Functional	No Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	No Capacity	<b>6,27</b>
Kopanong	Yes, Not Promulgated	2020	Partially Compliant	Yes, Promulgated	No	2022	Unknown	Yes	Yes	Yes, Fully Functional	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	No Capacity	<b>6,87</b>
Dihlabeng	Yes, Not Promulgated	2023	Partially Compliant	Yes, Not Promulgated	No	-	Unknown	Yes	Yes	Yes, Fully Functional	Good Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Capacity, But Require Professionals	<b>7,00</b>
Mafube	Under Review	2024	Partially Compliant	Yes, Promulgated	No	2022	Unknown	Yes	Yes	Yes, Fully Functional	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Good Capacity, Require Specialist	<b>7,20</b>
Nketoana	Yes, Not Promulgated	2024	Partially Compliant	Yes, Promulgated	No	2022	Unknown	Yes	Yes	Yes, Fully Functional	No Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Good Capacity, Require Specialist	<b>7,20</b>
Tswelopele	Yes, Not Promulgated	2021	Partially Compliant	Yes, Promulgated	No	2022	Unknown	Yes	Yes	Yes, Fully Functional	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Good Capacity, No support required	<b>7,40</b>
Masilonyana	Yes, Promulgated	2020	SPLUMA Compliant	Yes, Promulgated	No	2020	Unknown	Yes	Yes	Yes, Fully Functional	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Capacity, But Require Professionals	<b>7,53</b>
Matjhabeng	Yes, Not Promulgated	2021	Partially Compliant	Yes, Promulgated	Yes	2022	Applications	Yes	Yes	Yes, Fully Functional	Some Supporting Tools	No Support Required	Unknown	Good Capacity, No support required	<b>7,60</b>

Phumelela	Yes, Not Promulgated	2021	Partially Compliant	Yes, Promulgated	Yes	2022	Unknown	Yes	Yes, Fully Functional	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Good Capacity, No support required	<b>8,07</b>
Setsoto	Yes, Promulgated	2022	SPLUMA Compliant	Yes, Promulgated	No	2020	Unknown	Yes	Yes, Fully Functional	Good Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Good Capacity, No support required	<b>8,20</b>
Mohokare	Yes, Not Promulgated	2023	Partially Compliant	Yes, Promulgated	Yes	2022	Unknown	Yes	Yes, Fully Functional	Some Supporting Tools	COGTA Provides Support	Fully Functional Administrative System	Good Capacity, Require Specialist	<b>8,27</b>
Mantsopa	Under Review	2024	Partially Compliant	Yes, Promulgated	Yes	2022	Unknown	Yes	Yes, Fully Functional	Some Supporting Tools	No Support Required	Fully Functional Administrative System	Good Capacity, No support required	<b>8,40</b>
Moqhaka	Yes, Not Promulgated	2023	Partially Compliant	Yes, Promulgated	Yes	2018	Unknown	Yes	Yes, Fully Functional	Good Supporting Tools	No Support Required	Fully Functional Administrative System	Good Capacity, No support required	<b>8,87</b>
Mangaung	Yes, Promulgated	2022	SPLUMA Compliant	Yes, Promulgated	Yes, Draft only	2022	Unknown	Yes	Yes, Fully Functional	Good Supporting Tools	No Support Required	Fully Functional Administrative System	Good Capacity, No support required	<b>8,93</b>

## 5.9 ANNEXURE C

### SOCIAL SERVICES NEEDS FOR RURAL SERVICE CENTRES

Rural Service Centre	Healthcare Services			Educational Facilities			Civic Services	Sports and Recreation			Transportation and Infrastructure		
	Clinic	CHC	Hospital	Technical School	Agricultural school	Tertiary Education	Thusong Centre	Sport Precinct	Heritage Development	Resort Development	Taxi Rank	Transport Node	Regional Taxi Rank
Allanridge											X		
Boshof											X		
Bothaville					X		X	X		X	X		
Dealesville													
Dewetsdorp													
Edenville											X		
Fouriesburg										X			
Frankfort					X	X	X	X		X	X		
Heilbron										X	X		
Henneman													
Hertzogville											X		
Hoopstad					X		X	X		X	X		
Jacobsdal										X			
Kestell											X		
Koffiefontein		X		X					X				
Ladybrand						X	X			X			X
Marquard													
Parys						X	X	X		X	X		
Petrus Steyn		X											
Petrusburg											X		
Reitz					X	X				X	X		
Smithfield									X				
Trompsburg													

Rural Service Centre	Healthcare Services			Educational Facilities			Civic Services	Sports and Recreation			Transportation and Infrastructure		
	Clinic	CHC	Hospital	Technical School	Agricultural school	Tertiary Education	Thusong Centre	Sport Precinct	Heritage Development	Resort Development	Taxi Rank	Transport Node	Regional Taxi Rank
Ventersburg											X		
Viljoenskroon											X		
Villiers		X				X	X			X	X		
Vrede					X		X			X			X
Vredefort									X	X			
Warden											X		
Wepener												X	
Wesselsbron		X					X				X		
Winburg						X	X		X	X			X
Winnie Mandela (Brandfort)		X							X		X		
Zastron		X			X	X	X		X	X	X		