FSPSDF

FREE STATE

PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

2025

agriculture, land reform & rural development

Department:
Agriculture, Land Reform and Rural Development
REPUBLIC OF SOUTH AFRICA

FOREWORD

The Free State Spatial Development Framework (FS PSDF) serves as a guiding document to chart the future spatial development trajectory of our province. As a cornerstone of integrated planning, this framework seeks to balance the imperatives of economic growth, social equity, and environmental sustainability within the unique context of the Free State's landscapes, resources, and communities.

The vision underpinning this document reflects our collective aspiration to build a province that is inclusive, resilient, and thriving. It recognises the need to address historical spatial injustices while capitalising on emerging opportunities to foster innovation and progress. The SDF aligns with national and provincial development policies, ensuring coherence with the broader strategic objectives of South Africa's development agenda.

This framework highlights the importance of spatial planning in achieving sustainable development outcomes. It underscores the interconnectedness of urban and rural areas, the pivotal role of infrastructure investment, and the necessity of protecting our natural and cultural heritage. By prioritising spatial efficiency and accessibility, the SDF aims to unlock the potential of all regions, ensuring equitable access to resources and opportunities for every citizen.

At its core, the FS PSDF is not merely a policy document but a call to action. It demands a proactive and forward-thinking approach to spatial transformation, where innovation, data-driven decision-making, and adaptive strategies are embraced to respond effectively to evolving challenges. With the Free State's economy and settlement patterns in constant flux, the framework provides a dynamic blueprint to guide future growth while ensuring that development is sustainable, inclusive, and responsive to the needs of present and future generations.

The successful implementation of this framework depends on a collaborative approach that brings together government, private sector stakeholders, and communities. Each stakeholder's commitment to the principles outlined in the PSDF will be crucial in translating this vision into tangible, transformative outcomes.

As we embark on this journey, we extend our gratitude to all those who contributed to the development of the Free State Spatial Development Framework. Your insights, expertise, and dedication have been invaluable in shaping this comprehensive roadmap for our province.

Together, let us work towards a Free State that exemplifies spatial justice, economic vitality, and sustainable growth—a province that leaves no one behind.

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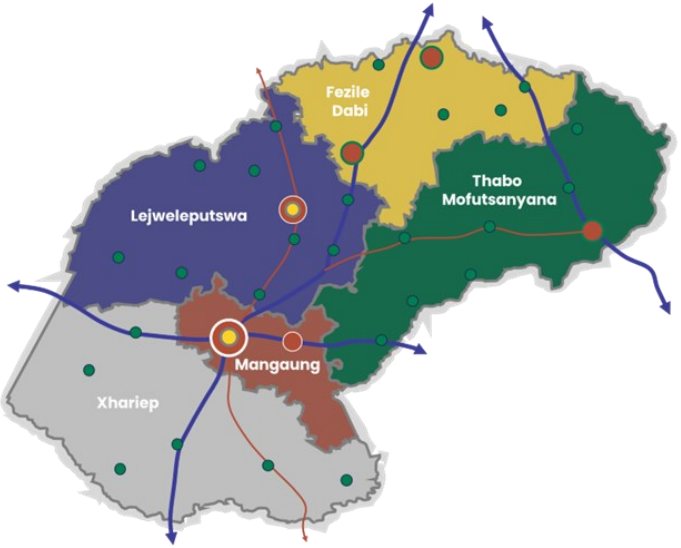
Mr. T Mokoena

MEC: Cooperative Governance and Traditional Affairs and Human Settlements

Date:



ABBREVIATIONS

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

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

GLOSSARY OF TERMS

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

"Catalytic Projects in support of Provincial Interest" – Matters of Provincial Interest can be declared as per SPLUMA (Section 10(1)b). Catalytic projects that support 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.

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

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

"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.

"Lever" – The term refers to the theme of a strategy utilised to give effect to the PGDS and MTDP objectives.

"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).

"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.

"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.

"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.

"Sustainable Development" - a development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

REPORT TOOLS

ArcGIS STORYMAP

The integration of ArcGIS Story Maps into the implementation of the Free State Provincial Spatial Development Framework (FSPSDF) enhances accessibility, transparency, and stakeholder engagement. By transforming spatial data into an interactive, user-friendly format, this platform ensures that decision-makers, planners, and the public can easily access and interpret critical spatial information.

- **Integration with Spatial Data** – ArcGIS Story Maps seamlessly link with the Free State's existing spatial data infrastructure, providing real-time access to planning information. This integration allows stakeholders to explore development zones, environmental considerations, and infrastructure networks with up-to-date spatial data. By maintaining alignment with provincial and national planning frameworks, Story Maps ensure consistency and accuracy in spatial decision-making.
- **Public Engagement & Accessibility** – Effective spatial planning requires broad stakeholder participation, including government entities, private sector developers, and local communities. ArcGIS Story Maps present complex spatial information in an intuitive and engaging way, making it accessible even to those without technical GIS expertise. This democratisation of spatial data encourages greater public involvement in the planning process, ensuring that all voices are heard and considered in decision-making.
- **Interactive Visualisation** – The platform offers sophisticated visualisation tools that enhance the understanding of spatial relationships and

development patterns. Users can explore different layers of spatial information, compare historical and proposed development scenarios, and interact with PSDF policies through interactive maps and multimedia content. This capability fosters more informed discussions and better decision-making in urban and rural planning.

- **Monitoring & Implementation** – The dynamic nature of spatial development requires continuous monitoring and adaptation. ArcGIS Story Maps facilitate this by enabling the creation of interactive dashboards that track spatial development indicators, assess compliance with planning regulations, and measure progress toward strategic objectives. Decision-makers can use this real-time data to adjust policies, allocate resources efficiently, and ensure sustainable development across the province.
- **Data Management & Updates** – Keeping planning information current is crucial for effective spatial governance. The ArcGIS Story Maps platform allows for efficient data updates, ensuring that new developments, regulatory changes, and policy revisions are reflected in real time. This ensures that all stakeholders, from municipal planners to investors and community members, have access to the latest spatial data for informed decision-making.

By making spatial data more accessible, interactive, and actionable, ArcGIS Story Maps play a critical role in strengthening the implementation of the Free State PSDF. This tool not only enhances transparency but also promotes strategic, evidence-based planning that aligns with the province's long-term development vision.

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.

Google Play

App Store

WWW.FSPSDF.CO.ZA

FS PSDF ARCGIS STORYMAP
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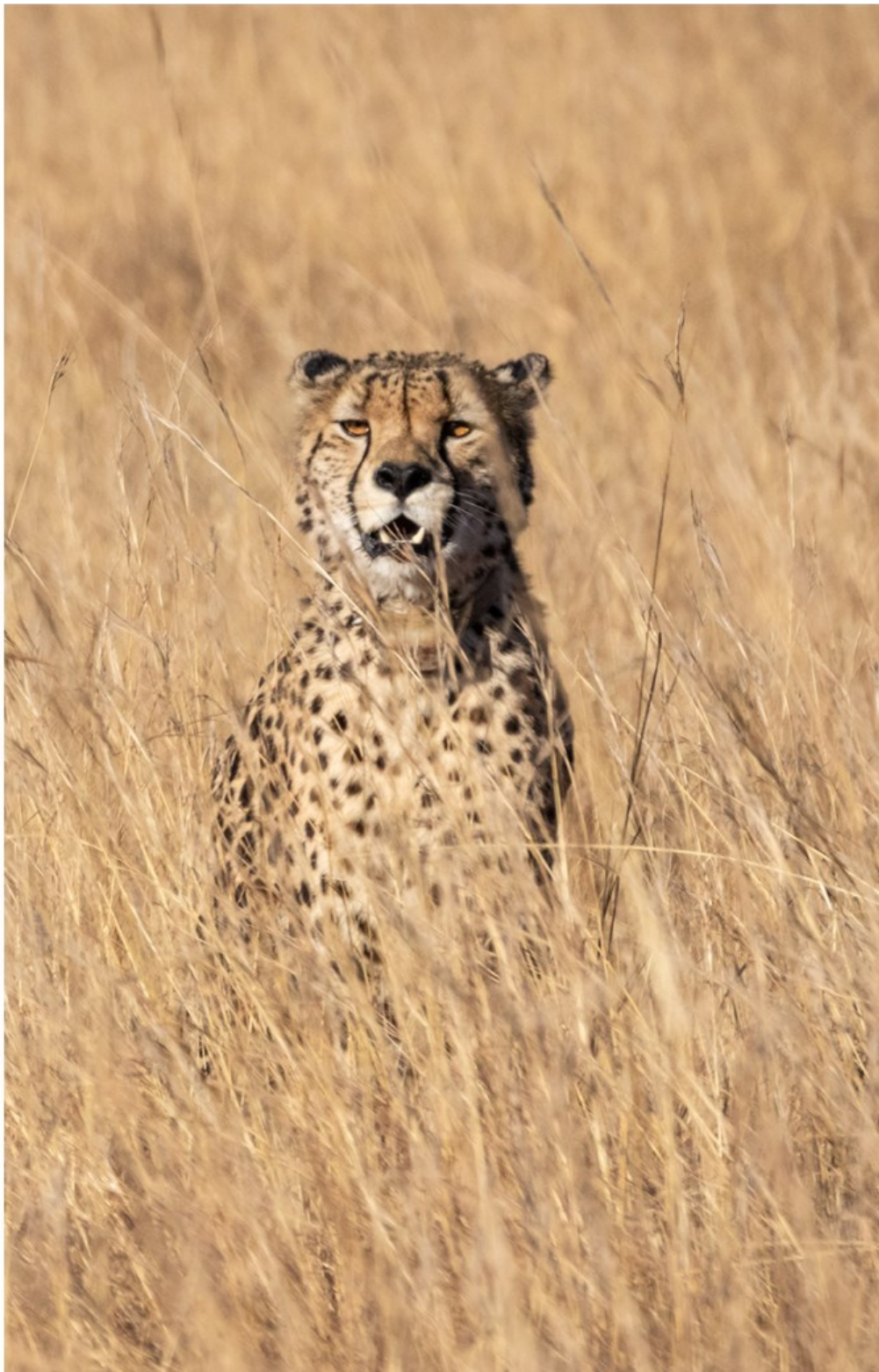

CHAPTER 1 | PROVINCIAL DEVELOPMENT PATTERNS AND CIRCUMSTANTIAL INTERESTS

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 find reflection within the FS PSDF spatial proposals.

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, MTDP (previously known as the 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, MTDP, and NSDF were identified and unpacked through research and stakeholder engagements, to gain a better understanding of the developmental state of the Free State province, as summarized by the section below.

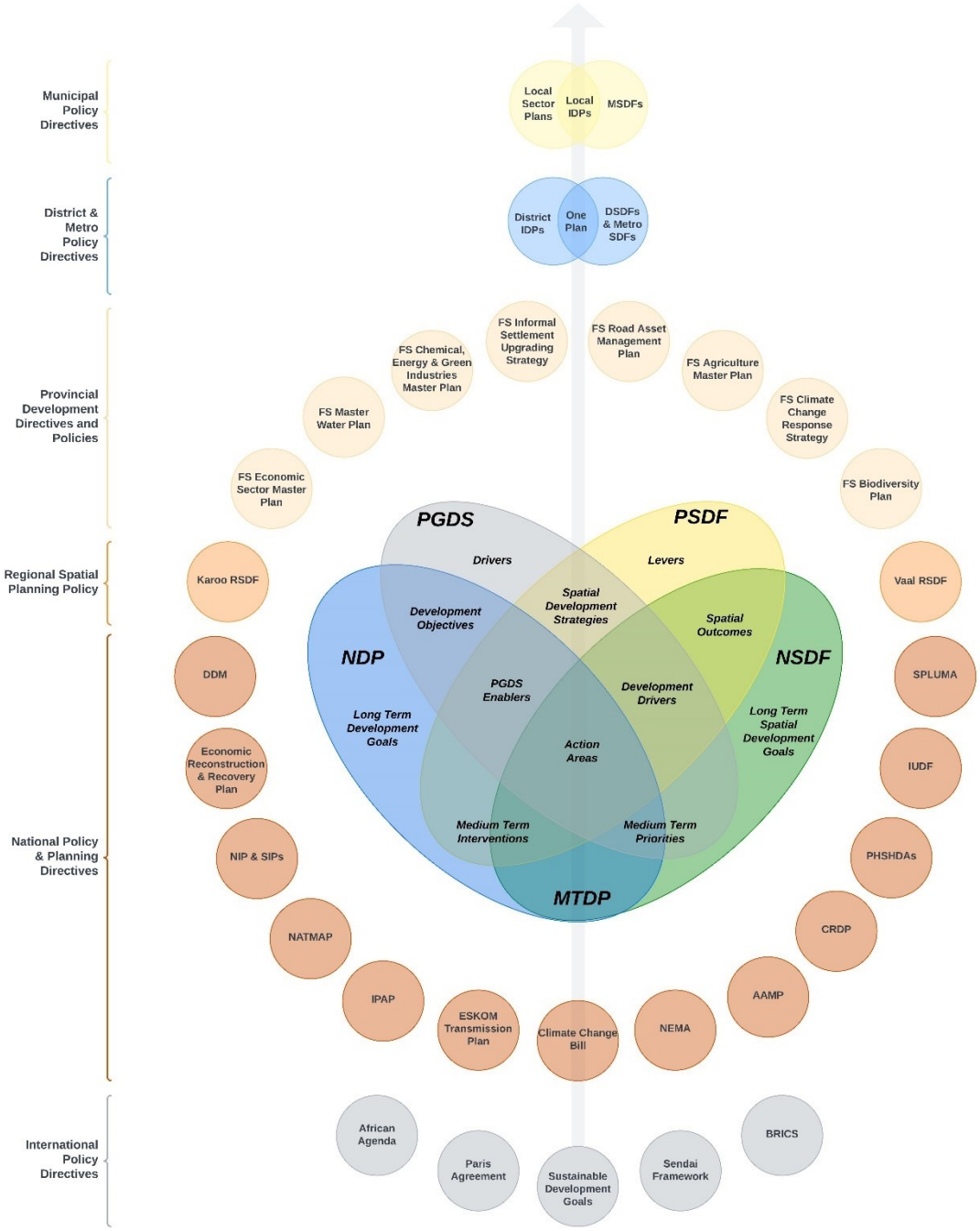

Figure 1: Free State Provincial Planning Ecosystem

1.1.2.1.1 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.

- 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. Emphasising 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, universities, TVET colleges, and sector education and training authorities must 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.
- In terms of Section 21 of the Local Government Municipal Demarcation Act, 1998 (Act No 27 of 1998) the Municipal Demarcation Board has redetermined the municipal boundary of Kopanong Local Municipality by excluding the following areas Fauresmith, Jagersfontein, Reddersburg and Edenburg from Kopanong Local Municipality, to create a new municipality. FS PSDF utilised existing municipal borders, and as such will require amendments when the new demarcations are made available.

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[1] initiatives in Clarens, have 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):

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.

[1] 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."

- 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 (SMMEs) 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 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 needs, 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. The PSDF needs 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 establish 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 be adopted 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.

In conclusion, the Free State province faces a multitude of interconnected challenges across various sectors, including infrastructure development, economic growth, governance, and resource management. These challenges are characterized by aging and inadequate infrastructure, financial constraints, skills shortages, and the need for more integrated planning and coordination among different levels of government and stakeholders.

However, amidst these challenges lie significant opportunities for transformation and growth. The province has the potential to leverage its central location, natural resources, and existing infrastructure to drive economic development. Key areas of focus include revitalizing small towns, diversifying the economy, enhancing skills development, and embracing innovative approaches to infrastructure and service delivery.

Moving forward, it is crucial for the Free State to adopt a holistic and integrated approach to addressing these challenges and capitalizing on opportunities. This approach should Prioritise sustainable development, foster collaboration between public and private sectors, and emphasize the importance of capacity building and skills development. By doing so, the Free State can work towards creating a more resilient, prosperous, and equitable future for all its residents, aligning with national development goals while addressing its unique provincial context.

FSPSDF

CHAPTER 2 | STRATEGIC INTENT

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2.1 INTRODUCTION

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

2.2 VISION

The strategic intent is rooted in the spatial vision for the Free State, which envisions:

"A spatially integrated Free State, providing the foundation for inclusive economic growth, through environmentally conscious, sustainable, innovative development bringing forth a prosperous developmental state for its citizens by 2050"

This 2050 vision outlined in the Free State Provincial Spatial Development Framework (FS PSDF) serves as the cornerstone upon which the strategic intent is formulated. It is designed to realise the spatial goals and outcomes identified within the framework's Levers and Drivers, setting the course for long-term, sustainable development across the province.

Along with the vision statement, a conceptual spatial construct was developed to determine the ideal spatial configuration required to actualise the 2050 FS PSDF Vision.

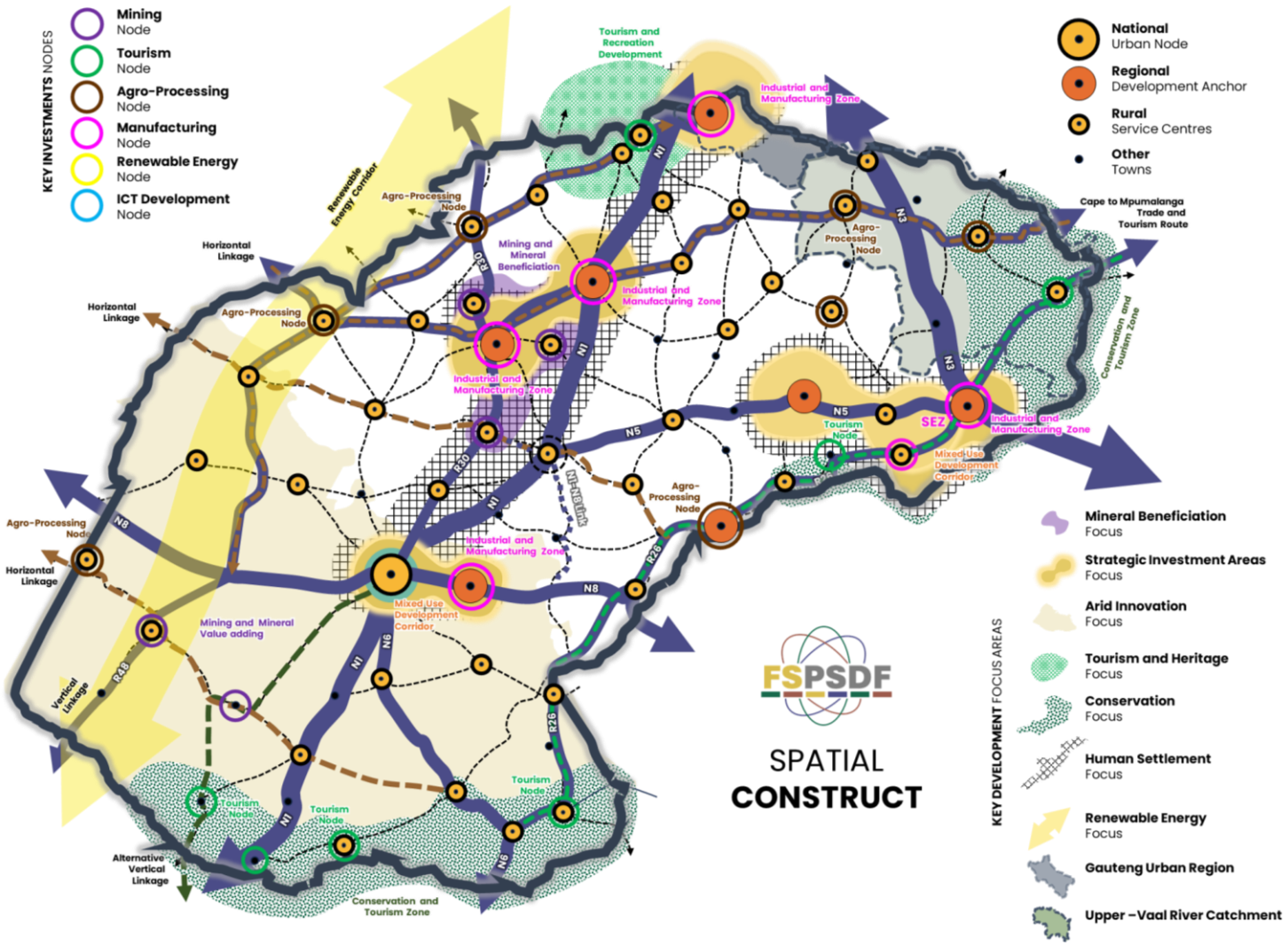


Figure 2: Conceptual Spatial Construct

2.3 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.

2.3.1 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.

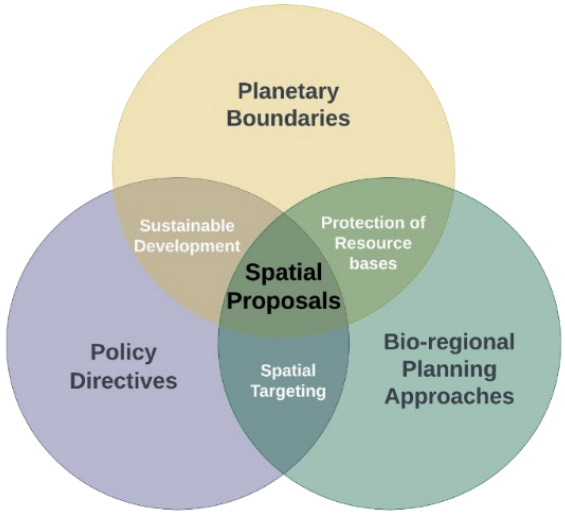


Figure 3: FS Planning Approach

2.3.2 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.

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.

2.4 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 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 4: FS PSDF Document Structure

2.5 DOCUMENT STRUCTURE AND USE CASES

2.5.1 DEVELOPMENT LEVERS & DRIVERS

These are strategic tools presenting thematic strategies based on national and provincial policies. This section provides recommendations for stakeholders and departments, aligned with district spatial directives and regional action areas.

2.5.2 SPATIAL DIRECTIVES

This offers a summary of the Free State Spatial Development Framework, with detailed district and regional spatial action areas expanding on the provincial directive.

2.5.3 LAND USE GUIDELINES

These guidelines provide a framework for developing land use schemes and management systems at district and municipal levels, ensuring consistency with provincial spatial objectives while allowing for local adaptations.

CHAPTER 3 | PROVINCIAL STRATEGIC DIRECTIVE

CHAPTER 3 | PROVINCIAL STRATEGIC DIRECTIVE

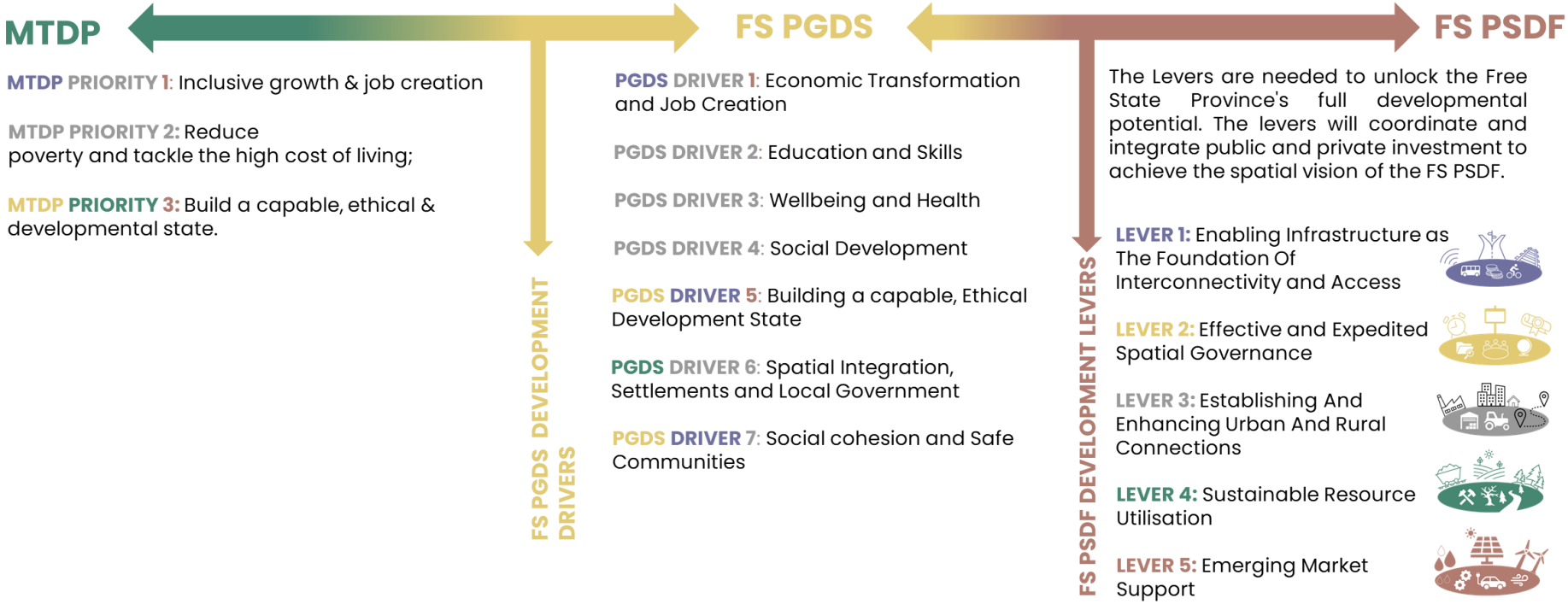
The Free State Provincial Spatial Development Framework (PSDF) Spatial Strategic Directive is designed to provide a spatial representation of the Free State Provincial Growth and Development Strategy (PGDS), as well as providing the spatial expression of national priorities of various sector departments and policy documents. This framework aims to align the Medium-Term Development Plan (MTDP) 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 MTDP 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 MTDP 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 5: Alignment between the MTDP, 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.

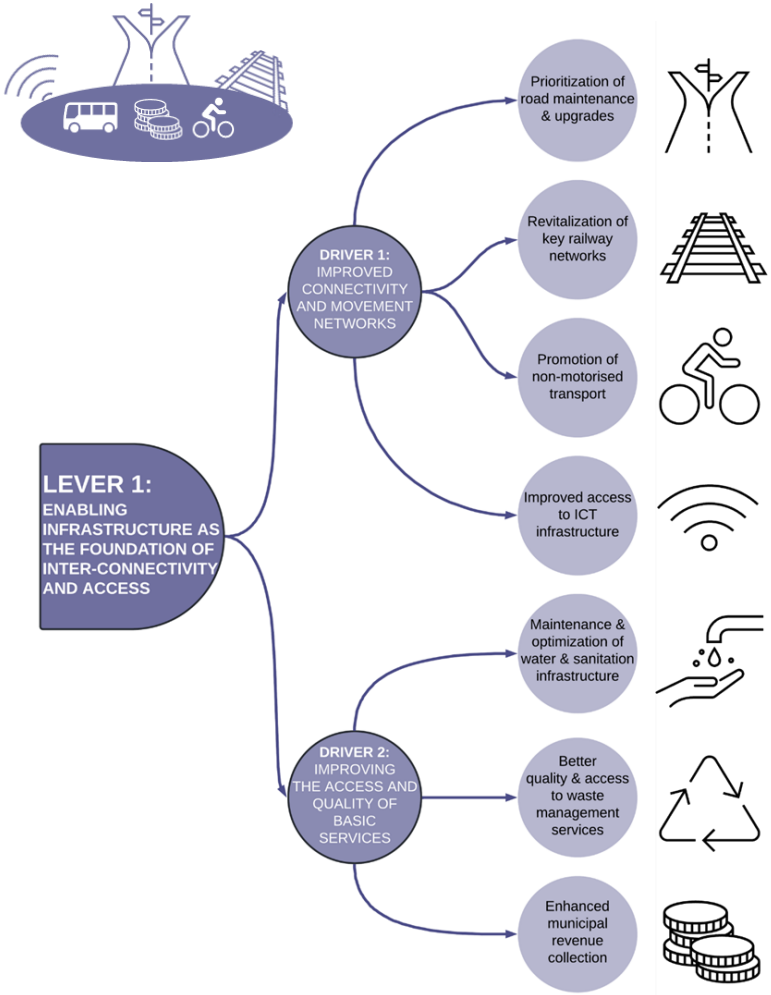


Figure 6: Lever 1 and supporting Drivers and Action Areas

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, and 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.

3.1.1.1.1 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.

3.1.1.1.1.1 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, Fouresmith, 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 N1.
- **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, Trompsburg, Ladybrand, and Zastron are strategically located near existing Points of Presence (PoPs), 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.

3.1.1.1.4 KEY DEVELOPMENT CORRIDORS

3.1.1.1.4.1 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.

3.1.1.1.4.2 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:

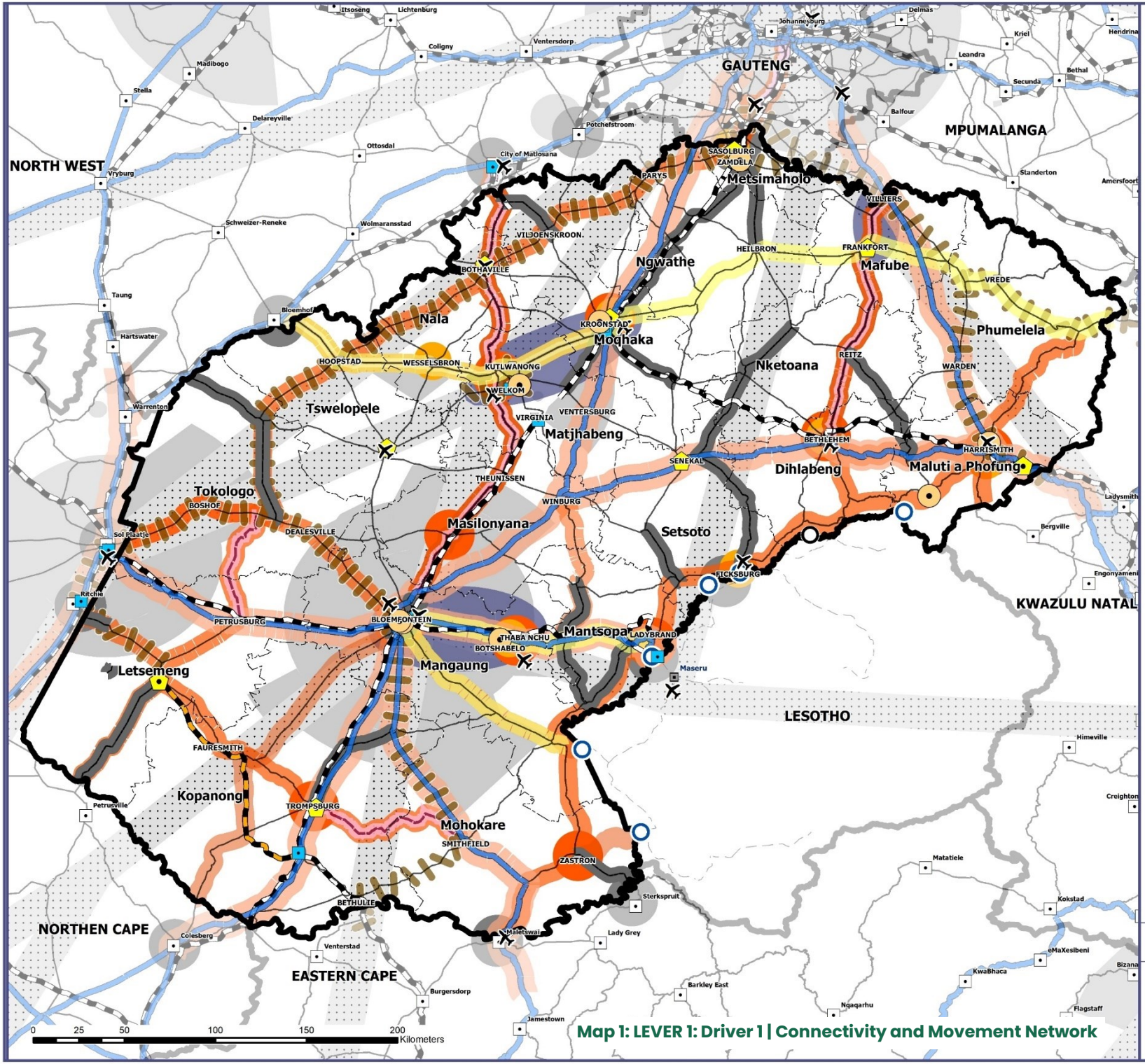
- **SEZ Development:** Focus on industrial growth, especially around the gas fields, promoting economic diversification and job creation.
- **Cargo Airport:** Enhance logistics and transportation capabilities, facilitating efficient movement of goods and boosting trade.
- **Phakisa Raceway Revitalization:**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



Map 1: LEVER 1: Driver 1 | Connectivity and Movement Network

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 Dependance
- Long Term Upgrades
- New Route (Long Term)

Source: Transnet, SANRAL, Freestrans, ACSA.

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

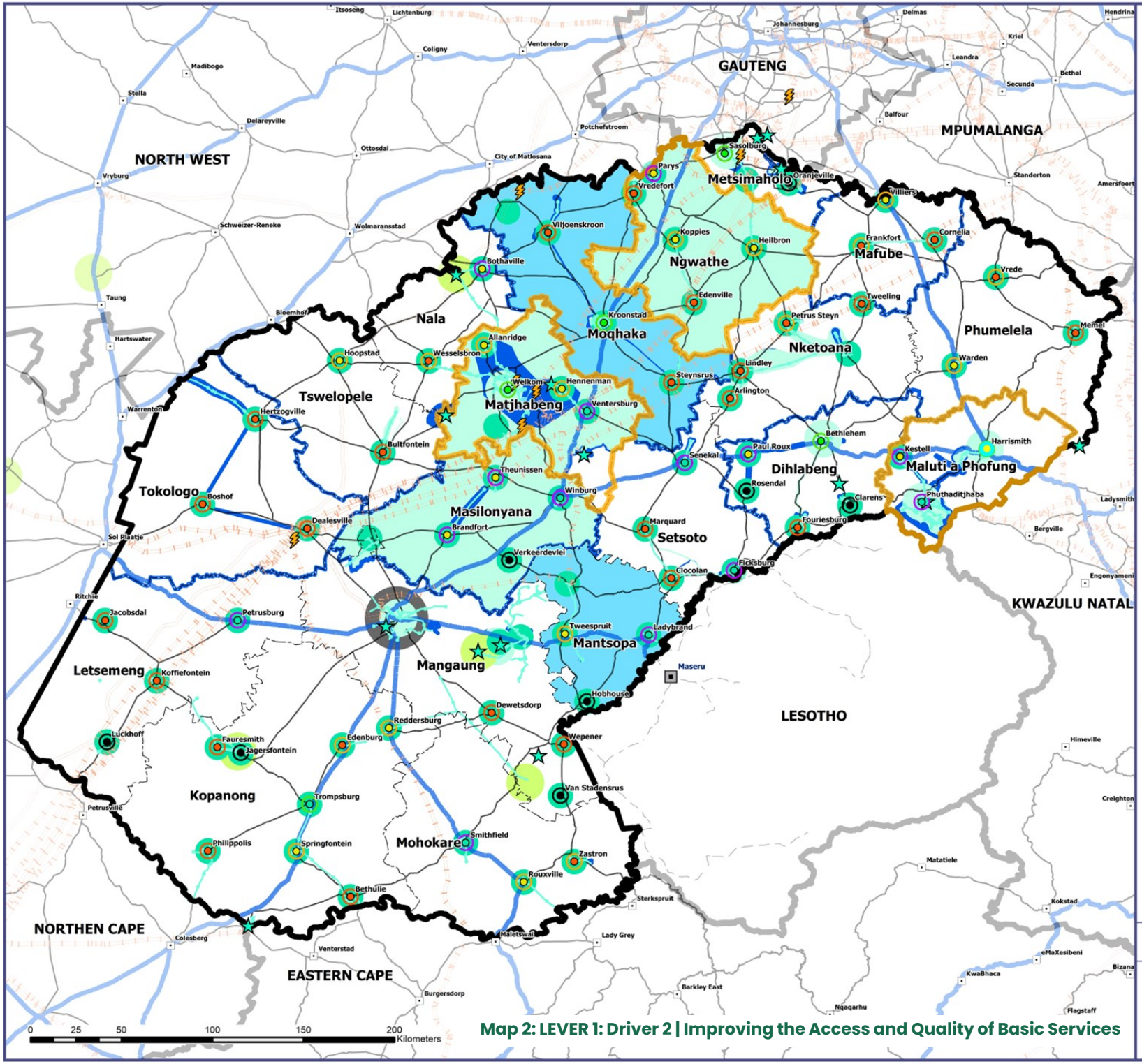
The following key actions are to be considered:

- 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 optimisation 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 addressing the following priorities and criteria, the Free State Province can enhance basic services to drive sustainable economic growth, improve living standards, and ensure equitable access for all. These criteria include:

- **Economic Impact:** Prioritise areas that will boost growth and attract investments.
- **Population Needs:** Focus on densely populated areas with urgent service needs.
- **Infrastructure Condition:** Address aged or failing infrastructure to prevent disruptions.
- **Environmental Sustainability:** Support sustainable practices with minimal environmental impact.
- **Social Equity:** Reduce disparities and ensure equitable access across communities.
- **Health and Safety:** Target improvements with significant health and safety impacts.
- **Cost-Benefit Analysis:** Prioritise cost-effective projects offering high benefits.
- **Alignment with Strategic Plans:** Ensure initiatives align with provincial and national plans.
- **Towns Targeted for Optimisation:** Consider size, services, economy, and proximity to transport hubs (e.g., Bloemfontein, Welkom, Sasolburg).
- **Infrastructure Optimisation and Expansion:** Evaluate capacity, service gaps, growth, and sustainability.
- **DWS Maintenance Priorities:** Assess infrastructure age, economic impact, and risk of service disruption.
- Strategic Investment Areas: Focus on areas with growth potential and supportive local policies.
- **Access to Water, Electricity, and Transmission:** Analyse current supply, growth, and upgrade feasibility.
- **Aged Infrastructure:** Prioritise urgent upgrades in municipalities with ageing infrastructure (e.g., Moqhaka, Mantsopa).
- **Upgrading Water and Sanitation:** Address deficiencies in high-density areas (e.g., Masilonyana, Matjhabeng, Ngwathe).
- **Regional Waste Facilities**: Plan based on projected waste generation, environmental and health impacts, and recycling potential.



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
Intervention Required	Intervention Required
Support Required	Support Required
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)

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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.

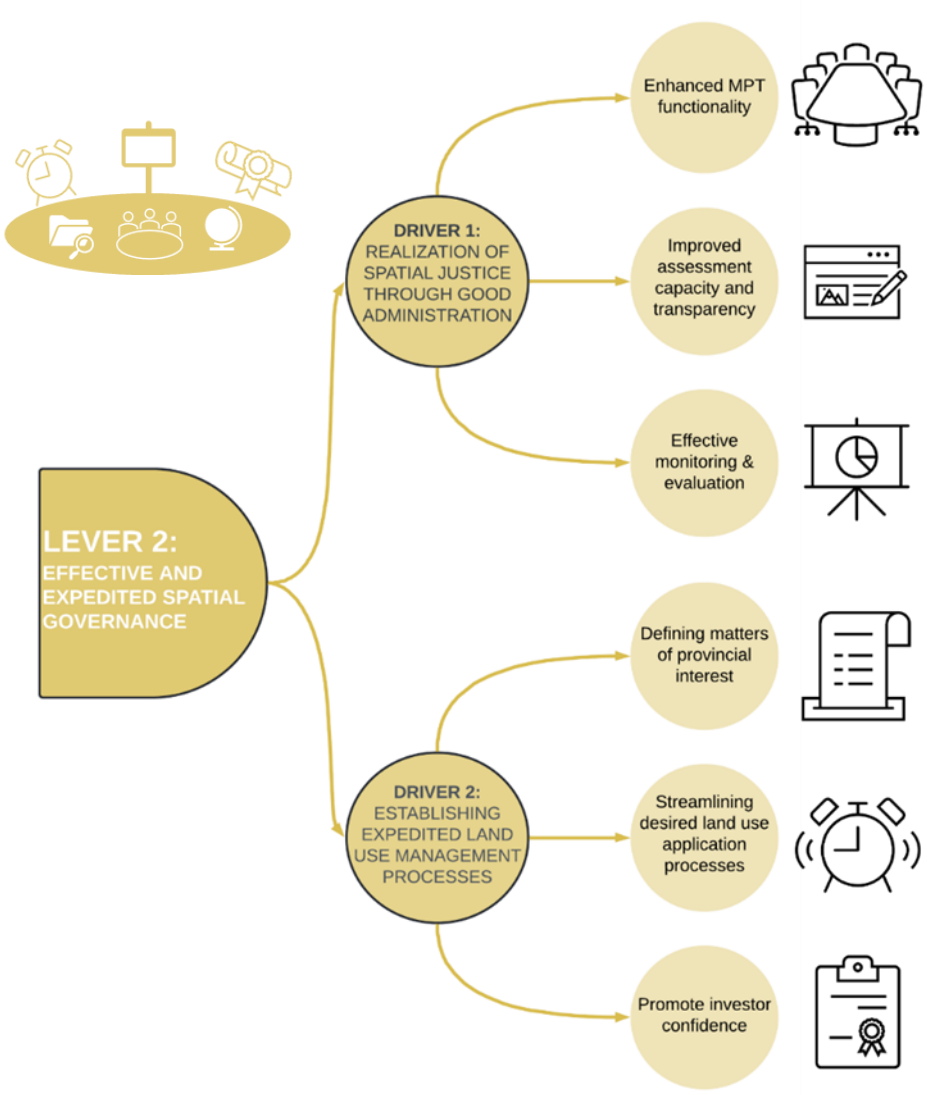


Figure 7: Lever 2 and supporting Drivers and Action Areas

3.2.1 DRIVER 1: REALIZATION OF SPATIAL JUSTICE THROUGH GOOD ADMINISTRATION

The following key actions are to be considered:

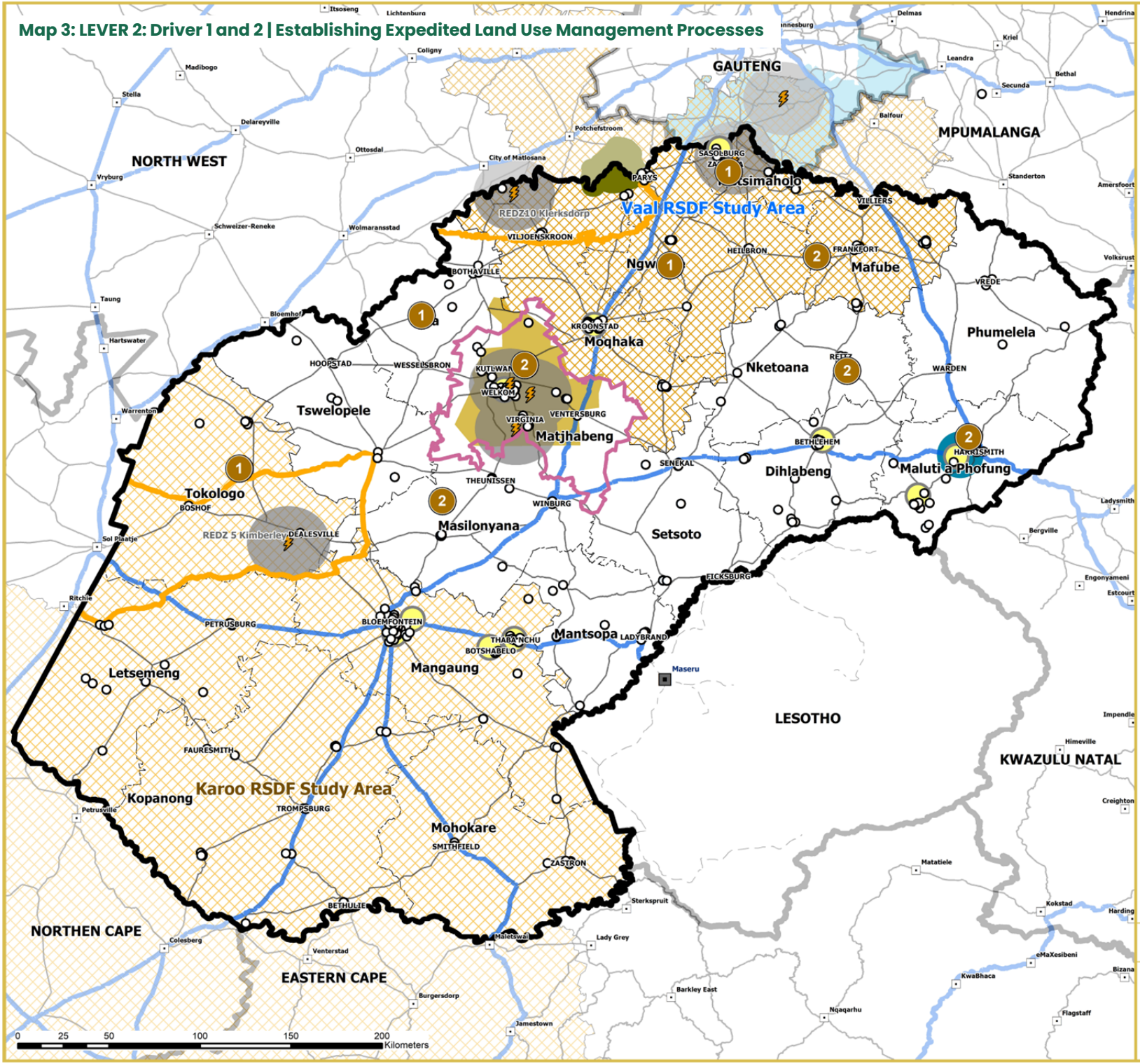
- Improve MPT Functionality and Speed of Land Use Application Assessments
- Develop, Implement, and Monitor Spatial KPIs
- Monitor Applications Against PSDF and LSDF
- Skills Development and Capacity Building
- Define Catalytic Projects
- Support for Dysfunctional Municipal Planning Tribunals
- Streamlining 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.

- **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)
- PHSHDA
- 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)

SEE ANNEXURE B: STATUS QUO ANALYSIS CONDUCTED IN JUNE 2024 REGARDING PLANNING CAPACITY WITHIN THE PROVINCE

Source: GGDA, DESTEA, FS COGTA, DALRRD

FSPSDF

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 development proposals with the aim to decrease authorisation requirements where certain land use types are deemed to be harmonious with the surroundings.
- **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 Joint MPT**: Consider the establishment of a Joint MPT dedicated to overseeing catalytic projects. These MPTs will be supported by the Provincial Advisory Committee by coordinating efforts among various stakeholders and streamlining 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.

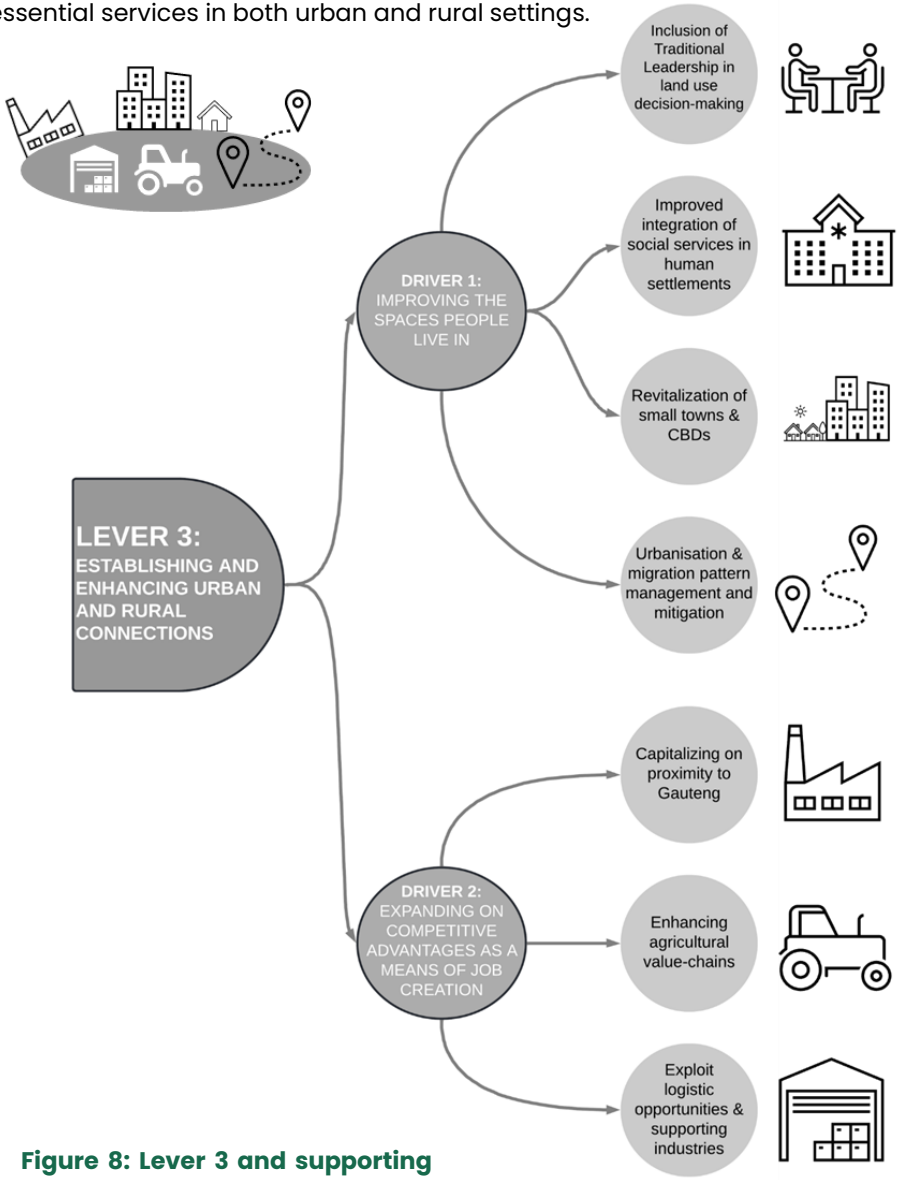


Figure 8: Lever 3 and supporting Drivers and Action Areas

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.
- **Compliance:** Ensure that land uses and related activities conform to the relevant license or permit, in accordance with local by-laws, health standards, and zoning regulations.

3.3.1.1.1 REGENERATION STRATEGIES

Stemming from the IUDF various support programmes exist to promote the revitalization of large cities, towns, and small towns in the rural landscape of South Africa.

3.3.1.1.1.1 CBD/Urban Regeneration

As Mangaung is the only metro within the province it qualifies for the City Support Programme. The Metro has a unique opportunity to channel funds from the Integrated City Development Grant towards the renewal and refurbishment of abandoned and neglected buildings into social and low-cost housing solutions within the CBD. This will alleviate the housing pressure faced on the outskirts of Bloemfontein while seizing the opportunity to provide housing in prime locations with existing access to infrastructure and transportation systems.

The IUDF further supports the development and revitalization of intermediate cities through the Intermediate City Municipalities (ICM) Programme, for which the Matjhabeng, Metsimaholo and Maluti-a-Phofung municipalities qualify (Moqhaka to also be included). Similarly, funds should be directed towards the renewal of dilapidated CBDs and the upgrading of municipal services to bolster investor confidence.

3.3.1.1.1.2 Small Town Regeneration

Small towns within South Africa and the Free State typically encapsulate unique dynamics and opportunities. As part of the Small-Town Regeneration Programme various settlements have been identified to form part of the initiative to capitalize on the unique potential situated in rural settings.

The following settlements have been identified and categorised as part of the programme:

Table 1: Prioritisation of Small Towns for Regeneration

Priority 1	Priority 2	Priority 3
◄ Winburg	◄ Hoopstad	◄ Bothaville
◄ Jagersfontein	◄ Petrusburg	◄ Hertzogville
	◄ Senekal	◄ Petrus Steyn
	◄ Lady Brand	◄ Lindley
	◄ Ficksburg	◄ Harrismith
	◄ Villiers	◄ Fouriesburg
	◄ Reitz	

To enable small towns to capitalise on existing or latent potential it's crucial to create a lucrative environment for investment. To do so, the back-to-basics approach is most effective by ensuring that basic municipal infrastructure, services, and processes are optimised, which in return will attract private investment.

3.3.1.2 SOCIAL SERVICES DEVELOPMENT

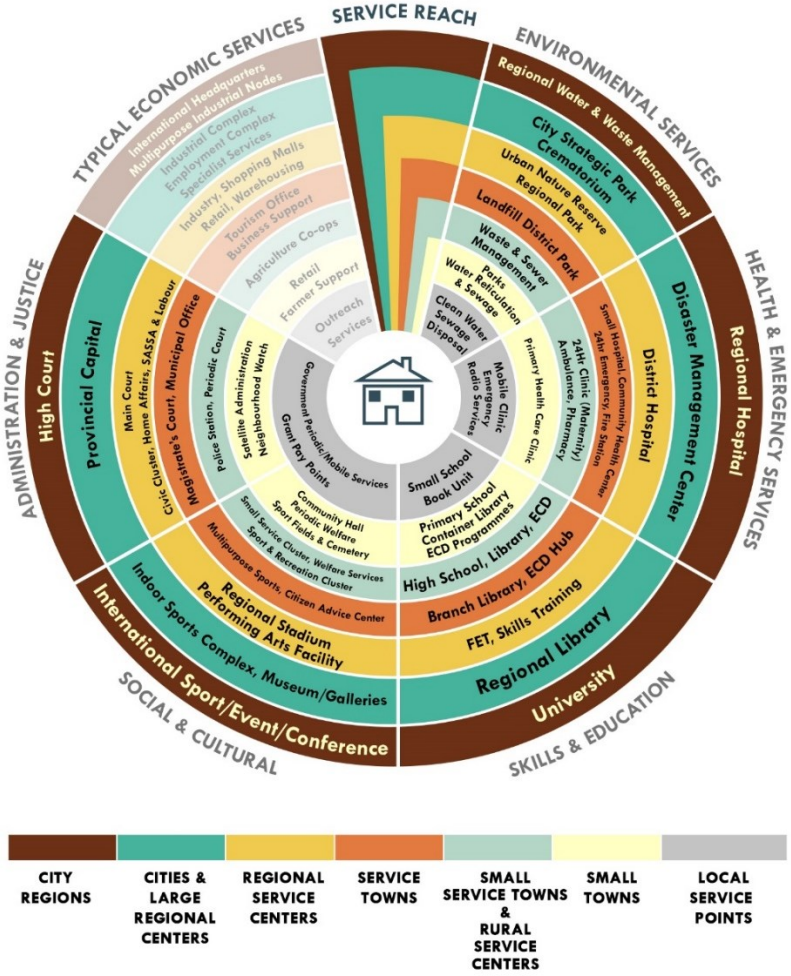


Figure 9: NSDF Social Services Wheel

The Service Wheel concept is crucial for developing social services in the Free State Province, requiring strategic alignment with its spatial development

framework. It ensures equitable access to services across diverse settlements, 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 sports facility to accommodate various sports and recreational activities. Integrate an open park system with the sports 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 sports 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 Phuthuloha 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 Tshiame, 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 Tshiame 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 Tshiame/Harrismith area and ensure quality healthcare services.

3.3.1.2.2.6 Phuthaditjhaba

Phuthaditjhaba, while fairly well-serviced 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.

3.3.1.2.2.7 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.

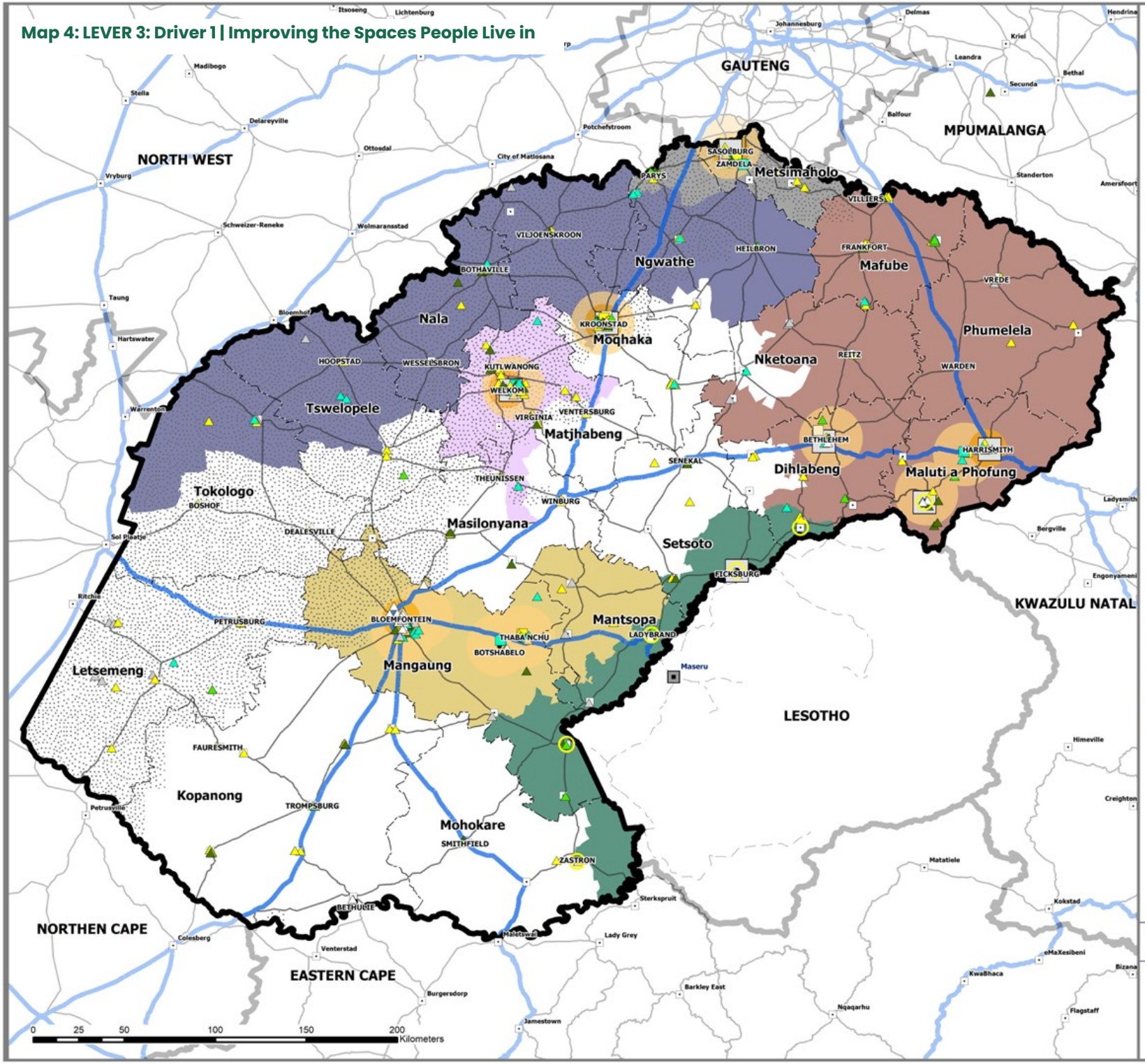
Civic and Administrative Services:

- 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.

Map 4: LEVER 3: Driver 1 | Improving the Spaces People Live in



LEVER 3 - DRIVER 1
Improving the Spaces People Live in

- SMART Schools
- Skills Development Centre
- Agricultural Schools
- High-Temperature Climate Risk

Current Key Provincial Projects

- Culture Development
- Education Development
- Health Development
- Human Settlements Development
- Infrastructure Development
- Sport & Recreation Development
- Public Transport Development
- Priority Housing Settlements (PHSHDA)
- CBD Revitalisation and Affordable Housing Redevelopment

Proposed Spatal Action Areas

1. Mangaung Corridor Spatial Action Area
2. Maluti Spatial Action Area
3. Gateway Spatial Action Area
4. Innovation Spatial Action Area
5. Agri–Vaal Spatial Action Area
6. Minerals Development Spatial Action Area

Source: DALRRD, FS Treasury, HDA, Greenbook (CSIR)

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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

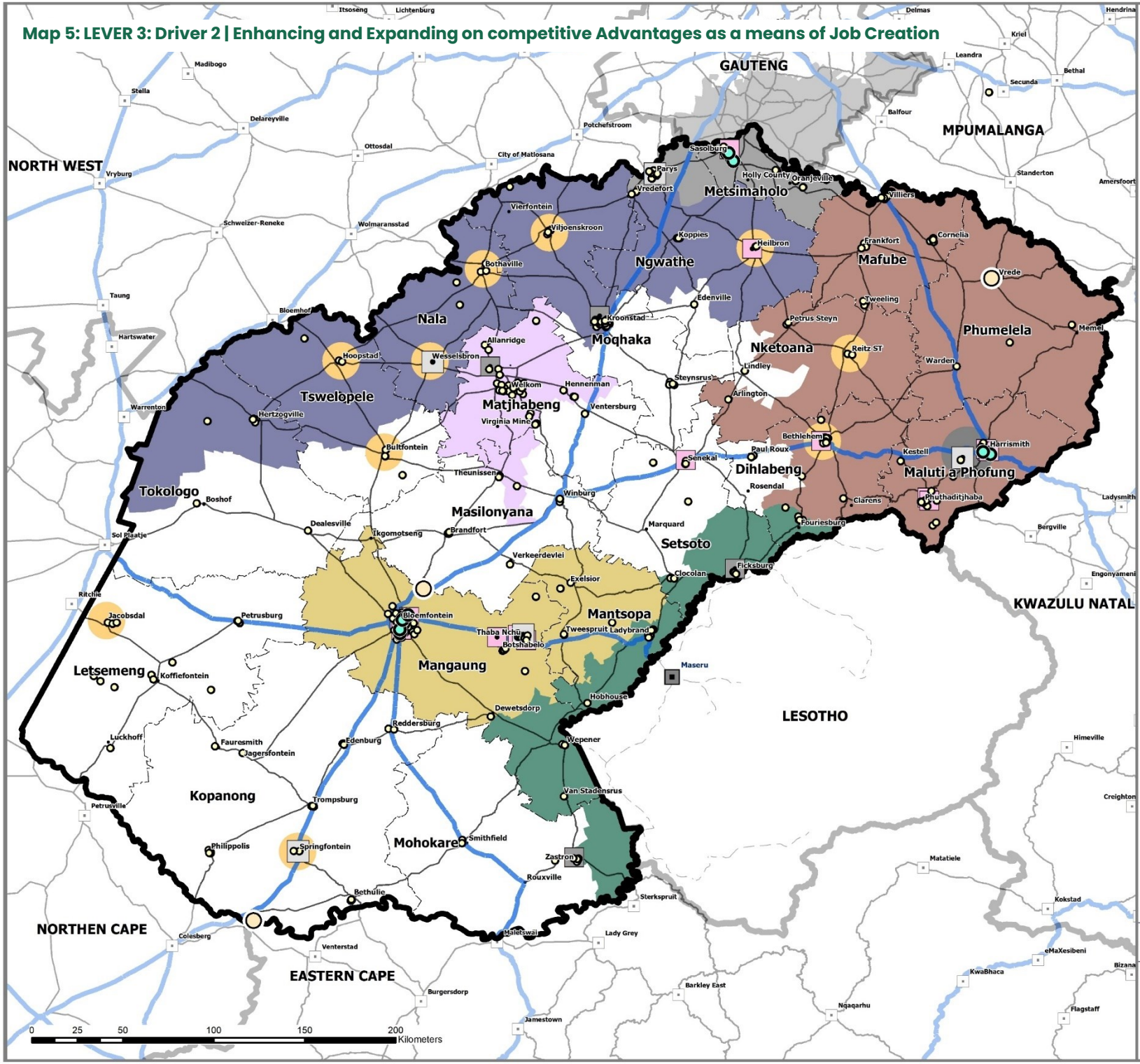
The following key actions are to be considered:

- 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.

Map 5: LEVER 3: Driver 2 | Enhancing and Expanding on competitive Advantages as a means of Job Creation



LEVER 3 - DRIVER 2
Enhancing and Expanding Competitive Advantages as a means of job creation

Proposed Action Areas

- Agriculture Development Focus
- Special Economic Development Zone
- FSPU
- AgriHubs
- Key Provincial Projects
- Logistic Facilities
- Agriculture Development
- Industrial Parks
- Vaal Special Economic Zone (SEZ)

Proposed Spatal Action Areas

1. Mangaung Corridor Spatial Action Area
2. Maluti Spatial Action Area
3. Gateway Spatial Action Area
4. Innovation Spatial Action Area
5. Agri–Vaal Spatial Action Area
6. Minerals Development Spatial Action Area

Source: DALRRD, FS Treasury

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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.

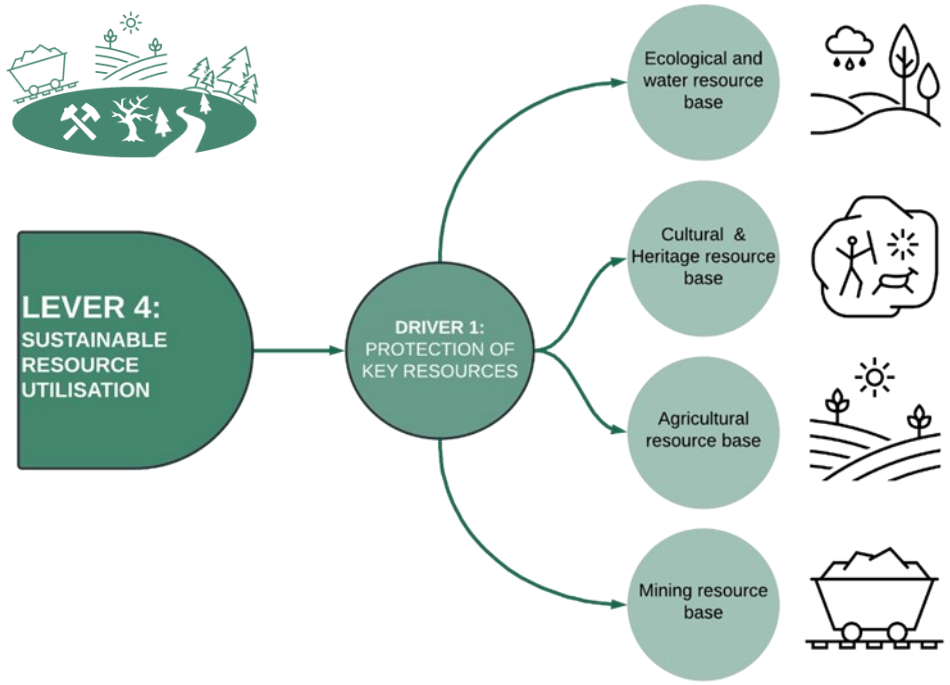


Figure 10: Lever 4 and supporting Drivers and Action Areas

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 systems 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.

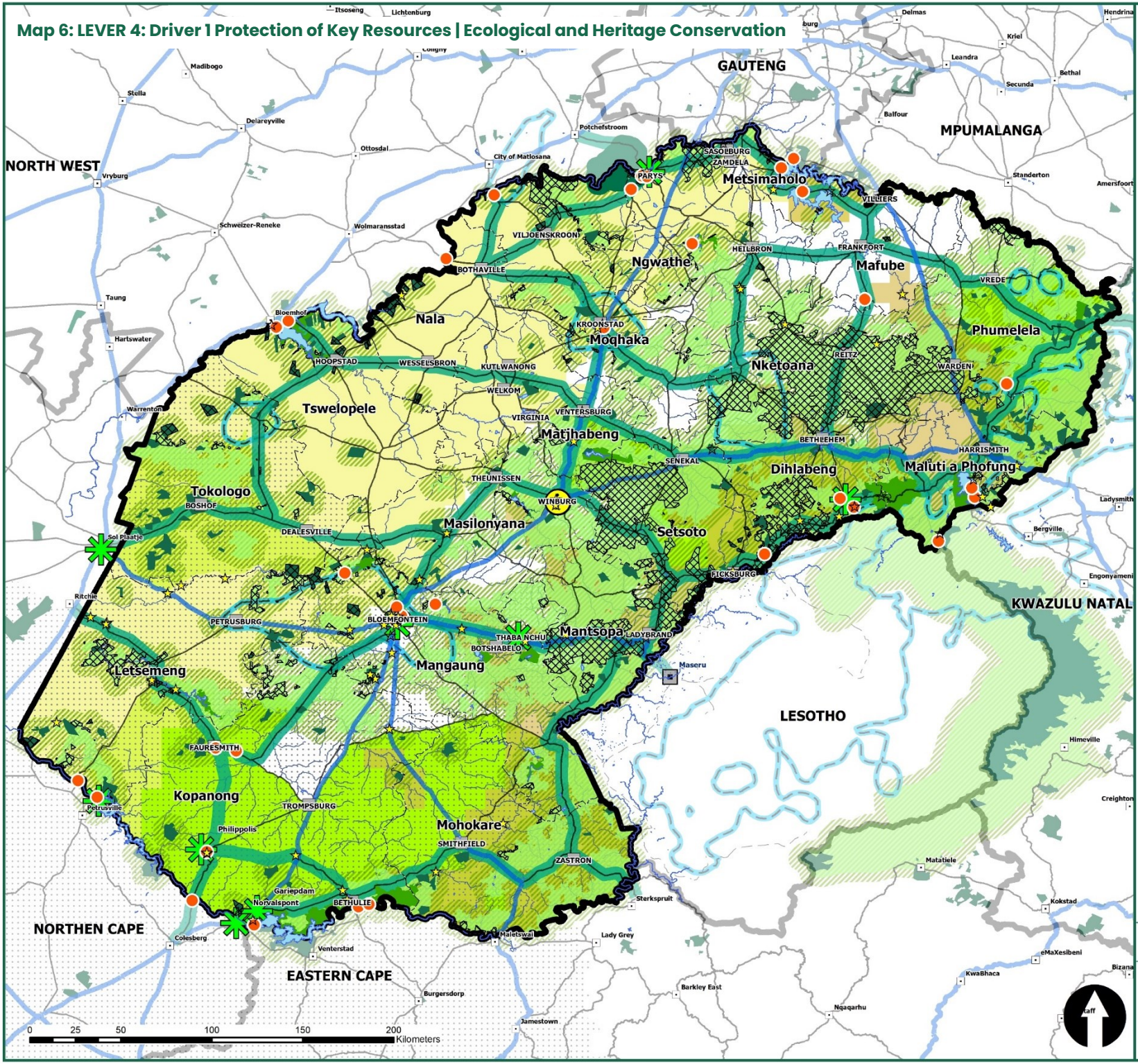
3.4.1.5.1.2 Agri/Mining Trade-off Zone

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

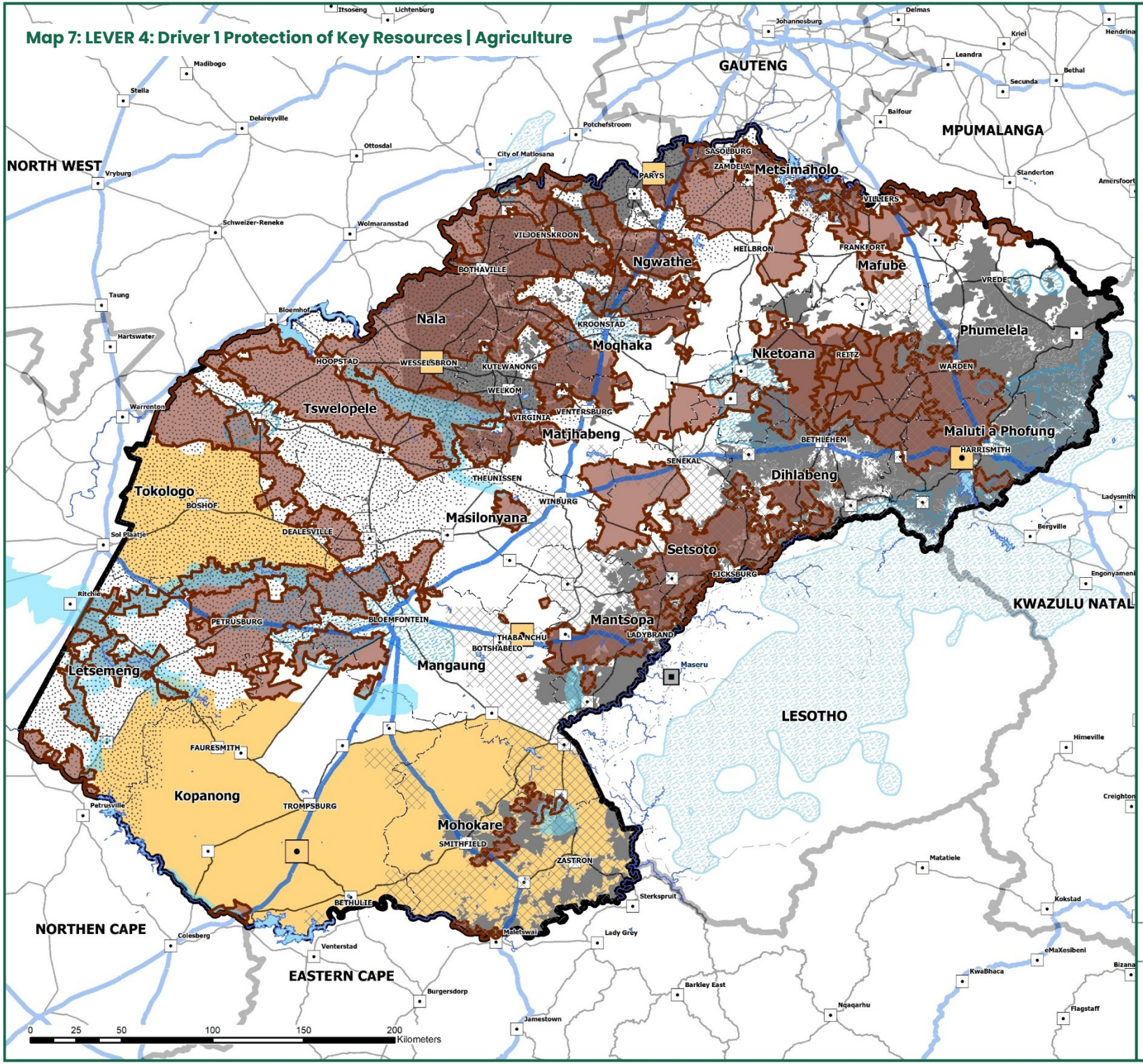
Proposed Action Areas

- 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

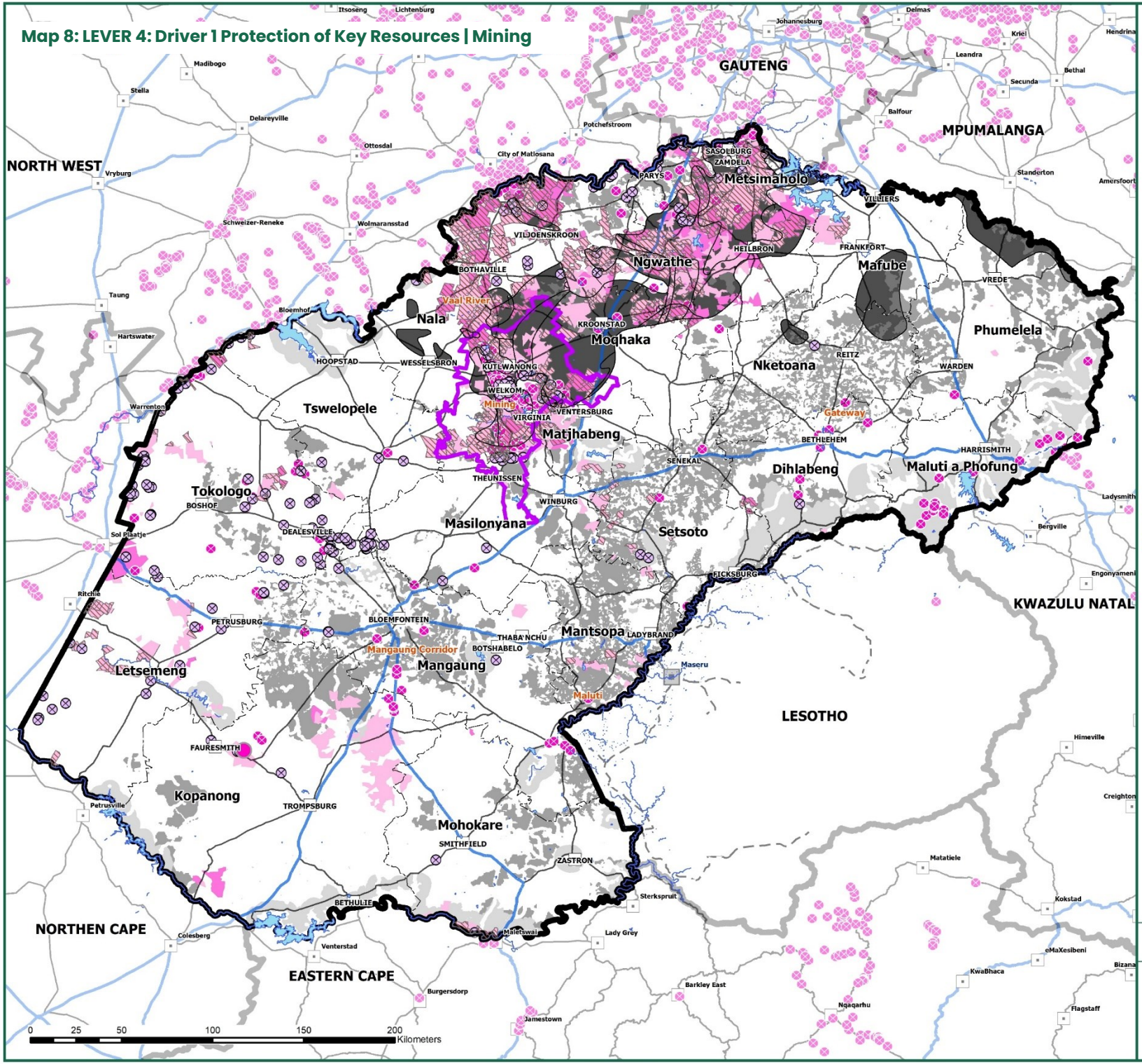
Proposed Action Areas

- 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

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

Map 8: LEVER 4: Driver 1 Protection of Key Resources | Mining



LEVER 4 - DRIVER 1
Protection of Key Resources
Mining

Existing Coal Zones

Department Status

- Mining Rehabilitation
- Active Mines

Mining Apllication Status

- Granted
- Issued

Prohibited Mining Areas

- Strongly Prohibited
- High Risk for Mining

Proposed Action Areas

- Mining Tourism Node
- Trade-off Zones
- Mining Spatial Action Area

Source: DALRRD, DESTEA, Geoscience

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

3.5 LEVER 5: EMERGING MARKET SUPPORT

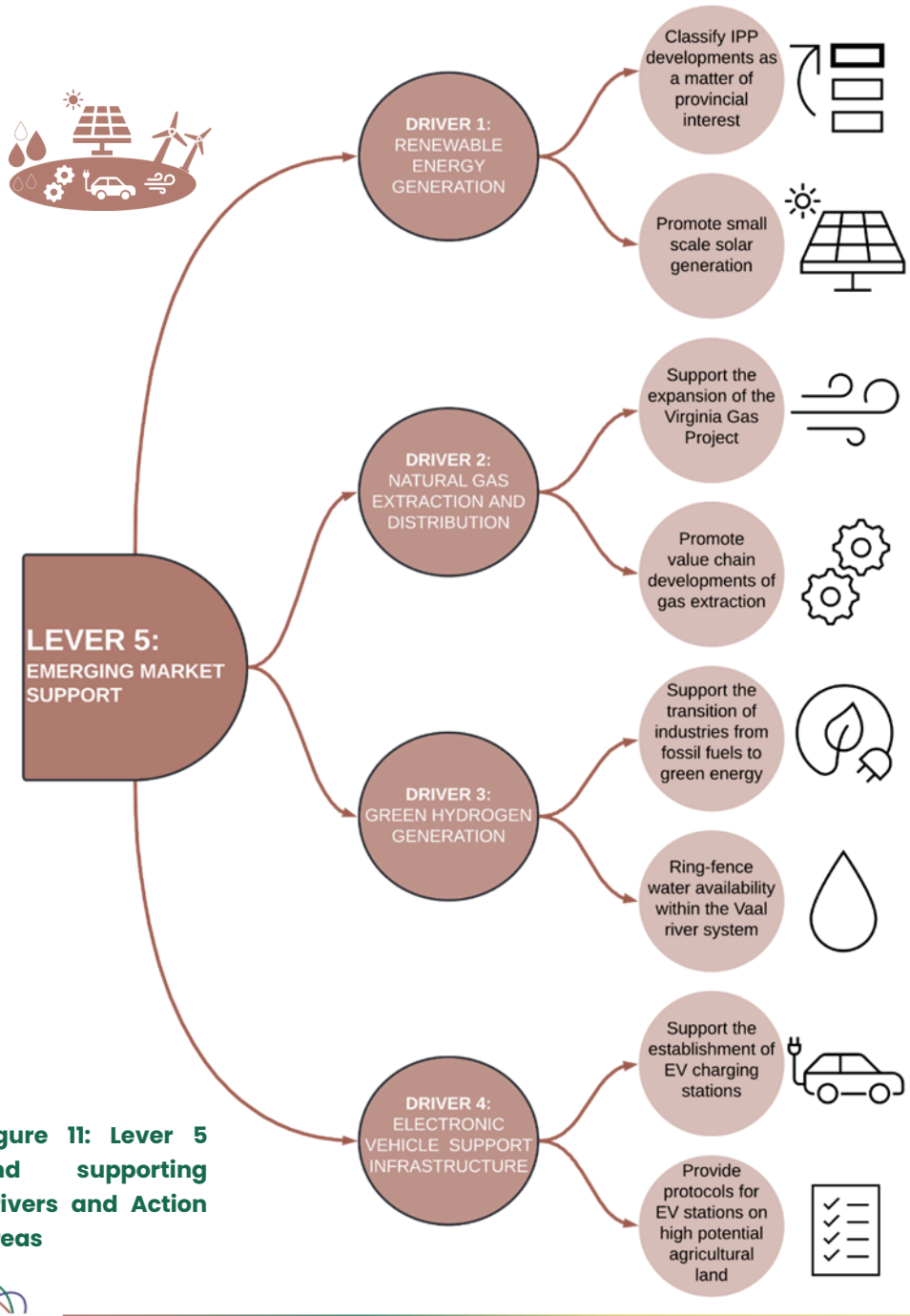


Figure 11: Lever 5 and supporting Drivers and Action Areas

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

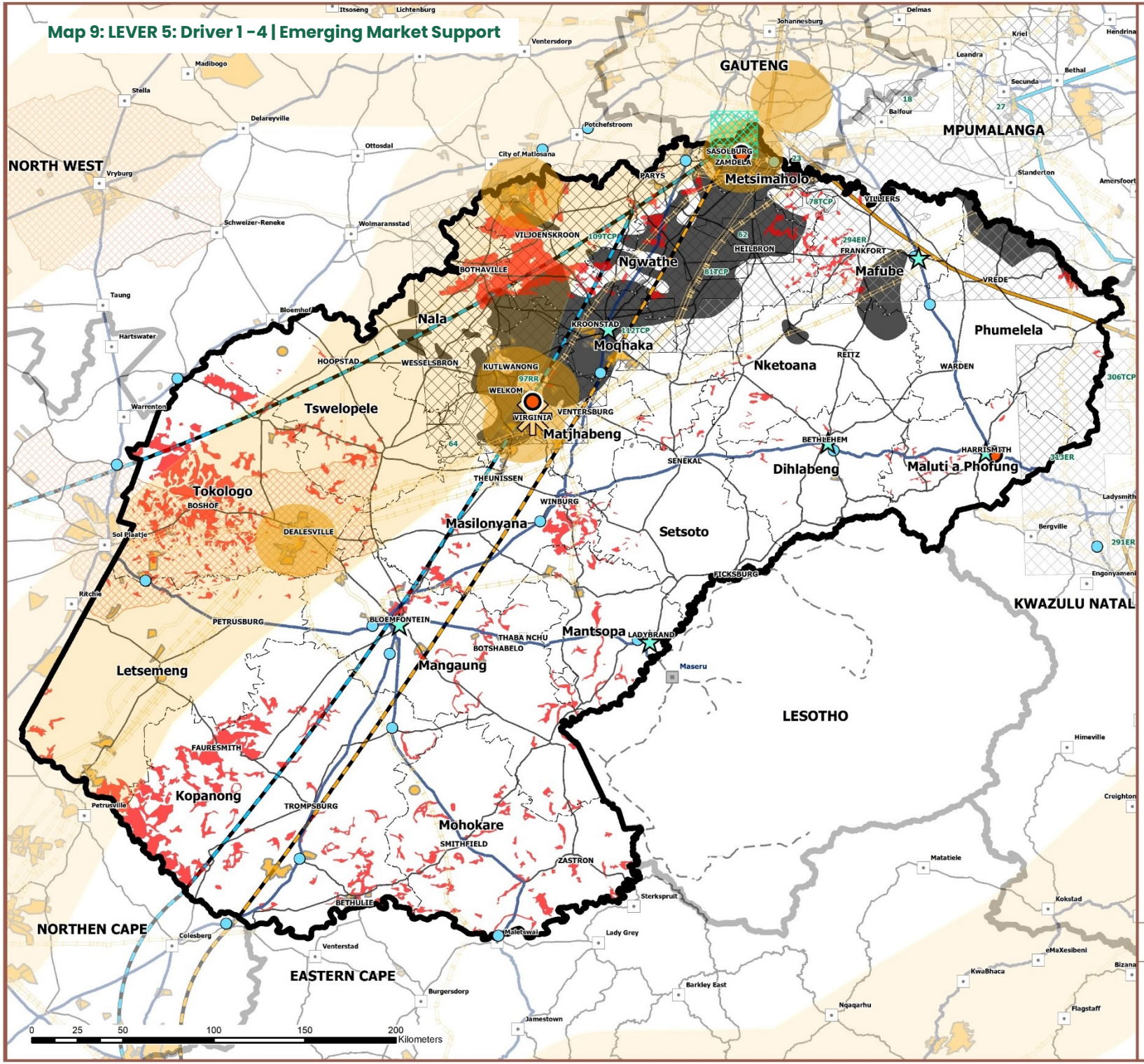
The following key actions are to be considered:

- 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 the 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 Automoblie 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 Exloration & Activities

- Onshore Application
- Onshore Rights

Proposed Pipelines

- Gas Pipelines
- Liquid Fuel Pipeline

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

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

FSPSDF

CHAPTER 4 | FREE STATE PROVINCIAL SPATIAL DIRECTIVE

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.

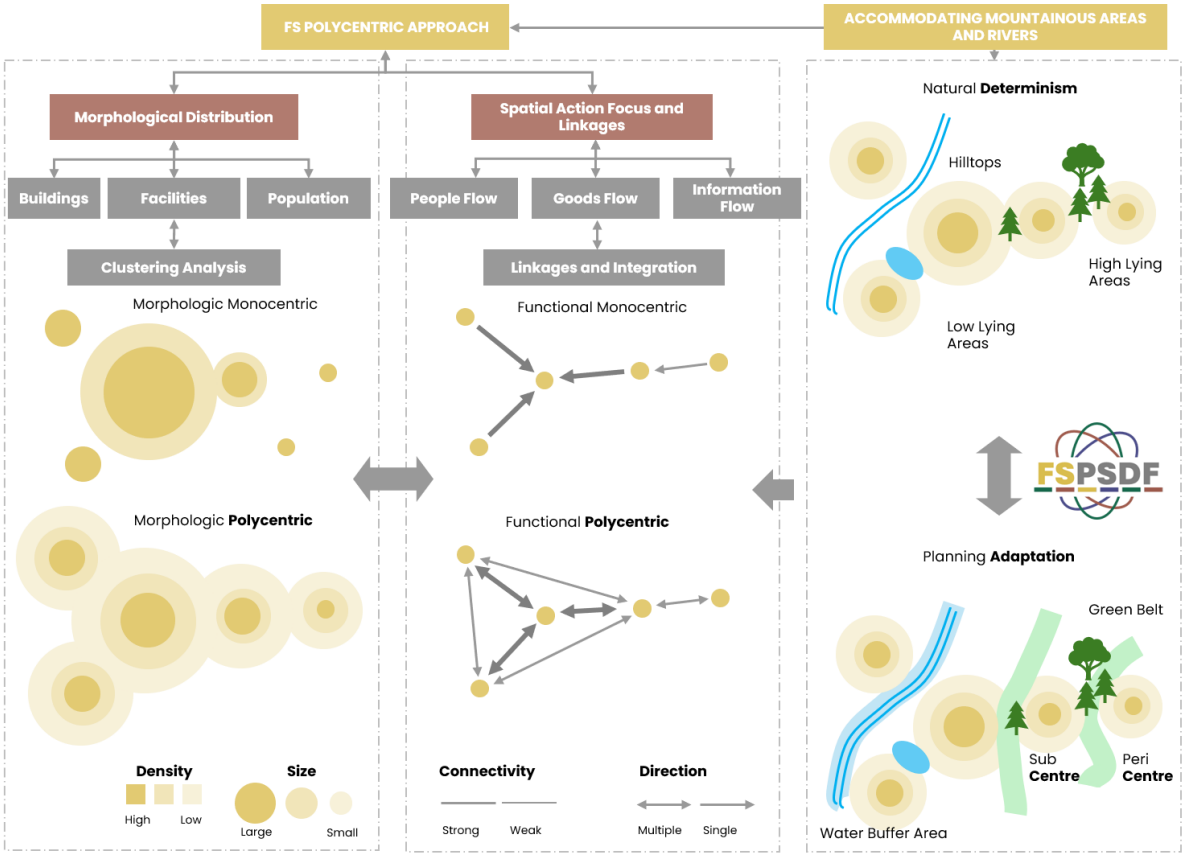


Figure 12: FS Polycentric Settlement Development Approach

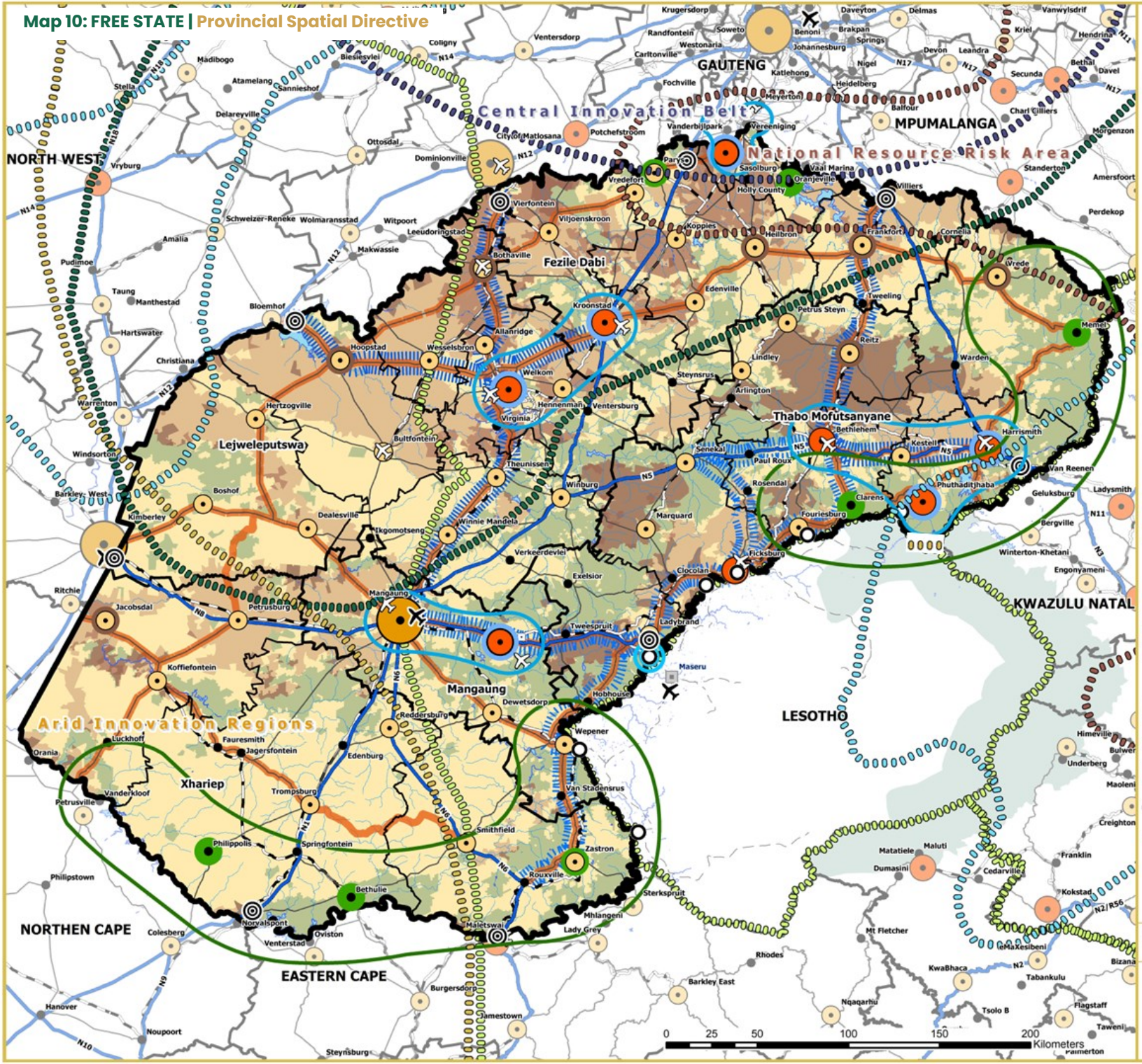
The Free State Spatial Directive consolidates directives derived from the PSDF, focusing on a high-level framework. District representations provide detailed directives derived from specific levers and drivers identified in the PSDF.

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.

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.



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

FSPSDF

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 Prioritise 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 Prioritised 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 Prioritised 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 Prioritised 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, such as the supporting development associated with the Vaal River City.
- **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 N1 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

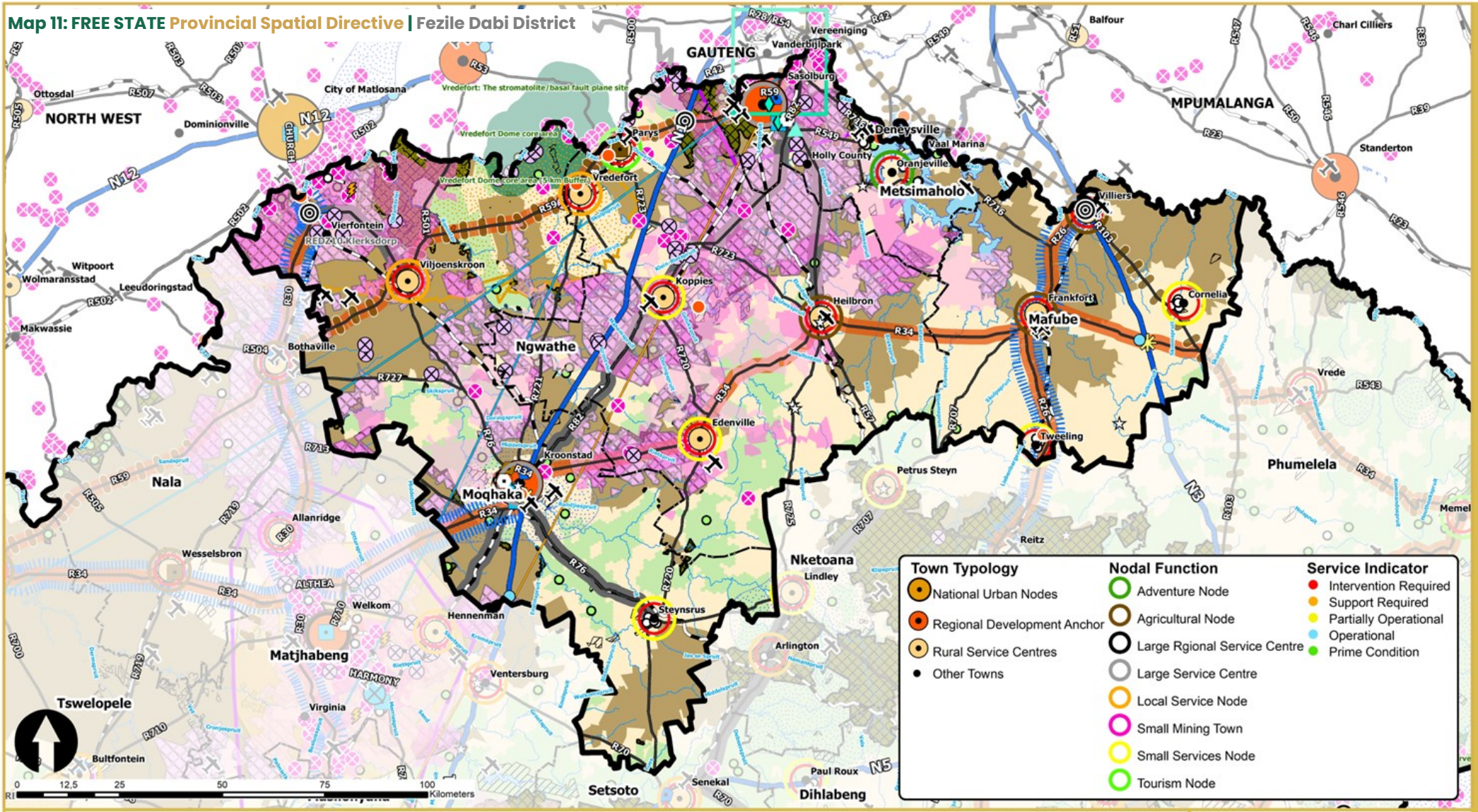
Settlement	Role	Interventions
National Urban Nodes		
Sasolburg	Forms part of the Gauteng Urban Region	• Support Vaal River City Developments • Green Hydrogen Production Node • PHSHDA • Smart School
Regional Development Anchors		
Kroonstad	Regional Development Anchor	• EV Support Development Weighbridge • Public Transport
Rural Service Centres		
Parys	Tourism and Local Service Node	• Basic services infrastructure optimisation • Promotion of Vredefort Dome tourism
Vredefort	Small Service Node	• Basic services infrastructure optimisation • Promotion of Vredefort Dome tourism
Oranjeville	Small Service Node	• Small Town Regeneration
Viljoenskroon	Local Service Node	• Basic services infrastructure optimisation
Vierfontien	Other towns	• Basic services infrastructure optimisation
Koppies	Small Service Node	• Basic services infrastructure optimisation
Edenville	Small Service Node	• Basic services infrastructure optimisation
Steynsrus	Small Service Node	• Small Town Regeneration
Heilbron	Agricultural Local Service Node	• Basic services infrastructure optimisation
Frankfort	Agricultural Local Service Node	• Weighbridge & Basic Services
Villiers	Agricultural Local Service Node	• Basic services infrastructure optimisation
Cornelia	Small Service Node	• Small Town Regeneration
Tweeling	Other towns	• Basic services infrastructure optimisation

4.2.2.2 ZONES AND CORRIDORS

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

Structuring Element	Towns Affected	Interventions
Corridors		
N3	Villiers	• EV charging station and JHB-Harrismith-Durban Corridor development
N1	Kroonstad	• EV Charging Station Development
R59	Viljoenskroon Vredefort Parys Sasolburg	• Abnormal route upgrades and road maintenance
R34	Kroonstad Edenville Heilbron Frankfort	• Proposed new trade route Welkom-Kroonstad Corridor promotion
R26	Frankfort Villiers	• Cross-border corridor coordination with Mpumalanga • Road maintenance
Zones		
Agri/Mining Trade-off	Central and Northern Regions of the district	• Development of policies and guidelines to limit the impact of mining on agriculture
Agricultural Development Zone	Bothaville Viljoenskroon Heilbron Frankfort Villiers Steynsrus Kroonstad	• Protection of high-potential agricultural land • Agro-processing & value chain development
Ecological Conservation	Central and Southern region of the district	• Expand the footprint of conservation areas.

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



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
- PHSHDA
- Active Mines
- Mining Rehabilitation
- AgriHubs
- Logistic Facilities
- EV Automoblie Support Development
- 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

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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

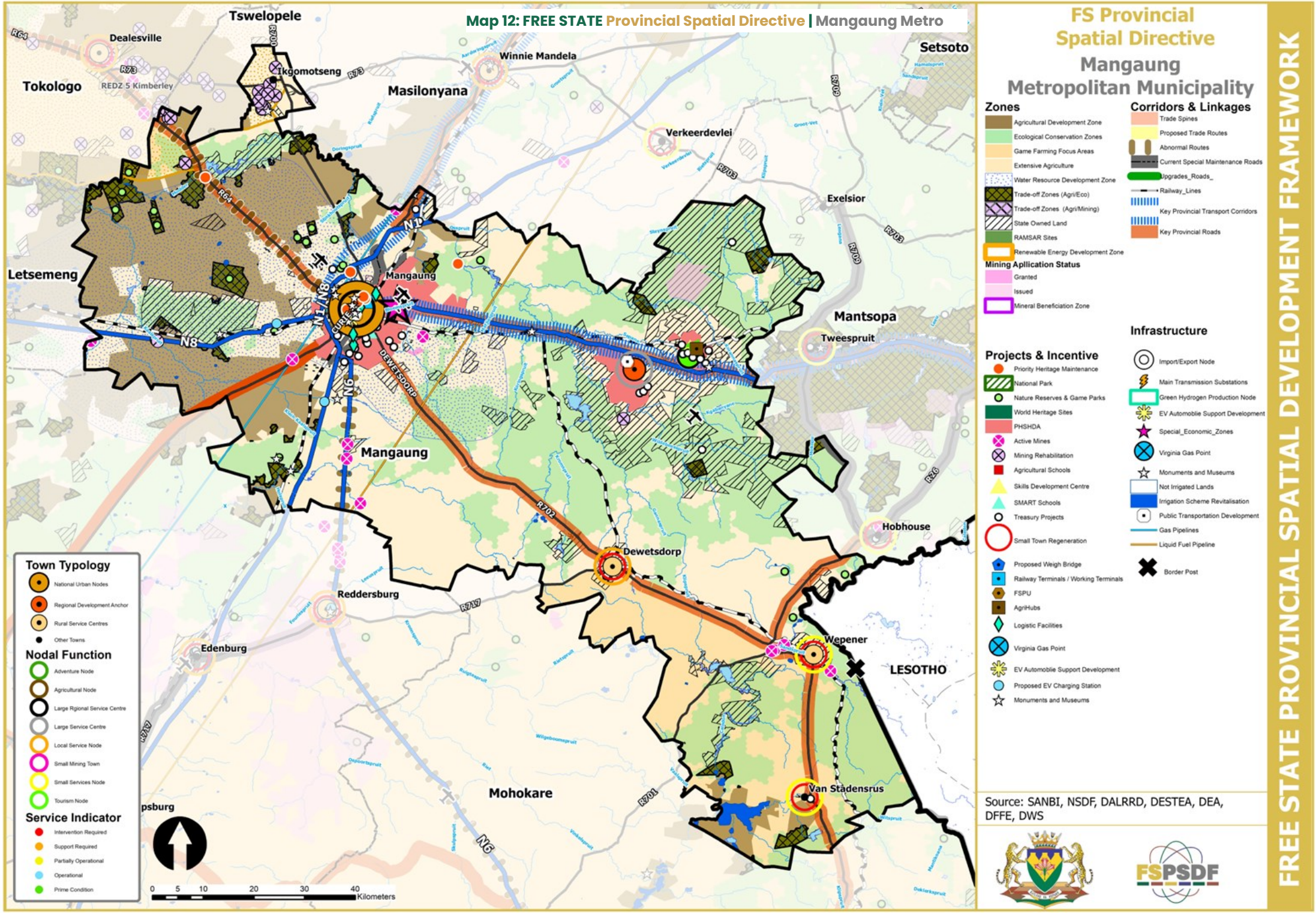
Settlement	Role	Interventions
National Urban Nodes		
Bloemfontein	Provincial Primary Node	• Social services distribution and quality upgrades • Basic services infrastructure optimisation and expansion • Housing typology expansion • CBD revitalisation • Public transportation systems • PHSHDA • Smart School • Convention Centre • Airport Node Development

Rural Service Centres		
Botshabelo/ Thaba Nchu	Large Service Centre	• Social services distribution and quality upgrades • Basic services infrastructure optimisation and expansion • Housing typology expansion • PHSHDA Smart School
Dewetsdorp	Local Service Node	• Small Town Regeneration • Basic services infrastructure optimisation
Soutpan	Other towns	• Revitalisation of the salt mining industry • Basic services infrastructure optimisation
Van Stadensrus	Small Service Node	• Promotion of the
Wepener	Local Service Node	• Small Town Regeneration • Basic services infrastructure optimisation

4.3.1.2 ZONES AND CORRIDORS

Table 5: Key Development Zones and Corridors: Mangaung Metro

Structuring Element	Towns Affected	Interventions
Corridors		
N1	Bloemfontein	• Ring road development. • Industrial & Logistic Parks • EV Charging Station development
N6	Bloemfontein-Reddersburg	• Abnormal route upgrades and maintenance • EV Charging Station development
N8	Bloemfontein Botshabelo Thaba Nchu	• Rail revitalisation • Public rail and road transportation systems
R64	Towards Dealesville	• Abnormal route upgrades & maintenance
R702	Bloemfontein-Dewetsdorp-Wepener	• Develop an alternative trade route to enter Lesotho. • Upgrade of Wepener (Van Rooyens Gate) Border Post.
R30	Bloemfontein-Winnie Mandela (Brandfort)	• Promote corridor development along the R30 from Bloemfontein towards Winnie Mandela
Zones		
Agricultural Development Zone	West of Bloemfontein	• Protection of high-potential agricultural land • Agro-processing & value chain development
Water Resource Development Zone	Bloemfontein and surrounding areas	• Protection of water resources through pollution prevention and evaporation mitigation measures
Ecological Conservation	Present throughout	• Expand the footprint of conservation areas. • Promote the establishment of public and private nature reserves. • Upgrade and revitalise public-owned resort infrastructure.
Special Economic Zone	Bloemfontein Industria & Airport	• Industrial Park Development • Convention Centre Development
Agri/Eco Trade-off zones	Present Throughout	• Develop guidelines and mitigation measures to limit the impact of agricultural practices in environmentally sensitive areas.
Irrigation Scheme Revitalisation	West of Van Stadensrus	• Promote the revival of irrigation schemes. • Agri-processing & value chain development
Renewable Energy Development Zone	Northwest corner of Metro Municipality	• Promote the establishment of IPP projects in a 30km radius of Dealesville.


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 Apllication Status
Granted
Issued
Mineral Beneficiation 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
Infrastructure
Import/Export Node
Main Transmission Substations
Green Hydrogen Production Node
EV Automoblie 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
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 Automoblie Support Development
Proposed EV Charging Station
Monuments and Museums
Town Typology
National Urban Nodes
Regional Development Anchor
Rural Service Centres
Other Towns
Nodal Function
Adventure Node
Agricultural Node
Large Rgional Service Centre
Large Service Centre
Local Service Node
Small Mining Town
Small Services Node
Tourism Node
Service Indicator
Intervention Required
Support Required
Partially Operational
Operational
Prime Condition
Tswelopele
Dealesville
Tokologo
REDZ 5 Kimberley
Ikgomotseng
Masilonyana
Winnie Mandela
Setsoto
Verkeerdevlei
Exelsior
Letsemeng
Mangaung
Mantsopa
Tweespruit
Hobhouse
Dewetsdorp
Reddersburg
Edenburg
Wepener
LESOTHO
Mohokare
Van Stadensrus
N1
N8
N6
R64
R73
R703
R709
R26
R702
R717
R701
0 5 10 20 30 40 Kilometers
Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS
FSPSDF
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 speciality 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 environmentally 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

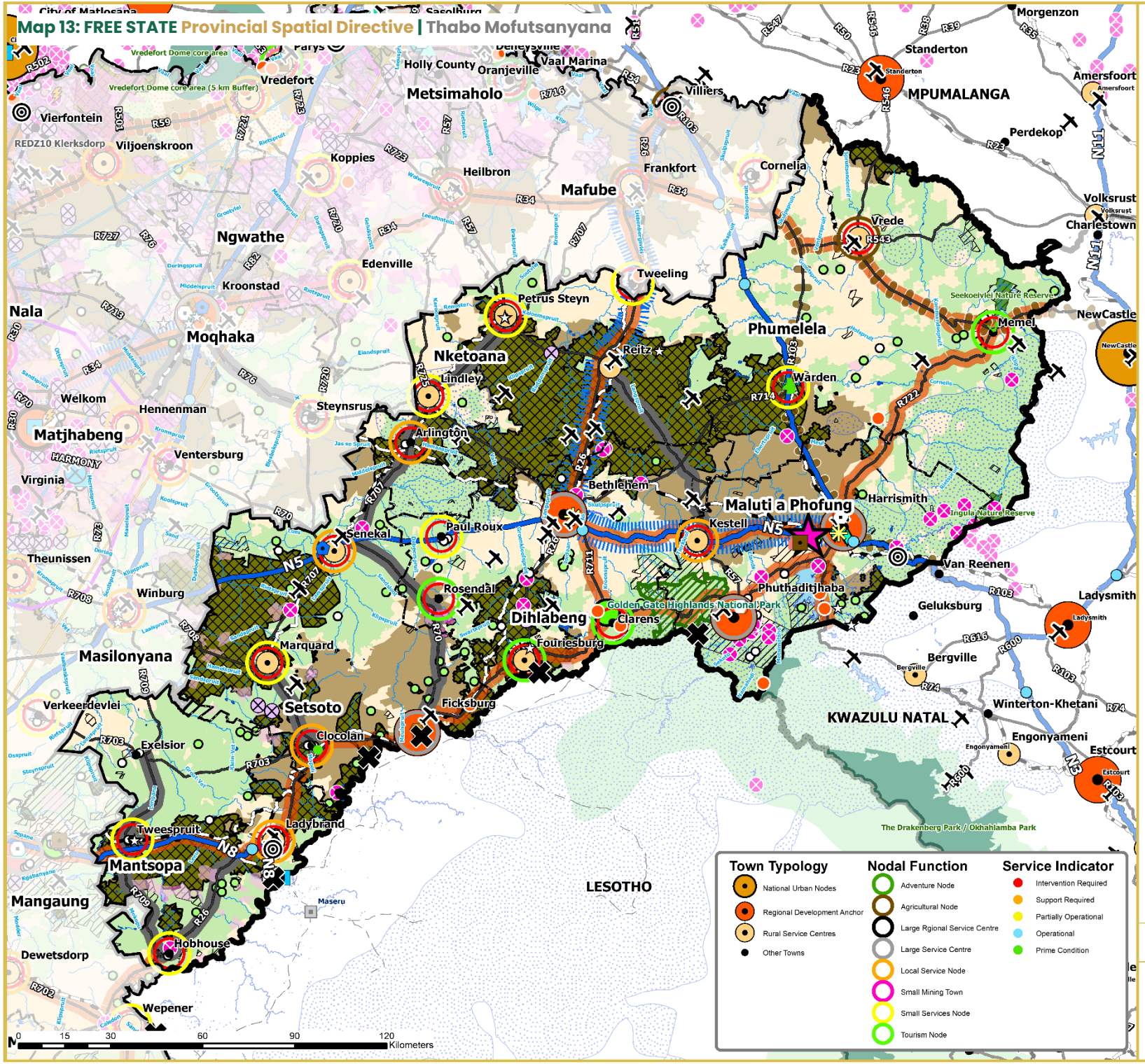
Settlement	Role	Interventions
Regional Development Anchors		
Harrismith	Regional Development Anchor	• Social services distribution and quality upgrades • PHSHDA • Smart School • Public Transport

Settlement	Role	Interventions
		• Basic services infrastructure optimisation, maintenance and upgrading. • EV Charging Station & Support Development • Industrial & Logistics Park Development • CBD Revitalisation
Phuthaditjhaba	Regional Development Anchor	• Social services distribution and quality upgrades • Public Transport • Basic services infrastructure optimisation, maintenance and upgrading. • PHSHDA • Promotion of a wider variety of housing typologies
Bethlehem	Regional Development Anchor	• Social services distribution and quality upgrades • Basic services infrastructure optimisation • EV Charging Station & Support Development PHSHDA • CBD Revitalisation
Ficksburg	Regional Development Anchor	• Border Post Upgrades • Promotion of cross-border trade activities • Social services distribution and quality upgrades • Basic services infrastructure optimisation
Rural Service Centres		
Vrede	Local Agriculture Service Node	• Basic services infrastructure optimisation
Memel	Small Service & Tourism Node	• Basic services infrastructure optimisation • Promotion of tourism activities
Warden	Small Service Node	• Small Town Regeneration
Kestell	Local Service Node	• Basic services infrastructure optimisation
Reitz	Rural Service Node	• Basic services infrastructure optimisation
Clarens	Tourism & Local Service Node	• Basic services infrastructure optimisation • Promotion of tourism activities
Fouriesburg	Tourism & Rural Service Node	• Basic services infrastructure optimisation
Petrus Steyn	Small Service Node	• Small Town Regeneration
Lindley	Agricultural Local Service Node	• Basic services infrastructure optimisation
Arlington	Other towns	• Basic services infrastructure optimisation • Small Town Regeneration
Paul Roux	Small Service Node	• Basic services infrastructure optimisation • Small Town Regeneration
Rosendal	Agricultural Local Service Node	• Basic services infrastructure optimisation • Small Town Regeneration
Senekal	Local Service Node	• Weighbridge
Marquard	Small Service Node	• Basic services infrastructure optimisation
Clocolan	Local Service Node	• Basic services infrastructure optimisation • Small Town Regeneration
Ladybrand	Local service Node	• EV charging station & support Development
Excelsior	Other towns	• Basic services infrastructure optimisation
Tweespruit	Small Service Node	• Small Town Regeneration • Basic services infrastructure optimisation
Hobhouse	Small Service Node	• Small Town Regeneration • Basic services infrastructure optimisation

4.4.1.2 ZONES AND CORRIDORS

Table 7: Key Development Zones and Corridors: Thabo Mofutsanyana

Structuring Element	Towns Affected	Interventions
Corridors		
N3	Warden Harrismith	• Durban-Harrismith-JHB Corridor & SEZ
N5	Senekal Paul Roux Bethlehem Kestell Harrismith	• Major trade route
N8	Tweespruit Ladybrand	• National & International trade route
R26	Hobhouse Ladybrand Ficksburg Fouriesburg	• Tourism Route • Proposed priority maintenance
R711	Fouriesburg Clarens	• Tourism Route • Proposed priority maintenance
R712	Clarens Phuthaditjhaba Harrismith	• Tourism Route • Proposed priority maintenance
R722	Harrismith Memel	• Tourism Route • Proposed priority maintenance
R709	Excelsior Tweespruit	• Currently earmarked for maintenance
R707	Senekal Marquard	• Currently earmarked for maintenance
R70	Senekal Ficksburg	• Currently earmarked for maintenance
R57	Reitz Kestell	• Currently earmarked for maintenance
R103	Warden	• Abnormal route maintenance & upgrade
R34	Vrede	• Abnormal route maintenance & upgrade
Zones		
Agricultural Development Zone	Present throughout	• Protection of high-potential agricultural land • Agro-processing & value chain development
Agri/Eco Trade-off zone	Present throughout	• Develop guidelines and mitigation measures to limit the impact of agricultural practices in environmentally sensitive areas.
Ecological Conservation	Present throughout	• Expand the footprint of conservation areas. • Promote the establishment of public and private nature reserves. • Upgrade and revitalise public-owned resort infrastructure. • Expansion and coordination of development of the National Golden Gate & Transfrontier Park
Water Resource Development Zone	Present throughout	• Lesotho Highland Project Phase 2 • Protection of water resources through pollution prevention and evaporation mitigation measures • Removal of invasive plant species


Map 13: FREE STATE Provincial Spatial Directive | Thabo Mofutsanyana
Vredefort Dome core area
Vredefort Dome core area (5 km Buffer)
Vredefort
Holly County
Oranjeville
Vaal Marina
Metsimaholo
Villiers
Standerton
MPUMALANGA
Amersfoort
Perdekop
Vierfontein
REDZ10 Klerksdorp
Viljoenskroon
Koppies
Heilbron
Frankfort
Cornelia
Mafube
Volksrust
Charlestown
Vrede
Ngwathe
Edenville
Kroonstad
Tweeling
Petrus Steyn
Seekoevlei Nature Reserve
Memel
NewCastle
Nala
Moqhaka
Nketoana
Phumelela
Reitz
Lindley
Warden
Welkom
Hennenman
Steynsrus
Matjhabeng
Arlington
Ventersburg
HARMONY
Virginia
Bethlehem
Maluti a Phofung
Harrismith
Ingula Nature Reserve
Senekal
Paul Roux
Kestell
N5
Theunissen
Winburg
Rosendal
Van Reenen
Phuthaditjhaba
Golden Gate Highlands National Park
Dihlabeng
Clarens
Fouriesburg
Geluksburg
Ladysmith
Masilonyana
Marquard
Bergville
Winterton-Khetani
Verkeerdevlei
Setsoto
Ficksburg
KWAZULU NATAL
Clocolan
Exelsior
Engonyameni
Estcourt
Ladybrand
Tweespruit
N8
Mantsopa
Mangaung
LESOTHO
Maseru
The Drakensberg Park / Okhahlamba Park
Hobhouse
Dewetsdorp
Wepener
0 15 30 60 90 120 Kilometers
Town Typology
National Urban Nodes
Regional Development Anchor
Rural Service Centres
Other Towns
Nodal Function
Adventure Node
Agricultural Node
Large Rgional Service Centre
Large Service Centre
Local Service Node
Small Mining Town
Small Services Node
Tourism Node
Service Indicator
Intervention Required
Support Required
Partially Operational
Operational
Prime Condition
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 Apllication Status
Granted
Issued
Mineral Beneficiation Zone
Corridors & Linkages
Trade Spines
Proposed Trade Routes
Abnormal Routes
Current Special Maintenance Roads
Railway Lines
Key Provincial Roads
Key Provincial Transport Corridors
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 Automoblie Support Development
Proposed EV Charging Station
Monuments and Museums
Provincial Gateways
Infrastructure
Border Post
Import/Export Node
Main Transmission Substations
Green Hydrogen Production Node
EV Automoblie 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
Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS
FSPSDF
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

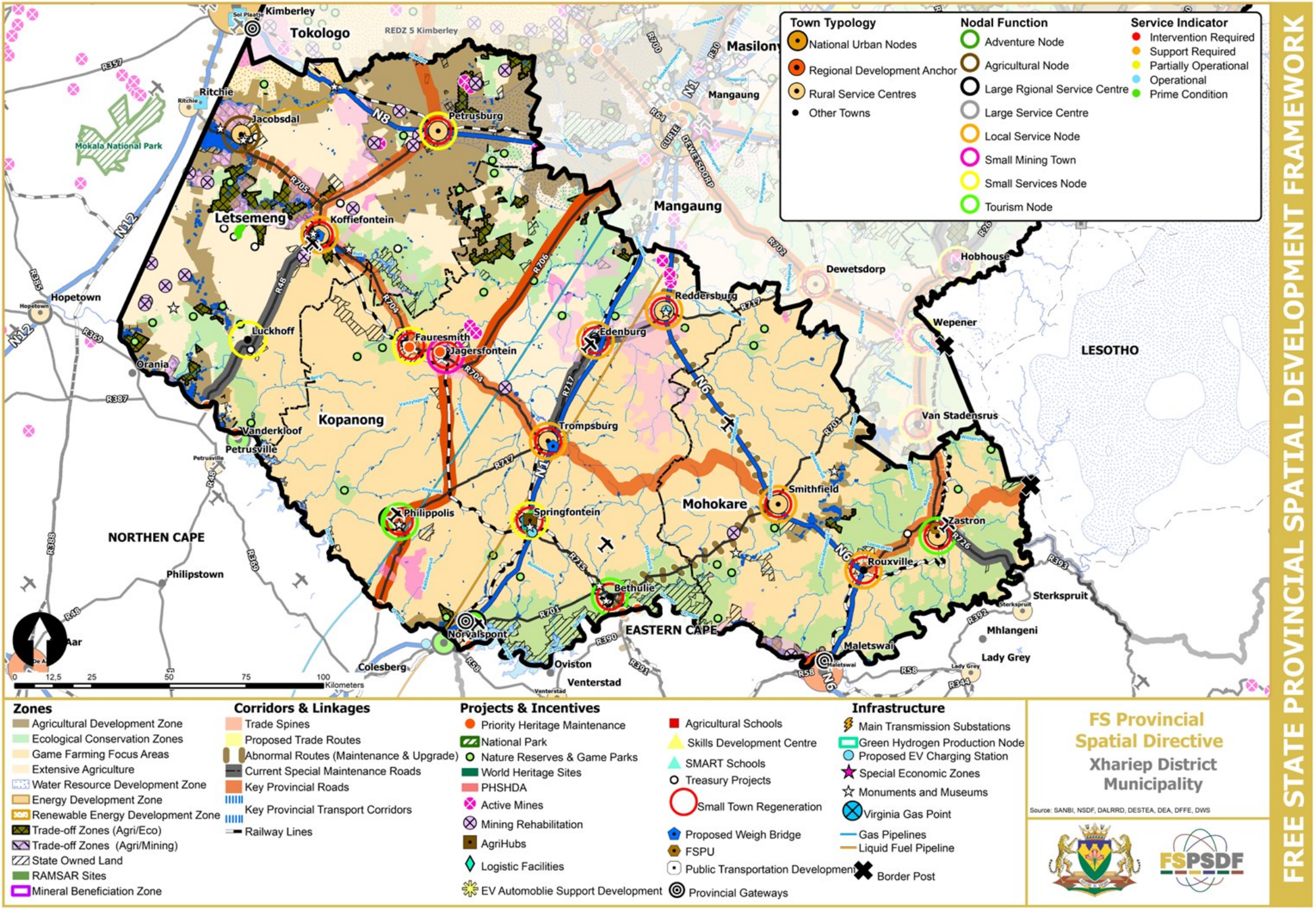
Table 8: Key Development Nodes: Xhariep

Settlement	Role	Interventions
Rural Service Centres		
Jacobsdal	Agricultural Node	• Agri Processing Support & Basic Services Infrastructure Optimisation
Koffiefontein	Local Service Node	• Weighbridge & Basic Services Infrastructure Optimisation
Luckhoff	Small Service Node	• Basic Services Infrastructure Optimisation
Petrusburg	Small Service Node	• Basic Services Infrastructure Optimisation & Mine Rehabilitation
Fauresmith	Small Service Node	• Priority Heritage Maintenance & Small-Town Regeneration
Jagersfontein	Small Mining Town	• Basic Services Infrastructure Optimisation & Mine Rehabilitation
Philippolis	Tourism Node	• Priority Heritage Maintenance & Small-Town Regeneration
Edenburg	Local Service Node	• Small Town Regeneration
Reddersburg	Local Service Node	• Basic Services Infrastructure Optimisation
Trompsburg	Local Service Node	• Weighbridge & Basic Services Infrastructure Optimisation
Springfontein	Small Service Node	• Agri Processing Support & Small-Town Regeneration
Bethulie	Tourism Node	• Basic Services Infrastructure Optimisation
Smithfield	Local Service Node	• Basic Services Infrastructure Optimisation
Rouxville	Local Service Node	• Basic Services Infrastructure Optimisation
Zastron	Tourism Node	• Agri Processing Support & Basic Services Infrastructure Optimisation

4.5.1.2 ZONES AND CORRIDORS

Table 9: Key Development Zones and Corridors: Xhariep

Structuring Element	Towns Affected	Interventions
Corridors		
N8	Petrusburg	• Priority Maintenance
N1	Springfontein Trompsburg Edenburg	• Priority Maintenance
N6	Rouxville Reddersburg Smithfield	• Priority Maintenance & Upgrade for Abnormal Freight
R701	Bethulie Smithfield	• Priority Maintenance & Upgrade for Abnormal Freight
R26	Rouxville Zastron	• Priority Maintenance
R48	Koffiefontein Petrusburg	• Priority Maintenance
R705	Jacobsdal	• Priority Maintenance & Upgrade for Abnormal Freight
Zones		
Agriculture Development Zone	Jacobsdal Petrusburg Koffiefontein	• Protection of high-potential agricultural land
Renewable Energy Development Zone	Jacobsdal	• Promotion of IPP projects
Water Resource Development Zone	Petrusburg	• Protection and rehabilitation of water resources
Ecological Conservation Zones	Bethulie Rouxville Koffiefontein	• Expansion of environmentally protected areas • Promote the establishment of public and private nature reserves
Trade-Off Zones (Agri/Eco)	Present throughout	• Develop guidelines for agricultural practices in environmentally significant areas.
Trade-Off Zones (Agri/Mining)	Present throughout	• Development of policies and guidelines to limit the impact of mining on agriculture


FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK
Town Typology
National Urban Nodes
Regional Development Anchor
Rural Service Centres
Other Towns
Nodal Function
Adventure Node
Agricultural Node
Large Rgional Service Centre
Large Service Centre
Local Service Node
Small Mining Town
Small Services Node
Tourism Node
Service Indicator
Intervention Required
Support Required
Partially Operational
Operational
Prime Condition
Kimberley
Tokologo
REDZ 5 Kimberley
Masilonyana
Mangaung
Ritchie
Jacobsdal
Petrusburg
Mokala National Park
Letsemeng
Koffiefontein
Hopetown
Luckhoff
Orania
Fauresmith
Jagersfontein
Kopanong
Vanderkloof
Petrusville
Philippolis
Springfontein
Trompsburg
Edenburg
Reddersburg
Dewetsdorp
Hobhouse
Wepener
LESOTHO
Van Stadensrus
Smithfield
Mohokare
Zastron
Rouxville
Sterkspruit
Mhlangeni
Lady Grey
Maletswai
Bethulie
Norvalspont
Oviston
Venterstad
Colesberg
Philipstown
NORTHEN CAPE
EASTERN CAPE
0 12,5 25 50 75 100 Kilometers
Zones
Agricultural Development Zone
Ecological Conservation Zones
Game Farming Focus Areas
Extensive Agriculture
Water Resource Development Zone
Energy Development Zone
Renewable Energy Development Zone
Trade-off Zones (Agri/Eco)
Trade-off Zones (Agri/Mining)
State Owned Land
RAMSAR Sites
Mineral Beneficiation Zone
Corridors & Linkages
Trade Spines
Proposed Trade Routes
Abnormal Routes (Maintenance & Upgrade)
Current Special Maintenance Roads
Key Provincial Roads
Key Provincial Transport Corridors
Railway Lines
Projects & Incentives
Priority Heritage Maintenance
National Park
Nature Reserves & Game Parks
World Heritage Sites
PHSHDA
Active Mines
Mining Rehabilitation
AgriHubs
Logistic Facilities
EV Automoblie Support Development
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
Xhariep District Municipality
Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS
FSPSDF

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 settlement 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

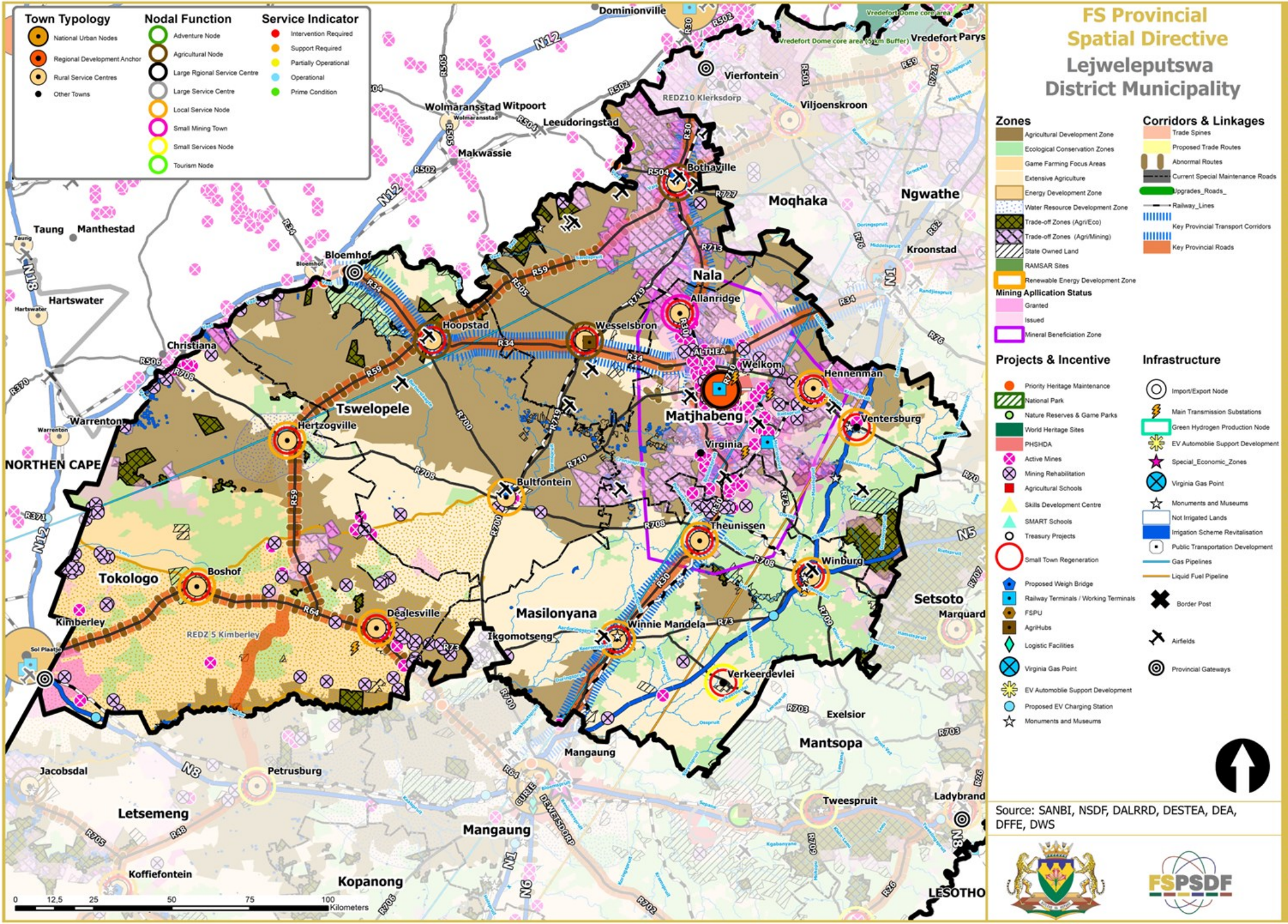
Table 10: Key Development Nodes: Lejweleputswa

Settlement	Role	Interventions
Regional Development Anchors		
Welkom	Regional Development Anchor	• PHSHDA Smart School • Public Transport • Basic services infrastructure optimisation, maintenance and upgrading. • Social services distribution and quality upgrades • EV Charging Station & Support Development • Industrial & Logistics Park Development • CBD Revitalisation
Rural Service Centres		
Boshof	Local Service Node	• Basic services infrastructure optimisation
Bothaville	Agricultural Rural Service Centre	• Basic services infrastructure optimisation • Weighbridge
Hertzogville	Small Service & Tourism Node	• Basic services infrastructure optimisation
Hoopstad	Local service node	• Basic services infrastructure optimisation • Small Town Regeneration
Dealesville	Local Service Node	• Basic services infrastructure optimisation • IPP project promotion
Winnie Mandela (Brandfort)	Local Service Node	• Basic services infrastructure optimisation • Priority maintenance of monuments and museums
Bultfontein	Local Service Node	• Basic services infrastructure optimisation • Weighbridge
Theunissen	Local Service Node	• Basic services infrastructure optimisation
Winburg	Local Service Node	• Basic services infrastructure optimisation • Tourism information centre • Maintenance of monuments and museums
Ventersburg	Local Service Node	• Basic services infrastructure optimisation • Maintenance of monuments and museums • Small Town Regeneration
Virginia	Other Town	• Basic services infrastructure optimisation • Expansion of the Virginia Gas Project
Allanridge	Local Service Node	• Basic services infrastructure optimisation
Wesselsbron	Agricultural Rural Service Centre	• Basic services infrastructure optimisation
Henneman	Local Service Node	• Basic services infrastructure optimisation
Verkeerdevlei	Other Town	• Basic services infrastructure optimisation • Small Town Regeneration

4.6.1.2 ZONES AND CORRIDORS

Table 11: Key Development Zones and Corridors: Lejweleputswa

Structuring Element	Towns Affected	Interventions
Corridors		
N1	Ventersburg Winburg	• Trade spine
N5	Winburg	• Trade spine
R30	Bothaville Allanridge Welkom Virginia Theunissen Winnie Mandela	• Proposed priority maintenance • Cross-border coordination with North West Province
R34	Hoopstad Wesselsbron Welkom	• Proposed trade route • Proposed priority maintenance • Cross-border coordination with Northern Cape Province
R59	Hertzogville Hoopstad Bothaville	• Abnormal route upgrades and maintenance • Currently earmarked for maintenance
R64	Boshoff Dealesville toward Bloemfontein	• Abnormal route upgrades and maintenance • Currently earmarked for maintenance
R708	Hertzogville towards Christiana	• Tourism Route • Proposed priority maintenance
Zones		
Agricultural Development Zone	Present throughout	• Protection of high-potential agricultural land • Agro-processing & value chain development
Agri/Eco Trade-off zone	Small portions scattered throughout the district	• Develop guidelines and mitigation measures to limit the impact of agricultural practices in environmentally sensitive areas.
Ecological Conservation	Eastern areas of the district	• Expand the footprint of conservation areas. • Promote the establishment of public and private nature reserves. • Upgrade and revitalise public-owned resort infrastructure.
Agri/Mining Trade-off	Eastern regions of the district	• Development of policies and guidelines to limit the impact of mining on agriculture
Mineral Beneficiation Zone	Eastern regions of the district	• Promotion of mineral value chain development • Promotion of small-scale mining licences
Renewable Energy Development Zones	South West corner of the district	• Promote & prioritise the establishment of IPP projects
Ecological Conservation	Present throughout	• Expand the footprint of conservation areas. • Promote the establishment of public and private nature reserves. • Upgrade and revitalise public-owned resort infrastructure. • Expansion and coordination of development of the National Golden Gate & Transfrontier Park


Town Typology
National Urban Nodes
Regional Development Anchor
Rural Service Centres
Other Towns
Nodal Function
Adventure Node
Agricultural Node
Large Rgional Service Centre
Large Service Centre
Local Service Node
Small Mining Town
Small Services Node
Tourism Node
Service Indicator
Intervention Required
Support Required
Partially Operational
Operational
Prime Condition
FS Provincial Spatial Directive
Lejweleputswa 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 Apllication Status
Granted
Issued
Mineral Beneficiation 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 Automoblie Support Development
Proposed EV Charging Station
Monuments and Museums
Infrastructure
Import/Export Node
Main Transmission Substations
Green Hydrogen Production Node
EV Automoblie 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
Airfields
Provincial Gateways
Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS
FSPSDF
FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK
Dominionville
Vredefort Dome core area
Vredefort Dome core area (5km Buffer)
Vredefort
Parys
Vierfontein
Viljoenskroon
REDZ10 Klerksdorp
Wolmaransstad
Witpoort
Leeudoringstad
Makwassie
Bothaville
Moqhaka
Ngwathe
Kroonstad
Taung
Manthestad
Bloemhof
Hartswater
Nala
Allanridge
Hoopstad
Wesselsbron
Christiana
ALTHEA
Welkom
Hennenman
Ventersburg
Tswelopele
Hertzogville
Matjhabeng
Virginia
Warrenton
NORTHEN CAPE
Bultfontein
Theunissen
Winburg
Tokologo
Boshof
Dealesville
Kimberley
REDZ 5 Kimberley
Masilonyana
Winnie Mandela
Ikgomotseng
Setsoto
Marquard
Verkeerdevlei
Exelsior
Mantsopa
Mangaung
Jacobsdal
Petrusburg
Tweespruit
Ladybrand
Letsemeng
Koffiefontein
Kopanong
LESOTHO
0
12,5
25
50
75
100
Kilometers

FSPSDF

CHAPTER 5 | REGIONAL SPATIAL ACTION AREAS

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

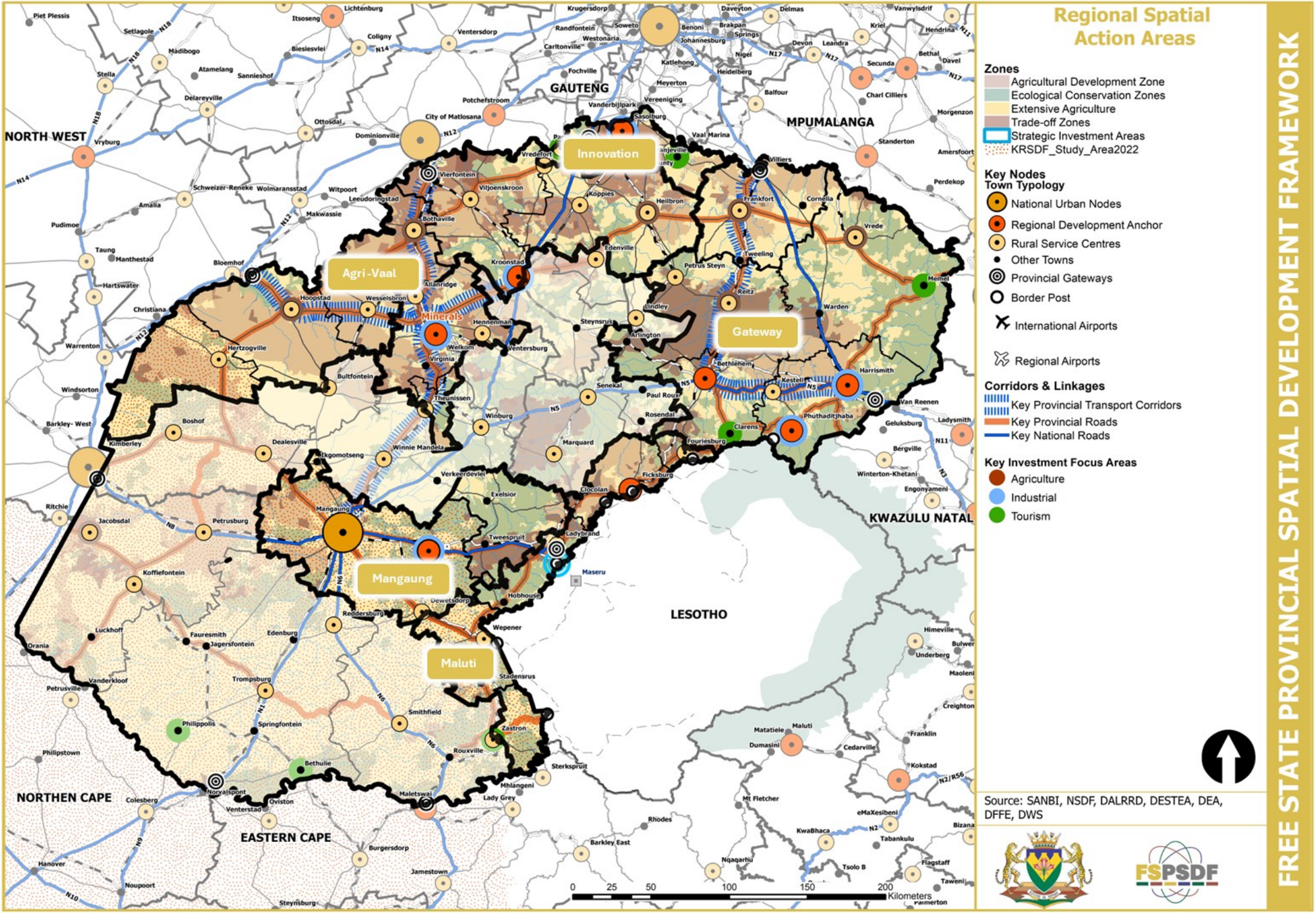
The selection of the Spatial Action Areas was based on:

- Unique Challenges and Opportunities: Addressing specific local challenges and harnessing unique growth opportunities.
- 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


Regional Spatial Action Areas
Zones
Agricultural Development Zone
Ecological Conservation Zones
Extensive Agriculture
Trade-off Zones
Strategic Investment Areas
KRSDF_Study_Area2022
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
Innovation
Agri-Vaal
Minerals
Gateway
Mangaung
Maluti
GAUTENG
MPUMALANGA
NORTH WEST
KWAZULU NATAL
LESOTHO
NORTHEN CAPE
EASTERN CAPE
0 25 50 100 150 200 Kilometers
Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS
FSPSDF
FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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, and 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:

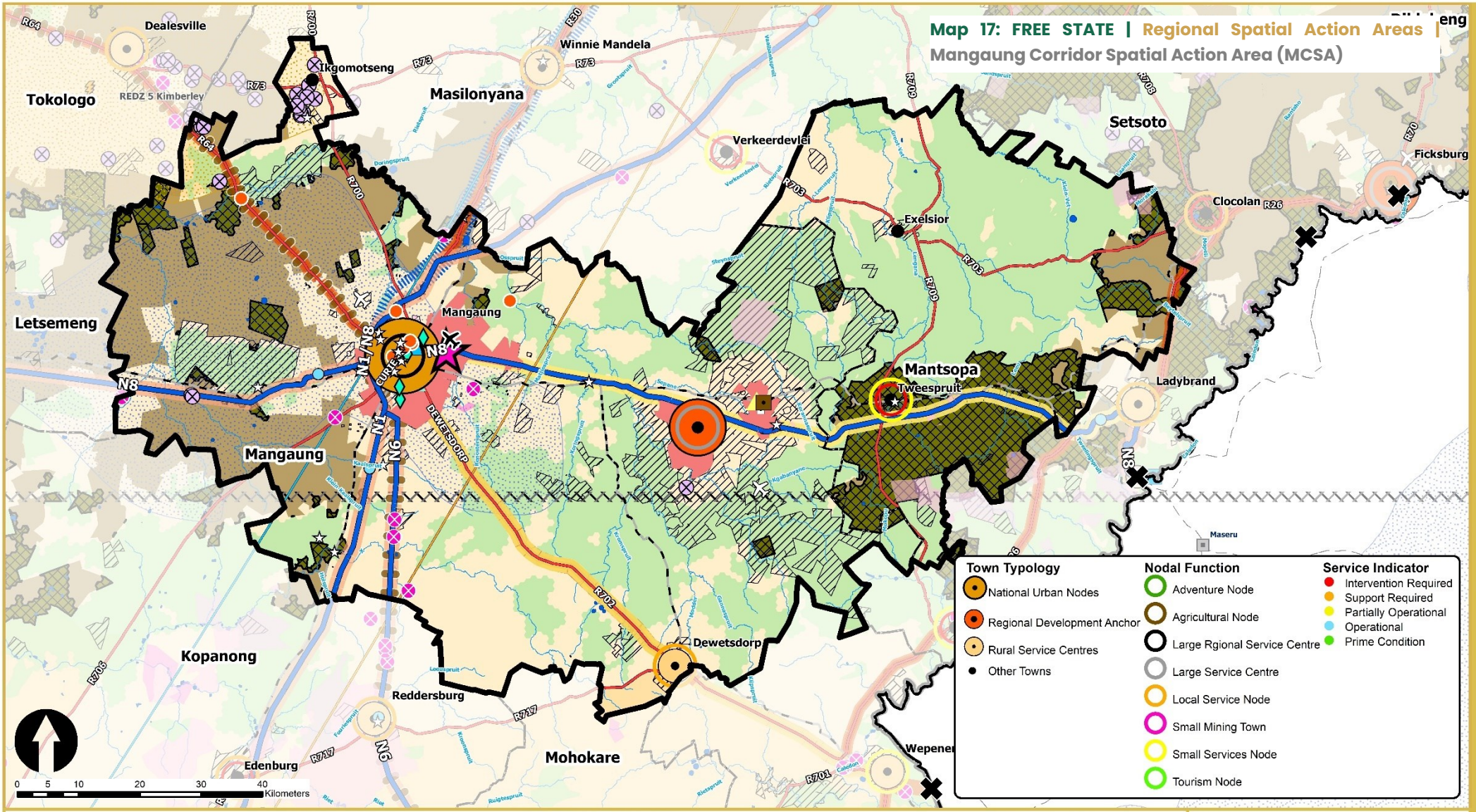
- Vista Park Development
- N8 Corridor Development
- Botshabelo Industrial Park
- Airport Development Node
- Agripark Development

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:** Key agricultural land around Bloemfontein, especially east of the Spatial Action Area, must be protected to ensure food security and productivity.
- **Traditional Land Ownership:** The eastern area under traditional land ownership requires rural revitalization to reduce reliance on Bloemfontein and ease urbanization pressure. Developing Botshabelo and Thaba Nchu to diversify the economy can attract business and trade, linking Bloemfontein and Maseru.
- **Logistics and Industrial Development:** Promote logistics facilities and industrial parks, improving access to Thaba Nchu and Botshabelo via a direct link road from Winburg (R709).
- **Bulk Water Support:** Increased bulk water support is vital for this region, the economic heart of the province.
- **Priority Housing Development Areas (PHSHDA):** PHSHDAs in the corridor must be Prioritised for sustainable housing and infrastructure.
- **Public Transportation:** Enhance public transport, including reinstating railway services for passengers and freight between Bloemfontein, Botshabelo, Thaba Nchu, and Maseru**.**
- **Road Maintenance:** Key roads like the N8 and R702 to Wepener must be maintained as trade routes between Bloemfontein and southern Lesotho.
- **Water Resource Protection:** Restrict land use that threatens key water resources (Strategic Water Source Areas).
- **Holistic Development Approach:** Strengthen partnerships with Traditional Leadership to support a holistic development strategy.
- **Tourism and Recreation:** Prioritise tourism and recreation development to enhance regional attractiveness and provide essential facilities.

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



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

Nodal Function
- Adventure Node
- Agricultural Node
- Large Rgional Service Centre
- Large Service Centre
- Local Service Node
- Small Mining Town
- Small Services Node
- Tourism Node

Service Indicator
- Intervention Required
- Support Required
- Partially Operational
- Operational
- Prime Condition

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

Corridors & Linkages
- Trade Spines
- Priority Maintenance Route
- Proposed Trade Routes
- Abnormal Routes (Maintenance & Upgrade)
- Current Special Maintenance Roads
- Upgrades Roads
- Railway Lines
- Key Provincial Transport Corridors

Projects & Incentives
- Priority Heritage Maintenance
- National Park
- Nature Reserves & Game Parks
- World Heritage Sites
- PHSHDA
- Active Mines
- Mining Rehabilitation
- AgriHubs
- Logistic Facilities
- EV Automoblie Support Development
- Agricultural Schools
- Skills Development Centre
- SMART Schools
- Treasury Projects
- Small Town Regeneration
- Proposed Weigh Bridge
- FSPU
- Public Transportation Development

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

Regional Spatial Action Areas

Mangaung Corridor Spatial Action Area (MCSA)

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

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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.

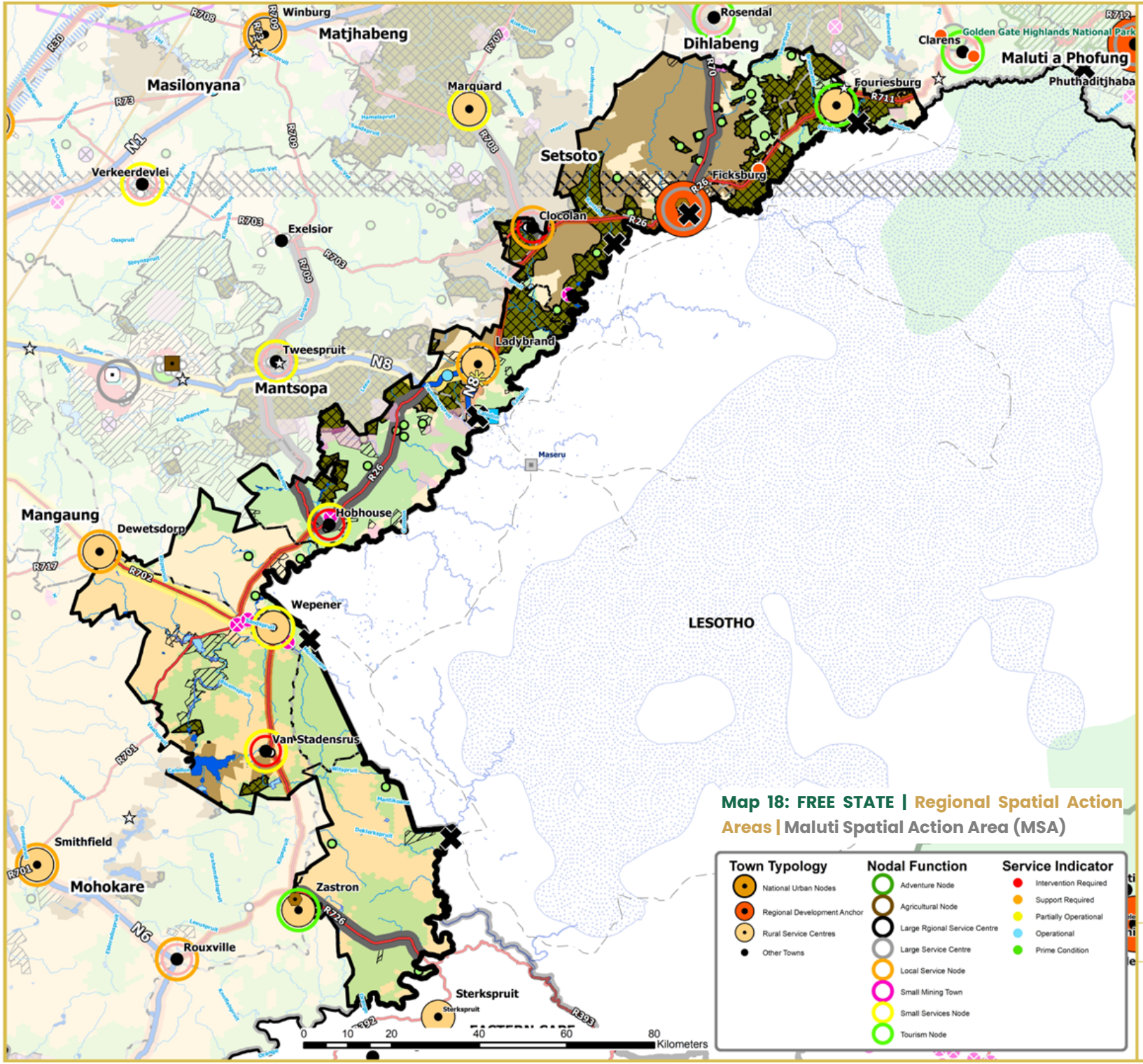
The region's high tourism potential, characterised by ecologically sensitive areas, heritage monuments, and opportunities for adventure tourism, presents a substantial opportunity for economic diversification and growth. Spatial planning in this area must balance tourism development with ecological preservation 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
◀ Maluti-a-Phofung SEZ ◀ Migration & Immigration study ◀ Increased trade opportunities in settlements situated near border posts. ◀ Nature Reserve and protected area expansion. ◀ Promoting the R26, R711 & R712 as a tourism route along the Lesotho border. ◀ Smart School in support of skills development required for logistics-orientated developments in the MAP SEZ.	◀ Limited border security and migration control. ◀ Lacking biosecurity measures at border posts. ◀ Municipal budget allocations do not account for the number of legal and illegal migrants within the municipal boundaries. ◀ High pressure on social and basic service delivery. ◀ Adverse Blue and Green Drop audit findings. ◀ Lack of investor confidence. ◀ Under capitalisation and preservation of environmental, cultural and heritage resources.



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

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

Nodal Function
- Adventure Node
- Agricultural Node
- Large Rgional Service Centre
- Large Service Centre
- Local Service Node
- Small Mining Town
- Small Services Node
- Tourism Node

Service Indicator
- Intervention Required
- Support Required
- Partially Operational
- Operational
- Prime Condition

Regional Spatial Action Areas

Maluti Spatial Action Area (MSA)

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 Apllication Status
- Granted
- Issued
- Mineral Beneficiation Zone

Corridors & Linkages
- Trade Spines
- Proposed Trade Routes
- Abnormal Routes
- Current Special Maintenance Roads
- Upgrades_Roads_
- Railway_Lines
- Priority Maintenance Route
- Key Provincial Roads
- Key Provincial Transport Corridors

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 Automoblie Support Development
- Proposed EV Charging Station
- Monuments and Museums

Infrastructure
- Import/Export Node
- Main Transmission Substations
- Green Hydrogen Production Node
- EV Automoblie 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

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

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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.

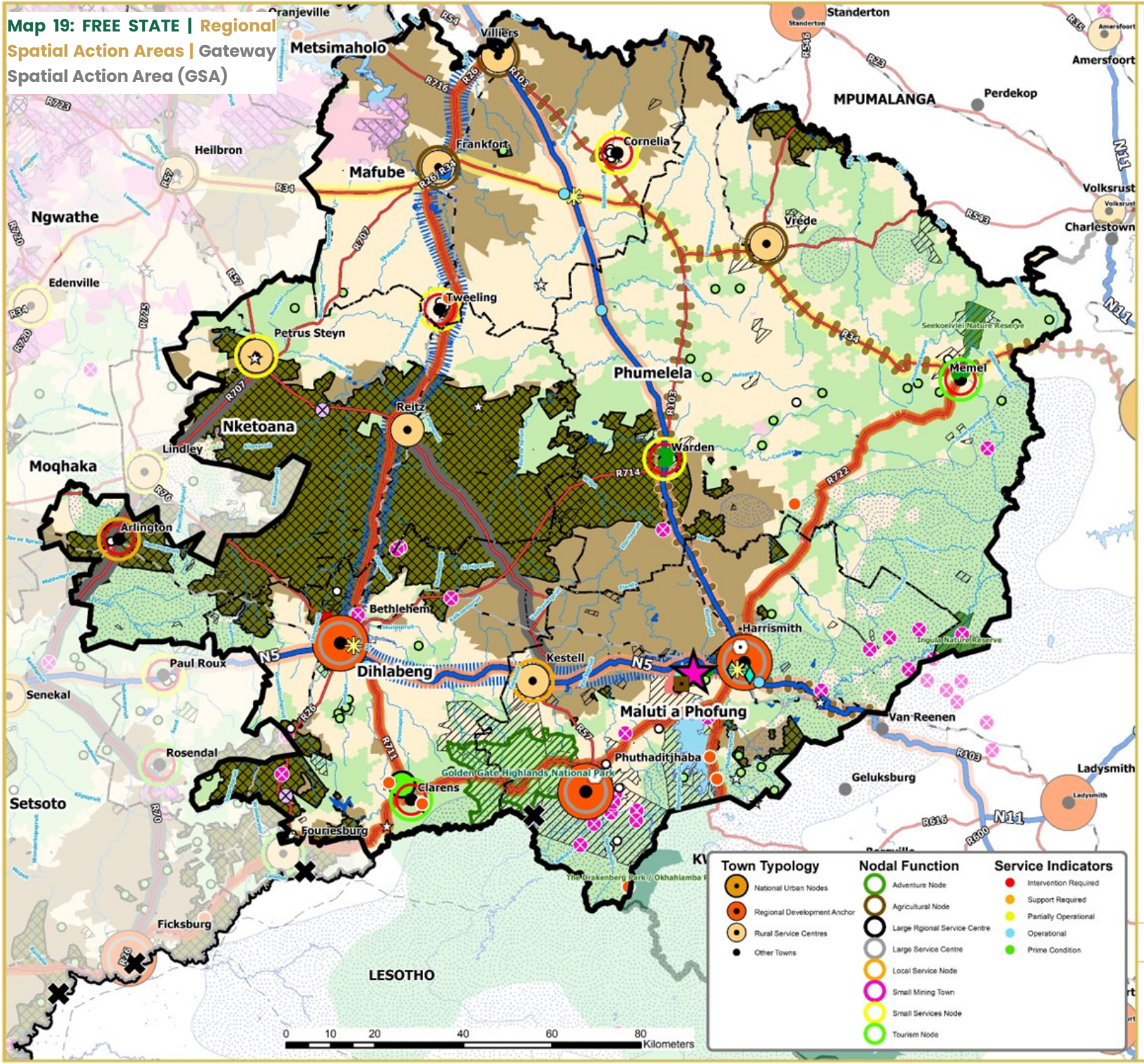
The spatial planning of the Gateway Functional Region is shaped by its rich agricultural potential, strategic logistics role, rural-urban dynamics, and significant environmental and tourism assets. Development strategies focus on enhancing agricultural productivity, improving infrastructure and services 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
◀ Agro-processing and agriculture development. ◀ Strong relationship with the Mpumalanga province ◀ Capitalisation of the N3 dissecting the region. ◀ Expansion of protected areas and nature reserves. ◀ Latent tourism potential of the Memel, Frankfort, and Villiers. ◀ Vaal RSDF development guidelines. ◀ Proximity to the N1, N3 and promotion of EV charging station development. ◀ Capitalisation of freight stemming from the JHB-Harrismith-Durban link	◀ Limited capacity of municipal technical and planning staff. ◀ Adverse Blue and Green Drop audit findings. ◀ Vulnerability to external economic and environmental shocks ◀ Capacity of technical departments within municipalities. ◀ Limited ◀ Adverse Blue and Green Drop audit findings.

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



Regional Spatial Action Areas
Gateway Spatial Action Area (GSA)

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 Apllication Status
- Granted
- Issued
- Mineral Beneficiation Zone

Corridors & Linkages
- Trade Spines
- Proposed Trade Routes
- Abnormal Routes
- Current Special Maintenance Roads
- Upgrades_Roads_
- Railway_Lines
- Priority Maintenance Route
- Key Provincial Roads
- Key Provincial Transport Corridors

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 Rgional Service Centre
- Large Service Centre
- Local Service Node
- Small Mining Town
- Small Services Node
- Tourism Node

Service Indicators
- Intervention Required
- Support Required
- Partially Operational
- Operational
- Prime Condition

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

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

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.

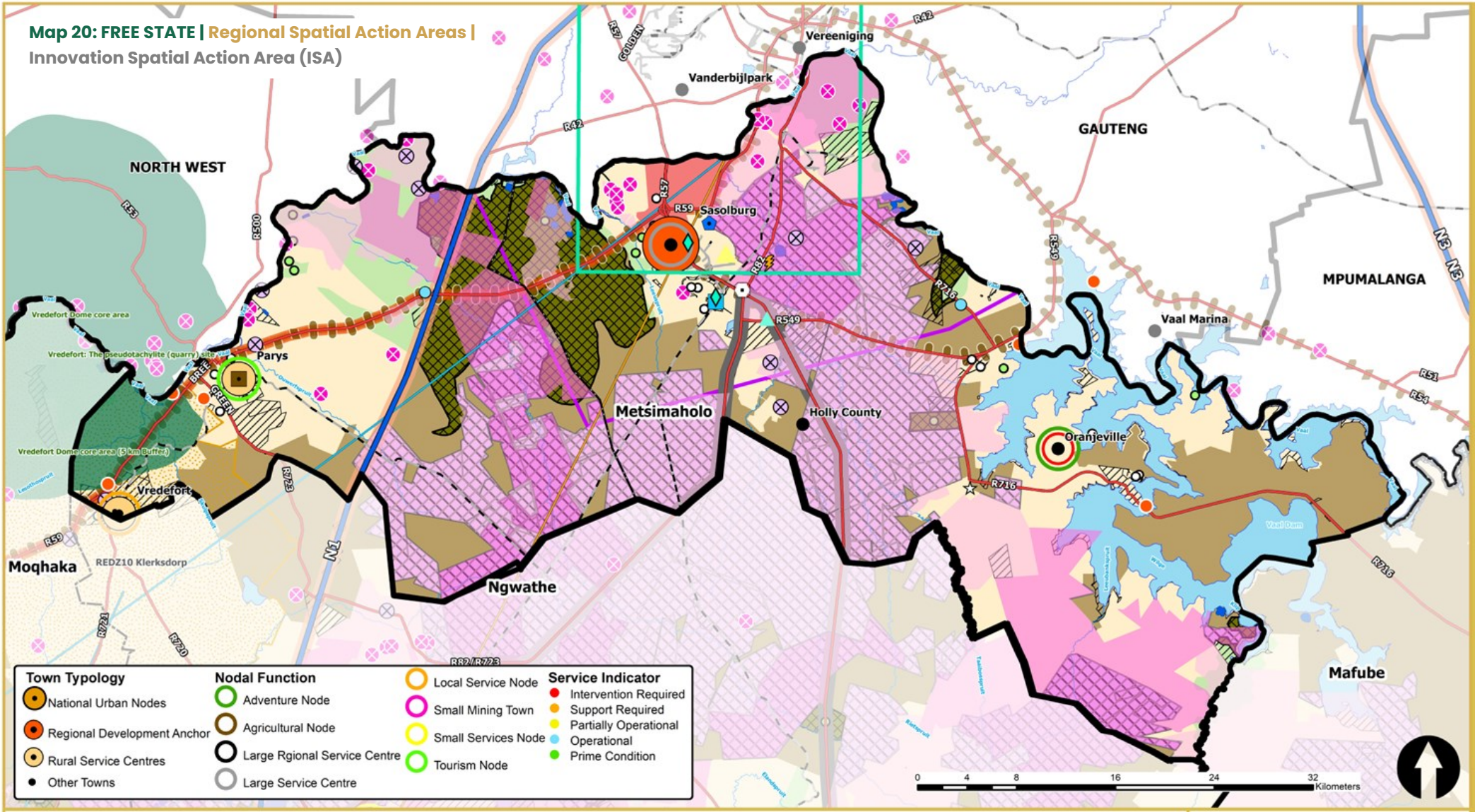
Infrastructure and social services in the region face significant pressure from Gauteng residents who cross the border to utilize the less crowded facilities. Sasolburg, the main economic hub of the region, plays a crucial role in the emerging green hydrogen economy, necessitating supportive policies 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
◀ Green Hydrogen Production in Sasol burg. ◀ Inclusion of Sasolburg into the Vaal SEZ. ◀ Vaal City Development and related projects ◀ Proximity to the Gauteng Urban region, and strong cross-boundary relationship with the North West province. ◀ Latent tourism potential of the Vredefort Dome, and Vaal Dam. ◀ Vaal RSDF development guidelines. ◀ High level of connectivity and mobility. ◀ Smart School, university, and central innovation belt developments to support the hydrogen and petrochemical production industries.	◀ Water quality of the Vaal Dam and River system. ◀ Water availability within the Vaal System. ◀ High urbanisation and housing pressure. ◀ Sensitive to external economic shocks. ◀ The economic knock-on effect of the fossil fuel to green energy transition of major industries within the area. ◀ Lower perceived levels of development and implementation associated with the Vaal SEZ, when compared to Gauteng. ◀ Lack of MTP in Ngwathe Local Municipality. ◀ Capacity of technical departments within municipalities. ◀ High pressure on social and basic service delivery. ◀ Adverse Blue and Green Drop audit findings of Ngwathe.

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



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

Nodal Function
- Adventure Node
- Agricultural Node
- Large Rgional Service Centre
- Large Service Centre
- Local Service Node
- Small Mining Town
- Small Services Node
- Tourism Node

Service Indicator
- Intervention Required
- Support Required
- Partially Operational
- Operational
- Prime Condition

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

Corridors & Linkages
- Trade Spines
- Priority Maintenance Route
- Proposed Trade Routes
- Abnormal Routes (Maintenance & Upgrade)
- Current Special Maintenance Roads
- Upgrades Roads
- Railway Lines
- Key Provincial Roads
- Key Provincial Transport Corridors

Projects & Incentives
- Priority Heritage Maintenance
- National Park
- Nature Reserves & Game Parks
- World Heritage Sites
- PHSHDA
- Active Mines
- Mining Rehabilitation
- AgriHubs
- Logistic Facilities
- EV Automoblie Support Development
- Agricultural Schools
- Skills Development Centre
- SMART Schools
- Treasury Projects
- Small Town Regeneration
- Proposed Weigh Bridge
- FSPU
- Public Transportation Development

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

Regional Spatial Action Areas

Innovation Spatial Action Area (ISA)

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

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

5.6 AGRI - VAAL REGIONAL SPATIAL ACTION AREA (AVRSAA)

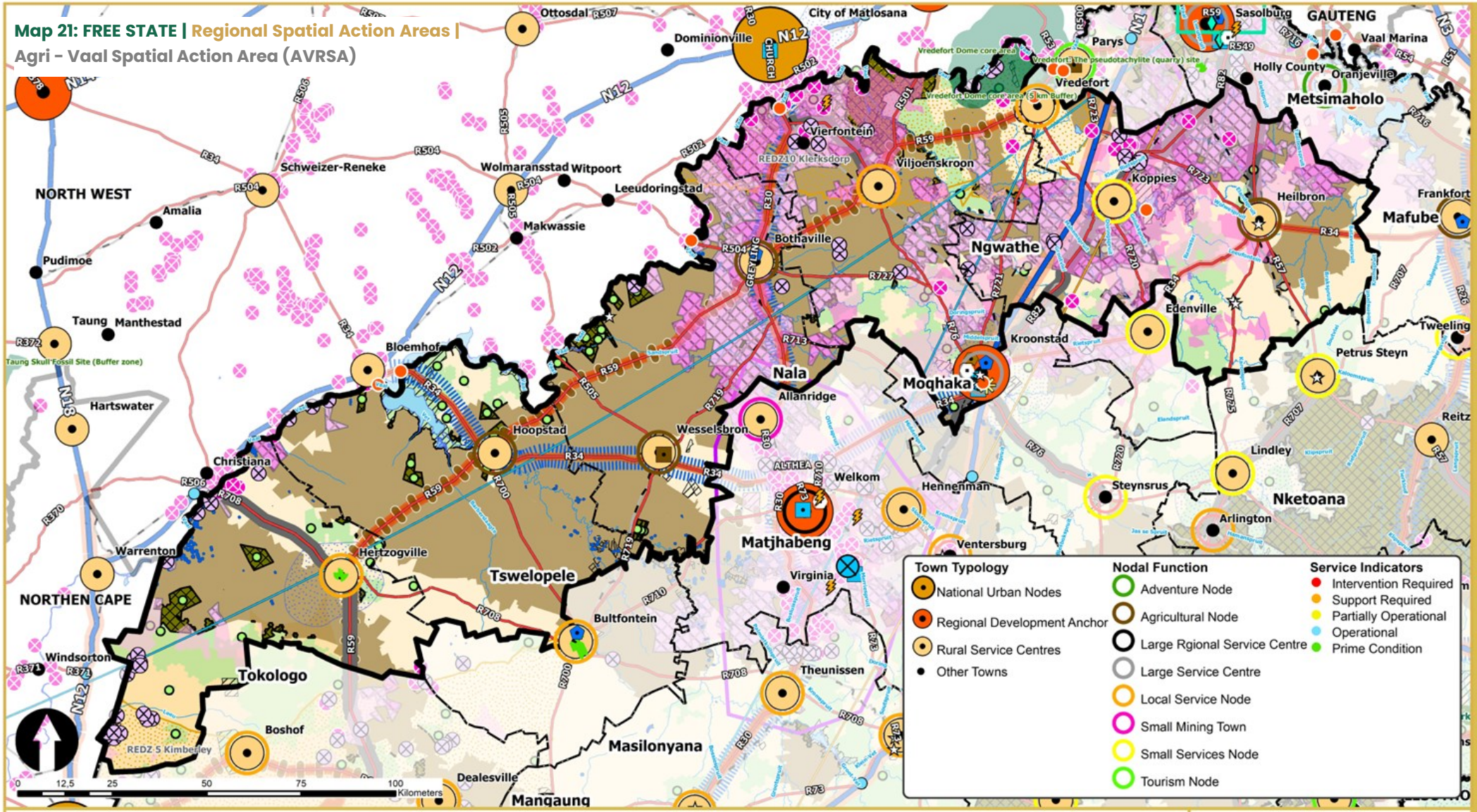
The Agri - Vaal RSAA encompasses areas along the Vaal River, including parts of the Phumelela, Mafube, Ngwathe, Moqhaka, Nala, Tswelopele, and Tokologo Local Municipalities. This region benefits significantly from its proximity to one of South Africa's most important water sources, offering substantial 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 | AVRSAA

Key Opportunities	Key Challenges
◄ Agro-processing and agriculture development in Hoopstad, Wesselsbron, Viljoenskroon and Bothaville. ◄ Working for Water Programmes. ◄ Eradication of invasive plant species. ◄ Integration of environmentally conscious farming techniques in Agri/Eco Trade-off zones. ◄ Tourism along the Vaal River and Bloemhof Dam. ◄ Strong cross-boundary relationship with the Northern Cape and North West provinces. ◄ Proximity to the N12 providing access to Gauteng markets. ◄ R30 and R59 upgrading and transfer to SANRAL will increase the mobility and accessibility to the region.	◄ Climate change and rainfall variability impact agriculture output. ◄ Slow response to climate and pest-related disasters. ◄ High levels of land use competition between agriculture and mining activities. ◄ High agricultural input costs such as fertilizer, impact the overall performance of the industry in the area.

Map 21: FREE STATE | Regional Spatial Action Areas |
Agri - Vaal Spatial Action Area (AVRSA)



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

Corridors & Linkages
- Trade Spines
- Priority Maintenance Route
- Proposed Trade Routes
- Abnormal Routes (Maintenance & Upgrade)
- Current Special Maintenance Roads
- Upgrades Roads
- Railway Lines

Projects & Incentives
- Priority Heritage Maintenance
- National Park
- Nature Reserves & Game Parks
- World Heritage Sites
- PHSHDA
- Active Mines
- Mining Rehabilitation
- AgriHubs
- Logistic Facilities
- EV Automoblie Support Development
- Agricultural Schools
- Skills Development Centre
- SMART Schools
- Treasury Projects
- Small Town Regeneration
- Proposed Weigh Bridge
- FSPU
- Public Transportation Development

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

Regional Spatial Action Area

Agri - Vaal Spatial Action Area (AVRSA)

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

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

5.7 MINERALS DEVELOPMENT SPATIAL ACTION AREA (MDSA)

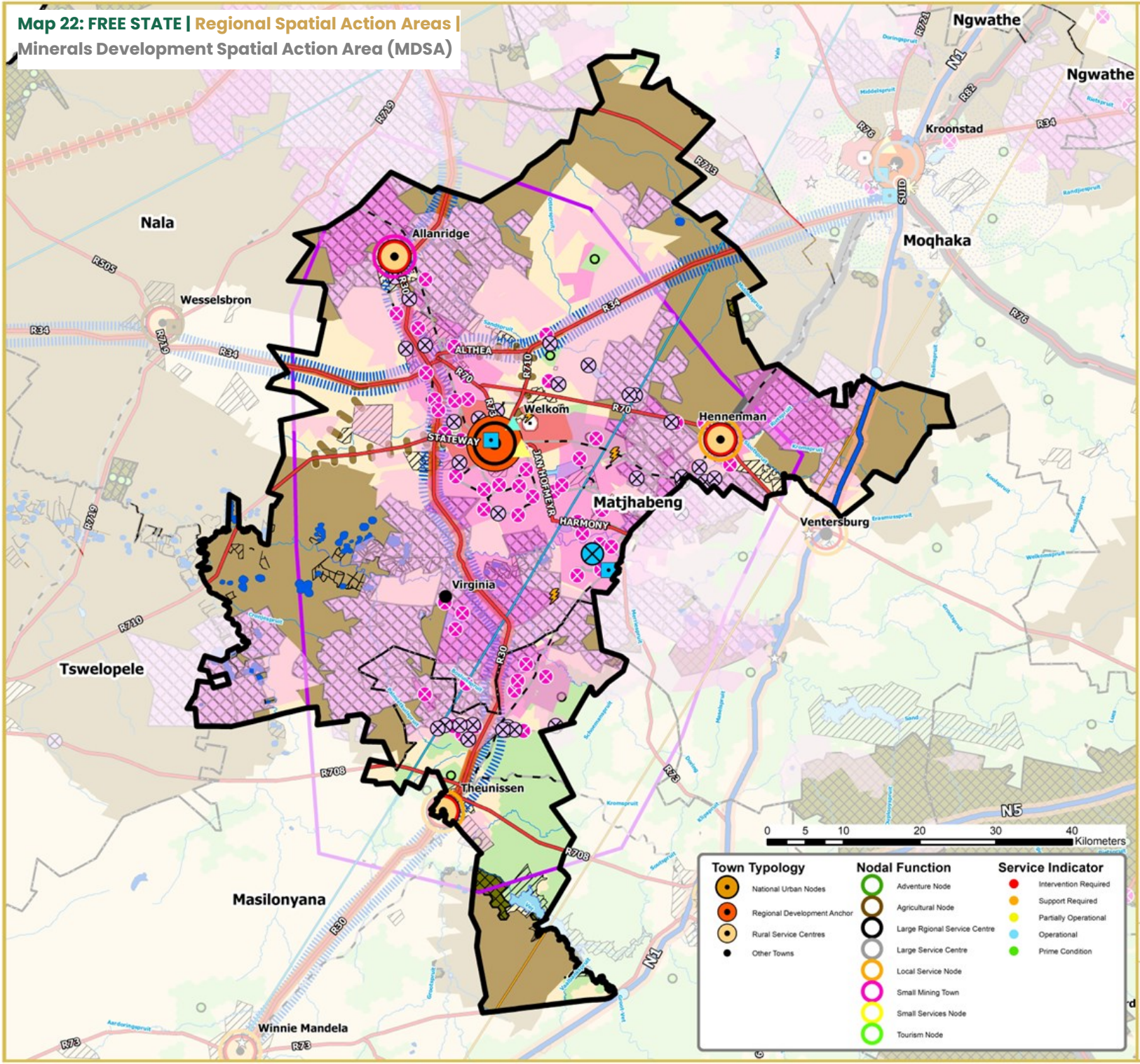
The Mining Functional Region, primarily consisting of Matjhabeng Local Municipality and a part of Masilonyana Municipality, is dominated by the mining sector, which has historically driven its economy. Despite being one of the most populous regions in the Free State, it faces high unemployment rates 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
◄ Agro-processing and agriculture development in Kroonstad. ◄ Promoting the issuing of artisanal mining licenses within the mineral beneficiation zone. ◄ Implementation of EIA intervals to assess the impact of mining on the agricultural industry in the area within the Agri/Mining Trade-off zones. ◄ Integration of environmentally conscious farming techniques within the Agri/Eco Trade-off zones. ◄ Promotion and expansion of the Virginia Gas project. ◄ Promote the establishment of supporting service industries linked to the natural gas industry within the Welkom settlement. ◄ Proximity to the N1, and the R30 and R59 upgrading and transfer to SANRAL. ◄ Smart school to support the mining, renewable energy, and natural gas industry. ◄ IPP projects and REDZ locations position the region well for a renewable/alternative energy hub.	◄ Dependence on mining as the economic base of towns. ◄ High indigent rate within the region. ◄ Tailing dam safety. ◄ Limited environmental rehabilitation of older mines. ◄ Impact of climate change (higher temperature) on the work environment of mines. ◄ Acid main drainage impact on surface and underground water resources.

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 (Agri/Eco)
- Trade-off Zones (Agri/Mining)
- State Owned Land
- RAMSAR Sites
- Renewable Energy Development Zone

Mining Apllication 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 Automoblie 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 Automoblie 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

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

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

FSPSDF

CHAPTER 6 | LAND USE GUIDELINES

CHAPTER 6 | LAND USE GUIDELINES

The Free State Provincial Spatial Development Framework (FS PSDF) aims to provide an integrated approach to land use management, ensuring sustainable, equitable, and efficient use of land across the province. Land use planning is critical for balancing development needs with conservation and environmental protection, ensuring economic growth, and supporting social equity. The FS PSDF's land use guidelines are designed to standardize decision-making across various municipalities, promoting coherence between provincial, district, and local levels of planning.

The PSDF's land use management framework is underpinned by the Spatial Planning Categories (SPCs), which serve as guiding frameworks for permissible land uses, ensuring alignment with broader provincial objectives. These SPCs are structured to accommodate different land uses, allowing flexibility while ensuring land is used efficiently and sustainably.

The Spatial Planning Categories (SPCs) provide a structured framework to guide land use across the province, ensuring alignment with both national and provincial directives. These categories are designed to promote sustainable development, facilitate cross-boundary coordination, and address the specific needs of each area. By clearly defining land use objectives and requirements, the SPCs support long-term spatial planning that balances environmental conservation, agricultural protection, and urban and industrial growth. Below is a summary of the key SPCs, along with their objectives and requirements.

6.1 KEY OBJECTIVES AND REQUIREMENTS OF THE SPCS

Table 17: Key Objectives and Requirements of the SPCs

SPC	Key Objective	Requirements
SPC A: Core Conservation Areas	Preserve and protect areas of high conservation importance, including terrestrial, aquatic systems (rivers, wetlands, estuaries), and biodiversity-rich regions in the Free State.	◀ Prohibits intensive developments and promotes conservation and non-consumptive land uses (e.g., outdoor recreation, scientific research). ◀ Facilitates restoration to maintain ecological integrity and ecosystem services (e.g., clean water, carbon sinks). ◀ Protects areas legislated for biodiversity conservation and preservation of physical, ecological, cultural, and historical characteristics.
SPC B: Natural Buffer Areas	Serve as protective buffers around SPC A areas to reduce negative impacts from surrounding land uses and ensure sustainability on privately owned land.	◀ Allows limited development that aligns with conservation goals, such as eco-tourism and sustainable agriculture. ◀ Supports partnerships between private landowners and conservation bodies. ◀ Ensures land management practices that enhance environmental integrity, human well-being, and economic efficiency. ◀ Creates continuous networks of natural resource areas to maintain ecological processes and provide ecosystem services (e.g., water provision, disaster mitigation).
SPC C: Agricultural Areas	Protect high-potential agricultural land, particularly along key areas like the Orange River and Vaal River, to ensure long-term food security and economic stability.	◀ Prioritises agricultural activities while allowing agri-processing and infrastructure supportive of farming. ◀ Prevents conversion of prime agricultural land to non-agricultural uses. ◀ Promotes sustainable agricultural practices to maintain soil and water quality. ◀ Expands and diversifies agriculture production through post-settlement support and agro-processing. ◀ Enhances rural security and provides social services to farm communities.
SPC D: Urban Areas	Promote the development of sustainable settlements by balancing urban expansion with environmental integrity, human well-being, and economic efficiency. Focus on ending apartheid spatial patterns and	◀ Encourages densification, especially along public transport routes and key nodes. ◀ Limits outward expansion and promotes integration of communities across socio-economic gradients. ◀ Uses publicly owned land for socio-economic integration and promotes non-motorized transport (e.g., walking, cycling). ◀ Clusters community, commercial, and transport facilities to create vibrant, accessible urban spaces.

SPC	Key Objective	Requirements
	preventing urban sprawl.	◄ Supports urban rehabilitation and improvement of existing infrastructure.
SPC E: Industrial Areas	Foster economic development through industrial growth while ensuring compliance with environmental sustainability, climate neutrality, and equitable resource use.	◄ Supports the establishment of industrial estates, light and heavy industrial areas, and agro-industrial facilities. ◄ Focuses on resource extraction (e.g., mining) with appropriate environmental offsets. ◄ Promotes bioregional economies that ensure local beneficiation of resources. ◄ Facilitates the development of new technologies and sustainable practices in manufacturing and resource processing. ◄ Encourages local value-adding and diversification within the industrial sector.
SPC F: Surface Infrastructure Areas	Ensure the development and maintenance of infrastructure necessary to support economic activities, human settlements, and the equitable provision of services in rural and urban areas.	◄ Focuses on the development of transport infrastructure (roads, railways) to improve access and mobility, especially in rural and economically significant areas. ◄ Promotes renewable energy infrastructure and innovative technologies to ensure reliable, sustainable energy supplies. ◄ Enhances telecommunication infrastructure to support rural development and provide equitable access to information and communication technologies. ◄ Ensures that household services (e.g., water, sanitation, waste management) are provided according to constitutional imperatives and sustainability principles.

6.2 USING AND IMPLEMENTATION OF THE SPCS

Spatial Planning Categories (SPCs) serve as a key mechanism for guiding land-use decisions across the province, ensuring that land is used in a manner that supports long-term sustainability, economic growth, and social equity. The SPC system is not a replacement for existing zoning laws, but rather a strategic framework that helps to guide planning and decision-making at various levels—from provincial development frameworks to local-level farm and land-use plans. By classifying land into distinct categories, SPCs help authorities and stakeholders make informed decisions about land use that are aligned with environmental integrity, economic opportunities, and societal needs.

This structured approach allows planners to balance development pressures with the need for conservation, agriculture, and infrastructure development. SPCs guide everything from large-scale land-use decisions in municipal SDFs to detailed land-use management on individual properties, ensuring that land is managed sustainably across the Free State.

6.2.1 SPCS AS A TOOL FOR LAND-USE PLANNING

The use of SPCs helps establish a clear, consistent system for classifying land based on its characteristics, ecological value, and intended use. This system supports a variety of planning objectives, including:

- **Aligning Provincial, District, and Local Planning:** SPCs provide a standard framework for land-use classification across all levels of government, ensuring that plans prepared at the provincial level are effectively implemented at district and local levels.
- **Enhancing Conservation and Sustainable Development:** By clearly delineating areas for conservation, agriculture, urban development, and industrial use, SPCs help protect critical resources while fostering economic development.
- **Facilitating Decision-Making:** SPCs provide a reference framework for assessing applications related to changes in land use. They clarify where certain developments are permissible or restricted, streamlining decision-making processes for planners and authorities.

SPCs do not alter existing zoning but provide an additional layer of guidance to ensure that land-use decisions are made in the context of broader sustainability goals. The table below outlines the various SPCs and their specific land-use classifications.

6.2.1.1 SPATIAL PLANNING CATEGORIES AND LAND-USE CLASSIFICATIONS

Table 18: SPC Categories and Land Use Classifications

SPC	LAND-USE CLASSIFICATION AND PURPOSE
SPC A: Core Conservation Areas	**Conservation Focus:** These areas are of high ecological importance and are primarily designated for the protection of biodiversity and natural resources. Developments are limited to conservation activities, eco-tourism, and scientific research. **Primary Uses:** Conservation, restoration, scientific research, low-impact eco-tourism. **Prohibited Uses:** Mining, agriculture, residential development, and large infrastructure projects that disrupt ecological functions.
SPC B: Buffer Areas	**Complementary Conservation and Sustainable Use:** Buffer areas surround core conservation zones and serve as transition zones that allow limited sustainable land use. They support ecological corridors while permitting activities like extensive agriculture and low-impact tourism. **Primary Uses:** Extensive agriculture, eco-tourism, limited resource harvesting. **Prohibited Uses:** Intensive agriculture, urban expansion, or infrastructure development that fragments habitats or threatens biodiversity.
SPC C: Agricultural Areas	**Agricultural Prioritisation:** These areas are designated for agriculture, particularly where high-potential farmland exists. The focus is on protecting agricultural resources, enhancing productivity, and preventing non-agricultural development. **Primary Uses:** Agriculture, agri-processing, rural development. **Prohibited Uses:** Urban sprawl, industrial development, and non-agricultural infrastructure that reduces farm productivity.
SPC D: Urban Areas	**Urban Development and Densification:** SPC D areas are intended to support compact urban growth, mixed-use development, and the efficient use of land within urban boundaries. The focus is on sustainable city planning that reduces urban sprawl and enhances access to services and public transportation. **Primary Uses:** Residential, commercial, institutional, mixed-use developments. **Prohibited Uses:** Urban sprawl into agricultural or conservation areas, unsustainable developments outside designated urban boundaries.
SPC E: Industrial Areas	**Industrial Development Zones:** SPC E areas focus on facilitating industrial development while minimizing environmental impacts. They are typically located near major infrastructure such as highways or railways to support efficient logistics and industrial activity. **Primary Uses:** Manufacturing, processing, logistics, renewable energy installations, and resource extraction. **Prohibited Uses:** Industrial activities in conservation areas, and high-polluting industries without proper environmental controls.
SPC F: Surface Infrastructure	**Transport and Infrastructure Networks:** SPC F areas are designated for the development of essential surface infrastructure, such as roads, railways, water pipelines, energy transmission lines, and telecommunication networks. These developments must align with sustainability and climate resilience goals. **Primary Uses:** Transport corridors, energy infrastructure, telecommunications. **Prohibited Uses:** Infrastructure that disrupts critical biodiversity areas or negatively impacts ecological functions without proper mitigation.

6.2.1.2 GENERAL GUIDELINES FOR SPC APPLICATION

SPCs are designed to provide a consistent framework for making land-use decisions at all levels of government, from provincial development planning to individual property management. The following guidelines outline how SPCs should be applied:

APPLICATION OF SPCS	DETAILS
Land-Use Administration	SPCs facilitate efficient land-use administration by standardising land-use classifications across the province. This allows all land units to be recorded systematically and enables consistent management of land-use issues through Spatial Information Systems.
Alignment with Existing Zoning	While SPCs do not replace existing zoning regulations, they provide a framework for aligning zoning with broader sustainability

APPLICATION OF SPCS	DETAILS
	objectives. In cases where SPC designations differ from existing zoning, authorities can refer to SPC guidelines to ensure that new developments adhere to sustainability and planning principles.
Decision-Making Support	SPCs guide decision-making related to land-use change applications. For example, an application to change agricultural land use to industrial must consider the SPC designation to ensure that it aligns with broader land-use priorities. If the proposed land use conflicts with the SPC, additional review and assessment may be required.
Public and Private Land Use	SPCs apply to both public and private land, ensuring a balanced approach to managing natural and human-made landscapes. In private buffer areas (SPC B), for instance, landowners are encouraged to maintain land uses that complement conservation objectives, while in agricultural areas (SPC C), farming and agri-processing are Prioritised over non-agricultural developments.

6.2.1.2.1 MAPPING AND REFINEMENT OF SPCS

At the provincial level, SPC mapping provides a broad framework that classifies vast areas into general categories. For example, large tracts of land may be classified as SPC B.b (Ecological Corridors) or SPC C.a (Extensive Agriculture). However, these classifications should be refined at district and local levels, where more detailed mapping can identify smaller settlements, specific agricultural uses, or infrastructure networks that may not be captured at a provincial scale.

- **Provincial Mapping:** Provides the overarching framework for land-use classification, offering a coarse-grain view of land use across the province.
- **District and Local Refinement:** Local municipalities are responsible for refining SPC maps at a finer scale, ensuring that local nuances and smaller-scale land uses are accurately reflected in municipal planning documents such as SDFs.

The SPC system provides a comprehensive and flexible framework for managing land use in the Free State. By integrating SPCs into land-use decisions, planners and authorities can balance conservation, agricultural productivity, urban development, and infrastructure expansion, ensuring that land-use planning is aligned with the long-term sustainability objectives of the province.

6.2.1.2.2 LAND USE GUIDELINES

The Spatial Planning Categories (SPCs) outlined in the Provincial Spatial Development Framework (PSDF) form the foundation for land use management and spatial planning decisions across the province. Each SPC is designed to guide the sustainable development and protection of land in alignment with the province's environmental, social, and economic objectives. These categories enable a structured approach to spatial planning, ensuring that land uses are managed in a manner that supports conservation, agriculture, urban growth, industrial development, and infrastructure expansion while balancing the needs of current and future generations.

The guidelines for each SPC are tailored to address the specific characteristics and challenges of the land designated under that category. They provide clear directions on permissible activities, prohibited developments, and land management practices that need to be followed. The guidelines promote sustainability by protecting critical resources such as biodiversity, water, and agricultural land while fostering economic opportunities in designated areas through carefully planned industrial, urban, and infrastructure developments. Each SPC is vital in achieving the overarching goals of equitable land use, environmental integrity, and socio-economic development within the framework of spatial transformation and climate resilience.

The following sections provide detailed guidelines for land use management across the various SPCs, ensuring alignment with the PSDF's long-term vision for sustainable development.

Table 19: Detailed Guidelines for the SPCs

SPC	GUIDELINES
SPC A: Core Conservation Areas	**Prohibit all non-conservation activities (Pro-control):** Developments are restricted to conservation, scientific research, and low-impact eco-tourism activities. No mining, infrastructure development, or any activities that could disrupt ecological processes should be permitted. **Protect Critical Biodiversity Areas (CBAs):** All land designated as CBA 1 and CBA 2 must be protected from habitat alteration, with stringent controls on land uses that may lead to ecological degradation. **Restore degraded ecosystems:** Where areas have been impacted by past activities, prioritization must be given to restoring habitats to their natural state to enhance biodiversity and ecosystem services.

SPC	GUIDELINES
	Manage as ecological benchmarks: SPC A areas should serve as benchmarks for monitoring environmental health, representing ecosystems in their most natural state and providing refuge for species and habitats under pressure elsewhere. **Protect key ecological services:** Ensure the protection of natural processes that deliver essential ecosystem services such as clean water provision, carbon sequestration, and disaster risk reduction (flood mitigation, etc.). **Conservation status recognition:** Work to secure formal recognition of all Critical Biodiversity Areas (CBAs) through public-private partnerships that enhance long-term protection. **Limit access:** Access to these areas should be strictly controlled to prevent overuse and disturbance, ensuring that human activity does not interfere with ecological functions.
SPC B: Buffer Areas	**Support compatible land uses:** Only land uses that complement conservation objectives should be encouraged, such as extensive agriculture, wildlife management, eco-tourism, and limited natural resource harvesting. Activities that degrade biodiversity should be restricted or prohibited. **Prevent habitat fragmentation:** Intensive agricultural activities, settlement expansions, and infrastructure development that result in habitat fragmentation should be strictly regulated. Land uses should be spatially planned to maintain connectivity between natural areas, avoiding disruptions to ecological corridors. **Promote sustainable land management:** Landowners should be encouraged to adopt practices like rotational grazing, fire management, and erosion control, which enhance ecological processes and reduce land degradation. Public incentives could be provided to landowners to maintain ecological integrity. **Manage private land effectively:** Since most buffer areas are privately owned, collaborative approaches should be taken with landowners to align land use with conservation objectives, possibly using mechanisms like conservation easements or stewardship agreements. **Develop ecological corridors:** Buffer areas should serve as ecological corridors, allowing species movement between core conservation areas, especially under climate change scenarios where species migration may be necessary for survival.

SPC	GUIDELINES
SPC C: Agricultural Areas	**Preserve high-potential agricultural land (Pro-control):** Prohibit any non-agricultural developments on land with high agricultural potential, particularly in key areas such as the Orange River, Vaal River, and existing irrigation schemes. Special protection should be given to these areas as they are vital for food security and economic sustainability. **Sustainable agricultural practices:** Encourage the use of sustainable agricultural techniques such as conservation tillage, crop rotation, organic farming, water-efficient irrigation systems, and agroforestry. These practices help maintain soil fertility, reduce water consumption, and protect biodiversity. **Agri-processing support:** Facilitate the development of agri-processing hubs and support infrastructure (like roads, water, and electricity) to enhance the economic value of agricultural products. This should be done without impacting the agricultural potential of the land itself. **Integrate rural and urban needs:** Ensure that urban expansion pressures are controlled, and agricultural land near settlements is not compromised. Urban development must adhere to clearly defined urban edges to prevent encroachment into productive agricultural zones. **Promote post-settlement support programs:** For land reform beneficiaries, post-settlement agricultural support should be Prioritised, including training, access to finance, infrastructure, and market access. This will improve the viability of new farming ventures and contribute to national food security goals. **Water management:** Agricultural areas, especially irrigation zones, must adopt water conservation measures and integrate with national water security initiatives, ensuring efficient water use for agricultural production. **Exemption within urban edges (Pro-development):** Support the exemption of agricultural land within urban edges from the regulations of the Subdivision of Agricultural Land Act, No. 70 van 1970.
SPC D: Urban Areas	**Promote compact, sustainable urban growth:** Encourage urban densification and the efficient use of land within urban edges to prevent urban sprawl. This includes the promotion of infill development, higher-density housing, and the development of mixed-use areas that bring residential, commercial, and industrial uses together in proximity.

SPC	GUIDELINES
	Enhance public transport systems: Prioritise the development of public transport-oriented growth areas, ensuring that high-density residential and commercial zones are accessible by reliable public transit. This reduces reliance on private vehicles, lowers emissions, and improves accessibility for all urban residents. **Integrated settlement planning:** Develop settlements that balance environmental integrity, human well-being, and economic efficiency. This includes preserving natural resources like wetlands, rivers, and urban green spaces within city planning, and ensuring urban expansions do not negatively affect these natural features. **Promote mixed-use development:** Urban areas should support the development of mixed-use zones that combine housing, retail, and light industry, encouraging vibrancy, economic activity, and social integration. **Prevent urban sprawl:** Reinforce urban boundaries and prevent the outward expansion of settlements, particularly those that entrench historical segregation and perpetuate inefficient land use patterns. Public funds should not be used to support segregated or unsustainable settlement patterns. **Support non-motorized transport:** Design urban spaces to Prioritise walking and cycling, ensuring that urban infrastructure supports the creation of safe, accessible, and convenient non-motorized transport options, particularly within mixed-use and high-density areas.
SPC E: Industrial Areas	**Establish dedicated industrial zones (pro-development):** Support the development of designated industrial areas that focus on high-value, resource-efficient industries, particularly those leveraging the province's natural resources (e.g., mining, agriculture, renewable energy). These zones should be strategically located near transportation hubs, such as railways or highways, to enhance economic competitiveness, and pre-emptive EIA studies must be conducted on an entire zone, to exempt all other development within the areas from environmental approvals, unless stated otherwise by DESTEA. **Implement stringent environmental controls (pro-control):** Industrial developments must adhere to strict environmental regulations that minimize emissions, manage waste effectively, and prevent land and water pollution. An Environmental Management Plan (EMP) should be mandatory for all industries. **Promote climate-neutral industries:** Encourage the development of industries that are energy efficient, use renewable energy sources, and adopt circular economy practices (such as recycling and waste minimization). Incentives should be provided to industries that implement sustainability measures. **Support beneficiation and value-adding industries:** Industrial areas should focus on processing and adding value to local resources, particularly in sectors such as agri-processing, mineral beneficiation, and renewable energy. These industries can create jobs and retain more economic value within the region. **Foster industrial linkages:** Industrial areas should be linked to both the formal and informal economy, creating opportunities for small and medium enterprises (SMEs) and second economy actors to access industrial supply chains and markets. **Plan for long-term industrial sustainability:** Industrial developments should consider life-cycle impacts and plan for decommissioning or repurposing once the initial industrial activity has ceased, ensuring the long-term economic sustainability of industrial regions.
SPC F: Surface Infrastructure	**Develop strategic transport corridors:** Prioritise the development and maintenance of major transportation infrastructure (road, rail, and port) to support economic activity, particularly in sectors like mining, agriculture, and manufacturing. This includes ensuring that major agricultural and industrial nodes are well connected to national and international markets. **Promote renewable energy infrastructure:** Encourage the development of large-scale renewable energy projects, such as wind and solar farms, to diversify energy supply and reduce reliance on non-renewable sources. These projects should be located in areas with high renewable energy potential, and where they do not conflict with sensitive ecological areas. **Ensure equitable access to basic services:** Infrastructure development should aim to reduce the gap in access to essential services like electricity, water, sanitation, and telecommunications, especially in rural and marginalized areas. Public investment should Prioritise areas with poor service delivery. **Telecommunication infrastructure development:** Expand broadband and telecommunication networks, particularly in rural areas, to improve access to information, education, and economic opportunities. Where possible, telecommunications infrastructure should be integrated with renewable energy systems to ensure sustainability.

SPC	GUIDELINES
	Water infrastructure management: Ensure that water infrastructure is developed in a manner that protects water resources and ensures sustainable usage. Water recycling, desalination, and other innovative water management techniques should be promoted, especially in areas experiencing water scarcity. **Climate-resilient infrastructure:** All new infrastructure projects must be designed with climate change in mind, ensuring that roads, bridges, energy facilities, and other critical infrastructure can withstand extreme weather events and rising temperatures. This will reduce long-term maintenance costs and improve resilience. **Utilize the proposed FS EMF (pro-development):** Utilise the recommendation of the proposed Free State Environmental Management Framework to exempt certain areas and land uses such as infrastructure from the requirement of environmental approval.

6.2.1.2.2.1 Provincial Land Use Matrix

This matrix shows the compatibility of various land use types across different Spatial Planning Categories (SPCs). The categories are defined as follows:

- P: Preferred - This land use type is ideal for this SPC.
- S: Suitable - This land use type is appropriate but not ideal for this SPC.
- A: Accommodated - This land use type can be allowed in this SPC under certain conditions.
- N: Not Suitable – This land is not suitable for this SPC and should be prohibited.

Table 20: Provincial Land Use Matrix

Land Use Type	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
Intensive Agriculture	N	N	P	N	N	A
Extensive Agriculture	N	S	P	N	N	A
Renewable Energy Development	A	A	A	S	S	S
Tourism Development	S	S	A	A	A	A
Mining Development	N	N	A	N	S	N
Human Settlements	N	N	A	P	A	A
Infrastructure Development	N	A	A	P	P	P
Other Conservation and Ecological Use	P	S	A	A	N	N
Mixed-Use Development	N	N	N	P	S	A
Rural Settlement Development	N	A	A	S	N	N
Transportation	A	A	S	P	P	P
Nature Reserves and National Parks	P	S	N	N	N	N

This matrix serves as a guide for land use planning and development decisions across the Free State, ensuring that different types of land use are appropriately located and aligned with the overall spatial development strategy.

6.2.1.2.2.2 MCRSAA Land Use Matrix

This matrix shows the compatibility of various land use types across different Spatial Planning Categories (SPCs) specific to the Mangaung Corridor Regional Spatial Action Area (MCRSAA). The categories are defined as follows:

- P: Preferred - This land use type is ideal for this SPC.
- S: Suitable - This land use type is appropriate but not ideal for this SPC.
- A: Accommodated - This land use type can be allowed in this SPC under certain conditions.
- N: Not Suitable – This land is not suitable for this SPC and should be prohibited.

Table 21: MCRSAA Land Use Matrix

Land Use Type	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
Intensive Agriculture	N	A	P	N	N	A
Extensive Agriculture	N	S	P	N	N	A
Renewable Energy Development	A	A	A	S	S	P
Tourism Development	S	S	A	S	A	A
Mining Development	N	N	N	N	S	N
Human Settlements	N	N	A	P	A	A
Infrastructure Development	N	A	A	P	P	P
Other Conservation and Ecological Use	P	S	A	A	N	N
Mixed-Use Development	N	N	N	P	S	A
Rural Settlement Development	N	A	A	S	N	N
Transportation	A	A	S	P	P	P
Nature Reserves and National Parks	P	S	N	N	N	N

This matrix serves as a guide for land use planning and development decisions across the RSAA, ensuring that different types of land use are appropriately located and aligned with the overall spatial development strategy.

6.2.1.2.2.3 MRSAA Land Use Matrix

This matrix shows the compatibility of various land use types across different Spatial Planning Categories (SPCs) specific to the Maluti Regional Spatial Action Area (MRSAA). The categories are defined as follows:

- P: Preferred - This land use type is ideal for this SPC.
- S: Suitable - This land use type is appropriate but not ideal for this SPC.
- A: Accommodated - This land use type can be allowed in this SPC under certain conditions.
- N: Not Suitable – This land is not suitable for this SPC and should be prohibited.

Table 22: MRSAA Land Use Matrix

Land Use Type	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
Intensive Agriculture	N	N	P	N	N	A
Extensive Agriculture	N	S	P	N	N	A
Renewable Energy Development	N	A	A	S	S	A
Tourism Development	A	S	A	P	A	A
Mining Development	N	N	N	N	N	N
Human Settlements	N	N	A	P	A	A
Infrastructure Development	N	N	A	P	P	P
Other Conservation and Ecological Use	P	P	A	A	N	N
Mixed-Use Development	N	N	N	P	S	A
Rural Settlement Development	N	N	A	S	N	N
Transportation	N	A	A	P	P	P
Nature Reserves and National Parks	P	P	N	N	N	N

This matrix serves as a guide for land use planning and development decisions across the RSAA, ensuring that different types of land use are appropriately located and aligned with the overall spatial development strategy.

6.2.1.2.2.4 GRSAA Land Use Matrix

This matrix shows the compatibility of various land use types across different Spatial Planning Categories (SPCs) specific to the Gateway Regional Spatial Action Area (GRSAA). The categories are defined as follows:

- P: Preferred - This land use type is ideal for this SPC.
- S: Suitable - This land use type is appropriate but not ideal for this SPC.
- A: Accommodated - This land use type can be allowed in this SPC under certain conditions.
- N: Not Suitable – This land is not suitable for this SPC and should be prohibited.

Table 23: GRSAA Land Use Matrix

Land Use Type	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
Intensive Agriculture	N	N	P	N	N	A
Extensive Agriculture	N	S	P	N	N	A
Renewable Energy Development	N	A	A	S	S	S
Tourism Development	A	S	A	S	A	A
Mining Development	N	N	A	N	S	N
Human Settlements	N	N	A	P	A	A
Infrastructure Development	N	A	A	P	P	P
Other Conservation and Ecological Use	P	P	A	A	N	N
Mixed-Use Development	N	N	N	P	S	A
Rural Settlement Development	N	A	A	S	N	N
Transportation	A	A	S	P	P	P
Nature Reserves and National Parks	P	P	N	N	N	N

This matrix serves as a guide for land use planning and development decisions across the RSAA, ensuring that different types of land use are appropriately located and aligned with the overall spatial development strategy.

6.2.1.2.2.5 IRSAA Land Use Matrix

This matrix shows the compatibility of various land use types across different Spatial Planning Categories (SPCs) specific to the Innovation Regional Spatial Action Area (IRSAA). The categories are defined as follows:

- P: Preferred - This land use type is ideal for this SPC.

- S: Suitable - This land use type is appropriate but not ideal for this SPC.
- A: Accommodated - This land use type can be allowed in this SPC under certain conditions.
- N: Not Suitable – This land is not suitable for this SPC and should be prohibited.

Table 24: IRSAA Land Use Matrix

Land Use Type	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
Intensive Agriculture	N	N	P	N	N	A
Extensive Agriculture	N	A	P	N	N	A
Renewable Energy Development	A	A	A	S	P	S
Tourism Development	S	S	A	A	N	A
Mining Development	N	N	A	A	S	N
Human Settlements	N	N	A	P	A	A
Infrastructure Development	N	A	S	P	P	P
Other Conservation and Ecological Use	P	S	A	A	N	N
Mixed-Use Development	N	N	N	P	P	A
Rural Settlement Development	N	A	A	S	N	N
Transportation	A	A	S	P	P	P
Nature Reserves and National Parks	P	S	N	N	N	N

This matrix serves as a guide for land use planning and development decisions across the RSAA, ensuring that different types of land use are appropriately located and aligned with the overall spatial development strategy.

6.2.1.2.2.6 AVRSAA Land Use Matrix

This matrix shows the compatibility of various land use types across different Spatial Planning Categories (SPCs) specific to the Vaal River Regional Spatial Action Area (RSAA). The categories are defined as follows:

- P: Preferred - This land use type is ideal for this SPC.
- S: Suitable - This land use type is appropriate but not ideal for this SPC.
- A: Accommodated - This land use type can be allowed in this SPC under certain conditions.
- N: Not Suitable – This land is not suitable for this SPC and should be prohibited.

Table 25: AVRSAA Land Use Matrix

Land Use Type	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
Intensive Agriculture	N	A	P	N	N	A
Extensive Agriculture	N	S	P	N	N	A
Renewable Energy Development	A	A	A	S	S	S
Tourism Development	A	S	N	S	A	A
Mining Development	N	N	N	N	S	N
Human Settlements	N	N	N	P	A	A
Infrastructure Development	N	A	A	P	P	P
Other Conservation and Ecological Use	P	P	A	A	N	N
Mixed-Use Development	N	N	N	P	S	A
Rural Settlement Development	N	A	N	S	N	N
Transportation	A	A	A	P	P	P
Nature Reserves and National Parks	P	S	N	N	N	N

This matrix serves as a guide for land use planning and development decisions across the RSAA, ensuring that different types of land use are appropriately located and aligned with the overall spatial development strategy.

6.2.1.2.2.7 MDSAA Land Use Matrix

This matrix shows the compatibility of various land use types across different Spatial Planning Categories (SPCs) specific to the Minerals Development Spatial Action Area (MDSAA). The categories are defined as follows:

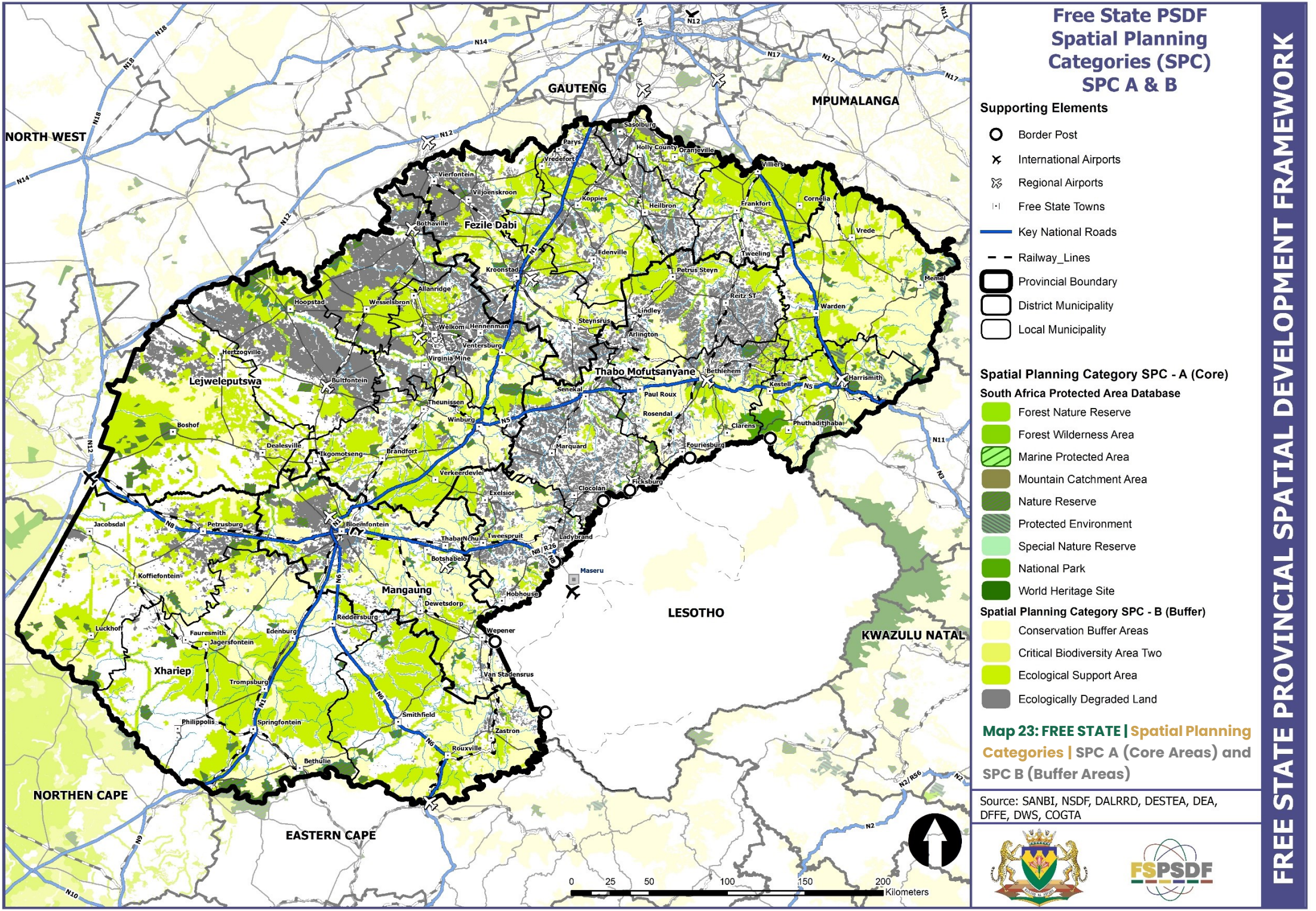
- P: Preferred - This land use type is ideal for this SPC.
- S: Suitable - This land use type is appropriate but not ideal for this SPC.
- A: Accommodated - This land use type can be allowed in this SPC under certain conditions.
- N: Not Suitable – This land is not suitable for this SPC and should be prohibited.

Table 26: MDSAA Land Use Matrix

Land Use Type	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
Intensive Agriculture	N	N	P	N	N	N
Extensive Agriculture	N	S	P	N	N	A

Renewable Energy Development	A	A	A	S	S	P
Tourism Development	A	S	A	A	A	A
Mining Development	N	N	A	A	P	A
Human Settlements	N	N	A	P	N	A
Infrastructure Development	N	A	A	P	P	P
Other Conservation and Ecological Use	P	S	A	A	N	N
Mixed-Use Development	N	N	N	P	S	A
Rural Settlement Development	N	A	A	S	N	N
Transportation	A	A	S	P	P	P
Nature Reserves and National Parks	P	S	N	N	N	N

This matrix serves as a guide for land use planning and development decisions across the RSAA, ensuring that different types of land use are appropriately located and aligned with the overall spatial development strategy.



Free State PSDF Spatial Planning Categories (SPC) SPC A & B

Supporting Elements

- Border Post
- International Airports
- Regional Airports
- Free State Towns
- Key National Roads
- Railway_Lines
- Provincial Boundary
- District Municipality
- Local Municipality

Spatial Planning Category SPC - A (Core)

South Africa Protected Area Database

- Forest Nature Reserve
- Forest Wilderness Area
- Marine Protected Area
- Mountain Catchment Area
- Nature Reserve
- Protected Environment
- Special Nature Reserve
- National Park
- World Heritage Site

Spatial Planning Category SPC - B (Buffer)

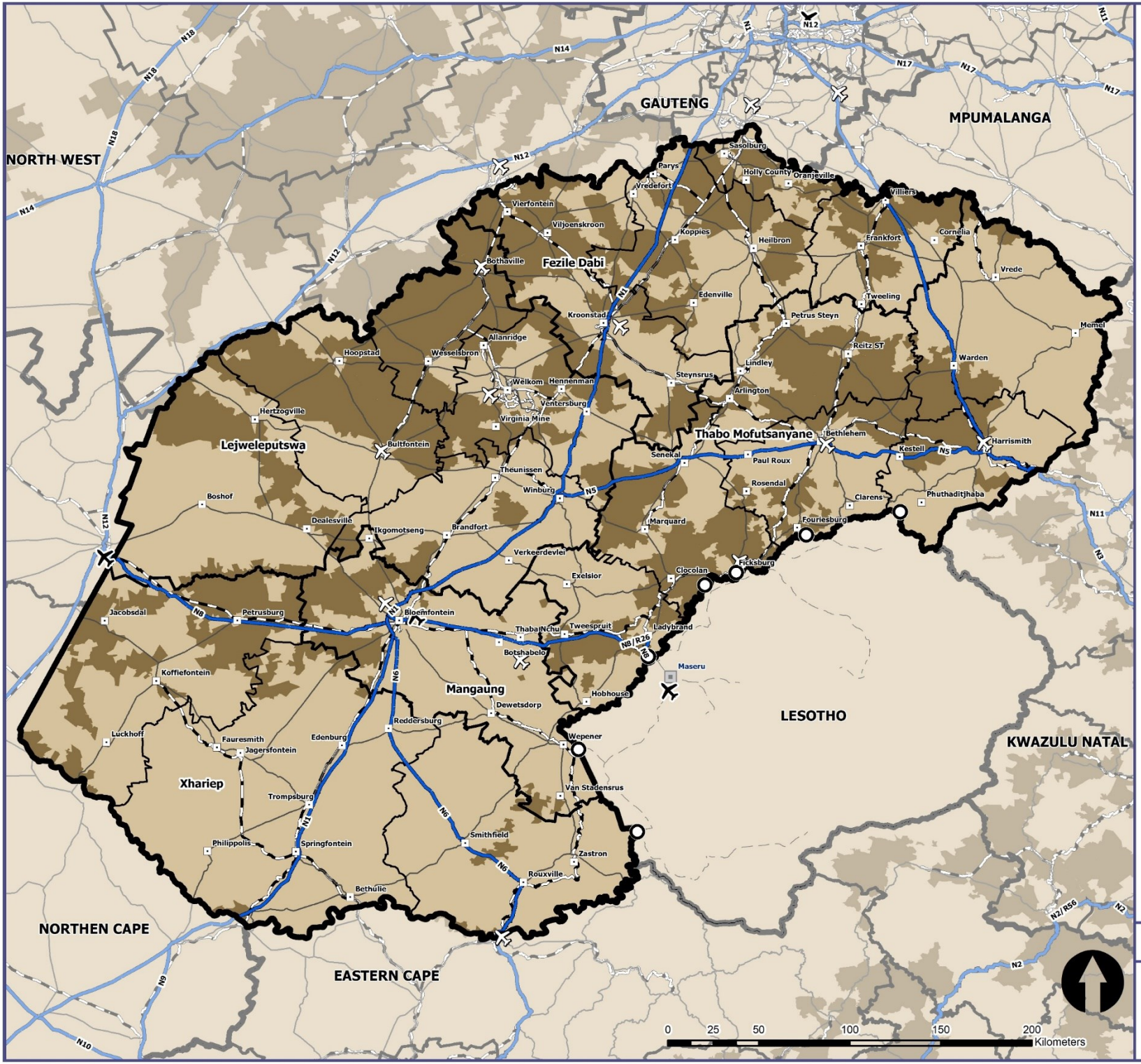
- Conservation Buffer Areas
- Critical Biodiversity Area Two
- Ecological Support Area
- Ecologically Degraded Land

Map 23: FREE STATE | Spatial Planning Categories | SPC A (Core Areas) and SPC B (Buffer Areas)

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

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



Free State PSDF Spatial Planning Categories (SPC) SPC C

Supporting Elements

- Border Post
- International Airports
- Regional Airports
- Free State Towns
- Key National Roads
- Railway_Lines
- Provincial Boundary
- District Municipality
- Local Municipality

Spatial Planning Category SPC C (Agricultural Areas)

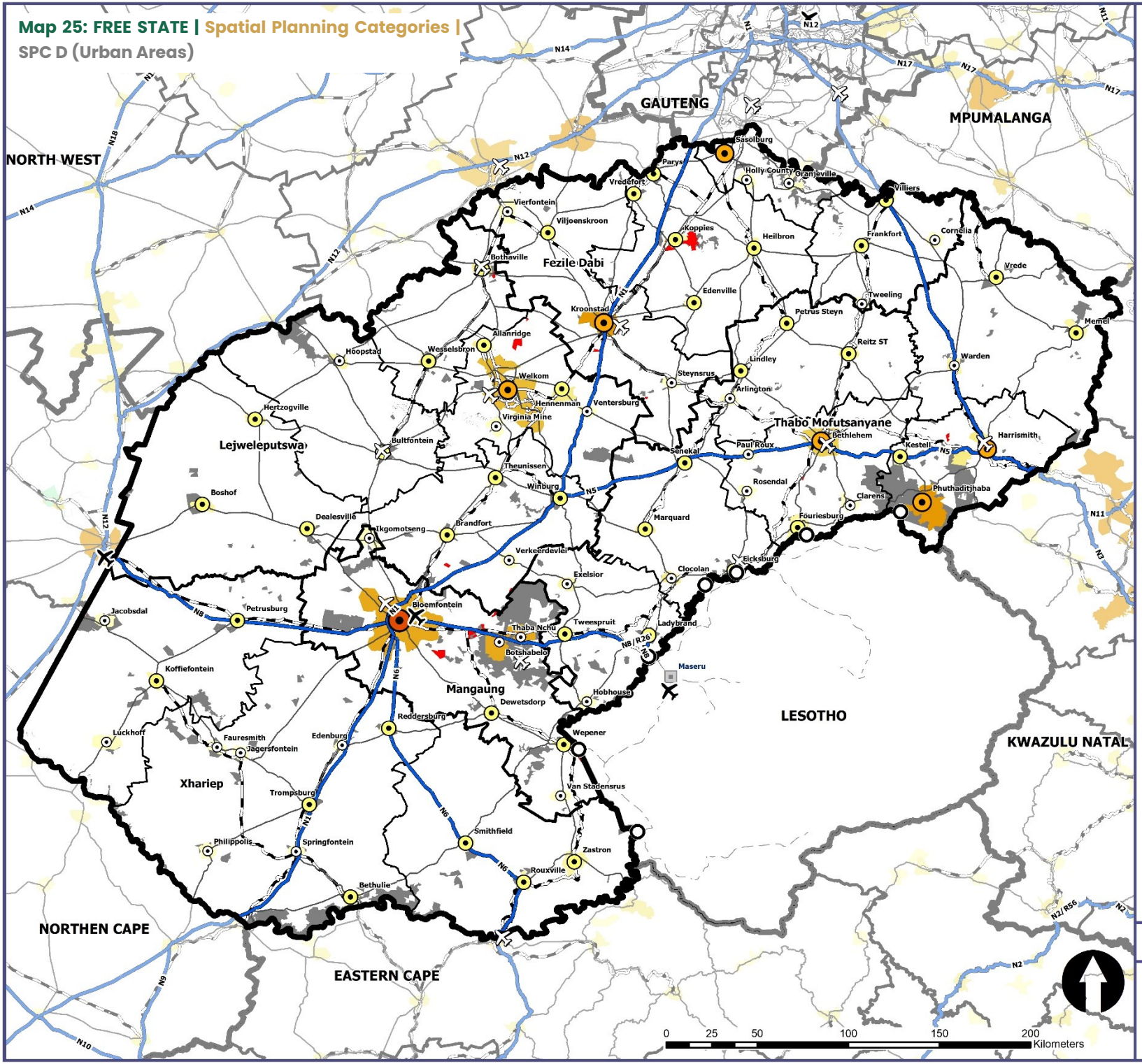
- Low Potential Agricultural Land
- High Potential Agricultural Land

Map 24: FREE STATE | Spatial Planning Categories | SPC C (Agriculture Areas)

Source: NSDF, DALRRD

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

Map 25: FREE STATE | Spatial Planning Categories |
SPC D (Urban Areas)



Free State PSDF Spatial Planning Categories (SPC) SPC D

Supporting Elements

- Border Post
- International Airports
- Regional Airports
- Key National Roads
- Railway_Lines
- Provincial Boundary
- District Municipality
- Local Municipality

Spatial Planning Category SPC - D (Urban Related)

- CPA Farms
- State Owned Land
- Trancraa Area
- Unalienated State Land

NSDF Town Typology

- Big Regional Service Centre (RC2)
- City Area (City)
- Large Regional Centre (RC1)
- Regional Service Centre (RC3)
- Rural Service Settlement
- Service Town
- Small Service Town
- Small Towns

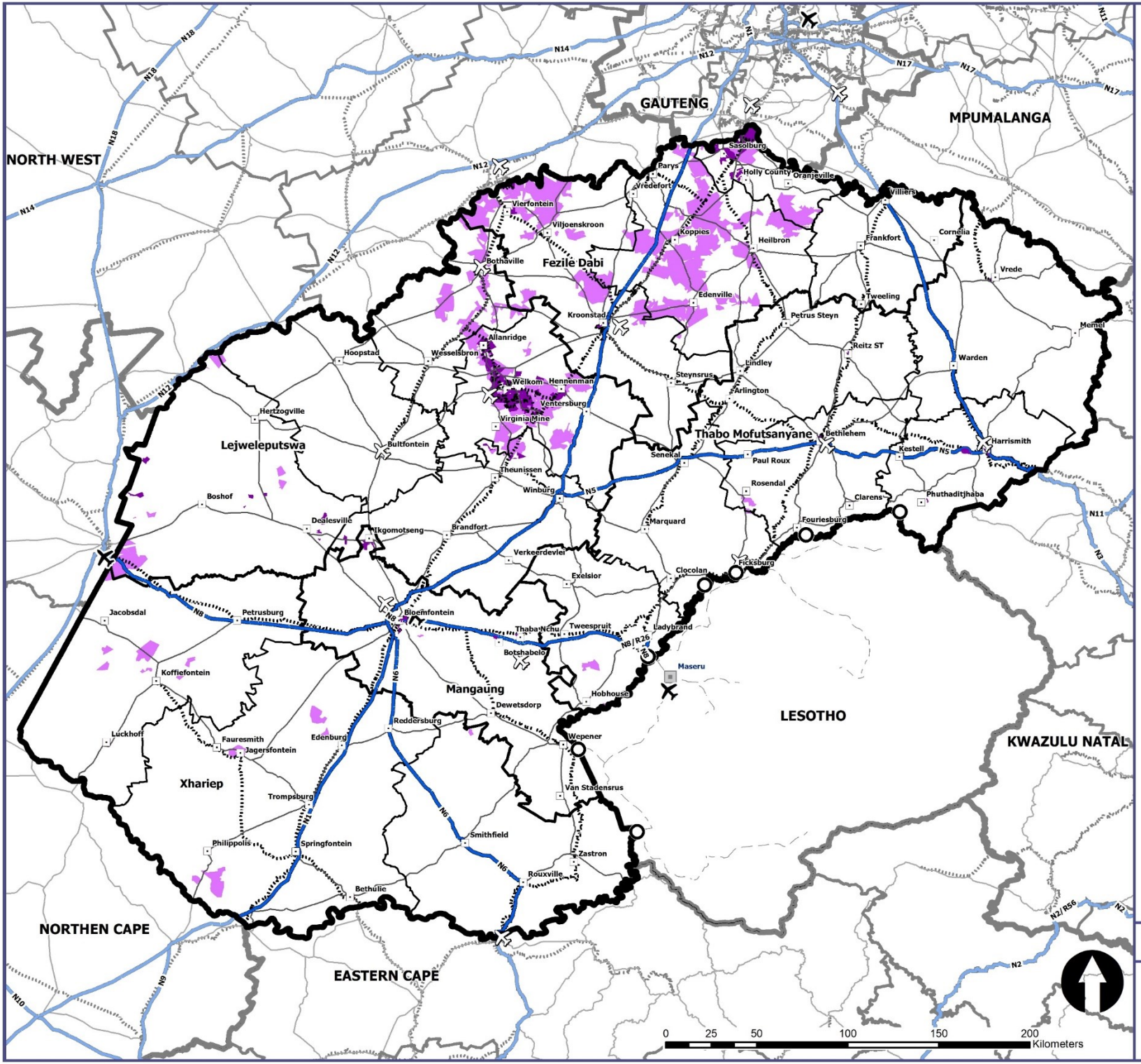
Settlements Type

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

Source: NSDF, COGTA

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



Free State PSDF Spatial Planning Categories (SPC) SPC E

Supporting Elements

- Border Post
- International Airports
- Regional Airports
- Free State Towns
- Key National Roads
- Railway Lines
- Provincial Boundary
- District Municipality
- Local Municipality

Spatial Planning Category SPC - E (Industrial Areas)

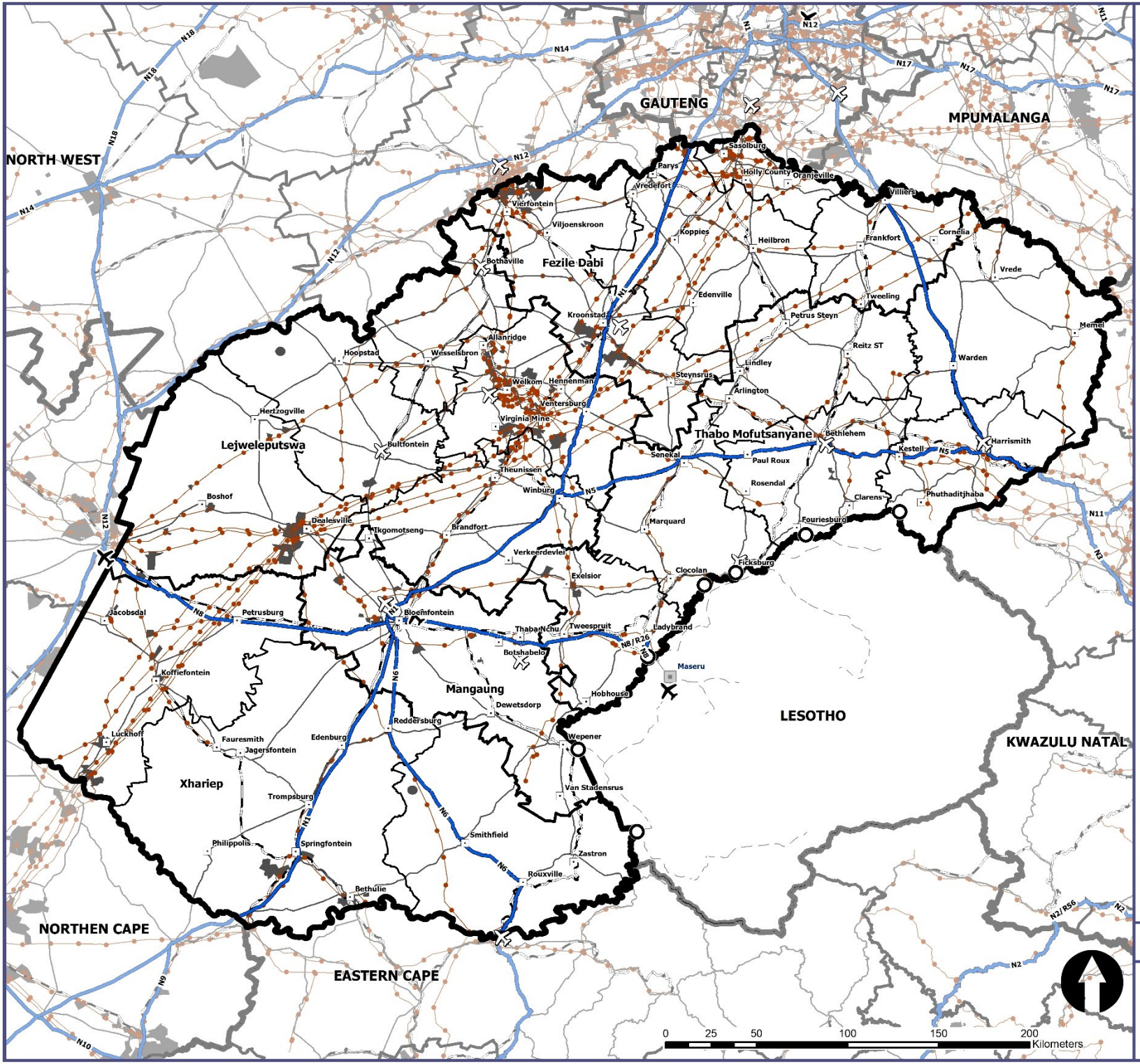
- Active Mining Areas
- FS Industrial Areas

Map 26: FREE STATE | Spatial Planning Categories | SPC E (Industrial Areas

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

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



Free State PSDF Spatial Planning Categories (SPC) SPC F

Supporting Elements

- Border Post
- International Airports
- Regional Airports
- Free State Towns
- Provincial Boundary
- District Municipality
- Local Municipality

Spatial Planning Category SPC - F (Surface Infrastructure & Buildings)

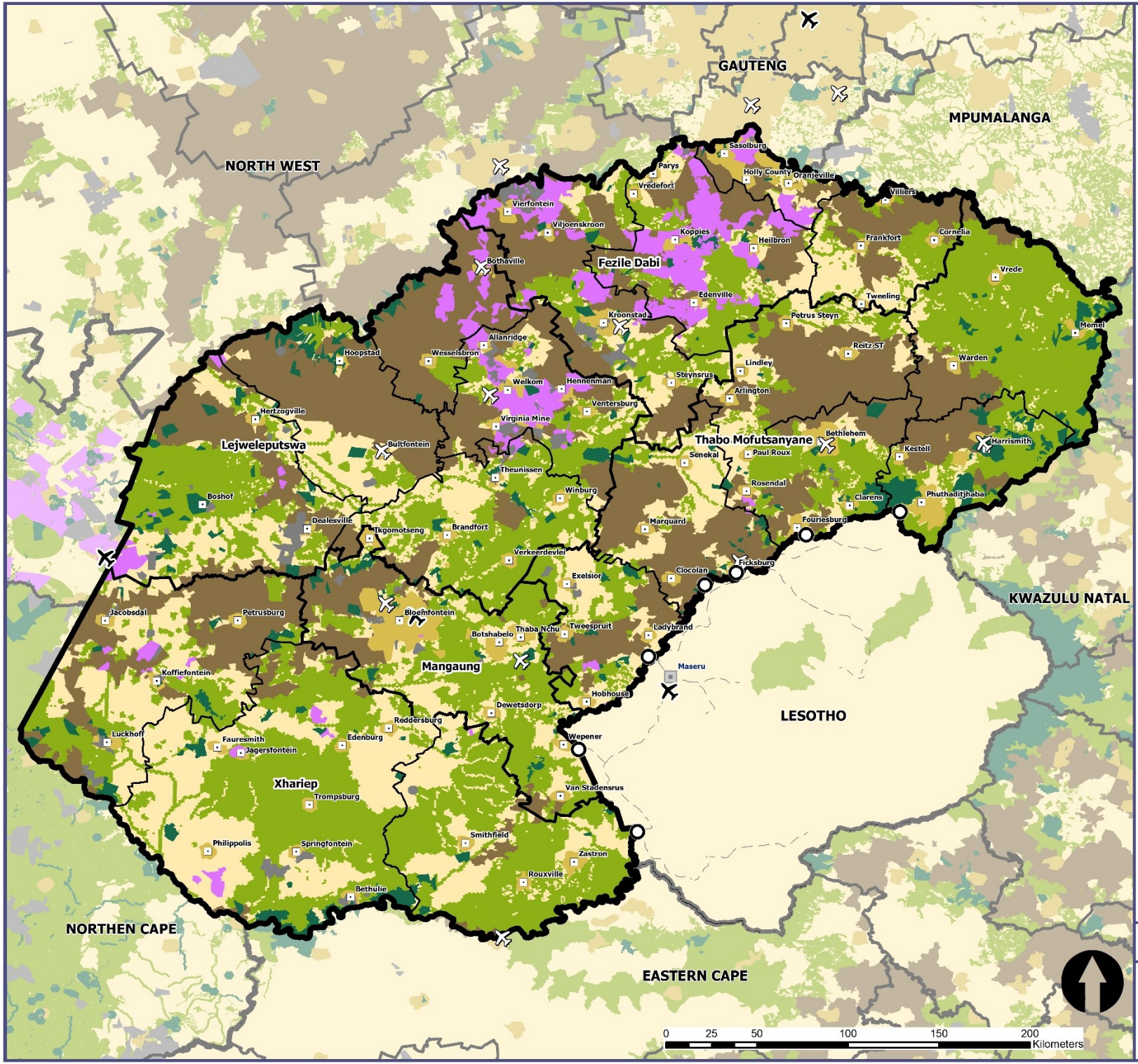
- Key National Roads
- Main / Provincial Roads
- Canals
- Eskom HV Lines
- Railway Lines
- Renewable Enegy Projects

Map 27: FREE STATE | Spatial Planning Categories | SPC F (Surface Infrastructure)

Source: NSDF, DWS, Eskom

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



Free State PSDF Spatial Planning Categories (SPC)

Supporting Elements

- Border Post
- International Airports
- Regional Airports
- Free State Towns
- Key National Roads
- Railway_Lines
- Provincial Boundary
- District Municipality
- Local Municipality

Spatial Planning Categories:

- SPC A
- SPC B
- SPC E
- SPC C - Extensive Agriculture (C.a)
- SPC C - Intensive Agriculture (C.b)
- SPC D
- SPC F

Map 28: FREE STATE | Spatial Planning Categories | Composite

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

FSPSDF

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

FSPSDF

CHAPTER 7 | IMPLEMENTATION FRAMEWORK

CHAPTER 7 | IMPLEMENTATION FRAMEWORK

7.1 INTRODUCTION

The Free State Provincial Spatial Development Framework (FS PSDF) serves as the overarching spatial vision and guidance document to achieve the province's long-term development goals, spatial transformation, and sustainable use of land and resources. It aligns with the Spatial Planning and Land Use Management Act, 2013 (SPLUMA, 2013), which mandates the alignment of provincial planning, budgeting, and infrastructure investments with clear spatial priorities.

In addition, the National Spatial Development Framework (NSDF, 2022) emphasizes the need for coordination across all three spheres of government to drive spatial transformation and achieve the desired spatial future. The FS PSDF ensures alignment with national and local frameworks while focusing on the province's specific spatial needs, opportunities, and challenges.

The spatial approach has gained importance in strategic planning and budgeting across South Africa, and the Free State has followed suit in ensuring spatial considerations are central to all provincial processes, including:

- Strategic Planning and Annual Performance Plans
- Medium-Term Expenditure Framework (MTEF)
- Infrastructure Programme Management Plans (IPMPs)
- Integrated Development Plans (IDPs) at the municipal level

This Implementation Framework outlines the key actions required to institutionalize spatial planning across the Free State Provincial Government and ensure that the FS PSDF becomes a core reference in all decision-making processes.

7.1.1 BACKGROUND AND PURPOSE OF THE IMPLEMENTATION FRAMEWORK

The purpose of the FS PSDF Implementation Framework is to guide the effective implementation of the spatial development objectives of the province. It provides directives for aligning spatial planning with governance structures and ensuring the prioritisation of key spatial projects across provincial, district, and municipal levels.

The key objectives of the Implementation Framework are to:

- Ensure spatial governance through the coordination and alignment of planning processes.
- Promote alignment of the FS PSDF with national, provincial, and local frameworks.
- Prioritise projects in accordance with the FS PSDF to maximize public investment.
- Facilitate future reviews and updates of the FS PSDF.
- Establish mechanisms for monitoring and evaluation of the FS PSDF.
- Define the roles and responsibilities of key stakeholders.

7.1.2 KEY COMPONENTS OF THE IMPLEMENTATION FRAMEWORK

The FS PSDF provides a comprehensive approach to spatial governance, aligning provincial planning efforts with national and local frameworks, prioritizing impactful projects, and ensuring ongoing review, monitoring, and clear roles for key stakeholders to achieve shared spatial objectives. The following is key:

- **Spatial Governance and Directives:** The FS PSDF mandates governance structures that facilitate cooperation among provincial departments, municipalities, and national government. A clear governance model will be established, ensuring integration between sectors and spatial planning efforts across spheres of government.
- **Alignment and Coordination with Other Frameworks:** The FS PSDF aligns with key national and local frameworks, including the NSDF, Integrated Urban Development Framework (IUDF), and municipal IDPs. It requires that all provincial departments integrate spatial planning into their strategic and annual performance plans, with a focus on shared spatial objectives.
- Prioritisation of Projects Using the FS PSDF: Spatial targeting and prioritisation are critical to ensuring that public resources are directed toward areas where they can have the greatest impact. The framework will introduce a prioritisation matrix, categorising projects based on their spatial alignment and contribution to provincial objectives.
- **Future Review of the FS PSDF:** To ensure the continued relevance of the FS PSDF, regular reviews will be conducted in alignment with the five-year review cycle mandated by SPLUMA. These reviews will incorporate emerging trends, new data, and stakeholder feedback.

- **Monitoring and Evaluation of the FS PSDF:** The framework outlines a comprehensive monitoring and evaluation system, which will track the progress of spatial projects, assess the alignment of government plans with the PSDF, and report on spatial outcomes. Key performance indicators (KPIs) will be developed to measure success.
- **Roles and Responsibilities:** The success of the FS PSDF depends on the active participation of key role players, including the Office of the Premier, provincial departments, municipalities, and public entities. The roles and responsibilities of each entity in implementing the FS PSDF will be clearly defined to ensure accountability.

7.2 SPATIAL GOVERNANCE

Spatial governance refers to the system through which spatial policies, plans, and frameworks are implemented, ensuring alignment across various spheres of government. It involves the integration of spatial planning, land use management, and infrastructure development to promote equitable and sustainable growth. The governance system ensures that spatial frameworks such as the Provincial Spatial Development Framework (PSDF) align with local, provincial, and national strategies to achieve balanced development.

The Free State PSDF is guided by SPLUMA (Act No. 16 of 2013), which mandates spatial governance across municipal, provincial, and national levels, aiming to achieve coherent spatial development and effective governance. This is achieved by aligning spatial policies with key objectives such as improving interconnectivity, supporting economic growth, and ensuring sustainable land use.

7.2.1 DIRECTIVES FOR SPATIAL GOVERNANCE

The directives for spatial governance are designed to facilitate the integration and coordination of spatial frameworks across all spheres of government. These directives ensure that spatial planning is guided by a clear, shared vision, consistent with SPLUMA and other relevant legislation. Some of the key directives include:

- **Compliance with SPLUMA:** Section 17. (2) of SPLUMA mandates that all provincial development plans, projects, and programs must align with the provincial spatial development framework.
- **Intergovernmental Coordination:** Ensuring coordination between municipal, district, and provincial spatial development frameworks to enable efficient and integrated land use management.

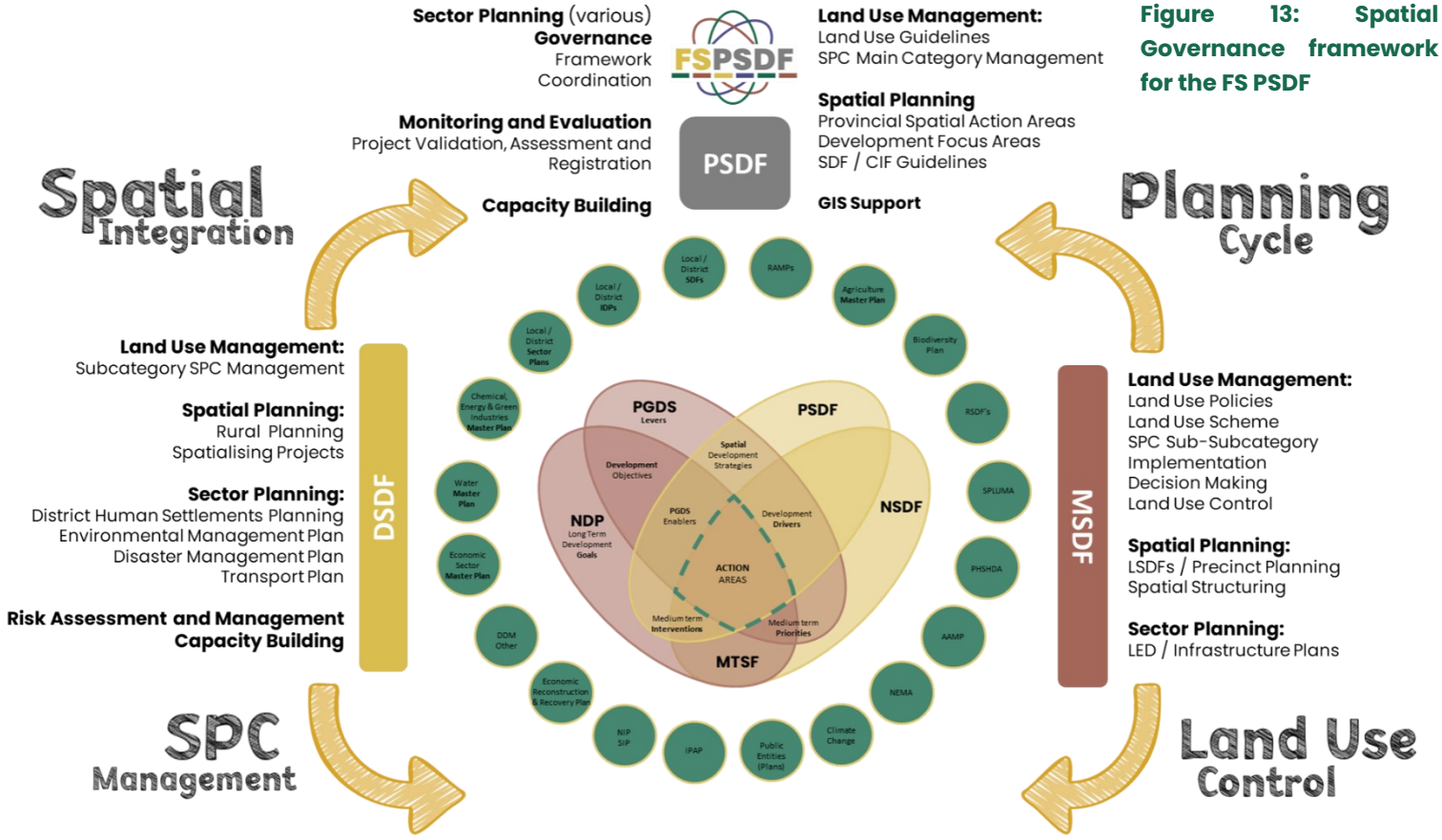


Figure 13: Spatial Governance framework for the FS PSDF

- **Project Prioritization:** Prioritise projects that align with the PSDF's development goals, particularly those that promote economic growth, sustainability, and equitable access to resources.
- **Monitoring and Evaluation:** Regular monitoring of spatial plans and outcomes to ensure compliance with the PSDF and alignment with national and provincial objectives.

7.2.1.1 INTEGRATED SPATIAL PLANNING FOR THE PROVINCE

Integrated spatial planning in the Free State is achieved through coordinated actions across various governmental spheres, ensuring alignment between the PSDF, municipal SDFs, and sectoral plans. This integrated approach aims to optimize the use of land, improve service delivery, and facilitate sustainable development.

Key aspects of integrated spatial planning include:

- Alignment of National, Provincial, and Local Frameworks: Ensuring that the PSDF aligns with the National Spatial Development Framework (NSDF) and supports local municipalities' Integrated Development Plans (IDPs).
- Multi-sectoral Coordination: Engaging different sectors such as housing, transportation, energy, and environmental management to ensure cohesive and well-planned development.

7.2.1.1.1 MANDATE DELINEATION IN SUPPORT OF INTEGRATED SPATIAL PLANNING

Table 27: Matrix of Responsibilities and Actions Required to Support Integrated Spatial Planning in the Free State Province

SPHERE OF GOVERNMENT/ENTITY	RESPONSIBILITY	KEY MANDATES
National Government (DALRRD)	Oversight of Spatial Planning, Land Use Management, and Environmental Services	◀ Provide national spatial guidelines and support provincial and municipal compliance with SPLUMA. ◀ Provide technical support for rural development and land reform initiatives. ◀ Oversee the implementation of SPLUMA to ensure compliance with land use management regulations.
		◀ Support municipal and provincial land use schemes and spatial plans, ensuring alignment with the National Spatial Development Framework (NSDF).
Provincial Government (CoGTA - Free State)	Strengthening Municipalities and Supporting Economic Growth	◀ Assist municipalities with the preparation of SDFs and land use schemes aligned with the PSDF and SPLUMA. ◀ Coordinate spatial development initiatives, ensuring alignment between the provincial, district, and municipal levels. ◀ Provide technical assistance for the processing of land use applications. ◀ Oversee compliance with SPLUMA and provincial spatial frameworks.
District Development Model (DDM) – Free State	Integrated Development and Planning across Municipalities	◀ Consolidate municipal IDP spatial priorities into the District "One Plan" and ensure alignment with provincial budgeting processes. ◀ Prioritise infrastructure projects that meet SPLUMA regulations and are aligned with the PSDF and NSDF. ◀ Coordinate cross-jurisdictional spatial planning and infrastructure projects between municipalities. ◀ Ensure municipal SDFs and IDPs align with regional and provincial spatial frameworks.
District Municipalities	Support for Local Municipalities and Capacity Building	◀ Assist local municipalities in developing and implementing SDFs and land use schemes that align with district and provincial spatial plans. ◀ Provide capacity-building programs to strengthen municipal governance.

SPHERE OF GOVERNMENT/ENTITY	RESPONSIBILITY	KEY MANDATES
		◀ Ensure municipal projects comply with SPLUMA and PSDF priorities. ◀ Facilitate the preparation of district-level infrastructure projects aligned with the PSDF.
Local Municipalities	Local Land Use and Development Planning	◀ Prepare and implement local SDFs and land use schemes that are consistent with SPLUMA and district spatial frameworks. ◀ Develop IDPs that clearly define spatial priorities and municipal needs, ensuring integration with Service Delivery and Budget Implementation Plans (SDBIPs). ◀ Ensure alignment between municipal spatial plans and the PSDF, NSDF, and district frameworks. ◀ Engage communities in the spatial planning process to ensure inclusive development.
DWS (Department of Water and Sanitation)	Water Services and Environmental Protection	◀ Enforce water regulations as per the National Water Act (1998) and Water Services Act (1997). ◀ Implement the Green and Blue Drop certification programs to monitor the performance of water service institutions. ◀ Provide technical support for water infrastructure planning and ensure alignment with the PSDF and NSDF. ◀ Ensure water and wastewater management systems align with spatial planning and growth areas identified in the PSDF.
Provincial Treasury	Financial Oversight and Budgeting for Spatial Projects	◀ Allocate budgets for provincial, district, and local spatial projects aligned with the PSDF. ◀ Ensure catalytic projects are funded based on their spatial

SPHERE OF GOVERNMENT/ENTITY	RESPONSIBILITY	KEY MANDATES
		significance and contribution to provincial development. ◀ Monitor the financial performance of spatial projects, ensuring efficient use of funds. ◀ Facilitate integrated budgeting processes that support spatial priorities and public investment aligned with the PSDF.
Public Works and Infrastructure	Infrastructure Development and Spatial Alignment	◀ Plan and implement major infrastructure projects (roads, water, public facilities) that align with the PSDF. ◀ Prioritise infrastructure development in strategic spatial areas (e.g., development corridors) identified in the PSDF. ◀ Ensure that infrastructure supports urban and rural growth while complying with provincial and local SDFs. ◀ Coordinate with local and district municipalities for the seamless integration of infrastructure development with land use management.
Municipal Integrated Development Plans (IDPs)	Local Planning and Spatial Alignment with Provincial and National Frameworks	◀ Municipalities must prepare IDPs that clearly define spatial priorities and municipal needs in alignment with SDBIPs. ◀ Municipal IDPs must Prioritise investments aligned with the PSDF, NSDF, and district SDFs. ◀ Submit municipal spatial priority templates annually to the District Municipality for consolidation into the DDM "One Plan" and incorporation into provincial budgeting. ◀ Ensure spatial analysis and mapping are included in IDP

SPHERE OF GOVERNMENT/ENTITY	RESPONSIBILITY	KEY MANDATES
		chapters, with clear links between sector plans and spatial planning priorities.
District Development Model (DDM) "One Plan"	Integration of Municipal IDPs and Spatial Priorities at the District Level	◀ Consolidate municipal IDP spatial priorities into the District "One Plan" and submit for integration into provincial budgeting processes. ◀ Prioritise infrastructure projects with confirmed readiness and business cases aligned with the PSDF. ◀ Coordinate human settlements, transport, and infrastructure projects across municipalities, ensuring consistency with spatial priorities and land use plans.
Local Government Sectoral Plans	Sectoral Planning Aligned with Municipal and District Frameworks	◀ Ensure that sectoral plans (e.g., housing, transport, water) are consistent with the NSDF, PSDF, and district SDFs. ◀ Geo-reference spatial interventions and projects to align with provincial and district frameworks. ◀ Share electronic data in accordance with provincial GIS standards to facilitate alignment between sectoral and spatial plans. ◀ Demonstrate alignment of public investment projects with spatial planning priorities in sectoral plans.
Priority Human Settlements and Housing Development Areas (PHSHDA)	Integrated Investment in Housing and Infrastructure Development	◀ Ensure human settlement projects are spatially aligned with municipal SDFs and urban development boundaries. ◀ Align PHSHDA development plans with transport, bulk infrastructure, and social services to support sustainable settlements. ◀ Prioritise land assembly for human settlement projects within municipal spatial frameworks. ◀ Ensure that PHSHDA projects comply with SPLUMA and are spatially referenced according to provincial GIS standards.
Land Use and Urban Management	Municipal Land Use Regulation and Urban Planning	◀ Municipalities must regulate and manage land use according to their land use schemes and spatial development frameworks. ◀ Ensure that land use management supports sustainable urban growth and equitable service delivery. ◀ Provincial and national departments must align public investment with municipal land use schemes and SDFs.

7.2.1.1.1.1 Additional Key Responsibilities and Actions:

Municipal Integrated Development Plans (IDPs):

- ◀ Municipalities must submit fully completed IDP spatial priority templates annually for incorporation into provincial and district strategic plans (via DDM "One Plan" processes).
- ◀ IDPs must illustrate how spatial planning priorities are linked to budget decisions, ensuring that investments align with the PSDF and NSDF.

District Development Model (DDM):

- ◀ DDM "One Plan" processes must Prioritise infrastructure projects that are development-ready and aligned with district, provincial, and national spatial frameworks.
- ◀ The DDM must ensure coordination between cross-boundary projects, such as housing developments and transportation systems, which require multi-jurisdictional support.
- ◀ One Plan project identification must be aligned with the provincial, district and local spatial development frameworks and project proposals.

Land Use Management:

- Municipalities must actively regulate land use in line with their local SDFs and land use schemes, ensuring that land development decisions support broader spatial goals.
- National and provincial departments must ensure their public investment projects align with municipal land use schemes to promote sustainable urban growth.

7.2.1.2 DEPARTMENTAL ROLES AND RESPONSIBILITIES TO ACTUALISE THE PSDF STRATEGIC INTENT

The table below outlines the strategic objectives of various government departments in alignment with the Free State Provincial Spatial Development Framework (FS PSDF). Each department is tasked with specific actions related to land use, infrastructure development, environmental sustainability, and community services. These actions aim to enhance agriculture, transport, safety, housing, education, health, and economic growth. Key initiatives include upgrading roads and public facilities, supporting rural development, improving environmental and heritage management, and streamlining land use processes. Alignment with the PSDF Levers and Drivers is indicated through colour codes, where the associated driver number is indicated within the colour code.

LEVER 1 LEVER 2 LEVER 3 LEVER 4 LEVER 5

DEPARTMENT	FS PSDF ASSOCIATED LEVERS & DRIVERS
OFFICE OF THE PREMIER	1 2 1 2 1 2 1 1-4
Supporting Dept: All	
◄ Ensure alignment of annual performance plans with the strategic intent of the PGDS and PSDF. ◄ Assist in the coordination between municipalities, departments and stakeholders required for the successful implementation of the FS PSDF implementation framework	
AGRICULTURE AND RURAL DEVELOPMENT	2 2 1
Supporting Dept: DESTEA; COGTA	
◄ Protect high and unique potential agricultural land. ◄ Support the development of agricultural value chains as a means to improve job opportunities and livelihoods in rural settings. ◄ Develop measures for agriculture in Agri-Eco trade-off zones. ◄ Develop measures for agriculture in Agri-mining trade-off zones. ◄ Improve the health of waterways by eliminating alien and invasive species. ◄ Strengthen environmental management in protected zones. ◄ Improve the effectiveness of disaster relief measures. ◄ Exempt agricultural land within urban edges from the regulations of the Subdivision of Agricultural Land Act, No. 70 van 1970.	
COMMUNITY SAFETY, ROADS, AND TRANSPORT	1 1 4
Supporting Dept: Public Works and Infrastructure	
◄ Upgrade road infrastructure on key trade and tourism routes. ◄ Install weighbridges at key entry points. ◄ Improve public transport systems. ◄ Enhance rural transport services. ◄ Support the establishment of EV charging stations	
COOPERATIVE GOVERNANCE AND TRADITIONAL AFFAIRS	1 2 1
Supporting Dept: Human settlements; DESTEA; DARD	
◄ Strengthen Municipal Planning Tribunals ◄ Support MPTs with catalytic and large-scale project land-use application assessments. ◄ Standardise and streamline land use approval processes ◄ Facilitate municipal alignment with PSDF priorities ◄ Develop mechanisms that allow for the monitoring and evaluation of land use applications within Free State Province ◄ Assess and ensure the alignment of municipal SDFs with the spatial proposals of the PSDF ◄ Ensure the PSDF and municipal SDFs are used as the foundation of the District One Plans ◄ Support the reviewing of bylaws to streamline land use application processes.	
ECONOMIC, SMALL BUSINESS DEVELOPMENT, TOURISM, ENVIRONMENTAL AFFAIRS	2 2 1 1-4
Supporting Dept: DARD; COGTA; Public Works and Infrastructure; Sports Arts and Culture	
◄ Support measures to streamline land use applications ◄ Promote and support tourism-related development in designated tourism nodes ◄ Improve environmental data quality ◄ Promote the expansion of conservation areas ◄ Support the redevelopment of existing infrastructure and resorts ◄ Provide continued support to existing and emerging industries ◄ Direct manufacturing and industrial projects to designated industrial parks	

- Support Independent Power Producer (IPP), Virginia Gas and Green hydrogen projects
- Promote the establishment of small-scale renewable energy installations
- Promote solar and wind energy investments

EDUCATION 1

Supporting Depts: Human Settlement; COGTA

- Establish and expand the availability of smart classrooms and ICT centres in urban areas.
- Support the establishment of skills development centres and trade schools related to the current or emerging economic sectors within regional development anchors.
- Ensure proposed school development and locations comply with regulations
- Collaborate with the Dept. of Human Settlement for early identification regarding ideal locations and property sizes for schools during township establishment planning processes.
- Incorporate traditional leader

HEALTH 1

Supporting Dept: Public Works and Infrastructure

- Improve and enhance the infrastructure quality and accessibility of health facilities.
- Ensure medical waste is disposed of correctly to safeguard communities and the environment from potential hazards.

HUMAN SETTLEMENTS 1

Supporting dept: Community Safety, Roads, and Transport; COGTA; DWS

- Promote densification and mixed-used development above the township establishments on the outskirts of settlements.
- Ensure settlement planning falls within the urban edge demarcations
- Ensure water, roads and social services and stakeholders are included in the planning phases of projects
- Upgrade informal settlements in a sustainable and integrated manner
- Ensure alignment with economic hubs and number of households in need.
- Improve the availability of various housing typologies.

PUBLIC WORKS AND INFRASTRUCTURE 1 1

Supporting dept: Community Safety, Roads, and Transport; DARD; Sport, Arts, Culture and Recreation

- Increase institutional capacity to ensure building maintenance and upkeep can be done at regular intervals.
- Provide and support the establishment of infrastructure, supporting movement and connectivity networks.
- Support the departments through integration with the EPWP programme to improve the maintenance of infrastructure, buildings and heritage sites.
- Align social service delivery with spatial planning priorities
- Investigate the potential of transferring underutilised or abandoned facilities to other departments to be repurposed.

PROVINCIAL TREASURY 2 1 2

Supporting dept: All

- Assess location and project types against the PSDF directives and spatial proposals.
- Support municipalities with upgrading and optimising financial systems
- Support municipalities by assisting in debt management plans to improve their financial standing.
- Align budgets with PSDF priorities
- Oversee funding allocations for catalytic projects
- Collect data and report on the spatial distribution of funds to determine if public spending aligns with the strategic intent of the PSDF.
- Monitor the financial performance of spatial projects.

SOCIAL DEVELOPMENT 1

Supporting dept: Public Works and Infrastructure

- Establish community service centres in rural areas
- Provide social services according to Annexure C: Social Services Needs for Rural Service Centres
- Cooperate with the Department of Human Settlements during project planning phases to pre-emptively determine social facility demands and needs.
- Align social service delivery with spatial planning priorities
- Investigate the potential of transferring underutilised or abandoned facilities to other departments to be repurposed

SPORTS, ARTS, CULTURE AND RECREATION 1 1

Supporting dept: Public Works and Infrastructure; DESTEA

- Upgrade recreational facilities
- Promote cultural tourism
- Develop parks and public spaces in smaller towns according to Annexure C: Social Services Needs for Rural Service Centres.
- Prioritise the maintenance of existing tourism and heritage sites within a 25km radius of tourism nodes, national parks and other conservation areas.
- Support the establishment of a tourism-orientated information centre in Winburg.
- Prioritise the marketing of existing and new festivals and sports events
- Support the upgrading and maintenance of historical and culturally significant sites
- Improve the institutional capacity of the Heritage function to improve the timeframes of heritage assessments required by land use applications

7.2.1.2.1 PROJECT PRIORITISATION MODEL

The Free State province is embarking on an ambitious and comprehensive development agenda. To ensure the effective implementation and integration of the FS PSDF strategies a prioritisation model has been designed to evaluate projects systematically. The model focuses on aligning projects with strategic spatial development goals while considering their economic impact, environmental sustainability, social equity, and readiness for implementation. By utilising a scoring system and weighted calculations, decision-makers can effectively rank projects, ensuring efficient resource allocation and enhancing transparency in the decision-making process.

7.2.1.2.1.1 Overview of project assessment model

The prioritisation model serves as a crucial tool for decision-makers in the realm of project evaluation. It aims to provide an objective framework that assesses various projects against a set of defined criteria. This approach not only facilitates the identification of projects that align with regional development priorities but also ensures that the selected initiatives are viable and impactful.

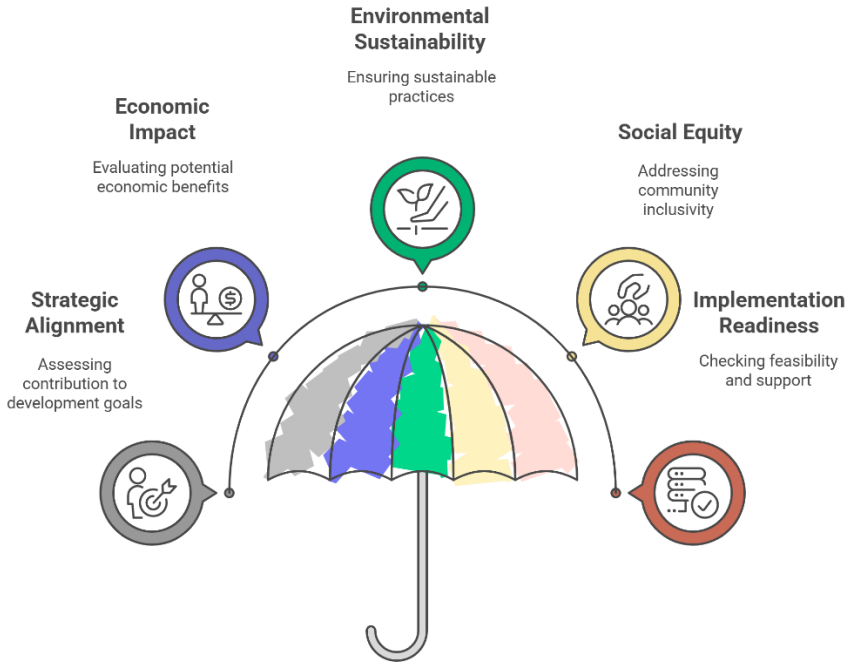


Figure 14: Project Assessment Themes

Table 28: FS PSDF Project Prioritisation Assessment

FSPSDF Project Assessment Model

Project Evaluation Criteria	Sub criteria	Weight (%)	Raw Score (1-5)	Weighted score
Spatial Development Alignment	Alignment with Lever proposals & action areas	7,00		
	Alignment with identified nodes & corridors	7,00		
	Located within a regional spatial action area	7,00		
	Alignment with SPC matrix regarding desired land use	7,00		
	Compliance with urban edge management	7,00		
			Category Total	
Economic Development Impact	Job creation potential	8,33		
	Contribution to priority sector growth	8,33		
	Investment attraction capacity	8,34		
			Category Total	

Environmental Sustainability	Environmental conservation measures included	6,67		
	Resource efficiency	6,66		
	Climate resilience features included	6,67		
			Category Total	
Social Equity & Integration	Improved access to opportunities	3,33		
	Contribution to spatial integration	3,33		
	Enhancement of basic services provision	3,34		
			Category Total	
Implementation Readiness	Secured funding status	3,34		
	Implementation capacity	3,33		
	Stakeholder support	3,33		
			Category Total	
			Total Weighted Score	
			Project Priority Classification	

7.2.1.2.1.2 Project scoring

The Free State PSDF Project Assessment Formula utilizes a weighted scoring methodology to evaluate proposed projects against key development criteria. The formula ensures objective assessment while maintaining alignment with provincial spatial development objectives.

Assessment Formula Structure

The total weighted score for a project is calculated using the following formula:

$$\textit{Total Project Score} = \Sigma(Ci \times Wi)$$

Where: Ci = Category score (sum of weighted sub-criteria scores within each category) Wi = Category weight (expressed as a decimal)

For each sub-criterion, the weighted score is calculated as:

$$\textit{Sub criterion Score} = (Si - 1) \times 0.25 \times Ws$$

Where: Si = Raw score assigned (scale of 1-5) Ws= Sub criterion weight (category weight divided by number of sub-criteria)

7.2.1.2.1.2.1 Category Weights and Distribution

The formula incorporates five main assessment categories with the following weight distributions:

- Spatial Development Alignment (35%)
  - Each of the five sub-criteria receives 7% weight (35% ÷ 5)
- Economic Development Impact (25%)
  - Each of the three sub-criteria receives 8.33% weight (25% ÷ 3)
- Environmental Sustainability (20%)
  - Each of the three sub-criteria receives 6.67% weight (20% ÷ 3)
- Social Equity & Integration (10%)
  - Each of the three sub-criteria receives 3.33% weight (10% ÷ 3)
- Implementation Readiness (10%)
  - Each of the three sub-criteria receives 3.33% weight (10% ÷ 3)

The formula converts raw scores to percentage achievements:

- Score 5 = 100% of sub-criterion weight
- Score 4 = 75% of sub-criterion weight
- Score 3 = 50% of sub-criterion weight
- Score 2 = 25% of sub-criterion weight
- Score 1 = 0% of sub-criterion weight

7.2.1.2.1.2.2 Priority Classification

The image below provides the framework regarding the scoring of projects in relation to alignment of the FS PSDF proposals:

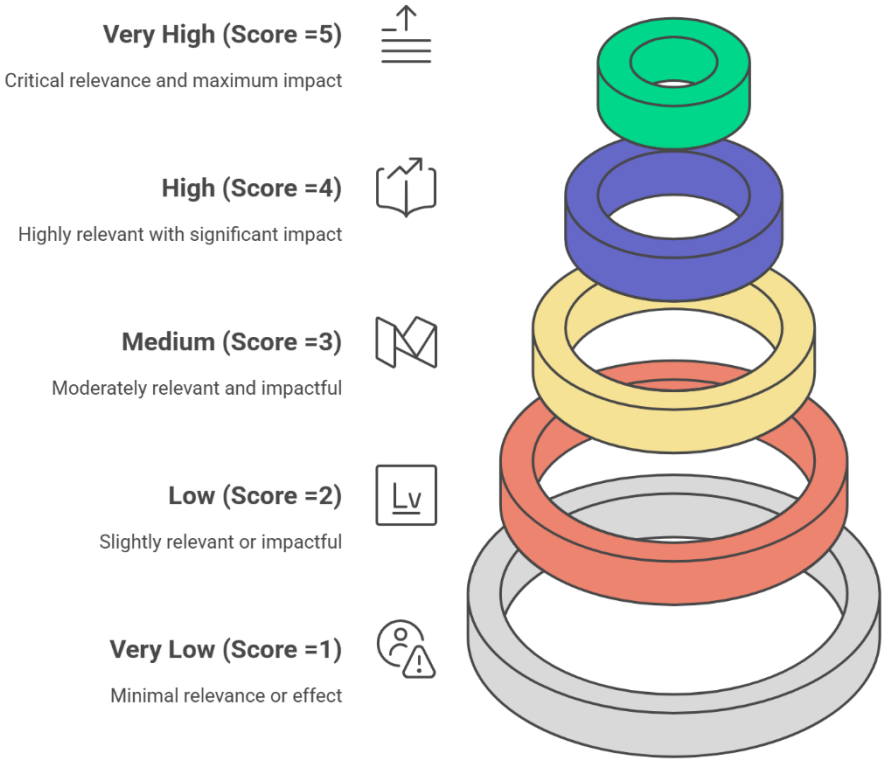


Figure 15: Project Assessment Score Interpretation Framework

The final weighted score determines the project's priority status:

- High Priority: 80-100 points
- Medium Priority: 60-79 points
- Low Priority: 40-59 points
- Not Recommended: Below 40 points

7.2.1.2.1.2.3 Implementation Note

This formula must be applied consistently across all project assessments to maintain objectivity and comparability in the PSDF implementation process. The weighting structure ensures that projects strongly aligned with spatial development priorities and demonstrating significant economic impact receive appropriate consideration while balancing environmental and social factors.

7.2.1.2.2 CORE PROPOSED INITIATIVES

The core proposed initiatives are identified as immediately actionable opportunities that offer significant returns regarding the reduction of developmental timeframes, spatial pressure mitigation and environmental conservation.

7.2.1.2.2.1 Developmental timeframe interventions:

- Compilation of a Provincial, district or municipal environmental management frameworks in terms of section 24(2)(d) and 24(10)(a), read with section 24(10)(d), of the National Environmental Management Act, 1998, with the intent to streamline EIA requirements by integrating the NEMA requirements into the municipal planning process and authorisation, resulting in the NEMA competent authority to consider the municipal planning approval as an environmental authorisation, effectively serving as an integrated authorisation under SPLUMA, or a Municipal Planning By-Law.
- Support the coordination between local municipalities and the Department of Agriculture to exclude agricultural land situated within urban edges from authorisation requirements pertaining to the subdivision of agricultural zoned land, previously governed by the Act 70 of 1970, which is currently governed by the Preservation and Development of Agricultural Land Bill.

7.2.1.2.2.2 Spatial Pressure Mitigation

- The Regional Spatial Action Areas serve as a delineation of areas facing unique developmental pressures that require custom interventions, best suited to be addressed by Regional Spatial Development Frameworks (RSDFs). This is most applicable to the Maluti Regional Spatial Action Areas due to migration pressures along the Lesotho border.

7.2.1.2.2.3 Environmental Conservation

The inconsistency in the Free State biodiversity data is hindering the achievement of conservation targets by compromising data accuracy. Reliable environmental data on the location and status of critical and sensitive biodiversity areas is essential for effective environmental and biodiversity planning. To address these inconsistencies, further studies are needed to enhance the accuracy of data on the location and distribution of sensitive environmental regions in the province.

7.2.2 MONITORING AND EVALUATION FRAMEWORK

The primary objective of the Monitoring and Evaluation (M&E) Framework is to assess and ensure that the Free State PSDF is being implemented effectively, aligned with local municipal SDFs (Spatial Development Frameworks), and that land use decisions support the overall spatial planning vision for the province.

7.2.2.1 OBJECTIVES

- To ensure alignment between provincial and local spatial development frameworks
- To track and evaluate land use applications
- To support municipal planning tribunals in complex decision-making processes
- To monitor the expansion of environmentally protected areas
- To evaluate land use change across various spatial planning categories

7.2.2.2 KEY PERFORMANCE INDICATORS (KPI)

7.2.2.2.1 LAND USE APPLICATION MONITORING

- Number and percentage of land use applications not in line with local SDFs
- Types of non-compliant land use applications
- Geographical distribution of non-compliant applications

7.2.2.2.1.1 Data Source:

- Municipalities' planning departments.
- Local SDF alignment reports.

Frequency:

- Quarterly reporting.

Responsible Entity:

- Municipal Planning Departments.
- Provincial Department of Cooperative Governance and Traditional Affairs (COGTA).

Action:

- Establish a review mechanism for all land use applications to ensure alignment with local and provincial SDFs.

7.2.2.2.2 PROVINCIAL ADVISORY COMMITTEE

- Number of complex land use applications referred to the provincial advisory committee
- Number of catalytic projects assisted by the provincial advisory committee
- Average response time for provincial advisory committee interventions
- Number of meetings held by the committee.
- Number of capacity-building sessions that have been held with local municipalities

Data Source:

- provincial advisory committee minutes.
- Number of requests for assistance
- Turn around period of land use application on which the committee assisted

Frequency:

- Biannual monitoring.

Responsible Entity:

- OTP
- COGTA
- DESTEA
- Human Settlements
- DARD
- DALLRD

Action:

- Facilitate the formation of the committee, ensuring representation from key sectors.
- Develop a standardized approach to review and assist with complex applications and catalytic projects.

7.2.2.2.3 SDF IMPLEMENTATION

- Percentage of municipal SDFs aligned with the provincial SDF.
- The number of Spatial Planning and Land Use Bylaws that have been amended to shorten land use application procedures.
- Number of amendments made to the provincial SDF based on local needs or unforeseen project types.
- Rate of land use change in accordance with the provincial SDF (number of land use applications in line with Local and Provincial SDFs).

Frequency:

- Annual monitoring

Responsible Entity:

- COGTA
- Municipal Planning Departments

Action:

- Facilitate the exemption of agricultural land within urban edges from Act 7 of 70.
- Develop a standardized approach to review and assist with complex applications and catalytic projects.
- Determine whether the frequency of non-compliant land use applications warrants the amendment of the PSDF.

7.2.2.2.4 ENVIRONMENTAL PROTECTION

- Total area of environmentally protected land (in hectares)
- Percentage increase in environmentally protected areas annually
- Number of new environmentally protected areas designated/registered

Frequency:

- Annual monitoring.

Responsible Entity:

- DESTEA

7.2.2.2.5 LAND USE CHANGE

- Changes in land coverage for each spatial planning category
- Conversion rates between different land use categories
- The ratio of developed land to undeveloped land

Frequency:

- Annual monitoring.

Responsible Entity:

- COGTA
- DALLRD

7.2.2.3 DATA COLLECTION METHODS

7.2.2.3.1 LAND USE APPLICATION DATABASE

- Establish a unified digital database for all land-use applications and the outcomes thereof.
- Require municipalities to submit quarterly reports on land use applications until the centralised database has been established.

7.2.2.3.2 GIS MAPPING AND REMOTE SENSING

- Map non-compliant land use applications and catalytic projects
- Utilize satellite imagery and aerial photography to track land use changes
- Conduct annual land cover classification to monitor changes in spatial planning categories

7.2.2.3.3 SURVEYS AND INTERVIEWS

- Conduct annual surveys with municipal planning officials
- Interview members of municipal planning tribunals bi-annually
- Engage with the sector department biannually to determine whether M&E measures must be improved or reviewed to include additional challenges faced with project roll-outs.

7.2.2.3.4 TECHNOLOGY INTEGRATION

- Explore and implement new technologies to enhance data collection and analysis.
- Develop a user-friendly dashboard for real-time monitoring of KPIs
- Integrate advanced remote sensing and machine learning techniques for improved land use change detection

7.2.2.4 REVIEW AND EVALUATION

7.2.2.4.1 ANNUAL EVALUATION

- Conduct a comprehensive annual evaluation of the PSDF's implementation
- Assess the effectiveness of the monitoring and support mechanisms
- Produce land use change analysis and trend reports

7.2.2.4.2 FIVE-YEAR REVIEW

- Perform a thorough review of the FS PSDF every five years including but not limited to:
    - Coverage changes per Spatial Planning Category

- Implementation progress of 2024 FS PSDF
- Update and amendment of project proposals
- Status of provincial interest and catalytic projects

- Update the monitoring and evaluation framework based on lessons learned
- Conduct a comprehensive assessment of land use changes and environmental protection efforts

7.3 CONCLUSION

The Free State Provincial Spatial Development Framework (PSDF) presents a comprehensive vision for the sustainable and equitable development of the province. Through its five key levers and associated drivers, the framework lays out a roadmap for transforming the spatial landscape of the Free State, addressing historical imbalances, and positioning the province for future growth and prosperity.

Enabling Infrastructure as the Foundation of Inter-connectivity and Access: By focusing on connectivity and movement networks, as well as improving access to and quality of basic services, the PSDF aims to create a robust foundation for economic development and social integration. This infrastructure-led approach will be crucial in bridging the urban-rural divide and enhancing the overall quality of life for all residents.

Effective and Expedited Spatial Governance: The realization of spatial justice through good administration, coupled with establishing expedited land use management processes, will streamline development procedures and ensure fair and efficient allocation of resources. This lever is essential for creating an environment conducive to investment and sustainable growth.

Establishing and Enhancing Urban and Rural Connections: By improving the spaces people live in and expanding on competitive advantages for job creation, the PSDF seeks to create a more balanced and integrated provincial landscape. This approach recognizes the interdependence of urban and rural areas and aims to leverage their respective strengths.

Sustainable Resource Utilization: The protection of key resources underscores the framework's commitment to environmental stewardship and long-term sustainability. This lever ensures that development does not come at the cost of the province's natural heritage and ecological integrity.

Emerging Market Support: The focus on renewable energy generation, natural gas extraction and distribution, green hydrogen generation, and electric vehicle production and support infrastructure positions the Free State at the forefront of emerging industries. This forward-looking approach aims to diversify the economy and create new opportunities for growth and employment.

The land use regulation and implementation framework will play a crucial role in translating these strategic levers into tangible spatial outcomes. By aligning local municipal SDFs with the provincial framework, establishing clear zoning regulations, and implementing a streamlined approval process for development applications, the Free State will create a coherent and efficient system for spatial planning and land use management.

The success of this framework will depend on effective coordination between different levels of government, engagement with communities and stakeholders, and the ability to adapt to changing circumstances. Regular monitoring and evaluation, as outlined in the M&E framework, will be essential to track progress, identify challenges, and make necessary adjustments.

In conclusion, the Free State Spatial Development Framework provides a robust and visionary blueprint for the province's spatial transformation. By addressing key drivers of development, promoting sustainability, and leveraging emerging opportunities, the framework sets the stage for a more prosperous, equitable, and resilient Free State. As the province moves forward with implementation, continued collaboration, innovation, and commitment to the framework's principles will be crucial in realizing its ambitious goals and creating a better future for all residents of the Free State.

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ANNEXURES

ANNEXURE A

ALIGNMENT OF VERTICAL AND HORIZONTAL POLICY DIRECTIVES

Alignment with the PSDF Levers and Drivers is indicated through colour codes, where the associated driver number is indicated within the colour code.

7.3.1.1 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	
National Development Corridors as Incubators and Drivers of New Economies and Quality Human Settlements	
Productive Rural Regions as Drivers of National Rural Transitions and Cornerstones of our National Resource Foundation	
A National Spatial Social Service Provisioning Model to Ensure Effective, Affordable and Equitable Social Service Delivery	
A National Ecological Infrastructure Network to Ensure a Shared, Resilient and Sustainable National Natural Resource Foundation	
A National Transport, Communications and Energy Infrastructure Network to Ensure a Shared, Inclusive and Sustainable Economy	

LEVER 1 LEVER 2 LEVER 3 LEVER 4 LEVER 5

NSDF SUBFRAMES	FS PSDF ASSOCIATED LEVERS & DRIVERS
NSDF Sub-Frame One: Inter-Regional Connectivity	
Regionally connected electricity networks	2 2 1
Transport and logistics infrastructure	1 2 1
Shared Water Resources	2 1
Ecological infrastructure management and collaboration	1 2
NSDF Sub-Frame Two: National System of Nodes and Corridors	
Increase development Density	1
Reduce urban sprawl	1 1
Prevents the unsustainable use of productive land	1 1
Optimises investment in infrastructure networks	1 2
NSDF Sub-Frame Three: National Resource Economy Regions	
Rural regions and regional development anchors	1 2 1
Diversity, strengths, and cautions	1 1 2 1
Sustainable resource use and land-use management	1 2 1
Climate change mitigation and adaptation	2 1 1
Investment Priorities	
Resource Production Heartland	2 1
Agri-Enterprise Regions	2 1
Arid Agri-Region	2 1
Eco-Resource Production and Livelihood Regions	1 1
Mining and Energy Production Areas and Supportive Infrastructure	1 1 2 2
NSDF Sub-Frame Four: National Movement and Connectivity Infrastructure System	
Long-term planning and investment	1 2 1
Movement and connection infrastructure networks	1 1
Energy-transmission networks	2 1
Investment Priorities	

Inter-Regional and National Development Corridors (Road and Rail)	1	2			

LEVER 1 LEVER 2 LEVER 3 LEVER 4 LEVER 5

NSDF Action Areas	FS PSDF ASSOCIATED LEVERS				
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

7.3.1.2 PGDS ALIGNMENT

LEVER 1 LEVER 2 LEVER 3 LEVER 4 LEVER 5

FS PGDS STRATEGIES	FS PSDF ASSOCIATED LEVERS & DRIVERS				
Improve the financial management and governance capacity of the government	2	1			
Coordinate multi-sector planning and implementation of the FSGDS	1				
Support the functionality and efficiency of MPTs	1	2			
Create government abilities and capabilities to function in an increasingly technological environment (e-governance)	1				
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				
Implement an anti-corruption framework and the provisions of the Protected Disclosure Act	1				
Support the development of high-value agricultural products and agro-processing	2	1			
Prioritise food manufacturing and the petrochemical industry	2				
Facilitate the development of renewable energy	2	1			
Improve the tourism and conservation infrastructure and capitalise on distribution opportunities in the economy	1	1			
Support ICT and the knowledge economy	1	2			
Promote labour-intensive goods and services	2				
Prolong the life of mining-dependent towns through alternative economic opportunities	2	1	1	2	
Prioritise efficient infrastructure development to support economic development	1	2			
Provide adequate business support and develop appropriate skills for a changing economy	1	2	1	2	3
Ensure adequate environmental protection and environmental processes contributing to economic development	2	1			
Engage in long-term planning and action to mitigate against and benefit from risks like climate change and the 4th Industrial Revolution	2	1			
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		
Integrate the need for artisanal skills, technology skills, entrepreneurial skills and skills to solve complex problems into the curriculum	1	2	1	2	3
Improve reading and writing abilities of Grades 1-3	1				
Develop schools as community hubs	1				
Improve current teacher development programmes	1				
Enhance current programmes to ensure a decline in maternal, neonatal, infant, and child mortality	2	1			
Improve the quality of health facilities and healthcare services in readiness health	2	1			
Strengthen multisectoral roles in the management of social determinants of health	2	1	1		
Intensify and improve efficiencies of programmes focusing on women, older people, children, youth and people living with disabilities	1				
Enable access to the current social development programmes and development support	1	1			

Implement an inclusive social protection strategy.	1				
Mitigate the potential impact of climate change by ensuring that infrastructure is climate resilient and supports municipal financial health."	2	1	1		
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			
Counter historical processes through infrastructure and spatial planning addressing racial segregation.	1	2	1		
Prioritise gap housing, informal settlement upgrading and reduce the backlog on title deeds	2	1	1		
Continue to clamp down on syndicates and illegal mining	1				
Implement a rural safety and crime prevention programme	1				
Implement crime prevention programmes and increase the use of technology in crime prevention	1	1			
Prioritise community strategies for crime prevention	1				
Create social cohesion	2	1	1	1	

ANNEXURE B

LEVER AND DRIVER INDICATORS

The following indicators were developed to assess planning capacity within the Free State province as part of the status quo analysis of the FSPSDF in June 2024.

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 the 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

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

Phumelela	Yes, Not Promulgated	2021	Partially	Partially Compliant	Yes, Promulgated	Yes	2022	Unknown	Yes	Yes	Yes, Fully Functional
Setsoto	Yes, Promulgated	2022	Yes	SPLUMA Compliant	Yes, Promulgated	No	2020	Unknown	Yes	Yes	Yes, Fully Functional
Mohokare	Yes, Not Promulgated	2023	Yes	Partially Compliant	Yes, Promulgated	Yes	2022	Unknown	Yes	Yes	Yes, Fully Functional
Mantsopa	Under Review	2024	Unknown	Partially Compliant	Yes, Promulgated	Yes	2022	Unknown	Yes	Yes	Yes, Fully Functional
Moqhaka	Yes, Not Promulgated	2023	Yes	Partially Compliant	Yes, Promulgated	Yes	2018	Unknown	Yes	Yes	Yes, Fully Functional
Mangaung	Yes, Promulgated	2022	Yes	SPLUMA Compliant	Yes, Promulgated	Yes, Draft only	2022	Unknown	Yes	Yes	Yes, Fully Functional

8,07	Good Capacity, No support required	Fully Functional Administrative System	COGTA Provides Support	Some Supporting Tools	Yes, Fully Functional	Yes	Yes	Yes	Unknown	2022	Yes
8,20	Good Capacity, No support required	Fully Functional Administrative System	COGTA Provides Support	Good Supporting Tools	Yes, Fully Functional	Yes	Yes	Yes	Unknown	2020	No
8,27	Good Capacity, Require Specialist	Fully Functional Administrative System	COGTA Provides Support	Some Supporting Tools	Yes, Fully Functional	Yes	Yes	Yes	Unknown	2022	Yes
8,40	Good Capacity, No support required	Fully Functional Administrative System	No Support Required	Some Supporting Tools	Yes, Fully Functional	Yes	Yes	Yes	Unknown	2022	Yes
8,87	Good Capacity, No support required	Fully Functional Administrative System	No Support Required	Good Supporting Tools	Yes, Fully Functional	Yes	Yes	Yes	Unknown	2018	Yes
8,93	Good Capacity, No support required	Fully Functional Administrative System	No Support Required	Good Supporting Tools	Yes, Fully Functional	Yes	Yes	Yes	Unknown	2022	Yes, Draft only

ANNEXURE C

SOCIAL SERVICES NEEDS FOR RURAL SERVICE CENTRES

The following assessment of required services within rural service centres within the Free State province was developed part of the status quo analysis of the FSPSDF in June 2024.

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				

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
Trompsburg													
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		