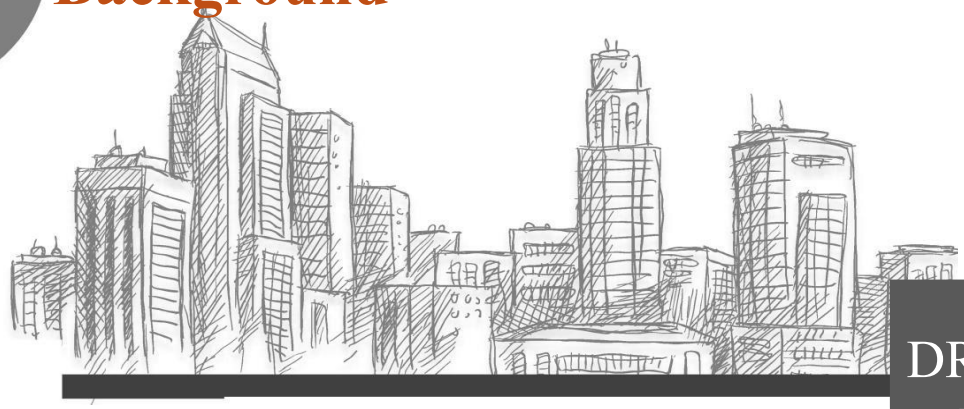
MANGAUNG
METROPOLITAN MUNICIPALITY

METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

Chapter 1: Introduction and Background



DRAFT REPORT 2025

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF DIAGRAMS

LIST OF AMENDMENTS

1.5. Planning dimensions of the SDF (new addition)

Relocation of Figure 1:1 (Ward boundaries) and 1:2 (Location of MMM)

1. INTRODUCTION

1.1. BACKGROUND

According to the IDP Process Plan 2025/2026 Thursday, 12 December 2024 the Mangaung Metropolitan Municipality (MMM) commissioned the (Review) of the Mangaung Metropolitan Spatial Development Framework in line with the requirements of Sections 12 and 21 of the Spatial Planning and Land Use Management Act, Act 16 of 2013.

1.2. CADASTRAL BASE AND INSTITUTIONAL BOUNDARIES

The MMM covers an area of approximately 988,763 ha of land bordered by the Mantsopa, Masilonyana and Tokologo Local Municipalities to the north; the Letsemeng Local Municipality to the west; and the Kopanong and Mohokare Local Municipalities to the south (Refer to **Figure 1:1**).

The municipality is divided into 51 wards and comprises a total of 2,481 parent farms and 6,302 farm portions. Small Holdings total about 3,171 units, while there are an estimated 209,467 individual erven within the municipal area.

1.3. STUDY OBJECTIVES

The main objective of the project is to develop an SDF for the entire MMM area (refer to **Figure 1:2**). This SDF needs to address spatial, environmental and economic issues confronting both the urban and rural areas. The Metropolitan Municipality is characterised by a dispersed spatial structure, with various towns and informal settlements spread across the entire municipal area, whilst the rural areas consist of a large number of farms, as well as agricultural holdings.

The SDF will also respond to the policy and legislative parameters established by National and Provincial Government, and take cognisance of the municipal space economy in the context of the provincial and national space economies.

More specifically, the Mangaung Metropolitan SDF will aim towards

Achieving the following objectives:

- Provide a strategic spatial development vision for the metropolitan area in line with the broad development objectives of the National and Provincial policies;

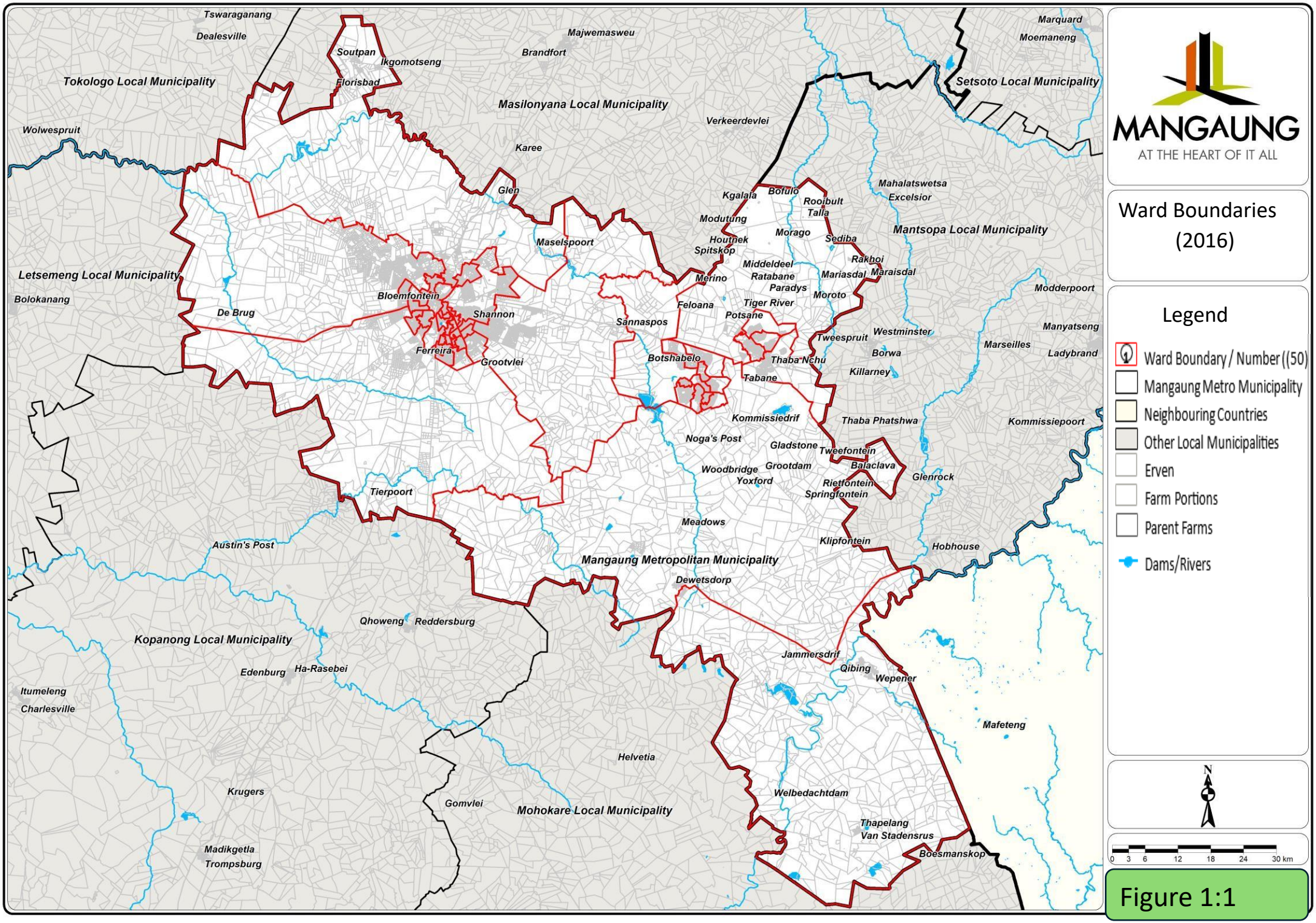

Tswaraganang
Dealesville
Soutpan
Ikgomotseng
Florisbad
Majwemasweu
Brandfort
Marquard
Moemaneng
Tokologo Local Municipality
Masilonyana Local Municipality
Setsoto Local Municipality
Wolwespruit
Verkeerdevlei
Karee
Glen
Kgalala
Bofulo
Rooibult
Talla
Mahalatswetsa
Excelsior
Modutung
Houtnek
Spitskop
Morago
Sediba
Mantsopa Local Municipality
Maselspoort
Rakhoi
Middeldeel
Ratabane
Mariasdal
Maraisdal
Merino
Paradys
Moroto
Letsemeng Local Municipality
Bolokanang
Bloemfontein
De Brug
Shannon
Feloana
Tiger River
Potsane
Modderpoort
Sannaspos
Manyatseng
Tweespruit
Westminster
Marseilles
Ladybrand
Ferreira
Grootvlei
Botshabelo
Thaba Nchu
Borwa
Killarney
Tabane
Kommissiedrif
Thaba Phatshwa
Kommissiepoort
Noga's Post
Gladstone
Tweefontein
Woodbridge
Grootdam
Balaclava
Glenrock
Yoxford
Rietfontein
Springfontein
Tierpoort
Meadows
Klipfontein
Hobhouse
Austin's Post
Mangaung Metropolitan Municipality
Dewetsdorp
Qhoweng
Reddersburg
Kopanong Local Municipality
Jammersdrif
Qibing
Wepener
Edenburg
Ha-Rasebei
Itumeleng
Charlesville
Mafeteng
Helvetia
Krugers
Welbedachtdam
Gomvlei
Mohokare Local Municipality
Thapelang
Van Stadensrus
Boesmanskop
Madikgetla
Trompsburg
MANGAUNG
AT THE HEART OF IT ALL
Ward Boundaries (2016)
Legend
Ward Boundary / Number ((50)
Mangaung Metro Municipality
Neighbouring Countries
Other Local Municipalities
Erven
Farm Portions
Parent Farms
Dams/Rivers
N
0 3 6 12 18 24 30 km

Figure 1:1

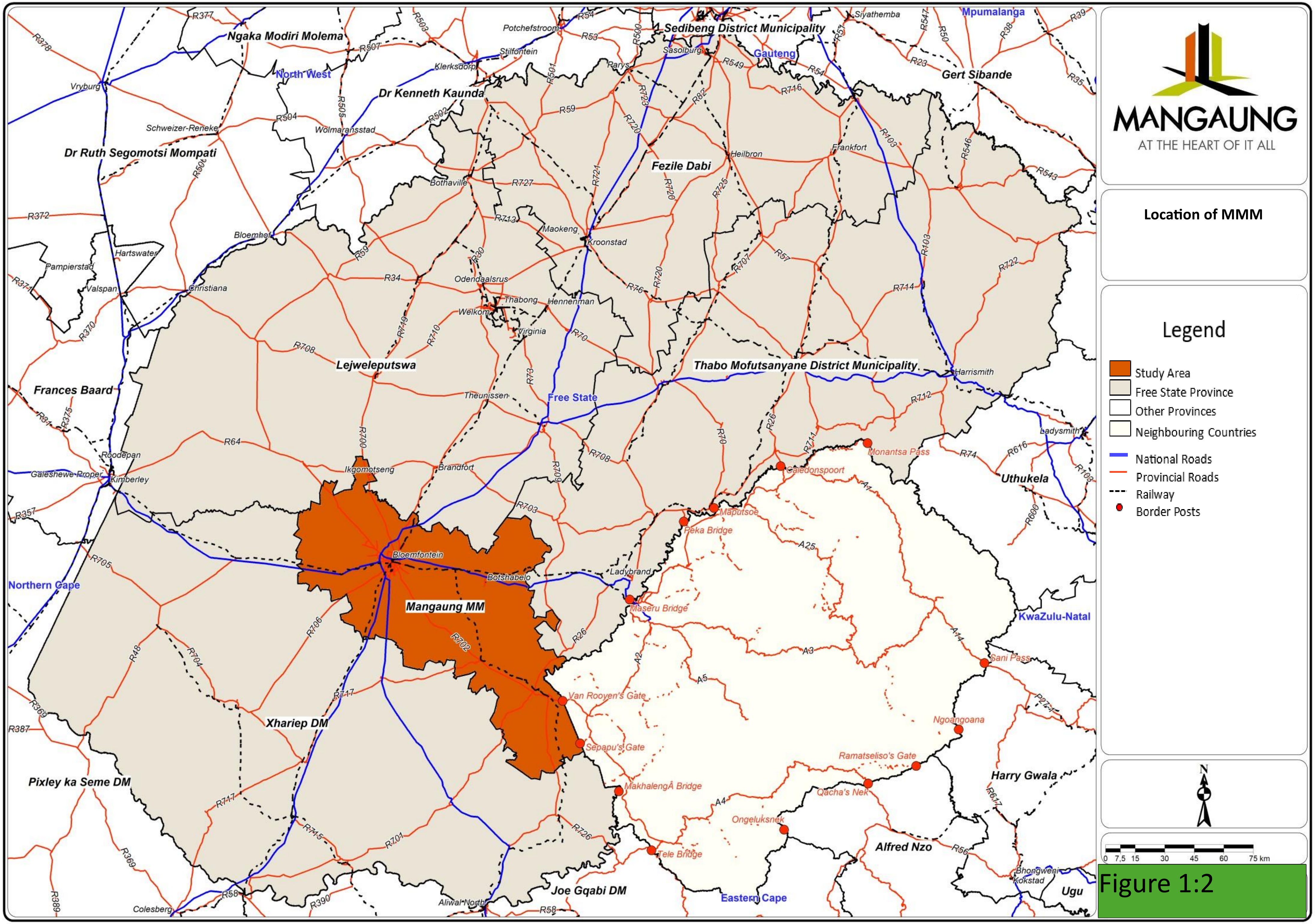

MANGAUNG
AT THE HEART OF IT ALL
Location of MMM
Legend
Study Area
Free State Province
Other Provinces
Neighbouring Countries
National Roads
Provincial Roads
Railway
Border Posts
0 7,5 15 30 45 60 75 km
N
Mangaung MM
Bloemfontein
Botshabelo
Lejweleputswa
Fezile Dabi
Thabo Mofutsanyane District Municipality
Xhariep DM
Free State
Sedibeng District Municipality
Gauteng
Mpumalanga
Gert Sibande
North West
Ngaka Modiri Molema
Dr Kenneth Kaunda
Dr Ruth Segomotsi Mompati
Frances Baard
Northern Cape
Pixley ka Seme DM
Joe Gqabi DM
Eastern Cape
Alfred Nzo
Harry Gwala
KwaZulu-Natal
Uthukela
Ugu
Kimberley
Welkom
Kroonstad
Harrismith
Ladybrand
Brandfort
Theunissen
Odendaalsrus
Virginia
Bothaville
Heilbron
Frankfort
Sasolburg
Parys
Potchefstroom
Klerksdorp
Vryburg
Bloemhof
Christiana
Colesberg
Aliwal North
Ladysmith
Maseru Bridge
Van Rooyen's Gate
Sepapu's Gate
Makhalengâ Bridge
Tele Bridge
Ongeluksnek
Qacha's Nek
Ramatseliso's Gate
Ngoangoana
Sani Pass
Monantsa Pass
Caledonspoort
Maputsoe
Peka Bridge

Figure 1:2

- Provide a clear and comprehensive Spatial Framework for the metropolitan area which will inform, improve and guide cross-sectoral policy alignment and project implementation and integration;
- Give a synopsis of the state of the economy and trend analysis in the property market.
- Indicate in as much detail as possible to stakeholders the desired future spatial form for the metropolitan area;
- Highlight planning, environmental, infrastructural and institutional issues that gave rise to the proposals contained in the final document;
- Provide all stakeholders an opportunity to participate during the process of formulating the SDF;
- Provide a spatial reflection of the needs and priorities established in the Mangaung Integrated Development Plan and identify specific issues which are unique to the metropolitan area;
- Address rural development issues such as the integration with urban areas, the provision of social facilities and the provision of infrastructure to rural communities; Defne the Urban – Rural Linkages and identify Rural Nodes.
- Identify areas for economic opportunities, particularly in the industrial, commercial, agricultural and tourism sectors;
- Identify infrastructure needs and services constraints and bring forward tangible solutions to address these Accommodate the growing housing needs taking into account the current backlogs and the projected need for development of various methodologies (e.g. “Gap Housing”, Social Housing, FLISP, etc.)
- Protect the natural environment, and more specifically hydrological and topographical resources, biodiversity areas, and high potential agricultural land.
- Identify the informal settlements in the municipal area and develop an informal settlement upgrading strategy.
- Develop an implementation strategy for the Spatial Development Framework

1.4. METHODOLOGY

The approach and methodology followed in preparing the Mangaung Metropolitan SDF is graphically illustrated on **Table 1:1** below. The process was completed in line with the following milestones:

Table 1: 1 MMM SDF Methodology.

	SUBJECT	TIME-LINE	STAKEHOLDERS
CHAPTER ONE	Introduction and Background Spatial Vision	6 Nov 2024	All
	Spatial Vision Planning Dimensions of the SDF	30 Oct 2024	SDF Project Committee
CHAPTER TWO	Legislative Framework	6 Nov 2024	All
CHAPTER THREE	Situation Analysis Spatial Issues and Challenges	13 Nov 2024	All
CHAPTER FOUR	Spatial Proposals	27 Nov 2024	All
CHAPTER FIVE	Implementation Plans	4 Dec 2024	
	Intergovernmental Project Pipeline		IGR
	Alignment with neighbouring SDF 's	20 Nov 2024	
Public Participation	Advertise Draft SDF in Gazette (SPLUMA Requires 60 days of Public Participation)	Feb 2025 – April 2025	
	Bloemfontein (Bramfischer) and Regional Office	18 Feb 2025 and 19 Feb 2025	10h00 and 14h00
	Wepener and Van Stadensrus	11 Feb	10h00
	Dewetsdorp	11 Feb 2024	14h00
	Thaba Nchu Urban and Rural	7 Feb 2025	10h00 and 14h00
	Botshabelo	5 Feb 2025	15h00
	Soutpan	14 Feb 2025	15h00
	Proposed Capital Investment Framework	10 May 2025	
	Final SDF	30 May 2025	

Phase 1: Inception meeting with Mangaung Project Committee was held on 12 July 2024.

Notices were placed in Local Newspapers 4 and 5 September 2024

Phase 2: Spatial Challenges and Opportunities (SWOT) was presented to the MSDF Project committee on 13 November 2024.

Phase 3: Spatial Proposals was presented to the MSDF Project Committee on Thursday, 27 Nov 2024 the Mayoral Committee approved the draft MSDF for public consultation purposes.

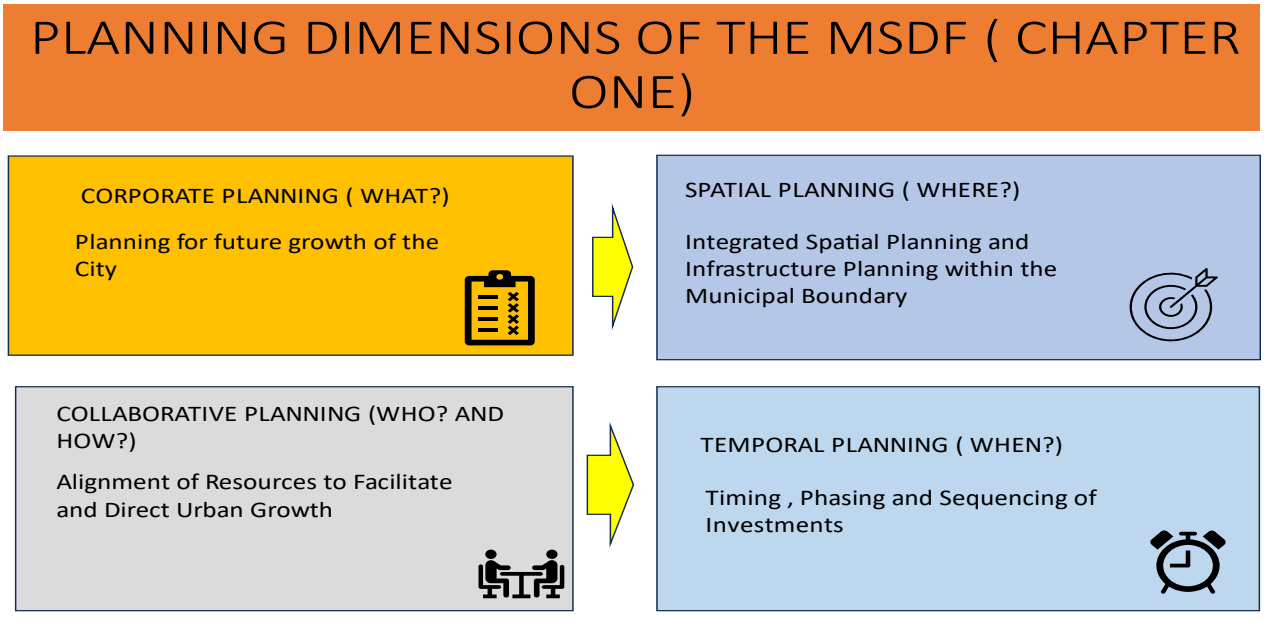
Public notices will be placed in local newspapers and the public will have an opportunity to comment on the draft SDF for a period of 60 days from February 2025 to 30 April 2025 (**Annexure A** in this document).

Phase 4: Implementation Framework was completed after comments received from the consultation process (refer to Appendix 4) were considered and incorporated (4 Dec 2024).

Phase 5: Final Mangaung MSDF will be completed by 30 May 2025.

1.5. PLANNING DIMENSIONS OF THE SDF

Diagram 1: 1. Planning dimensions for MSDF.



MANGAUNG
METROPOLITAN MUNICIPALITY

METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

Chapter 2: Policy Context and Vision Directives

DRAFT REPORT

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF DIAGRAMS

LIST OF AMENDMENTS

2.1.5. Medium Term Strategic Framework (Updated)

2.1.6. Integrated Urban Development Framework (Updated)

2.1.7. National Spatial Development Framework (Updated)

2.1.8. National Biodiversity Strategy and Action Plan, Biodiversity Assessment (Updated)

2.1.11. Industrial Policy Action Plan (Updated)

2.1.12. National Infrastructure Development Plan (Updated).

–

2. LEGISLATIVE AND POLICY CONTEXT

This section of the Mangaung Metropolitan SDF provides a concise summary of the National and Provincial Legislation and Policy Framework relevant to the Mangaung SDF.

2.1. NATIONAL CONTEXT

2.1.1 Constitution of the Republic of South Africa 108 of 1996

The Constitution of South Africa, contained in Act 108 of 1996, is the supreme law of South Africa. Amongst other things, it ascribes different functions to different tiers of government to ensure the equitable and functional distribution of roles, responsibilities and duties. In terms of section 156 of the Constitution, municipalities have executive authority in respect of the right to administer the functional area of "municipal planning" and more specifically to:

a. structure and manage its administration, budgeting and planning processes to give priority to the basic needs of the community;
b. to promote the social and economic development of the community, and
c. participate in national and provincial development programmes.

The Mangaung Integrated Development Plan and Spatial Development Framework are two of the most important tools at the disposal of the municipality to fulfil these legal obligations.

2.1.2 Municipal Systems Act 32 of 2000

The Act requires all municipalities to compile an **Integrated Development Plan (IDP)** designed to ensure the progressive realization of the fundamental rights of its citizens. Under Section 26(e) the Act requires that an **IDP must include a Spatial Development Framework (SDF).**

2.1.3 Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA)

The Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA) provides the legislative foundation for all spatial planning and land use management activities in South Africa (including the Spatial Development Framework noted above). It seeks to promote consistency and uniformity in procedures and decision-making relating to land use and development.

2.1.3.1. Development Principles:

SPLUMA further provides a host of development principles which apply to spatial planning, land development and land use management. These are:

Spatial Justice

- Deal with spatial imbalances and include areas that were previously excluded
- Redress access to land for the previously disadvantaged
- Plan for incremental upgrading and secure tenure

Spatial Sustainability

- Promote land development that is within the fiscal, institutional and administrative means of the country
- Protect prime agricultural land and environmental resources
- Promote and stimulate the effective and equitable functioning of land markets
- Carefully consider social and infrastructural costs of land development
- Promote development in sustainable locations
- Establish viable communities

Spatial Efficiency

- Optimise efficient use of resources and infrastructure
- Minimise negative financial, social, economic or environmental impacts
- Efficient and streamlined application procedures

Spatial Resilience

- Flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

Good Administration

- Integrated approach to land use and land development
- Free-flow of information, plans and policies between and within tiers of government
- Empowering citizens

The Act clearly states that a Municipal SDF should be in line with the policies of national and provincial government and should be aligned with the plans, policies and development strategies of adjoining municipalities.

2.1.3.2. Preparation of spatial development frameworks

Section 12 of SPLUMA stipulates as follows in relation to the preparation of spatial development frameworks:

12. (1) The national and provincial spheres of government and each municipality must prepare spatial development frameworks that—

a) interpret and represent the spatial development vision of the responsible sphere of government and competent authority;

b) are informed by a long-term spatial development vision statement and plan;
c) represent the integration and trade-off of all relevant sector policies and plans;
d) guide planning and development decisions across all sectors of government;
e) guide a provincial department or municipality in taking any decision or exercising any discretion in terms of this Act or any other law relating to spatial planning and land use management systems;
f) contribute to a coherent, planned approach to spatial development in the national, provincial and municipal spheres;
g) provide clear and accessible information to the public and private sector and provide direction for investment purposes;
h) include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums and land holdings of state-owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social and environmental objectives of the relevant sphere;
i) address historical spatial imbalances in development;
j) identify the long-term risks of particular spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks;
k) provide direction for strategic developments, infrastructure investment, promote efficient, sustainable and planned investments by all sectors and indicate priority areas for investment in land development;
l) promote a rational and predictable land development environment to create trust and stimulate investment;
m) take cognisance of any environmental management instrument adopted by the relevant environmental management authority;
n) give effect to national legislation and policies on mineral resources and sustainable utilisation and protection of agricultural resources, and
o) consider and, where necessary, incorporate the outcomes of substantial public engagement, including direct participation in the process through public meetings, public exhibitions, public debates and discourses in the media and any other forum or mechanisms that promote such direct involvement.

(2) (a) The national government, a provincial government and a municipality must participate in the spatial planning and land use management processes that impact on each other to ensure that the plans and programmes are coordinated, consistent and in harmony with each other.

(b) A spatial development framework adopted in terms of this Act must guide and inform the exercise of any discretion or of any decision taken in terms of this Act or any other law relating to land use and development of land by that sphere of government.

(5) A municipal spatial development framework must assist in integrating, coordinating, aligning and expressing development policies and plans emanating from the various sectors of the spheres of government as they apply within the municipal area.

2.1.3.3. Contents of a Municipal Spatial Development Framework:

Section 21 of SPLUMA stipulates that the Mangaung Metropolitan SDF must at least comprise/ address the following:

a) give effect to the development principles and applicable norms and standards set out in Chapter 2;
b) include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality;
c) include a longer term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years;
d) identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated;
e) include population growth estimates for the next five years;
f) include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments;
g) include estimates of economic activity and employment trends and locations in the municipal area for the next five years;
h) identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years;
i) identify the designated areas where a national or provincial inclusionary housing policy may be applicable;
j) include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable;
k) identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable;
l) identify the designation of areas in which—
    i. more detailed local plans must be developed; and
    ii. shortened land use development procedures may be applicable and land use schemes may be so amended;
m) provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments;
n) determine a capital expenditure framework for the municipality's development programmes, depicted spatially;
o) determine the purpose, desired impact and structure of the land use

management scheme to apply in that municipal area, and

p) include an implementation plan comprising of—
    i. sectoral requirements, including budgets and resources for implementation;
    ii. necessary amendments to a land use scheme;
    iii. specification of institutional arrangements necessary for implementation;
    iv. specification of implementation targets, including dates and monitoring indicators; and
    v. specification, where necessary, of any arrangements for partnerships in the implementation process.

The Mangaung Metropolitan Municipality must fulfil its obligations set out in the Constitution, Municipal Systems Act and SPLUMA through the formulation of an IDP and SDF. The formulation of the Mangaung Metropolitan SDF should adhere to the requirements of SPLUMA in as far as the principles, methodology and content are concerned.

2.1.4 National Development Plan 2030

The National Development Plan 2030 - *Our future – make it work* - is a plan for the country to eliminate poverty and reduce inequality by 2030 through uniting South Africans, unleashing the energies of its citizens, growing an inclusive economy, building capabilities, and enhancing the capacity of the state and leaders working together to solve complex problems. The thirteen key objectives and actions put forward by the NDP are summarized in **Table 2:1** below:

Table 2: 1. National Development Plan Objectives and Actions

NATIONAL DEVELOPMENT PLAN	
OBJECTIVES	**ACTIONS APPLICABLE TO MANGAUNG METROPOLITAN MUNICIPALITY**
An economy that will create jobs	• Reduce the cost of living for poor households and costs of doing business through micro-economic reforms. • Broaden the expanded public works programme to 2 million full-time equivalent jobs by 2020.
Economy Infrastructure – the foundation for social and economic development	• The proportion of people with access to the electricity grid should rise to at least 90% by 2030, with non-grid options available for the rest. • Ensure that all people have access to clean, potable water and that there is enough water for agriculture and industry, recognising trade-offs in the use of water. • Reduce water demand in urban areas to 15% below the business-as-usual scenario by 2030. • Ensure that all people have access to hygienic sanitation. • By 2030 public transport will be user-friendly, less environmentally damaging, cheaper and integrated or seamless. • Consolidate and selectively expand on logistics infrastructure. • Improved productivity of infrastructure and increased levels of public and private investment to a combined 30% of GDP.
Environmental Sustainability and Resilience – an equitable transition to a low-carbon economy	• Absolute reductions in the total volume of waste disposed to landfill each year. • Zero emission building standards by 2030. • Carbon pricing, building standards, vehicle emission standards and municipal regulations to achieve scale in stimulating renewable energy, waste recycling and in retrofitting buildings. • All new buildings to meet the energy efficiency criteria set out in South African National Standard 204.
Integrated and Inclusive Rural Economy	• Improved infrastructure and service delivery, a review of land tenure, service to small and micro farmers, a review of mining industry commitments to social investment, and tourism investments. • Create tenure security for communal farmers, especially women. • Investigate different forms of financing and vesting of private property rights to land reform beneficiaries that does not hamper beneficiaries with a high debt burden.
Positioning South Africa in the Region and the World	• Implement a focused regional integration strategy with emphasis on road, rail and port infrastructure in the region.
Transform Human Settlements and the National Space Economy	• Upgrade all informal settlements on suitable, well located land by 2030. • Reform the current planning system for improved coordination. • Develop a strategy to densify cities, promote better located housing and settlements. • Ensure safe, reliable and affordable public transport. • Provide SDF norms, including improving the balance between location of jobs and people. • Review of the grant and subsidy regime for housing • Provide incentives for citizen participation for local planning and development of spatial compacts. • Introduce mechanisms that would make land markets work more effectively for the poor and support rural and urban livelihoods.

Improve Education, Training and Innovation	• Improve access to Early Childhood Development Programmes.
Promote Health Care for All	• Strengthen the health system.
Build Social Protection (social welfare)	• Expand existing public employment initiatives to create opportunities for the unemployed. • All children should enjoy services and benefits aimed at facilitating access to nutrition, health care, education, social care and safety.
Build Safer Communities (policing)	• Increase community participation in crime prevention and safety initiatives. • Implement the National Rural Safety Strategy Plan in high risk areas involving all role-players and stakeholders.
Build a Capable and Developmental State (institutional)	• Improve relations between national, provincial and local government.
Fight Corruption (institutional)	• Develop clear rules restricting business interests of public servants. • Develop restraint-of-trade agreements for senior civil servants and politicians at all levels of government. • All corrupt officials should be made individually liable for all losses incurred as a result of their corrupt actions.
Nation Building and Social Cohesion – social compact	• Improve public services and spaces and build integrated housing and sport facilities in communities to ensure sharing of common spaces across race and class. • Promote citizen participation in forums such as Integrated Development Plans, Ward Committees, School Governing Boards and Community Policing Forums.

The NDP reports that migration into urban areas, especially by the young and poor, increases pressure on services and transport, which is complicated by the apartheid-fragmented geography. Economic growth has been slower than the demand for employment. In particular, accommodation faces challenges, including financing for lower-end housing and its incorporation into the market, and slow progress on rental accommodation (CRU and Social Housing) and upgrading of informal settlements.

Therefore, key NDP recommendations in **urban areas**, include:

- Upgrading all informal settlements on suitable, well-located land by 2030
- Increased urban densities to reduce sprawl and costs;
- Initiatives to shift jobs and investment to the urban townships on the peripheries;
- Substantial investments in safe, reliable and affordable public transport and better co-ordination among the various modes;
- A comprehensive review of the grant and subsidy regime for housing to ensure diversity in product and finance options and spatial mix;
- A focused strategy on the housing gap market, involving banks, subsidies and employer housing schemes, and
- The development of spatial compacts.

Since the rural areas are vastly different from the urban areas the NDP reports that for the rural areas general productivity has been declining and emigration to cities and towns has been accelerating. The rural landscape is characterised by rural densification without associated infrastructure and governance arrangements, as well as ill-located land reform initiatives from the perspective of viable farming and access to markets. Many of these initiatives are in conflict with other imperatives such as mining or preserving biodiversity.

The NDP suggests that **rural interventions** should distinguish less dense marginal areas primarily needing appropriate service provision, from more viable and denser areas with transport and market access, including:

- Innovative, targeted and better co-ordinated provision of infrastructure (including ICTs) and services provision supported by the spatial consolidation of rural settlements to enhance densities and associated service delivery;
- Prioritising agricultural and rural development along mobility corridors, to build local economies and contribute to national food security;
- Identification of non-agricultural opportunities such as tourism and mining, especially with a “green” focus;
- Small-town development as nodes to harness rural development, and
- Mechanisms to make land markets work more effectively for the poor, especially women.

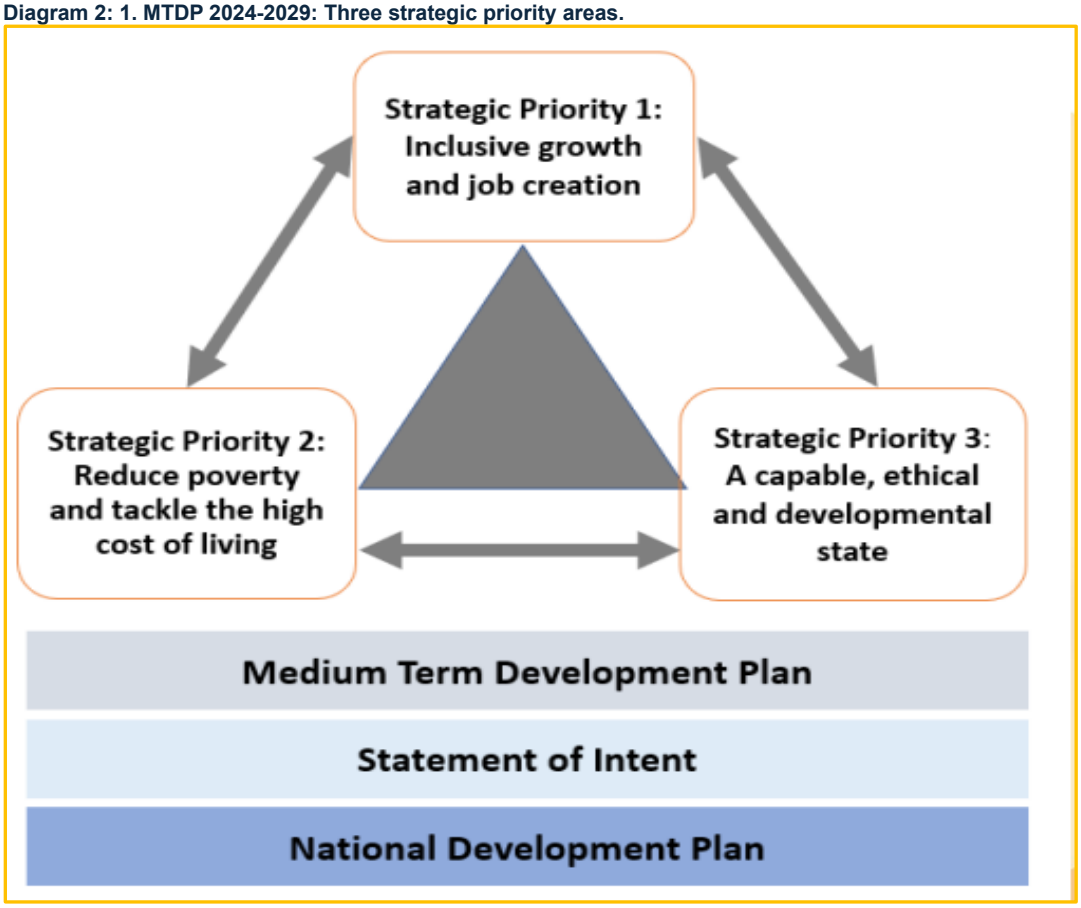
2.1.5. Medium-Term Development Plan (MTDP) 2024-2029 (UPDATED)

The MTDP 2024–2029 which outlines key priorities for the 7th administration is a five-year strategic framework for development, inclusive growth, and improved living conditions. The MTDP builds on the National Development Plan, the Statement of Intent of the Government of National Unity, and the consensus reached during the Cabinet Lekgotla held on 29-30 January 2025. Additionally, the MTDP incorporates the three strategic priorities outlined by President Cyril Ramaphosa in his Opening of Parliament Adress on 18 July 2024 as illustrated on **Diagram 2:1** below. This Plan is founded on credible evidence, drawn from extensive research, and reflects a participatory process.

The MTDP 2024-2029 proposes three strategic objectives:

- Inclusive economic growth and job creation
- Reduce poverty and tackle the high cost of living; and
- A capable, ethical & developmental state.

Diagram 2: 1. MTDP 2024-2029: Three strategic priority areas.



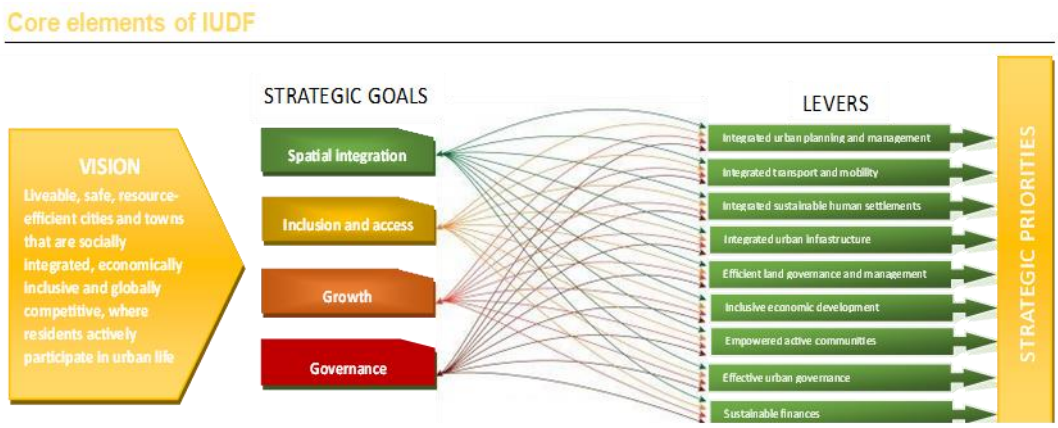
2.1.6 Integrated Urban Development Framework and Implementation Plan 2020-2025 (UPDATED)

The Integrated Urban Development Framework IUDF is the government's policy position to guide the future growth and management of urban areas. It emphasizes creating more compact and connected cities and towns, increasing inclusive economic growth, improving the employability of the unemployed, anticipating the changing nature of global economic competitiveness, and changing the governance social compact in South Africa. Its Implementation Plan for 2020-2025 is designed to tackle the challenges posed by rapid urbanization in Africa. It aligns with the National Development Plan (NDP) objective of transforming cities into the country's economic engines by improving spatial efficiency and fostering inclusivity.

The COVID-19 pandemic, along with the resulting economic recession, has created extraordinary challenges for urban areas, hindering their ability to move toward a path of resource-efficient and inclusive growth. However, IUDF implementation plan will take advantage of this opportunity to rethink, reposition, and reimagine the role of cities and spaces in South Africa.

The IUDF consists of a Vision, four Strategic Goals and nine Levers which lead to Strategic Priorities that directly impact on the Mangaung MM (**Diagram 2:1**).

Diagram 2: 2. Core elements of the IUDF



The following nine UIDF Levers are to be used to tackle the challenges faced by the Mangaung MM:

1. Integrated urban planning and management

- Maximize existing IGR structures as a mechanism for coordinating planning
- Align spatial, sectoral and strategic plans
- Develop and strengthen instruments for creating compact cities and connected cities

2. Integrated transport and mobility:

- Invest along core public transport nodes and corridors
- Make cities pedestrian and cyclist friendly
- Strengthen and integrate public transport modes

3. Integrated sustainable human settlements.

- Accelerate the upgrading of informal settlements
- Identify and fast track land for settlement interventions
- Transform public spaces into safe places of community life

4. Integrated urban infrastructure.

- Strengthen partnerships and intergovernmental planning

5. Efficient land governance and management.

- Ensure legislative concepts are applied consistently
- Improve relations between municipal councils and traditional authorities

6. Inclusive economic development:

- Strengthen roles and leverage partnerships with other economic stakeholders.
- Support community-based enterprises and work
- Support urban livelihoods and informal sector

7. Empowered active communities.

- Improve access to quality public infrastructure and facilities

8. Effective urban governance.

- Strengthen inter-municipal and intra-municipal coordination.
- Enhance resilience, climate change mitigation and resource efficiency

9. Sustainable finances.

- Improve capital budgeting and expenditure on key urban powers and functions
- Strengthen/improve partnerships with other state entities and the private sector

2.1.7 National Spatial Development Framework 2022 (UPDATED)

To give spatial expression to the National Spatial Development Vision and facilitate adjustments that need to be made in accordance with the new National Spatial Development Logic, a series of six National Spatial Development Levers were established;

- Urban Areas and Regions: Urban Areas and Regions as Engines of National Transformation, Innovation and Inclusive Economic Growth.
- National Development Corridors: National development corridors as incubators and drivers of new economies and quality human settlements.
- National Spatial Social Service Provisioning Model: A national spatial social service provisioning model to ensure effective affordable and equitable social service delivery.
- Productive Rural Regions: Productive rural regions as drivers of national rural transitions and cornerstones of our national resource foundation.
- National Ecological Infrastructure System: A national ecological infrastructure system to ensure a shared, resilient and sustainable natural resource foundation.
- National Transport and Communication Infrastructure Network: A national transport and communications infrastructure network to ensure a shared, inclusive and sustainable economy.

Against this backdrop, five National Spatial Development Outcomes must be accomplished. These outcomes, each of which is briefly described in **Figure 2:1**, connect the National Spatial Development Vision and Logic to the desired Post-Apartheid National Spatial Development Pattern in **Figure 2:1** The ideal national spatial development pattern (see **Figure 2:2)** provides an image of a:

Resilient, sustainable and inclusive post-apartheid national spatial development pattern that is well-served by a consolidated system of international, national and regional development nodes and corridors, with a highly productive network of rural regions, where development nodes, rural regions and hard infrastructure are embedded within the capabilities and interdependencies of the national ecological infrastructure system.

The national spatial development pattern is explained in five ‘sub frames’ in **Figure 2:1** below and are; Sub-Frame One: Inter-regional connectivity; Sub-Frame Two: The national system nodes and corridors; Sub-Frame Three: The national resource economy regions; Sub-Frame Four: The national movement and connectivity infrastructure system; and Sub-Frame Five: The national ecological network.

Mangaung Metro is located along a Key National Road (N1), which connects the cities of Cape Town, Mangaung, Joburg, Tshwane and Polokwane to one another and which provides the main sub continental link into Southern Africa via Musina. The northern parts of Mangaung form part of the Central Agricultural Heartland; the eastern parts fall within the Agri-Enterprise and Small-Scale Farming Resource Region and the western and south western parts are part of the Arid-Agri Innovation Region.

VISION, SPATIAL LOGIC AND SPATIAL LEVERS

NATIONAL SPATIAL OUTCOMES

WE WANT TO ACHIEVE

National Spatial Outcome 1:

A network of consolidated, transformed and well-connected national urban nodes, regional development anchors, and development corridors that enable South Africa to derive maximum transformative benefit from urbanisation, urban living, and inclusive economic development.

National Spatial Outcome 2:

National-scale corridors and regions of opportunity enable sustainable and transformative urbanisation, urban consolidation, mutually beneficial urban and rural linkages, and ecological management.

National Spatial Outcome 3:

National connectivity and movement infrastructure systems are strategically located, extended and maintained, to support a diverse, adaptive and inclusive economy, and a set of key national and regional gateway cities and towns.

National Spatial Outcome 4:

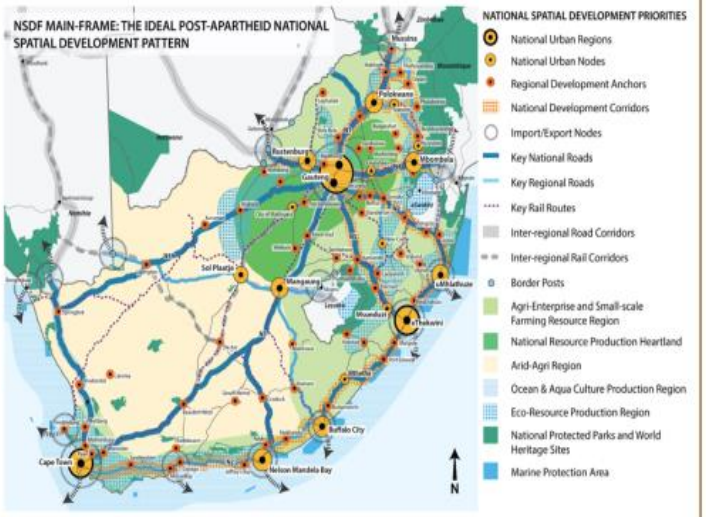
Productive rural regions, supported by sustainable resource economies and strong and resilient regional development anchors that provide access to people living in rural areas to the national and global economy.

National Spatial Outcome 5:

The national ecological infrastructure and natural resource foundation are well-protected and managed, to enable sustainable and just access to water and other natural resources, both for current and future generations.

NSDF MAIN FRAME: THE IDEAL POST-APARTHEID NATIONAL SPATIAL DEVELOPMENT PATTERN

THE SHAPE OF A FUTURE SOUTH AFRICA



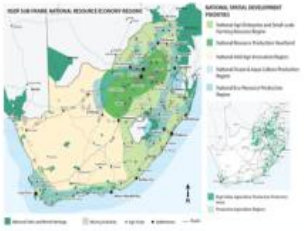
NSDF SUB-FRAMES

TOWARDS A TRANSFORMED FUTURE SOUTH AFRICA - LONG TERM GUIDANCE

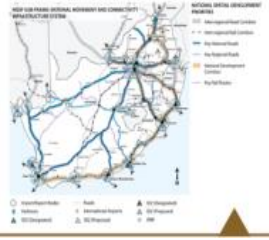
NSDF Sub-Frame 1: Inter-Regional Connectivity

NSDF Sub-Frame 2: National System of Nodes & Corridors

NSDF Sub-Frame 3: National Resource Economy Regions



NSDF Sub-Frame 4: National Movement & Connectivity Infrastructure System



NSDF Sub-Frame 5: National Ecological Infrastructure and National Resource System

Figure 2: 1. NSDF Vision, spatial logic and spatial levers.

Figure 2: 2: National Spatial Development Framework

2.1.8 National Biodiversity Strategy and Action Plan 2015-2025, Biodiversity Assessment 2018 (UPDATED)

National Biodiversity Strategy and Action Plan 2015 is informed by principles that are distilled from those articulated in South Africa's constitution and the framework legislation for the environmental sector, the National Environmental Management Act (NEMA) (No. 107 of 1998). Further, their articulation in this strategy is informed by overarching priorities and objectives articulated in the NDP. NEMA articulates a people-centred approach to environmental management: "Environmental management must place people and their needs at the forefront of its concern, and serve their physical, psychological, developmental, cultural and social interests equitably".

2.1.8.1. Vision

Conserve, manage and sustainably use biodiversity to ensure equitable benefits to the people of South Africa, now and in the future.

2.1.8.2. Strategic objectives

SO 1. Management of biodiversity assets and their contribution to the economy, rural development, job creation and social well-being is enhanced.

SO 2. Investments in ecological infrastructure enhance resilience and ensure benefits to society.

SO 3. Biodiversity considerations are mainstreamed into policies, strategies, and practices of a range of sectors.

SO 4. People are mobilised to adopt practices that sustain the long-term benefits of biodiversity.

SO 5. Conservation and management of biodiversity is improved through the development of an equitable and suitably skilled workforce.

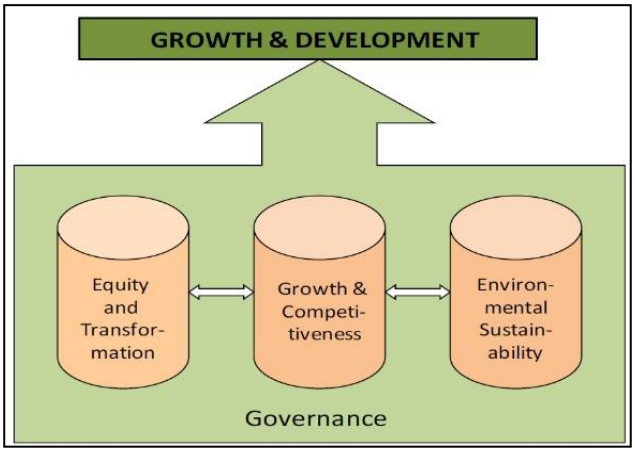
SO 6. Effective knowledge foundations, including indigenous knowledge and citizen science, support the management, conservation and sustainable use of biodiversity.

The National Biodiversity Assessment (NBA) is the primary tool for monitoring and reporting on the state of biodiversity in South Africa and informs policies, strategic objectives and activities for managing and conserving biodiversity more effectively. The NBA is especially important for informing the National Biodiversity Strategy and Action Plan.

2.1.9 Agricultural Policy Action Plan 2015

The Agricultural Policy Action Plan (APAP, 2015-19) stems from a concern that South Africa increasingly relies on imports of crops (wheat) and livestock products (poultry) while the agricultural sector increasingly relies on imports of inputs (e.g. fertiliser, feed, mechanisation). It argues that we need to establish a more sustainable and productive agricultural sector; to strengthen our competitiveness by supporting localization where potential exists, and to promote agricultural development in a manner that translates into rural development and poverty alleviation.

Key Policy Levers are illustrated in the adjacent Diagram and elaborated on below:



Equity and Transformation

- Ensuring a more producer friendly (and consumer-
- friendly) market structure
- Accelerating implementation of the Charters and the
- Small-scale fisheries policy
- Promoting local food economies
- Investment in agro-logistics

Equitable Growth and Competitiveness

- Promoting import substitution and export expansion through concerted value chain/commodity strategies
- Reducing dependence on industrial and imported inputs
- Increasing productive use of fallow land
- Strengthening Research and Development outcomes

Environmental Sustainability

- Climate Smart Agriculture

Governance

- Support services
- Skills development
- Research and Development
- Knowledge and information management (integrated spatial economic planning)
- Market access, information and regulation
- Institutional arrangements – a more integrated approach

2.1.10 National Comprehensive Rural Development Programme 2009

The National Comprehensive Rural Development Programme (CRDP) aims to mobilise and empower rural communities to take initiatives aimed at controlling their own destiny - with the support of government. The goal of the CRDP is to achi-eve social cohesion and development by ensuring improved access to basic services, enterprise development and village industrialisation. The CRDP implements broad based-agrarian transformation focusing on community organisation and mobilisation as well as strategic investment in economic and social infrastructure.

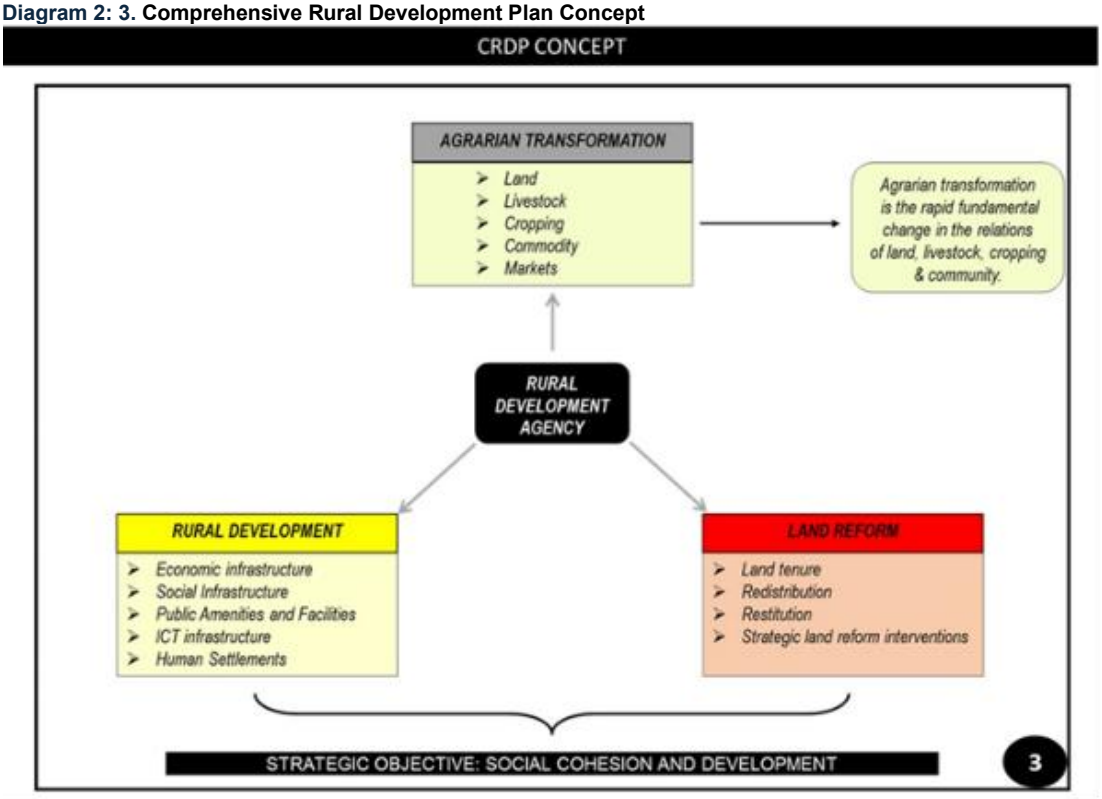
The vision of the CRDP is to be achieved through a three-pronged strategy based on:

- Co-ordinated and integrated broad-based Agrarian Transformation.

- Strategically increased rural development through infrastructure investment, and
- An improved land reform programme.

The objectives of each of the three strategic thrusts thought applicable to promoting farming and related value chain development (exploring all the formulation of the Mangaung MM SDF are as follows **(Diagram 2:2)**: possible species of food and economic activity).

Diagram 2: 3. Comprehensive Rural Development Plan Concept



Agrarian Transformation:

- Facilitate the establishment of rural and agro-industries, co-operatives, cultural initiatives, and vibrant local markets;
- Increase production and sustainable use of natural resources by promoting farming and related value chain development (exploring all possible species of food and economic activity).
- Implement the Free State Agricultural Master Plan

Rural Development:

- Access to community and social infrastructure, especially well resourced clinics.
- Focus on the development of new and the rehabilitation of existing infrastructure.
- Improve and develop infrastructure conducive to economic development, for example distribution and transportation infrastructure, agricultural infrastructure, water and electricity infrastructure, market and storage infrastructure, retail infrastructure and telecommunications infrastructure.

- Improve and develop infrastructure conducive to social development, for instance sanitation infrastructure, health infrastructure, sports and recreation infrastructure and education infrastructure (especially ABET centres).
- Establish and maintain Urban-Rural linkages.
- Create Rural Safety Nets
- Implement Municipal Rural Development Plan.

Land Reform:

- Promote restitution, tenure reform and redistribution in a sustainable manner.
- Increase access to land by previously disadvantaged people.
- Establish agri-villages for local economic development on farms.
- Up-to-date information pertaining to land claims.
- Provide reliable and efficient property (deeds) registration system.
- Contribute to economic growth and housing development by providing government and private agents with essential land information in order to engage in planning as well as economic transactions.
- Provide spatial planning information and services to local municipalities and other public and private institutions that may require these services for development purposes.

2.1.11 Industrial Policy Action Plan 2018/19-2020/21 (UPDATED)

The Industrial Policy Action Plan (IPAP) 2018/19 to 2020/21 primarily focuses on the following objectives:

- To improve the economy's capacity to produce complex, high value-added products more efficiently, enabling greater value creation with less resource consumption.
- To reform the racially imbalanced ownership, management, and employment structures within the economy, ensuring that investment support is coupled with initiatives aimed at fostering transformation.

The primary challenge of industrial policy is to encourage investment in infrastructure, technologies, and skills that will provide benefits to the economy in the medium to long term. The market often overlooks these opportunities in favour of easier, short-term gains. However, investing in specific technologies and sectors can lead to broader positive effects across the entire economy, driving overall productivity improvements and enhancing societal welfare.

2.1.12 National Infrastructure Development Plan 2022 (Vision 2050) (UPDATED)

Infrastructure development is critical to attaining South Africa's long-term economic and social goals. Infrastructure delivery will be one of the most significant contributors to South Africa's transition from a historically closed minerals economy to one that is globally and regionally integrated, low carbon, inclusive and promoting of dynamism in the industries of the future.

Public infrastructure investment is central to achieving greater productivity and competitiveness, reducing spatial inequality and supporting the emergence of new job creating sectors. It is therefore one of the non-negotiable foundations of transformation and inclusive growth.

The goal of the National Infrastructure Plan 2050 (NIP 2050) is to create a foundation for achieving the NDP's vision of inclusive growth. NIP 2050 offers a strategic vision and plan that link top NDP objectives to actionable steps and intermediate outcomes. Its purpose is to promote dynamism in infrastructure delivery, address institutional blockages and weaknesses that hinder success over the longer term, as well as guide the way towards building stronger institutions that can deliver on NDP aspirations. This phase of the NIP 2050 focuses on four critical network sectors that provide a platform: energy, freight transport, water and digital infrastructure. There will be a second phase that focuses on distributed infrastructure and related municipal services, as well as approaches to strengthening coordination through DDMs.

The NIP 2050 is organised into six main sections. The first section offers insight into the four mission-critical infrastructure areas, namely energy, freight transport, water and digital communications. The NIP 2050 gives guidance on themes common to the four sectors, with significant emphasis in building capacity in the following:

- Knowledge and innovation services, for capability in planning, monitoring, budgeting, finance, procurement, project preparation, project management and sector-specific innovation. This enables evidence-based decision-making, improves cost-effectiveness, mitigates risk and helps optimise and can contribute significantly to improving infrastructure quality, delivery and sustainability. Building these capabilities will be the NIP's top priority.
- Public-private cooperation and stimulation of competition, where appropriate, in the delivery of public infrastructure.
- Spatial transformation to promote more inclusive development in line with the National Spatial Development Framework (NSDF).
- Blended project finance and innovative green finance.
- Executive management and technical capability within the state and its entities, so that they are stable and can lead and deliver with confidence.
- Economic regulation.
- Industrial development and localisation in the design and approach to implementation. Examples are localisation of supplier industries to infrastructure projects, driving the establishment of Special

Economic Zones around intermodal transport linkage nodes, and the stimulation of the civil construction and supplier industries.

- Efficient modes of delivery.
- A safe, secure and ethical environment for public infrastructure delivery
- Delivery of an Africa regional infrastructure programme.
- South African civil construction and supplier industries, so that local industry gains from state infrastructure investment.

2.1.13 National Transport Master Plan 2005-2050

The main purpose of the National Transportation Master Plan 2005-2050 is to motivate a prioritised programme for interventions to upgrade the transportation system in South Africa. The core directives or paradigm shifts emanating from the Master Plan are to:

- Place greater emphasis on developing rail as a transportation medium,
- Ensure greater integration between land use development and transportation planning; and
- Put more emphasis on enhancing development of a number of priority national transport corridors.

Figure 2:3 (from NATMAP) conceptually depicts the spatial integration of NATMAP 2050 with national policies and strategies, as set out in the NDP and IUDF above. With respect to the Mangaung MM, it should be noted that the metro lies to the south in the economic heartland of South Africa, where all the major road and rail infrastructure converge. The study area is located along the Primary Transnational Development Corridor (N1) and cross border infrastructure connections, aimed at creating an integrated southern African economy, which require specific interventions around economic stimulus and trade and transport networks. Some of the most important connections in the vicinity of Mangaung include the following:

- The Mangaung – East London Corridor;
- The Mangaung – Port Elizabeth Corridor, and
- The east-west Lesotho - Kimberley (Sol Plaatjie) Corridor.

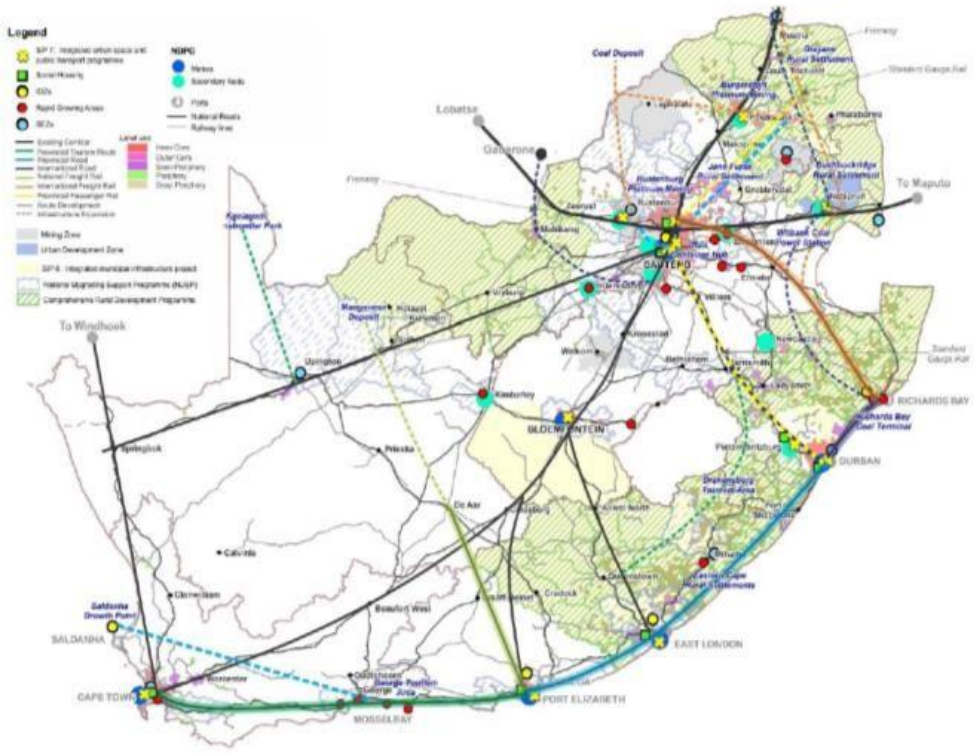


Figure 2: 3. Spatial Integration of NATMAP with existing policies, SIP Projects.

2.1.14 Integrated Resource Plan for Electricity 2010-2030

The Integrated Resource Plan for Electricity (IRP) 2010-2030 was promulgated in March 2011, and updated in 2013. It incorporates, amongst others, the national policy objectives and broader economic imperatives as clarified in the National Development Plan (NDP).

Figure 2:4 emphasises the fact that the main distribution network to the Northern Cape and Western Cape province passes to the north of Mangaung from the Mpumalanga Energy Hub where most electricity is generated.

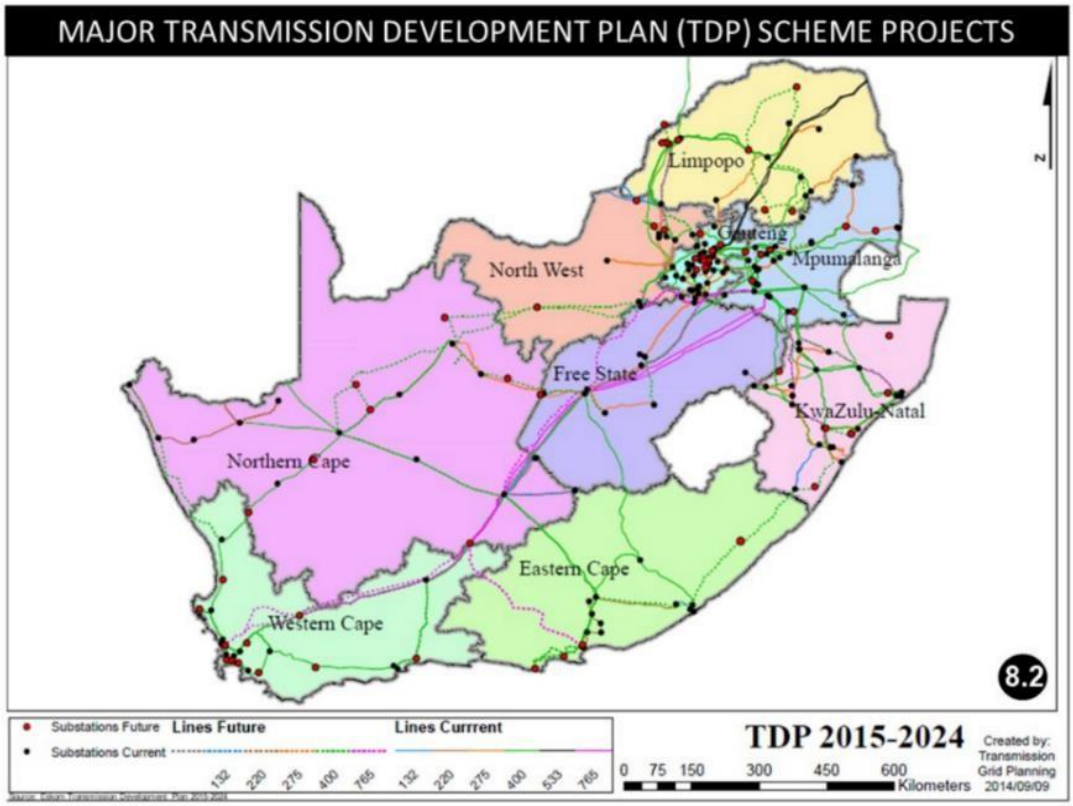


Figure 2: 4. Major Transmission Development Scheme Projects

2.1.15 Development of Sustainable Human Settlements (Breaking New Ground) 2004

The National Strategy for Sustainable Development, alternatively referred to as Breaking New Ground (2004), is a comprehensive plan for the development of sustainable human settlements. Commissioned by the Department of Human Settlement, the plan promotes the creation of a non-racial, integrated society through the development of sustainable human settlements and quality housing. Within this, the Department is committed to meeting the following specific objectives:

- Accelerate housing delivery;
- Improve the quality of housing products and environments;
- Ensure asset creation;
- Ensure a single, efficient formal housing market, and
- Restructure and integrate human settlements.

It moves away from the current singular focus of housing delivery (numbers) towards more responsive mechanisms which address the multidimensional needs of sustainable human settlements.

2.1.16 Neighbourhood Development Partnership Grant 2006

The Neighbourhood Development Partnership Grant (NDPG) aims to “stimulate and accelerate investment in poor and underserved neighbourhoods.” This stimulation is driven through technical assistance and capital grant financing for municipal projects that are linked to distinctive private sector

element or intended to create such a link. The NDPG seeks to address the lack of development (primarily economic) in townships, informal areas and low-income settlements and supports the following types of interventions:

- Turning dormitory townships into fully functional neighbourhoods;
- Strategic economic development projects;
- Land use restructuring;
- Stimulating property markets;
- Purchasing power retention;
- Public sector investment as catalyst;
- Leveraging non-governmental investment;
- Ensuring municipal support, and
- Kick-starting township regeneration.

2.1.17 New Urban Agenda

In October 2016, national government delegates in Quito in the Equador produced the agreement on the New Urban Agenda. Many SDGs that can be achieved with creative urban policy and good local administration form the foundation of a New Urban Agenda. The New Urban Agenda, the final document of the United Nations 2016 Conference on Housing and Sustainable Urban Development (more generally known as Habitat III), was endorsed by consensus by all 193 United Nations member states in December of that year. Human happiness, with human health and the well-being of the environment on which humans depend, is a primary objective of the New Urban Agenda.

In South Africa, more than 60 per cent of the population are urbanised and have had significant success in localising and executing the New Urban Agenda. It has created the New Urban Agenda Localisation Framework to integrate the New Urban Agenda with its urban development agenda, as outlined in the National Development Plan (NDP) and the Integrated Urban Development Framework (IUDF). The IUDF Implementation Plan aims at complementing and contributing to the government's existing efforts by introducing a set of enablers that will promote integrated delivery across spheres of government. Tools already in metropolitan and district municipalities include city development strategies, SDFs and IDPs to support environmentally sustainable and resilient urban growth. Promoting environmentally resilient and sustainable urban development is one of the transformative goals for sustainable urban development. Poorly managed urbanisation causes urban sprawl and biodiversity loss, creating and exacerbating environmental hazards such as flooding. Municipalities control urban sprawl by implementing the urban edge to regulate urban expansion.

2.1.18 Sustainable Development Goals

On 1 January 2016, the world officially began with the implementation of the 2030 Agenda for **Sustainable Development Goals** (**SDGs**) which are a universal set of goals, targets and indicators

that the United Nations' member states will be expected to use to frame their agendas and political policies over the next 15 years.

This transformative plan of action is based on 17 Sustainable Development Goals to address urgent global challenges over the next 15 years summarised as follows:

- Goal 1 – End poverty in all its forms everywhere.
- Goal 2 – End hunger, achieve food security and improved nutrition and promote sustainable agriculture.
- Goal 3 – Ensure healthy lives and promote well-being for all at all ages.
- Goal 4 – Ensure inclusive and equitable quality education and promote lifelong learning.
- Goal 5 – Achieve gender equality and empower all women and girls.
- Goal 6 – Ensure availability and sustainable management of water and sanitation for all.
- Goal 7 – Ensure access to affordable, reliable, sustainable and modern energy for all.
- Goal 8 – Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.
- Goal 9 – Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.
- Goal 10 – Reduce income inequality within and among countries.
- Goal 11 – Make cities and human settlements inclusive, safe, resilient and sustainable.
- Goal 12 – Ensure sustainable consumption and production patterns.
- Goal 13 – Take urgent action to combat climate change and its impacts by regulating emissions and promoting developments in renewable energy.
- Goal 14 – Conserve and sustainably use the oceans, seas and marine resources for sustainable development.

- Goal 15 – Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.
- Goal 16 – Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels.
- Goal 17 – Strengthen the means of implementation and revitalize the global partnership for sustainable development.

2.2. PROVINCIAL CONTEXT

2.2.1 Free State Growth and Development Strategy (FSGDS)

The Free State Growth and Development Strategy (FSGDS): Free State Vision 2030 is the fundamental policy framework for the Free State Provincial Government. It is the embodiment of the broad strategic policy goals and objectives of the province in line with national policy objectives. The Strategy addresses key and most fundamental issues of development spanning the social, economic

and political environment. It takes into account annual provincial priorities and sets broad targets in terms of provincial economic growth and development, service delivery and public service transformation. The Strategy has identified six priority areas (pillars) of intervention by the province, namely:

- Inclusive economic growth and sustainable job creation;
- Education innovation and skills development;
- Improved quality of life;
- Sustainable rural development;
- Efficient administration and good governance;
- Building social cohesion.

Importantly, the FSGDS identifies drivers, strategies and measurable performance targets (five year, ten year, fifteen year and twenty year targets) to ensure that there is performance in relation to the identified six priority areas. Equally, Mangaung Metro should align its Growth and Development Strategy and the five-year development plans (including the Spatial Development Framework) with those of the provincial government of Free State.

The strategy is in itself built on the Pillars and Drivers as outlined in **Table 2:2** below:

Table 2: 2. Pillars and Drivers of the Free State Growth and Development Strategy

Pillar	Specific Drivers
Inclusive economic growth and sustainable job creation	• Accelerate land reform, diversify, expand agricultural development, food security indicators and targets related to agriculture • Minimise the impact of the declining mining sector and ensure that existing mining potential is harnessed • Expand and diversify manufacturing opportunities • Capitalise on transport and distribution opportunities • Harness, increase tourism potential and opportunities
Education, innovation and skills development	• Ensure an appropriate skills base for growth and development
Improved quality of life	• Curb crime and streamline criminal justice system performance • Expand and maintain basic rural infrastructure • Facilitate sustainable human settlements • Provide and improve adequate health care for citizens • Ensure social development and social security services for all citizens • Integrate environmental concerns into growth and development planning
Sustainable rural development	• Increase the provision of quality basic services and invest in education, healthcare and public transport • Increase investment in agro-processing, tourism, aquaculture and crafts industries • Increase financial support to rural communities • Increase investment in irrigation technologies and implement conservation measures • Improve access to markets for small-scale farmers and rural cooperatives • Mainstream rural development in growth and development planning
Build social cohesion	• Popularise and promote rights and responsibilities embedded within the Constitution. • Introduce African languages in all schools to facilitate understanding, tolerance, respect and diversity. • Develop and embed shared values amongst communities. • Provide arts, culture, sports and recreation opportunities and prospects for all communities.

	• Strengthen participatory democracy to encourage citizenry expression to guide and influence behaviour. • Increase socio-economic access and opportunities to all to eliminate any forms of prejudice and marginalization. • Create a safe and secure environment for individuals.
Good governance	• Foster good governance to create a conducive climate for growth and development.

Equally, Mangaung Metro should align its Growth and Development Strategy and the Mangaung Integrated Development Plan (including the Spatial Development Framework) with those of the provincial government of Free State.

2.2.2 Free State Province Spatial Development Framework

The Provincial Spatial Development Framework (PSDF) has a pivotal role in giving effect to the Free State Vision 2030 by means of contextualizing international and national imperatives applicable to the Free State and aligning those with the realities and site-specific characteristics of the Free State. Together with the FSGDS, the PSDF is a critical instrument in guiding the use of the resources of the province in a manner that will ensure sustainable outcomes based on provincial development needs and priorities.

2.2.2.1 Vision

The PSDF gives effect to the provincial vision of:

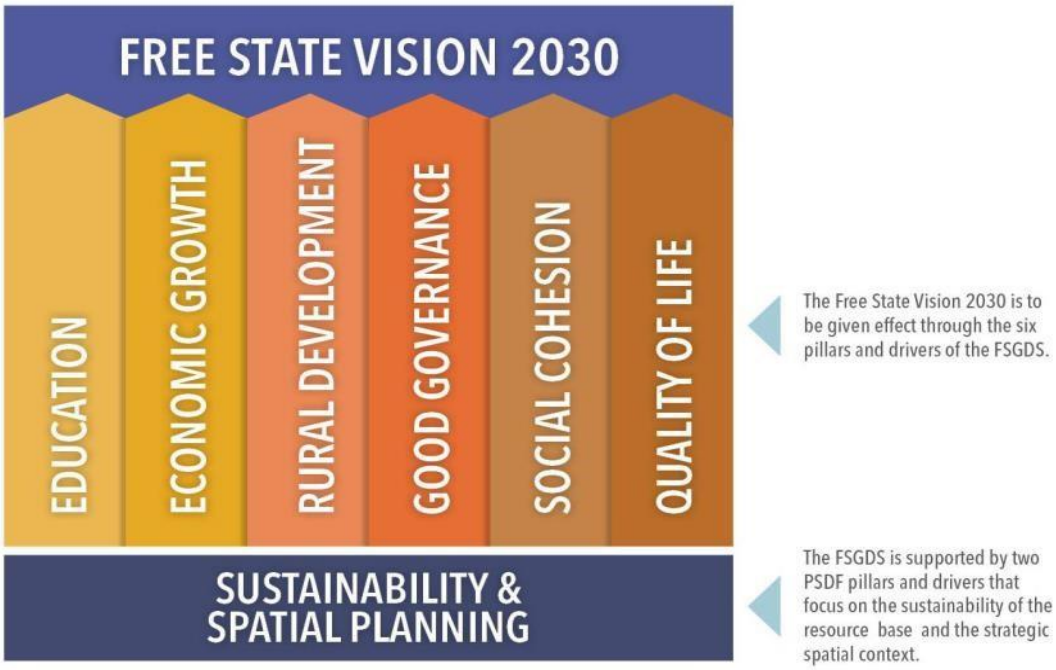
"A unified and prosperous Free State which fulfils the needs of all its peoples."

2.2.2.2 Giving Effect to FSGDS Pillars

The PSDF is premised on the principle that, in order to achieve the above vision, a holistic and all-embracing approach to the governance of the Free State is required. Such an approach should focus on ensuring the sustainability of the resource base upon which the general well-being of the people of the Free State depend (in line with the following statement noted in the Free State Vision 2050: ".in the quest for inclusive economic growth and development, the environment will be protected for future generations, and the lasting responses to climate changes will be part of the landscape of the development of the province").

The two dedicated PSDF drivers in support to the Free State Vision 2030 and PGOs constitute the following:

- **PSDF Pillar 1:** Sustainability - Biophysical, social, economic and technical sustainability of all land-use programmes and projects.
- **PSDF Pillar 2:** Spatial Planning - Integrated spatial planning and landuse management



Relationship between the Free State Vision 2030, the FSGDS pillars and drivers, and the supporting PSDF pillars and drivers

2.2.2.3 Sectoral Strategies in the PSDF

The PSDF is essentially a compilation of, and an alignment directive for the strategies and plans of the various national and provincial sectoral departments operational in the Free State. The sectoral policies, objectives and implementation strategies proposed by FSGDS and the PSDF are informed by, among others, the following:

a) The current and the future socio-economic benefits, opportunities and constraints offered by the private sector.
b) The spatial distribution of the activities within the sector and their spatial relationship with markets and transportation.
c) The impact that the activities have or could have on ecologically sensitive systems or processes and areas of biodiversity.
d) The need for bulk engineering and social services including electricity, water, health, education, housing, and recreational facilities.

2.2.2.4 PSDF Objectives

The key objectives of the PSDF as it relates to spatial planning are to integrate and standardise planning at all spheres of government in the province with specific reference to the following:

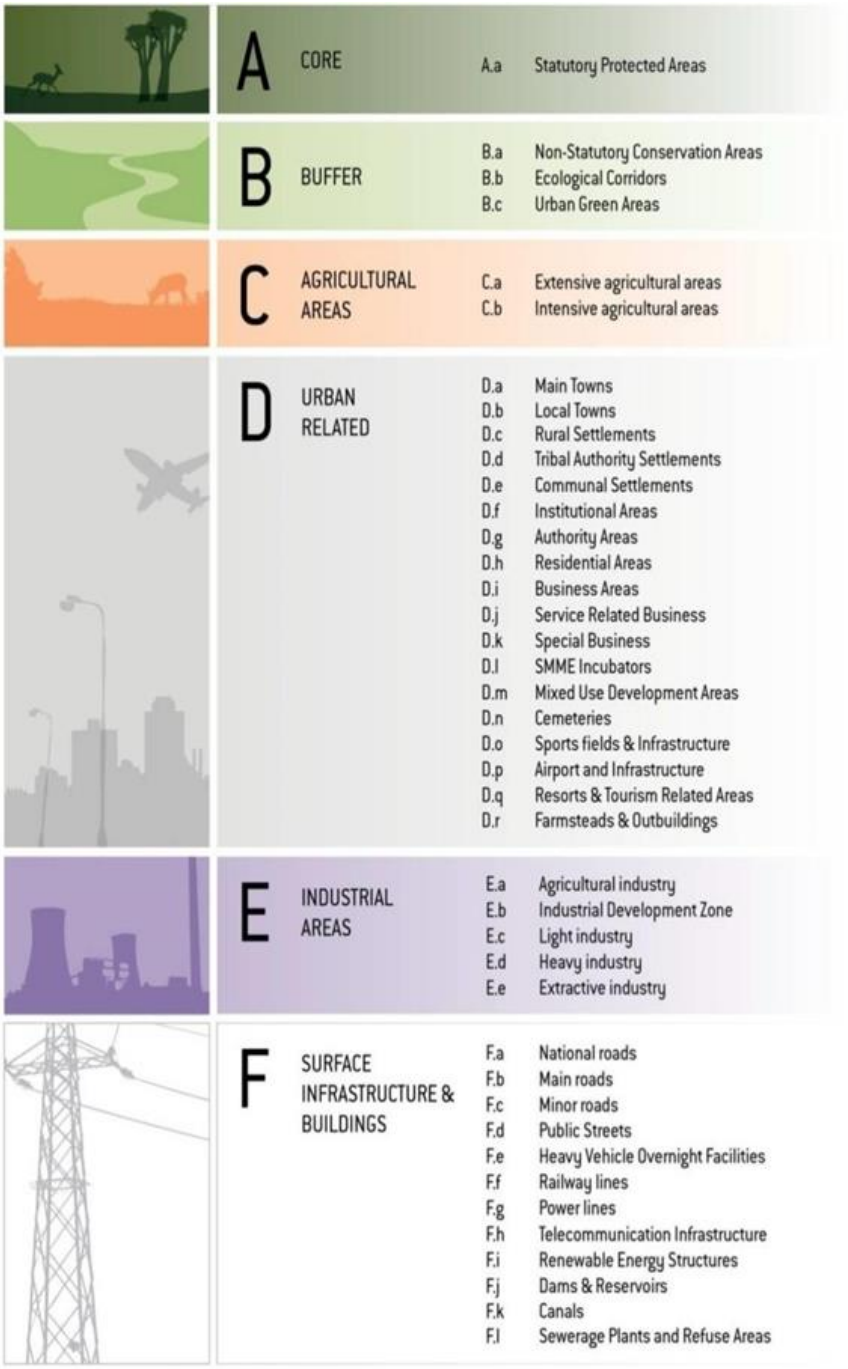
a) Supporting the district and local municipalities in the preparation of their SDFs prepared in terms of the SPLUMA. Specific reference is made to:
   (i) Facilitating the land-use classification of the entire land surface of the province in a standard format in accordance with a set of dedicated Spatial Planning Categories (SPCs).

b) Describing the existing and desired future spatial patterns that provide for integrated, efficient and sustainable settlements throughout the province. Guiding the investment of public resources through the following:
   (i) Providing a credible context for public investments in the coming years.
   (ii) Providing certainty to all stakeholders regarding spatial and socioeconomic implications of future development in the Free State.
   (iii) Providing a basis for co-ordinated decision-making and policy formulation regarding future land-use.

c) Facilitating cross-boundary co-operation and co-ordination between district and local municipalities, adjoining provinces, and Lesotho as it relates to issues that are of mutual interest for their respective areas of jurisdiction (refer to inter alia issues pertaining to land-use, biodiversity conservation, and resource utilisation).

2.2.2.5 Spatial Planning Categories

The PSDF composite plan and the sectoral land-use plans were prepared in accordance with six Spatial Planning Categories (SPCs). These SPCs collectively illustrate the desired matrix of land-uses throughout the province.



The following policy guidelines apply:

a) Land-use planning (i.e. the drafting of SDFs) must be undertaken in terms of the spatial planning principles adopted for the PSDF.
b) Detailed land-use planning at the district and the local municipal spheres is to be undertaken in accordance with the guidelines presented in the PSDF.
c) Land-use planning at all spheres is to be supported by the SPISYS developed by the Department of Rural Development and Land Reform or any other compatible and comparable system.

d) Any land-use amendment has to conform to the PSDF. This means that the relevant organs of state must take account of, and apply relevant provisions of the PSDF when making decisions that affect the use of land and other resources.
e) The PSDF does not create, or take away, land-use rights.
f) The PSDF is to be applied in a flexible and pragmatic manner that promotes a developmental state and which takes into account the merits and particular circumstances of each case as required by law (i.e. through an Environmental Impact Assessment {EIA} undertaken in terms of the National Environmental Management Act {NEMA} 107 of 1998).
g) No land-use changes may be approved until the parameters of the SPCs applicable to the subject area have been verified and ground-truthed through a detailed site analysis. This is to be undertaken by the proponent of the land-use change.
h) The SPC designation illustrated by the municipal SDFs must be used as a criterion for evaluation of rezoning and development applications.
   In the case where an application is inconsistent with relevant SPC, or where it implies a change of SPC designation, the onus will be on the applicant to prove that the proposed change is desirable and that it will not have a significant detrimental impact on the environment.
i) Existing Zoning Scheme Regulations must be amended, where possible, to accommodate the SPCs and their applications.

2.2.2.6 Spatial Planning Information System

A key dimension of land-use management as contemplated by the PSDF and the associated 'package' of municipal SDFs and other land-use policy is the SPISYS. The purpose of the latter is to facilitate land-use planning and governance throughout the province in terms of standard formats and procedures. The SPISYS is an information system comprising an integrated set of components for collecting, storing and processing data and for delivering information, knowledge and digital products. It combines hardware, software, infrastructure and trained personnel organised to facilitate effective land-use planning throughout the province through the implementation of the SPCs and Sub-Categories. The implementation of GIS software will ensure geo-referencing, standardisation, and coordination of spatial data in digital format.

The policy in respect of developing and implementing the SPISYS is as follows:
a) The SPISYS must be implemented as part of all municipal SDFs.
b) To ensure effective functioning of the SPISYS, data must be exchangeable throughout the various spheres of government.
c) The SPISYS should conform to the following requirements:
   (i) Providing information that is easy to use and maintain by authorities.
   (ii) Providing fast, but accurate results.
   (iii) Centralising and standardising applications and procedures.
   (iv) Aligning applications and procedures with the SPCs and Sub-Categories.

(v) Providing relevant departments with shared access to the same up to-date data.
(vi) Providing an improved service to the community.
(vii) Serving public interest by making relevant information accessible.

2.2.2.7 PSDF Directives for Mangaung

The spatial vision for the Free State is depicted by the Composite Spatial Plan (**Figure 1:5**). This plan serves as a first level broad guide to spatial planning land-use throughout the province. Plan C1 should be read together with the sectoral SPC Plans (i.e. C2-C8) and not as a stand-alone item.

2.3. MANGAUNG METROPOLITAN CONTEXT

2.3.1 Mangaung IDP Directives

2.3.1.1 Vision

Vision of the Mangaung Metro is to be:

"A globally safe and attractive municipality to work, invest and live in".

The following elements are part of this vision:

- A democratic municipality, rooted in the Constitution, working with all sectors of the society to improve the quality of life of the people of Mangaung;
- A municipality whose community is united in diversity, recognising our common interests and greater equality of women;
- A municipality that provides high quality of service delivery and is constantly striving to ensure value for money;
- Create an ideal environment for our people to be able to work and have access to jobs and ensure that workers' rights are protected and the workforce is skilled;
- Build a municipality that ensures that business is afforded an environment to invest and profit while promoting the common interests of the community, including decent work;
- An efficient municipality that protects local citizens, provides quality services and infrastructure, as well as leadership for local development;
- Ensure that individuals and communities embrace mutual respect and human solidarity;
- A municipality that works closely with other spheres of government, business and civil society to build a better metro, province and country;
- A municipality that is vigorously driving the pro-poor agenda and intervening strategically and programmatically in breaking the cycle of poverty, and
- A municipality that recognises its operational context in relation to the city region, the province and being part of the country.

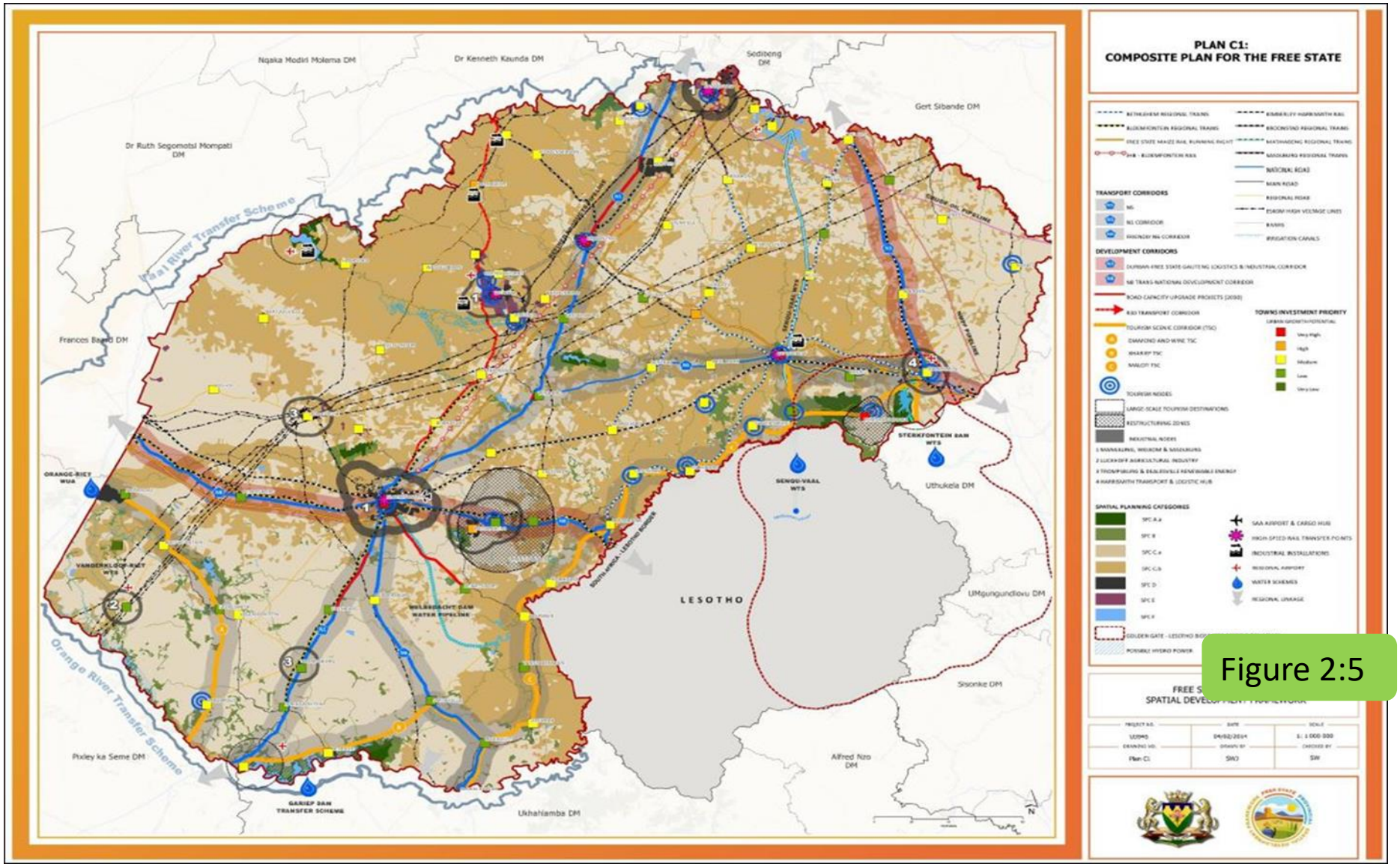

PLAN C1:
COMPOSITE PLAN FOR THE FREE STATE
Nqaka Modiri Molema DM
Dr Kenneth Kaunda DM
Sodibeng DM
Gert Sibande DM
Dr Ruth Segomotsi Mompati DM
Vaal River Transfer Scheme
Frances Baard DM
ORANGE-RIET WUA
VANDERKLOOF-RIET WTS
WILLEMSACHT DAM WATER PIPELINE
SENGU-VAAL WTS
STERKFONTEIN DAM WTS
Uthukela DM
LESOTHO
UMgungundlovu DM
Sisonke DM
Alfred Nzo DM
Orange River Transfer Scheme
Pixley ka Seme DM
GARIEP DAM TRANSFER SCHEME
Ukhahlamba DM
TRANSPORT CORRIDORS
DEVELOPMENT CORRIDORS
TOWNS INVESTMENT PRIORITY
TOURISM NODES
LARGE-SCALE TOURISM DESTINATIONS
RESTRUCTURING ZONES
INDUSTRIAL NODES
SPATIAL PLANNING CATEGORIES
SAA AIRPORT & CARGO HUB
INDUSTRIAL INSTALLATIONS
WATER SCHEMES
FREE S
SPATIAL DEVELOPMENT FRAMEWORK
Plan C1

Figure 2:5

2.3.1.2 IDP Objectives

The City had initially nine (9) developmental priorities as depicted in the braces below and after the resolution taken at the Mayco Lekgotla these priorities has since been regenerated into five (5) IDP strategic development objectives as listed below:

- **Spatial Transformation:** Implement and integrated and targeted strategy that transforms the spatial and economic legacy of Mangaung.
- **Economic Growth:** Boost economic development by strengthening organisational performance.
- **Service Delivery Improvement**: Strengthen service delivery as a priority for economic growth.
- **Financial Health Improvement**: Implement a financial recovery plan that rebuilds financial Strength.
- **Organisational Strength**: Strengthen the organisation – the heart of it all.

- Facilitating economic development within the realm of agrarian economic development anchored by agricultural production;
- Facilitating rural development given the expanse of agricultural land within the City and implement innovative projects such as Agri-Park and Agri-Village in partnership with other spheres of government and the private sector respectively.
- Strengthening local economies and thereby broaden the revenue and property tax base of the municipality.
- Evolving integrated human settlements with varied housing typologies (mixed development) closer to transport corridors and employment opportunities.
- Facilitating equitable development within the regions of the City including the incorporated regions of Naledi Local Municipality and Ikgomotseng / Soutpan area.
- Implementation of the Integrated Public Transport Network with corresponding Non-Motorised Transport Initiative to evolve a reliable public transport system and confirm the City as a “walking City”.
- Youth Development will be systematically pursued and initiatives such as Youth Enterprise Development and Etsose Batjha Youth Furniture Making Co-operatives will be reviewed.
- Combating the spread of HIV/AIDS through the established Local AIDS Council.
- Land development should be preceded by an extensive land audit and strategic land release to facilitate industrial development.
- Revenue enhancement processes should be enhanced to improve the liquidity of the City and thus position the City to enter the municipal Bond Market.
- Enhancing institutional development of the City through skills development and partnering with institutions of higher learning (UFS and CUT).

- Enhancing efficiency gains in relation to operations related to key performance area.
- To make a corresponding investment in the maintenance of service delivery infrastructure and utilities to extend their useful life being mindful of the set threshold of 8% of the Operational Budget of the City that should go to maintenance.
- Securing water supply from source which will be the lifeline to anchor development in the City.
- Evolving into a smart City by providing free WIFI and laying fibre-optic network that will reduce the cost of telephony and setting up business in the City.
- Partner with CSIR and HSRC to deal with social development issues (poverty mapping, use of technology and Alternative Building Technology).

2.3.1.3 Development Challenges and Opportunities

The following table (**Table 2:3**) represents the priority development challenges, priorities, opportunities and threats noted in the Mangaung IDP:

Table 2: 3. Mangaung Alignment with Pillars and Drivers of the Free State GDS

Challenges	Priorities	Opportunities	Threats
Municipal Transformation and Institutional Development			
Shortage of personnel in critical division – infrastructure departments Quality of reporting and performance information	Strengthening of critical service delivery division Improving quality of performance information (setting of KPIs by departments)	Assigned metropolitan status provide an opportunities for embarking on an extensive organizational review in the medium to long term Strong and credible monitoring and evaluation Attainment of clean audit Enabling policy and legislative frameworks on staff establishments	Capacity to deliver on assigned developmental mandate
Local Economic Development and Rural Development			
Provision of land to accommodate emerging township small farmers Availability of economic marketing strategy and investment attraction strategy Availability of reliable public transport Lack of long-term economic development strategy	Providing commonages in partnership with the Department of Agriculture to accommodate farming activity and grazing of animals Implementation of BRT system	Providing commonages in partnership with the Department of Agriculture to accommodate farming activity and grazing of animals Roll out of IPTN R600 million budget allocation. Agri Park and Agri-Villages developments City borrowing capacity	Availability of land Food security Rampant poverty Structural layout of city road infrastructure Availability of adequate funding
Financial Viability and Sustainability			
Rising services arrears debt of R3.5 billion	Implementation of Revenue Enhancement Strategy Revenue protection and prudent cash flow management Proper management and accounting of municipal infrastructural assets	Committed management and staff Stable and supportive political leadership Implementation of new valuation roll and data purification Rebate incentive Scheme	Non -compliance to internal control procedures and legislation Non-payment for municipal services compounded by high unemployment rate
Service Delivery			
Housing backlogs and incomplete housing projects; Illegal settlements and land invasions in areas/lands planned for different development other than residential;	Building of mixed housing (BNG, Gap Market and Bonded Houses); Attainment of Level 2 accreditation for Housing Delivery;	BNG, Gap Market and Bonded Houses); Level 2 accreditation for Housing Delivery; Accelerating development of seven (7) land parcels with mixed development trajectory	Social protest – communities demanding housing
Massive service delivery and infrastructure backlogs in the townships and rural areas –roads and storm-water Inadequate funding for key service delivery projects and programmes	Accelerate the programme of upgrading roads and storm-water in township; Development and implementation of a comprehensive storm-water master-plan Increase the pace of eradicating sanitation backlogs	Replication of Township Revitalization Programme that has borne results at Batho Location; Availability of City Support Programme that will be providing resources for Township Revitalization such as revitalization of Central	People houses being flooded during inclement weather Rising claims lodged against the municipality Limited resources at the disposal of the City

		Business District and Waaihoek Corridor Development Expanded bulk services to support eradication of backlogs	Water scarcity and lack of security of water supply from source
Ineffective service delivery – refuse and waste collection	Implementation of Integrated Waste Management Plan and purchasing of compaction trucks for waste removal.	Regular waste removal. services and building of transfer stations at strategically located sites Promotion of green environment.	Degradation of the environment; Community protests Illegal dumping may threaten the health and safety of citizens
Ageing service delivery infrastructure (*including electricity and water line losses*) and utilities (**fleet**); Unavailability of water at source and declining dam levels	Implementation of Water Conservation and Demand management Programmes. Development of electricity business strategy that also deal with green energy and future development outlook Implementation of bulk water augmentation programme	Implement three-pronged Mangaung Bulk Water Programme (MBWAP) Implement Water Conservation and Demand Management (MMM 10-year WCDM Strategy) Optimise available water resources through Water Reuse (Maselspoort Reuse Project) Augment water supply through the Gariep Dam (Mangaung Gariep Water Augmentation Project)	Wastage and losing of monies as result of water loss; Unreliable water supply due to demand exceeding the supply. Water usage by citizens – gardening, car washes
Maintenance of service delivery infrastructure and utilities (including fleet)	Implementation of Refurbishment and Rehabilitation programmes Multiyear capital program to ensure assets are indeed replaced at the end of their economic life Reviewing turn-around time of servicing service delivery utilities/vehicles	Making adequate provision for rehabilitation of infrastructure	Correct use of infrastructure by communities
Poor performance in terms of capital programmes;	Implementation of Capital Infrastructure Procurement Plan Spending of grant funding ahead of own funds to meet spending norms	Enhancing future planning and contract management Fast-track delivery of programmes and project.	Loss of capital grants and community dissatisfaction about service delivery

2.3.1.4 Priority Spatial Issues

The following eight priority spatial issues have been identified in the Mangaung IDP:

- Location of economic investment not optimized.
- Limited growth potential for new development in the western areas of Bloemfontein.
- Spatial fragmentation and interdependent development patterns.
- Growth in the south-eastern and north-western areas are pulling the city apart.
- Distant urban dependencies of Botshabelo and Thaba Nchu on Bloemfontein.
- Imbalanced linkages between the urban areas and the distant rural dependants and neighbours.
- Sprawl, inequitable access, inefficient land use and ineffective investment.
- Unplanned changing character of existing residential areas.

All of the above matters will have to be addressed as part of the Mangaung Metropolitan Spatial Development Framework process.

MANGAUNG
METROPOLITAN MUNICIPALITY

METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

Chapter 3: Spatial Challenges and Opportunities

DRAFT REPORT

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF DIAGRAMS

LIST OF AMENDMENTS

3.1.1.1 – 3.1.1.4. City Development Themes (new insertion)

3.2. Socio-economic overview (Demographic and Economic and Employment Profile updated)

3.4.4.3. (a) Upgrading Strategy (updated)

3.4.6.1. Water (updated)

3.6. Alignment with neighbouring SDFs from section 3.6.1 -3.6.3 (new insertion)

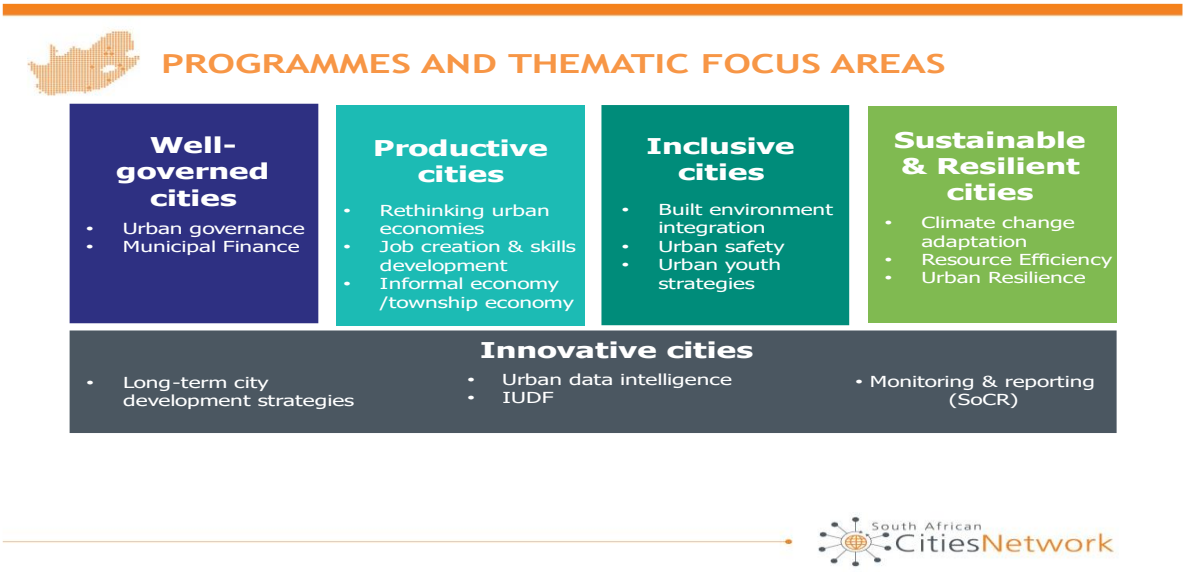
3. SITUATIONAL ANALYSIS: SPATIAL ISSUES AND CHALLENGES

3.1. INSTITUTIONAL

3.1.1. Introduction

This chapter seek to address the spatial challenges and opportunities in the MMM. The approach will be in the context of listing the general challenges and opportunities followed by unpacking the challenges and opportunities within the City Development Themes.

3.1.1.1. City Development Themes



3.1.1.2. Productive Cities

Productive Cities aim to boost their economic competitiveness by focussing on the economic growth, job creation and infrastructure investment. The benefits to having skilled labour, capital and institutions in one locality in South African Cities enables productivity and competitiveness in reaping the urban dividend. This programme addresses the challenges that cities face in making the local economy accessible and socially inclusive. The focus areas are;

PRODUCTIVE CITIES

	Challenge	**Opportunities**
Growing Urban Economies	Limited access to economic opportunities. Poor Investment Opportunities	Opportunities in Student Accommodation, Logistics, Green Energies
Local Economic Governance		
Expanded Economic Participation	Limited Access to economic opportunities	Establishing global networks of labour markets. Expand Skills Training Programme

3.1.1.3 Sustainable and Resilient Cities

A sustainable city is one that uses the environmental resources to support an economy that enables it to remain competitive while also meeting the needs of society It does this by;

	Challenge	***Opportunities***
Maintaining a low ecological footprint		
Efficiently using its land	Urban Sprawl, Land Invasions, Slow economy	Spatial and Land use policies to optimize the use of land
Striving to have the lowest possible pollution levels	Urban Sprawl Use of fuel driven transport modes	To introduce electrical transport modes
Recycling and reusing materials	Lack of consumer education,	Private sector waste management companies more active in recycling industry
Converting waste to energy	No public sector and private sector initiatives. No policies to guide investors.	Opportunity to have waste to energy plants accompanied by incentives.

3.1.1.4. Inclusive Cities

An Inclusive city offers citizens a decent quality of life. access to job opportunities, a safe and secure environment, clean water, healthcare and education as well as recreational facilities. Inclusive South African cities should provide opportunities for all city dwellers to share in the social and economic opportunities and resources of city life. The focus areas are;

	Challenge	Opportunities
Urban Safety	High Crime rate in Urban CBD and southeastern townships, Willows and Universitas	Establishment of CIDS in CBD 's, Neighbourhood Security Watch.
Space and Life Chances	Limited urban space and chances of opportunity.	Enhancing Skills development programmes for the disadvantaged
Participation and Voice	Limited participation in community, sports and social structures	Establishment of community sports, culture and social structures

3.1.1.5. Well Governed Cities

South African Cities Network 's well governed cities programme considers how South African Cities are governed and whether the political and institutional context is stable, open and dynamic to accommodate varied societal objectives and interests. Governance refers to the multiplicity of arrangements among elected leaders, society actors and service providers that comprise the system, with government being the vehicle through which the varied interest are pursued.

3.1.2 Land Ownership

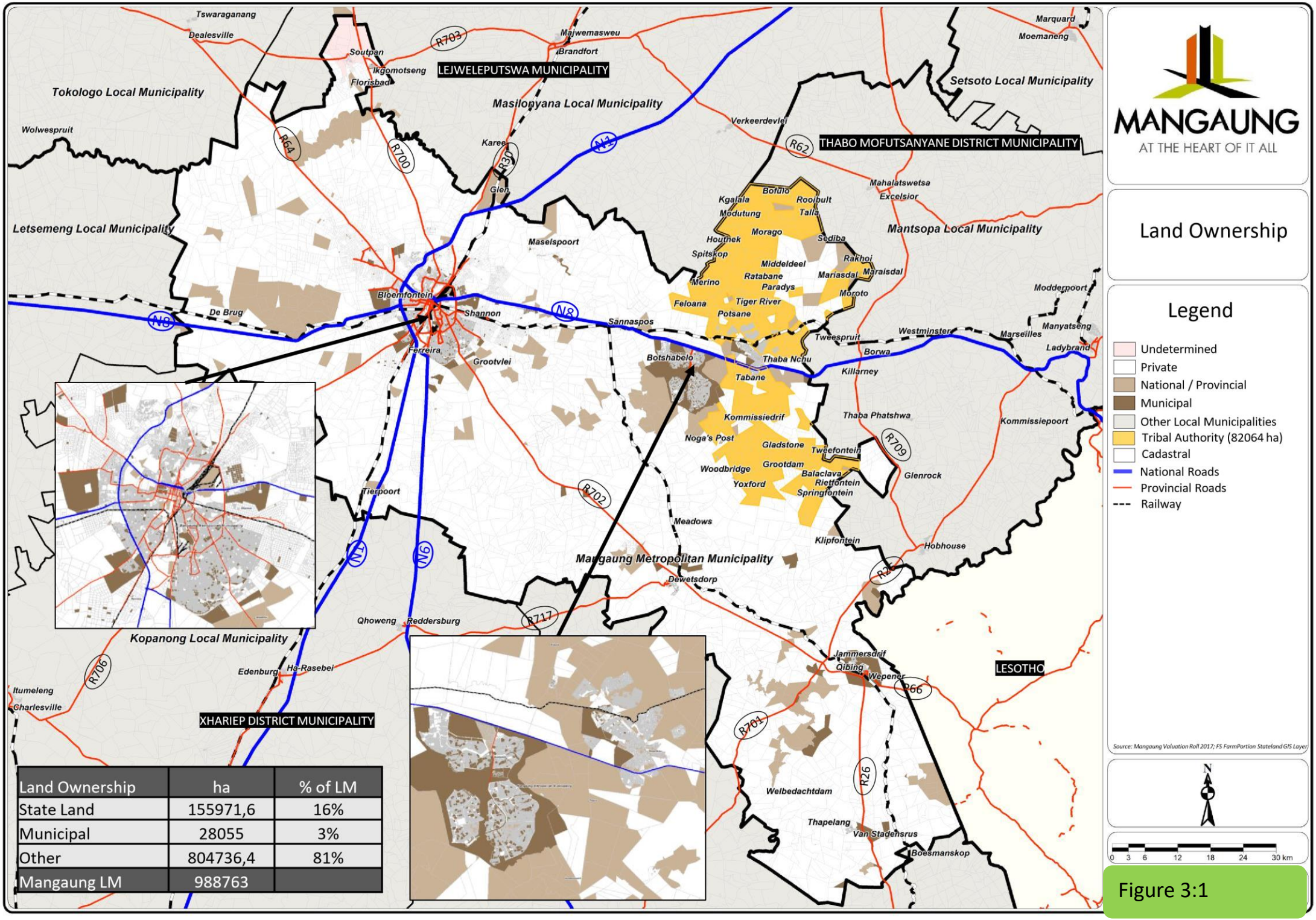
Figure 3:1 shows that the majority part (81%) of all land in the Metropolitan area is under private ownership and/or undetermined.

National and Provincial Government own approximately 155,971 ha of land which represent around 16% of the total area. Most of the National and Provincial owned land parcels are located in the eastern extents of the municipal area extending from Morago to the north, southwards up to the vicinity of Van Stadensrus. There are also a notable number of government owned land parcels to the north-west between De Brug and Soutpan.

Land under traditional authority leadership amounts to an estimated 82,064 ha, all of which is located in the north-eastern extents of the MMM. The MMM owns an estimated 28,055 ha of land, the bulk of which is clustered around Bloemfontein and the Botshabelo-Thaba Nchu complex respectively (refer to inserts on **Figure 3:1**). This represents about 3% of all land in the municipal area.

3.1.3 Land Reform

Although the current IOP and PLAS projects of the DRDLR are scattered all over the Mangaung Municipal area (refer to **Figure 3:2**), clear patterns become noticeable in relation to the following:
The majority of DRDLR project spend occurs around Thaba Nchu and Botshabelo;
LRD, LTA and Restitution projects stretch from the southeast of Botshabelo to the southern parts of Bloemfontein, and there is a high concentration of State-owned land in Thaba Nchu.



Land Ownership	ha	% of LM
State Land	155971,6	16%
Municipal	28055	3%
Other	804736,4	81%
Mangaung LM	988763	

Figure 3:1

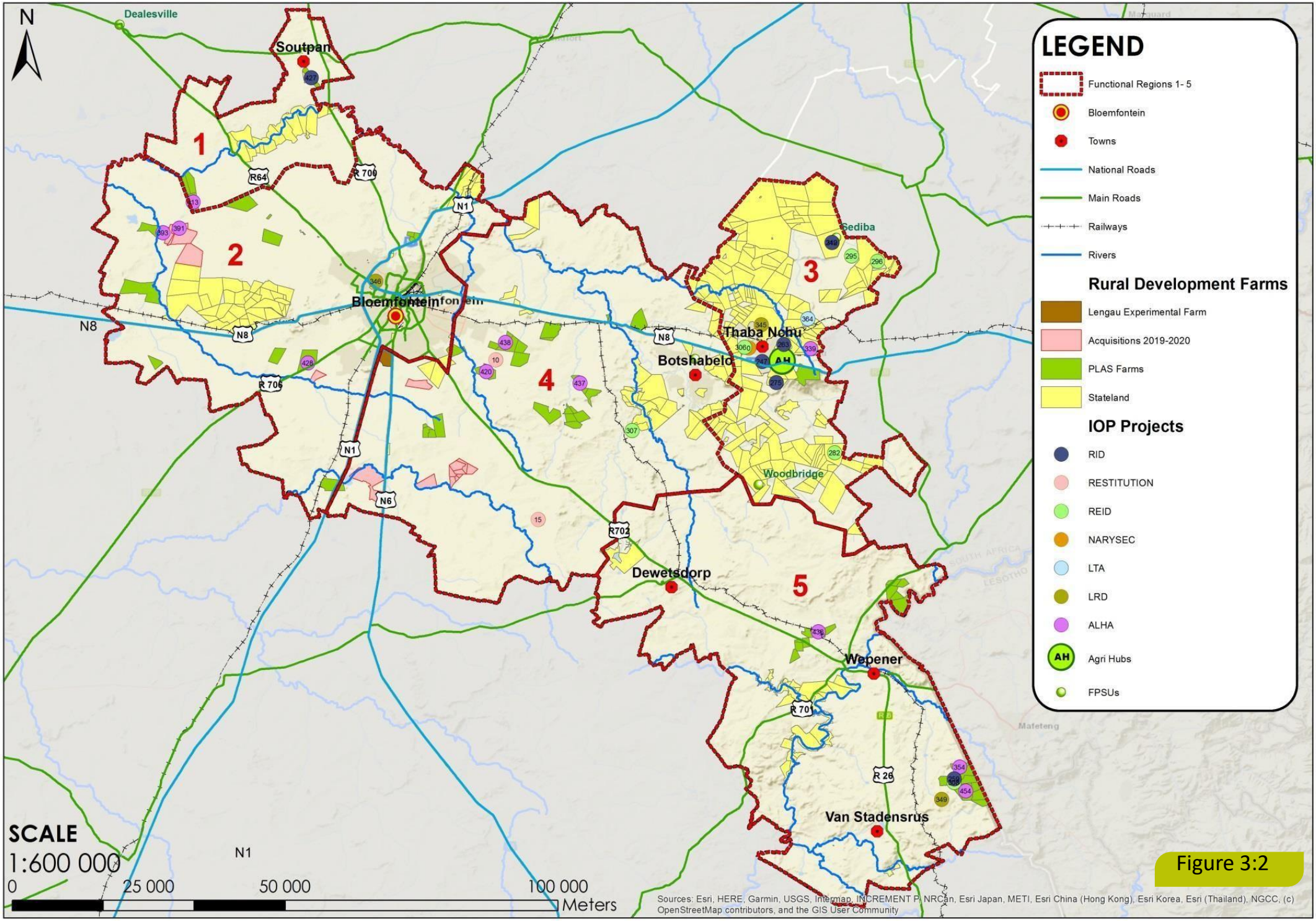

N
Dealesville
Soutpan
Bloemfontein
Thaba Nchu
Botshabelo
Sediba
Woodbridge
Dewetsdorp
Wepener
Van Stadensrus
Mafeteng
1
2
3
4
5
N8
N1
N6
R64
R 700
R 705
R702
R 701
R 26
SCALE
1:600 000
0
25 000
50 000
100 000
Meters
LEGEND
Functional Regions 1- 5
Bloemfontein
Towns
National Roads
Main Roads
Railways
Rivers
Rural Development Farms
Lengau Experimental Farm
Acquisitions 2019-2020
PLAS Farms
Stateland
IOP Projects
RID
RESTITUTION
REID
NARYSEC
LTA
LRD
ALHA
AH
Agri Hubs
FPSUs
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Figure 3:2

Three priority platforms have been identified for land reform and include the following:

a) The Thaba Nchu rural area comprises mostly state-owned land, which is kept in trust and administered by the Barolong Traditional Council. Ownership of the land has been a contentious issue for many years and it is thus expected that the land will eventually be transferred to the Traditional Council.
b) The Thaba Nchu Rural Area also comprises 27 rural villages where most of the rural farmers and their families reside. Likewise, a great need has been expressed by local residents to obtain ownership of the small plots on which they reside.
c) Finally, a vast area located generally to the south of Bloemfontein, stretching from Botshabelo in the east up to the N1 National Road in the west, currently contains many DRDLR projects and existing restitution cases, which serve as a basis for land reform implementation.

3.2. SOCIO ECONOMIC OVERVIEW

This section provides an overview of the demographic, economic and employment profile for the MMM.

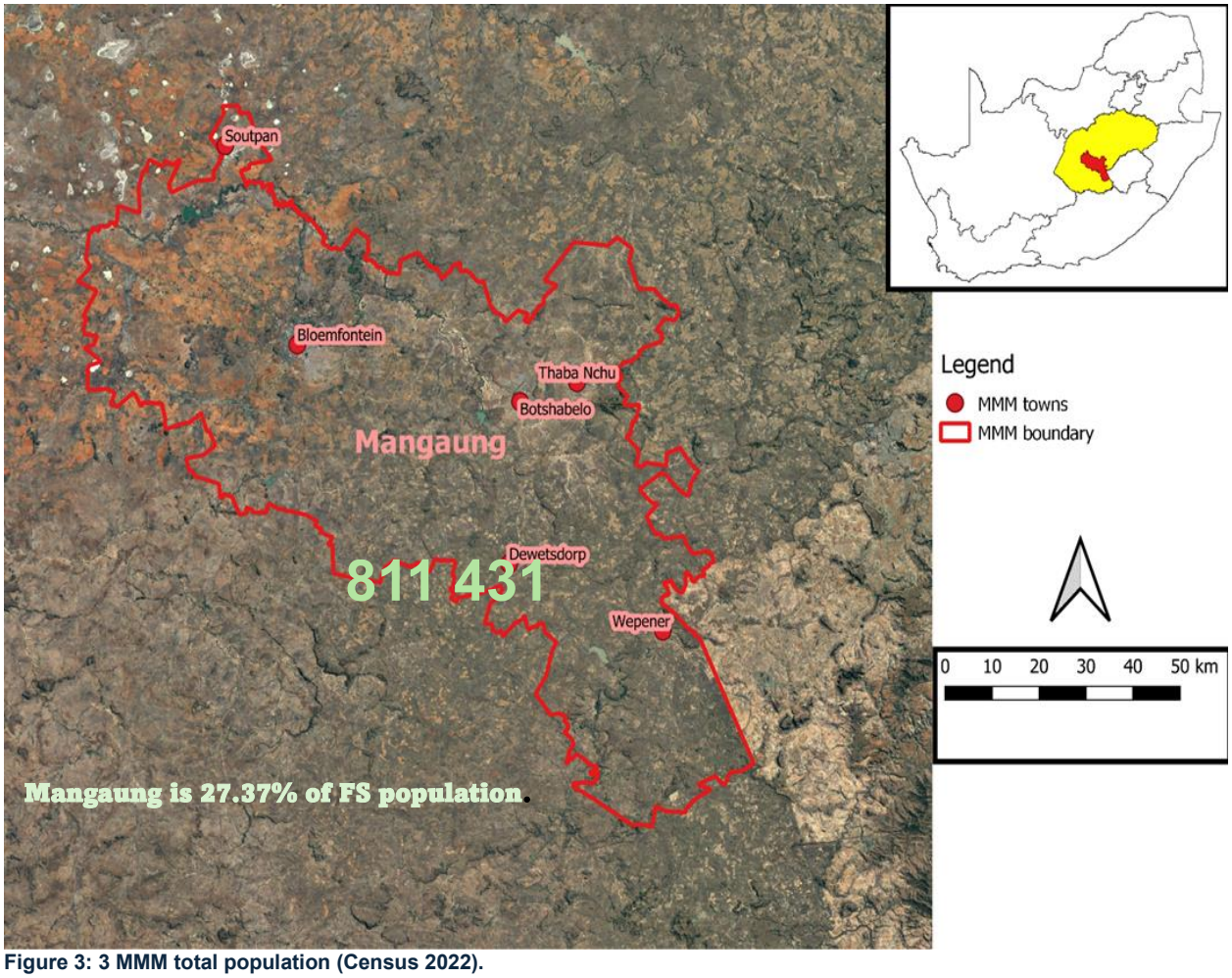


Figure 3: 3 MMM total population (Census 2022).

- Mangaung is the only metropolitan municipality in the province of the Free State.

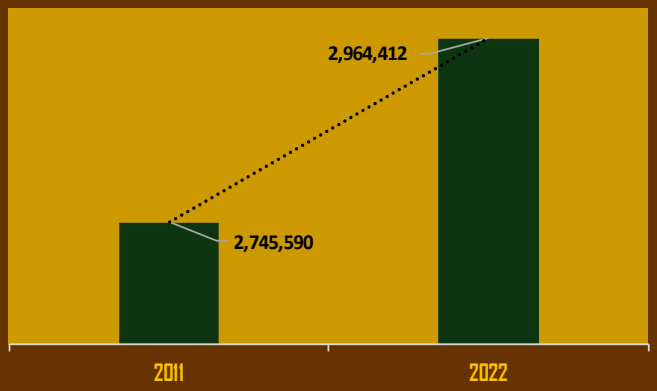
- Free State is one of the smaller provinces in South Africa, ranked eighth according to the Census 2022 results.
- The total population of the province has increased by 8.0%, from 2,7 million people in Census 2011 to almost 2,9 million people in the 2022 Census. The total population increment during this period is about 219,000 people in the province.
- This was the lowest population change among all provinces.
- Mangaung makes up 27.37% of the Free State population with a number totalling to 811 431 people in the metro (see **Figure 3:3**).

3.2.1. Demographic Profile

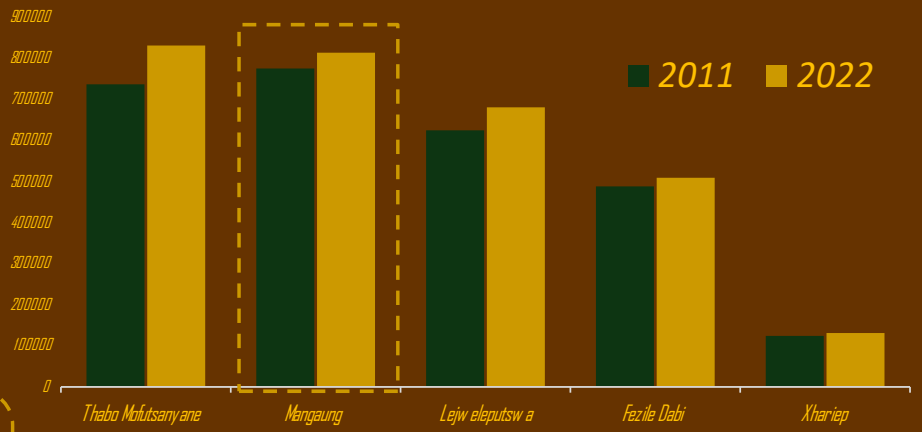
- Mangaung, the only metropolitan municipality in Free State, lost its position among the top ten most populous municipalities, declining from 8th position in 2011 to 12th position in 2022 and 2nd most populous municipality in the Free State after Thabo Mofutsanyana (**Diagram 3:1**).
- As illustrated on **Figure 3:3**, MMM represents approximately 27% of the provincial population.
- During the period 2011 to 2022, the Mangaung population increased from 775,184 to 811,431 – an increment of about 36 247 people.
- Almost 88% of the population in the municipality is Black African; 8.0% is White; 4% is Coloured; and Indian/Asian comprises about 0.4% of the population in Mangaung as depicted on **Diagram 3:1**.
- The most widely spoken language in Mangaung is Sesotho (62%), followed by Setswana (14%), and Afrikaans (10%). English is the sixth most spoken language in Mangaung, as shown in **Diagram 3:2.** This indicates that the vast majority of the black Africans dominant in Mangaung are Sotho speaking, considering that Lesotho is adjoining the province as well as the municipality at Wepener (Van Rooyen's gate).
- **Diagram 3:2** shows that the male-female ratio in the MMM is about 48:52. Thus, males are outnumbered by females.
- The age group 0-14 represents 25.1% of the population in 2022 compared to 30% in 2016 and 28% in 2011.
- The age group 15-29 years represents about 27% of the population in 2022 compared to 28% in 2016. This implies that about 51.8% of the population is younger than 30 years, this is a decrease from 58% in 2016.
- Since 2011 to 2016, and again from 2016 to 2022, the proportion of the population with a primary education has been gradually decreasing, **Diagram 3:3**. This behavior can also be seen in **Diagram 3:2**, where there is a decrease in the segment (5-9 years) of the population that is expected to begin primary schooling.

DEMOGRAPHIC PROFILE A – MMM | **Diagram 3:1**

Free State population growth 2011-2022

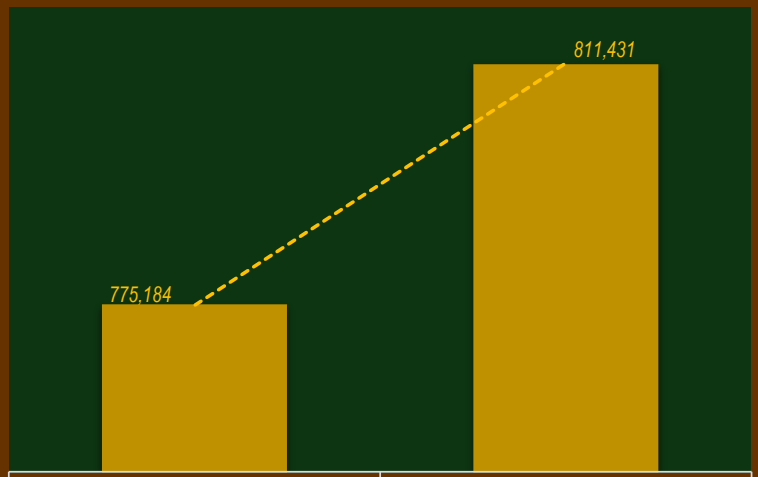


FS District Municipalities Rankings



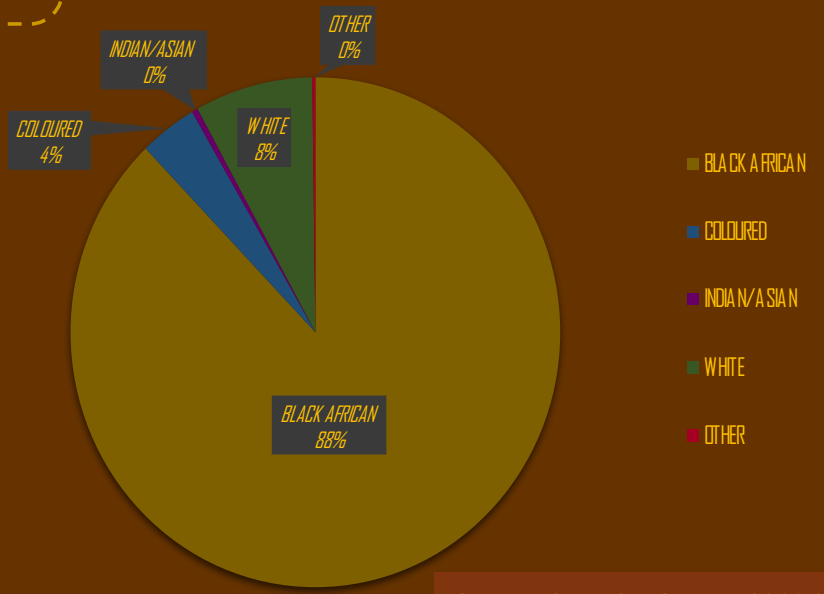
An increment of 218 822 people in the province since 2011 to 2022

MMM population growth 2011-2022

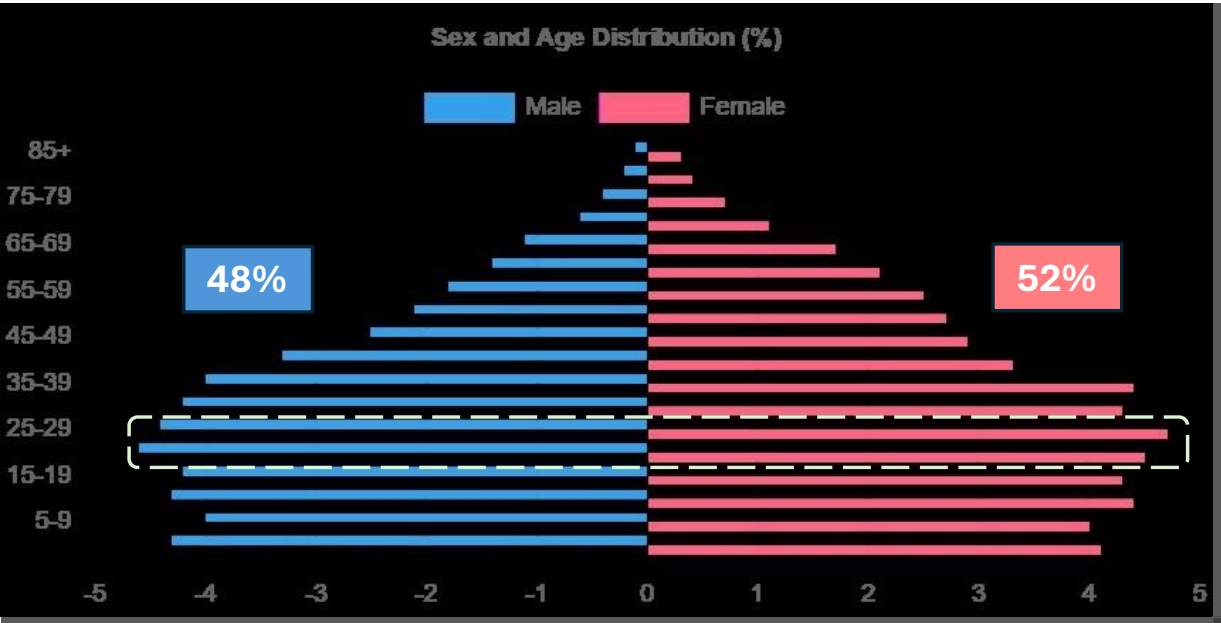


	2011	2022
MMM population	775,184	811,431

Mangaung Population Composition



Source: Stats SA Census 2011 & 2022



Large segment of the population is aged 20-29 years

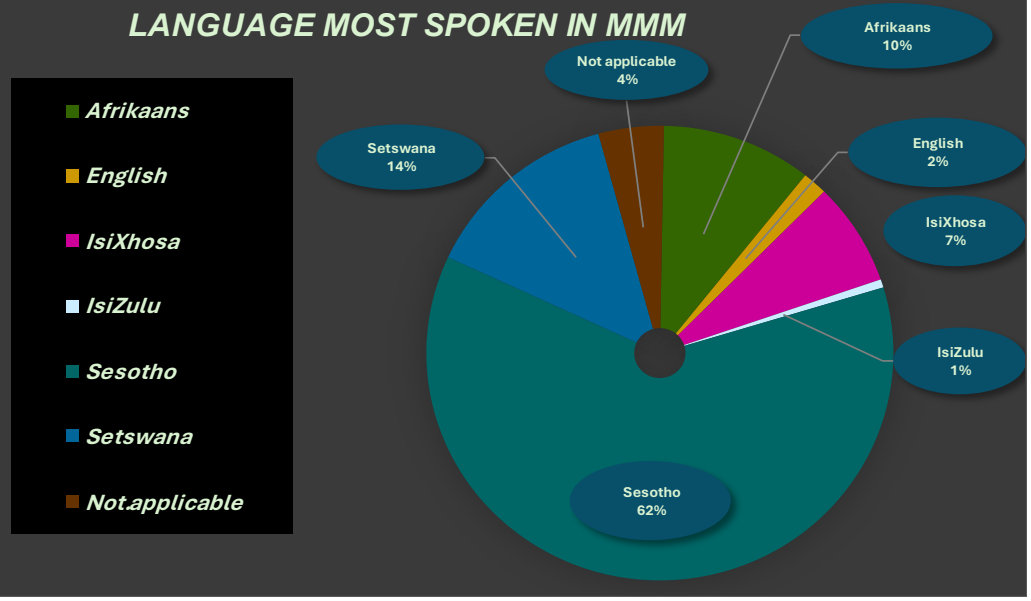
20-29 YRS	25.1%	2022
20-29 YRS	30%	2016
20-29 YRS	28%	2011

Male-Female ratio 48:52

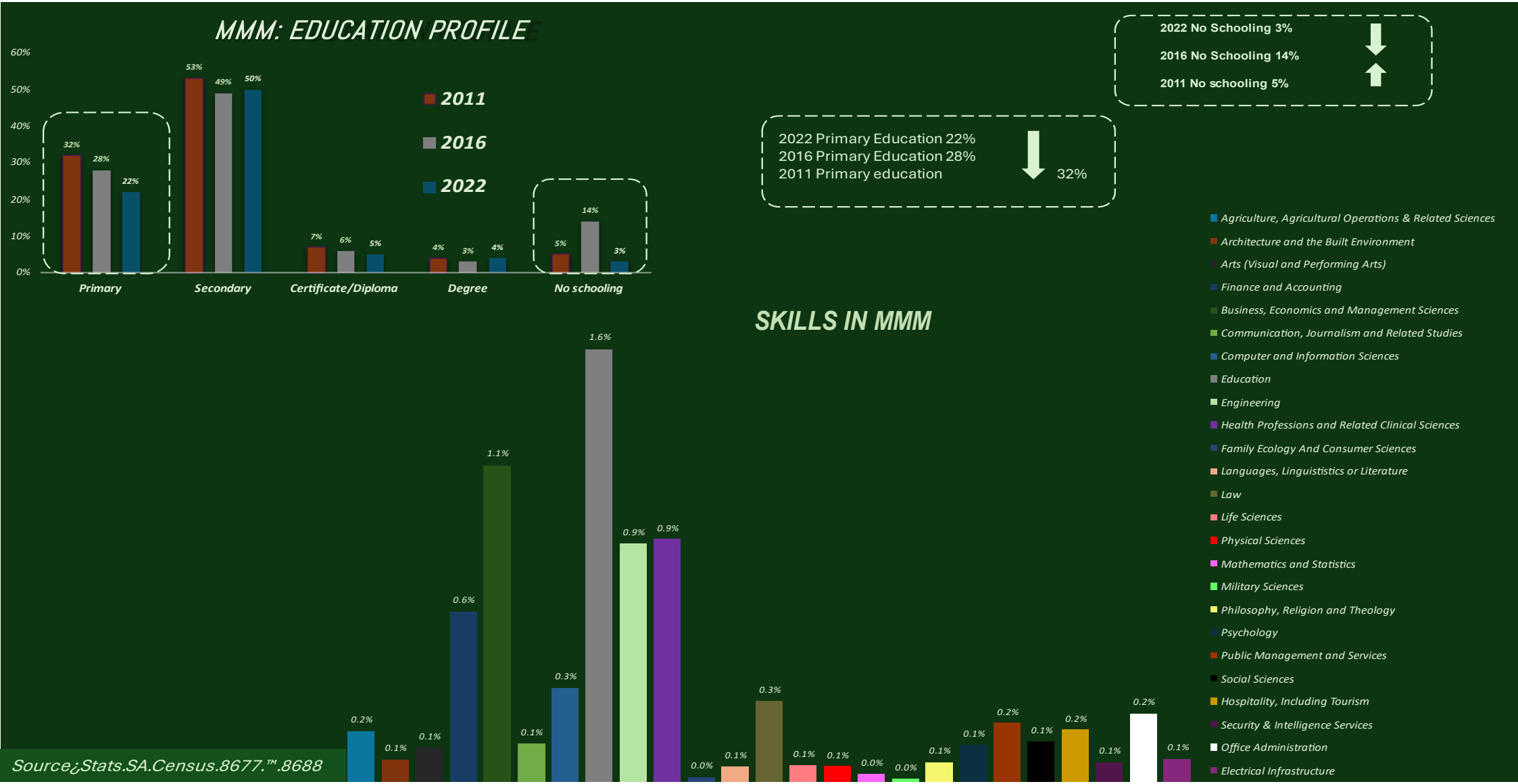
Mangaung is a Sotho dominant municipality

Source: Stats SA Census 2011 & 2022

LANGUAGE MOST SPOKEN IN MMM



EDUCATION PROFILE – MMM | **Diagram 3:3**

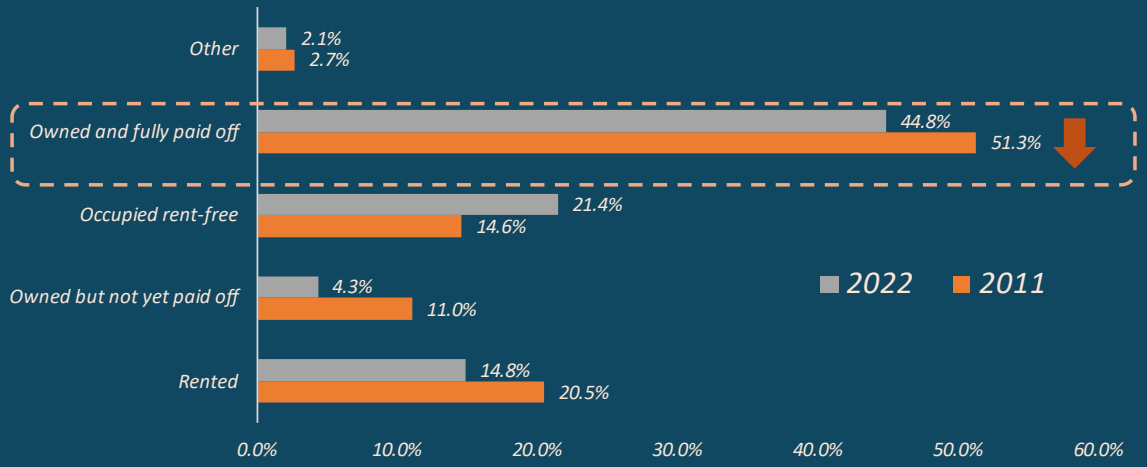


- In 2016, an alarming 14% of Mangaung's population did not attend school. However, by 2022, there had been a significant improvement, with only 3% of the population not attending school, the lowest figure between 2011 and 2016, proving that a very small fraction of the MMM population does not attend school, as seen in **Diagram 3:3.**
- Over the years, the percentage of the population with degrees has remained steady, at 4%, 3%, and 4% in 2011, 2016, and 2022, respectively.
- A 1% consistent reduction in the segment of the population with certificates or diploma has been observed from 2011 to 2016 until 2022 as shown on **Diagram 3:3**. This is alarming because less than 10% of the population have highest level of education.
- Mangaung has a high proportion of educators among the 10% of skilled workers, accounting for 1.6% of the population.
- **Diagram 3:3** shows that there is an acute shortage of "family ecology and consumer sciences," "mathematics and statistics," and "military sciences" skills, all of each accounting for 0.0% of the municipality's population and are the lowest of any skill in MMM.
- Business, Economics and Management Sciences is the second abundant skill in the municipality, followed by the engineers and health professionals each accounting for 0.9% of the population.
- Despite being recognised as a rural metropolitan, Mangaung has only 0.2% of its population highly skilled in agriculture and agricultural operations.
- The population represents an estimated 229,426 households at an average household size of 3.5 people per household.
- The household decline during the period 2011 to 2022 is approximately 11 274 households (refer to **Diagram 3:4**).
- Stats SA defines households as all individuals who live together under the same roof or in the same yard, and who share resources such as food or money to keep the household functioning.
- **Diagram 3:4** shows that about 83% of all dwelling units are formal houses while informal dwellings (backyard and informal settlements) represent about 6% of all housing stock in the municipality in 2022. This is a fall in informal settlements from 11% in 2011.
- In 2022, over 45% of housing stock was entirely owned and paid off, a decrease from 51.3% in 2011. Bonded housing stock has declined significantly, from 11% in 2011 to 4.3% in 2022, given that in 2022 the country had recently emerged from the time of COVID, which had a major impact on the household economies.
- **Diagram 3:4** shows that in 2022, 21.4% of Mangaung's housing stock was occupied rent-free.

Mangaung MM Households

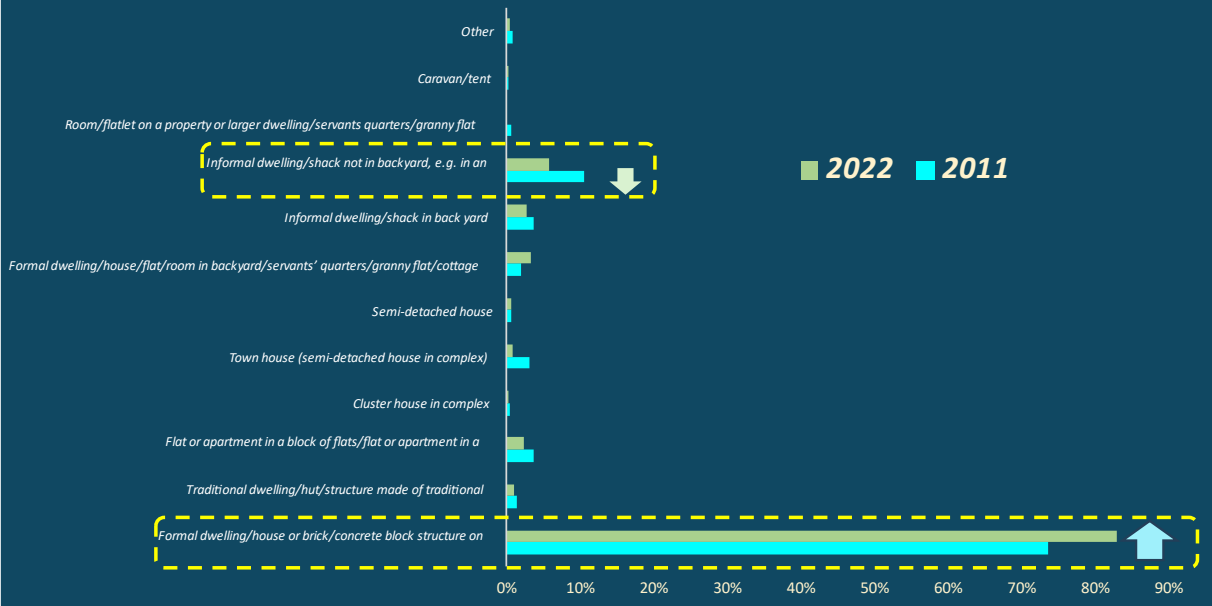
	2011	2022
Number of households	240 700	229 426
Average household size	3.2	3.5

MMM: TENURE STATUS



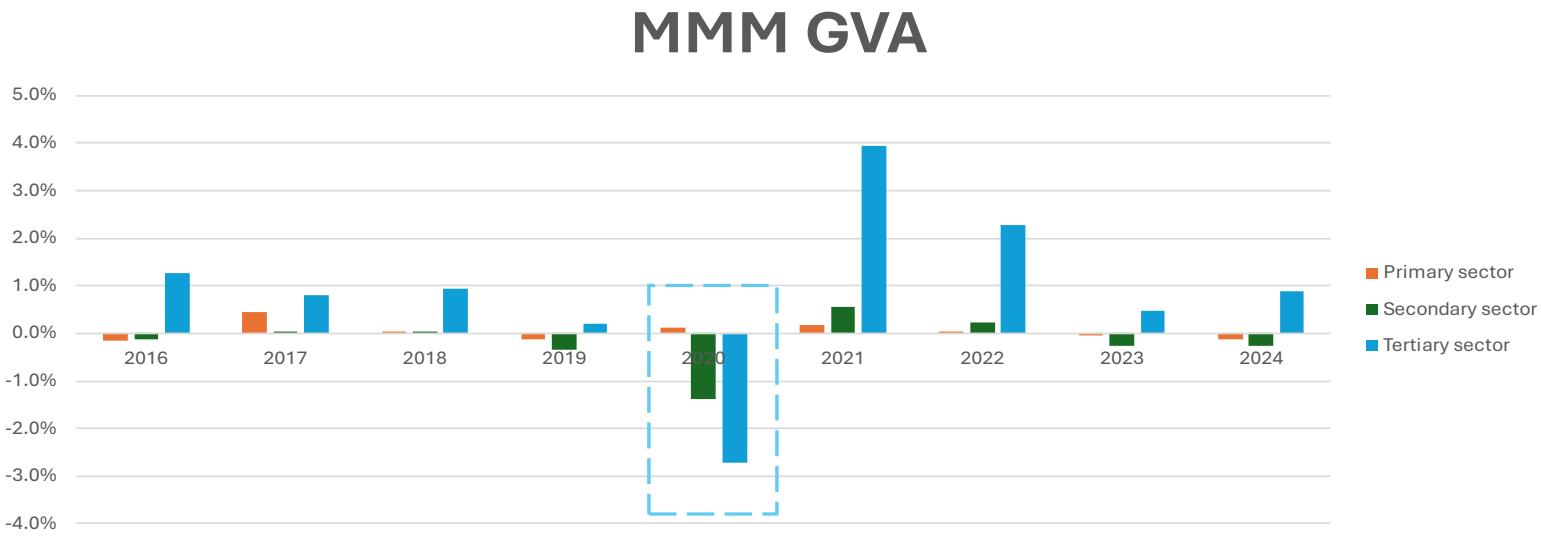
Mangaung is dominated by "owned and fully paid off" dwellings

MMM: TYPE OF DWELLING UNITS

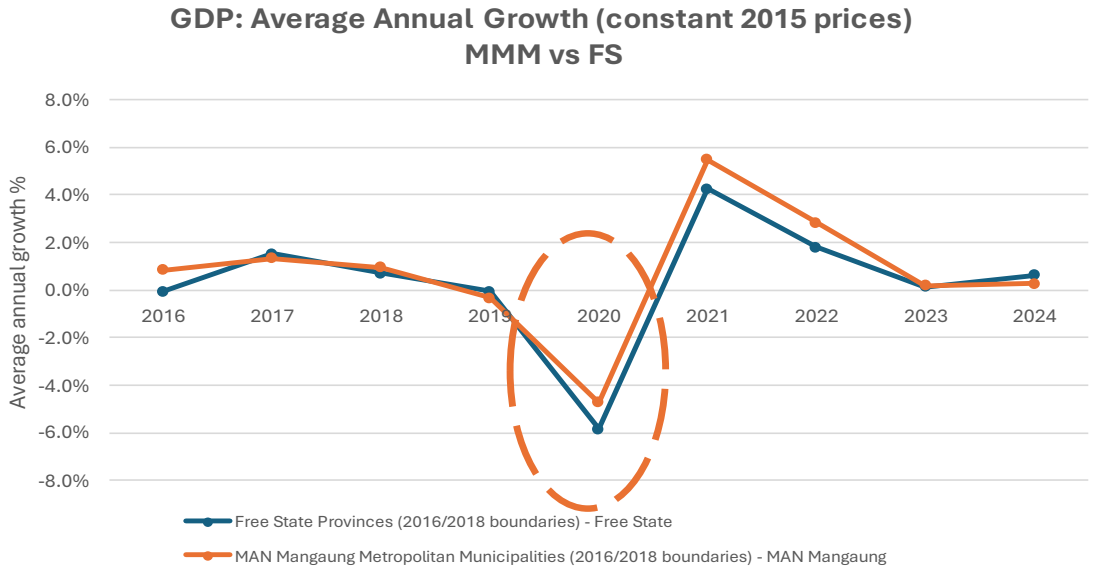


Large segment of the dwellings are formal dwellings built on bricks and concrete

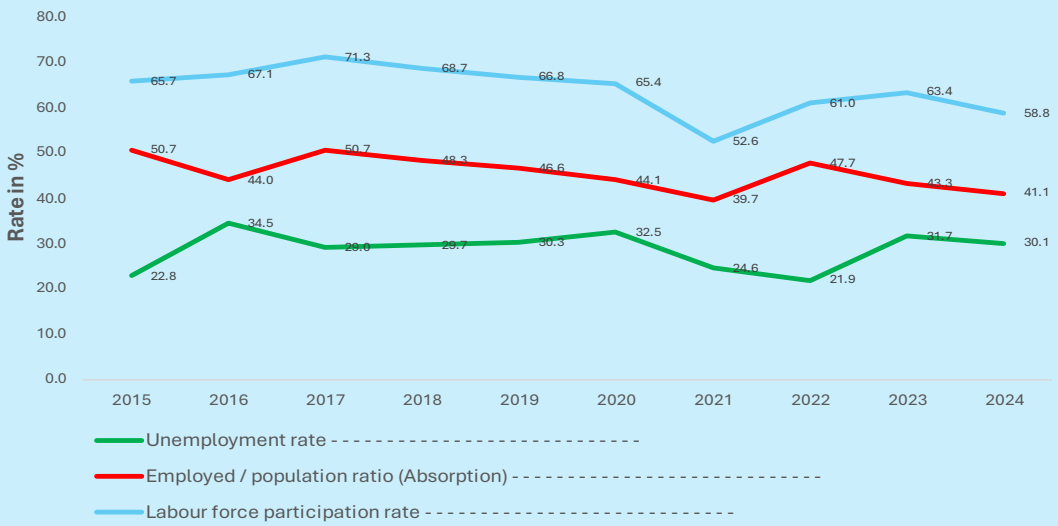
Source: Stats SA Census 2011 & 2022


MMM GVA
5.0%
4.0%
3.0%
2.0%
1.0%
0.0%
-1.0%
-2.0%
-3.0%
-4.0%
2016
2017
2018
2019
2020
2021
2022
2023
2024
Primary sector
Secondary sector
Tertiary sector
Global Covid strike

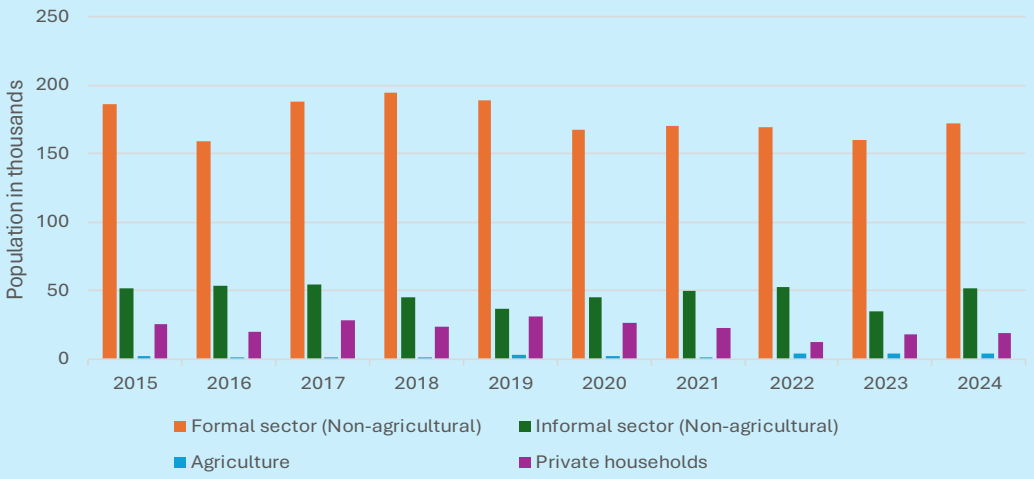
Covid year


GDP: Average Annual Growth (constant 2015 prices)
MMM vs FS
Average annual growth %
8.0%
6.0%
4.0%
2.0%
0.0%
-2.0%
-4.0%
-6.0%
-8.0%
2016
2017
2018
2019
2020
2021
2022
2023
2024
Free State Provinces (2016/2018 boundaries) - Free State
MAN Mangaung Metropolitan Municipalities (2016/2018 boundaries) - MAN Mangaung

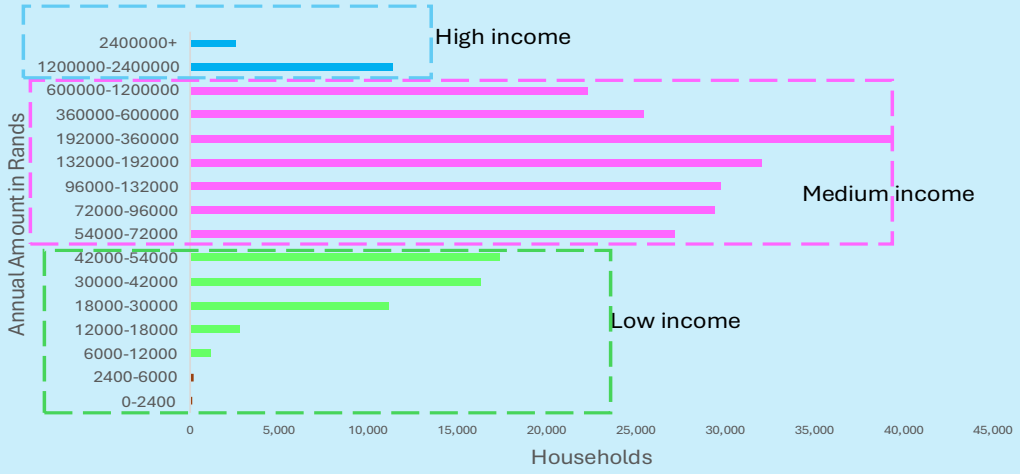
MMM LABOUR FORCE



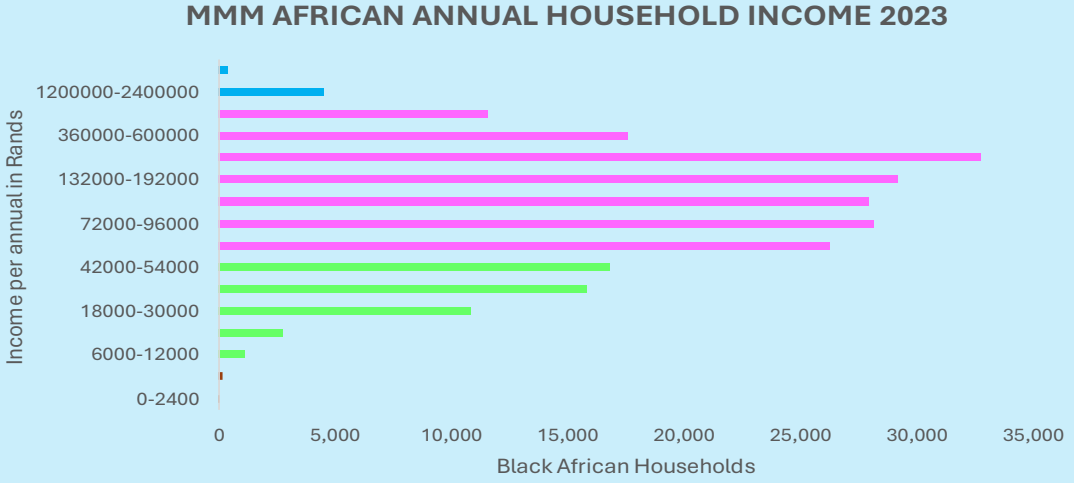
MMM EMPLOYMENT STATUS



MMM HOUSEHOLD INCOME 2023



MMM AFRICAN ANNUAL HOUSEHOLD INCOME 2023



3.2.2 Economic and Employment Profile

- The above **Diagram 3.5** illustrates the MMM economic contribution by gross value added (GVA) across sectors for the period from 2016 to 2024. The tertiary sector, which encompasses the sale or trade of services such as financial, retail, and entertainment, is more predominant than the primary sector, which includes agriculture and mining, followed by the secondary sector, comprising manufacturing, construction, and processing. The GVA contribution from the primary sector is expected to remain low due to the metropolitan municipality's insufficient production of raw materials.
- The diagram illustrates the monetary measure of the market value of all final goods and services produced and rendered from 2016 to 2024, referred to as gross domestic product (GDP). During the COVID-19 pandemic in 2020, MMM declined to approximately -4.9. In 2021, it increased to around 6%, before falling to below 1% in 2024, while still outperforming the province.
- **Diagram 3.6** illustrates the socio-economic indicators from 2015 to 2024, highlighting a fluctuation in the unemployment rate from 22.8% in 2015 to 30.1% in 2024. The unemployment rate experienced a slight decline from 34.5% in 2016 to 32.5% during the COVID-19 period in 2020. The persistent high unemployment rates reflect the structural inequality within the South African economy, exacerbated by the economic downturn since 2020, resulting in a decline in job opportunities at both regional and national levels, thereby adversely affecting the employment rate.
- The labour force participation rate exhibited a similar fluctuation pattern, significantly declining after the COVID-19 pandemic, decreasing from 66.8% in 2016 to 58.8% in 2024.
- The MMM employment status offers important insights into the reliance of a region on particular sectors and its vulnerability to changes in global and regional markets. The formal sector employs between 150,000 and 200,000 individuals, while the informal sector accounts for fewer than 50,000. Notably, private households employ more than the agricultural sector, reinforcing the MMM GVA associated with primary sector goods.
- According to Stats SA (2023), approximately 40,000 MMM households have an annual income within the medium income bracket, followed by around 15,000 low-income households and 10,000 high-income households. In comparison, the African annual income predominantly falls within the high-income bracket, with 5,000 households earning between 1,200,000 and 2,400,000, and another 5,000 households from different ethnic groups sharing this income range.

MMM Population, Households and Household Size (2011-2019)

Table 3: 1: MMM Population 2011-2019

	Population					Incremental Population	Incremental Population p.a.	% Growth p.a.
Functional Area	Census 2011	%	2019		%	2011-2019	2011-2019	2011-2019
Mangaung / Bloemfontein	464,586	60%	546,568		62%	81,982	10,248	2.1%
Botshabelo /Thaba Nchu	263,853	34%	290,055		33%	26,202	3,275	1.2%
Rural	25,795	3%	18,515		2%	7,280	910	4.1%
Small Towns	20,794	3%	23,696		3%	2,902	363	1.6%
Total		**100%**	**878,834**		**100%**	**103,806**	**12,976**	**1.6%**

Source: Mangaung Integrated Public Transport Network, 2016

Table 3: 2: MMM Households 2011-2019

Households					Incremental Households	Incremental Households p.a.	% Growth p.a.
Functional Area	Census 2011	%	2019	%	2011-2019	2011-2019	2011-2019
Mangaung	150,713	63%	184,560	65%	33,846	4,231	2.6%
Botshabelo /Thaba Nchu	78,142	32%	87,334	31%	9,192	1,149	1.4%
Rural	5,203	2%	6,059	2%	855	107	1.9%
Small Towns	6,575	3%	7,432	3%	856	107	1.5%
Total		**100%**	**285,385**	**100%**	**44,750**	**5,594**	**2.2%**

Source: Mangaung Integrated Public Transport Network, 2016

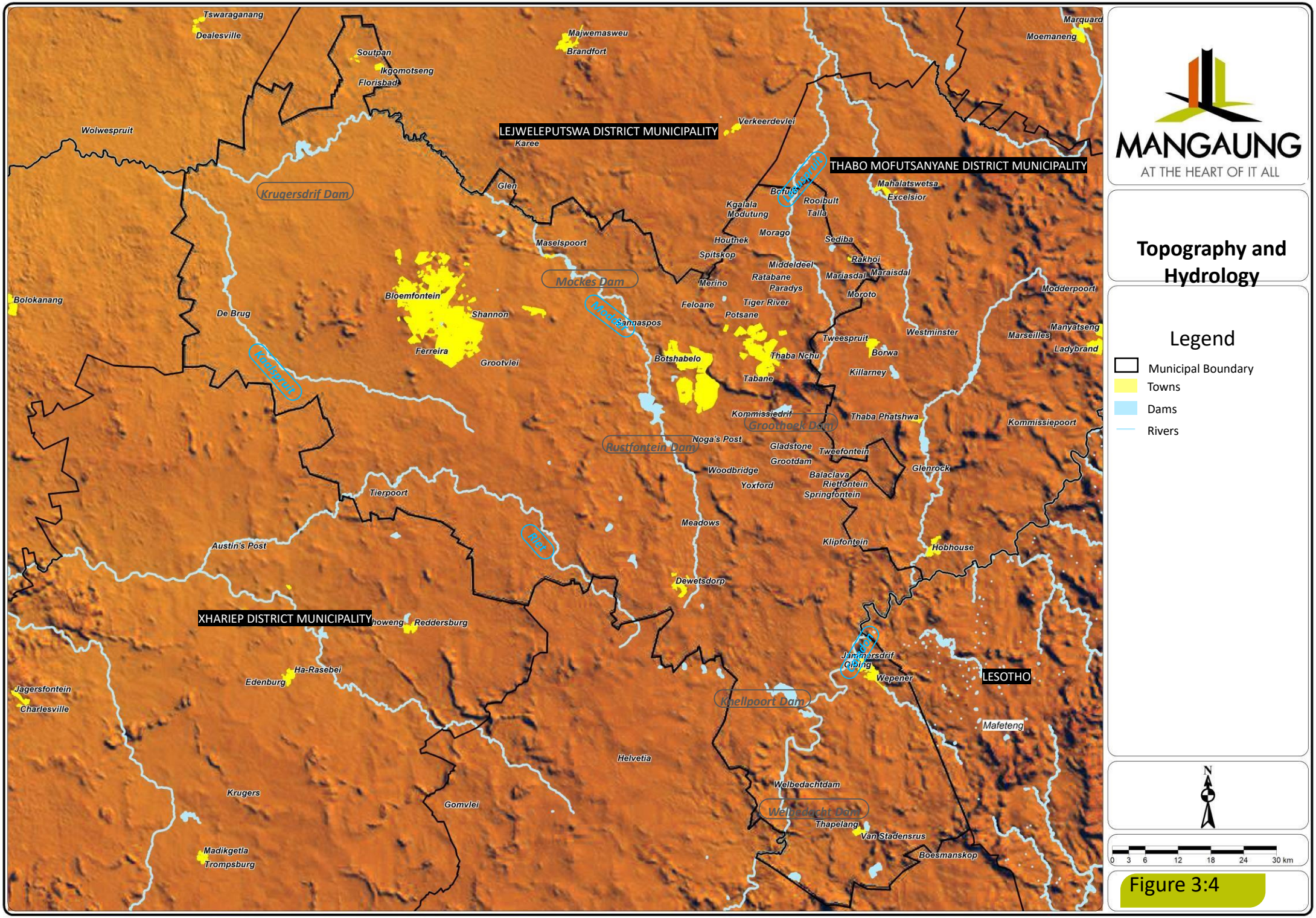
Table 3: 3: MMM Household size 2011-2019

Household Size				
Functional Area	Census 2011		2019	
Mangaung / Bloemfontein	3.1		3.0	
Botshabelo /Thaba Nchu	3.4		3.3	
Rural	5.0		3.1	
Small Towns	3.2		3.2	
Total			**3.1**	

Table 3: 4: MMM: Employment (Formal and Informal) by Sector, 2011-2018

	Contribution to Employment - 2011		Contribution to Employment - 2015%		Contribution to Employment - 2018		% growth p.a.		Trend		Emergency Increment (net Change)						
Sector	Number	%	Number	%	Number	%	2011-2015	2015-2018	2011-2015	2015-2018	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018
Primary	10,524	4%	11,317	4%	13,051	5%	1.8%	4.9%	793	1,734	63	85	134	511	575	784	375
Agriculture, forestry, fishing	8,264	3%	8,367	3%	9,290	3%	0.3%	3.5%	103	923	-227	190	124	16	165	455	303
Mining and quarrying	2,260	1%	2,950	1%	3,761	1%	6.9%	8.4%	690	811	290	-105	10	495	410	329	72
Secondary	31,584	13%	34,405	13%	36,511	14%	2.2%	2.0%	2,822	2,106	-1,154	846	1,436	1,693	250	598	1,258
Manufacturing	14,578	6%	16,469	6%	15,561	6%	3.1%	-1.9%	1,891	-908	-698	1,076	1,051	462	-809	-380	281
Electricity, gas and water	1,190	1%	2,129	1%	2,440	1%	15.6%	4.7%	939	312	28	87	286	538	288	79	-56
Construction	15,815	7%	15,807	6%	18,510	7%	0.0%	5.4%	-8	2,703	-484	-317	99	694	772	898	1,033
Tertiary	195,245	82%	213,469	82%	220,826	82%	2.3%	1.1%	18,225	7,357	-2,170	3,919	9,132	7,343	2,194	1,129	4,034
Wholesale/retail trade, catering, accommodation	52,527	22%	57,885	22%	58,392	22%	2.5%	0.3%	5,358	507	-2,243	93	2,850	4,657	2,183	-86	-1,589
Transport, storage, communication	12,101	5%	12,090	5%	14,083	5%	0.0%	5.2%	-11	1,993	-853	118	169	555	617	924	451
Finance, insurance, real estate, business services	35,144	15%	32,482	13%	36,986	14%	-1.9%	4.4%	-2,662	4,505	-1,327	-853	334	-817	-519	1,544	3,480
Community, social, personal, government services	66,905	28%	81,430	31%	79,416	29%	5.0%	-0.8%	14,525	-2,014	2,371	5,066	5,294	1,793	-1,601	-1,676	1,262
Households	28,567	12%	29,583	11%	31,949	12%	0.9%	2.6%	1,015	2,366	-119	-505	484	1,155	1,513	422	431
Total	237,352	100%	259,191	1005	270,389	1005	2.2%	1.4%	21,839	11,197	-4,353	5,782	12,273	11,752	3,845	3,893	7,300

3.3. NATURAL ENVIRONMENT



MANGAUNG
AT THE HEART OF IT ALL

Topography and Hydrology

Legend

- Municipal Boundary
- Towns
- Dams
- Rivers

N

Figure 3:4

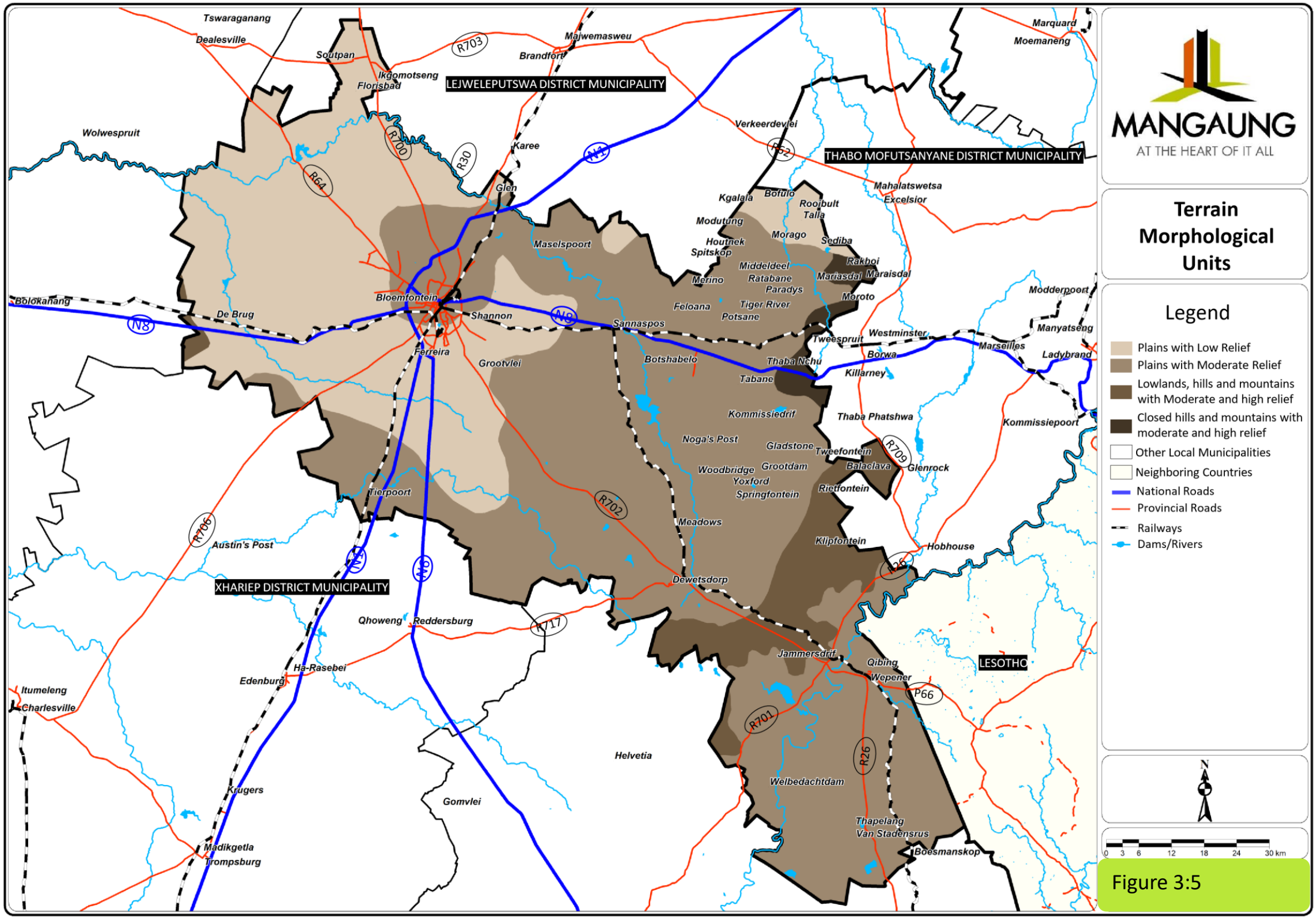

MANGAUNG
AT THE HEART OF IT ALL
Terrain Morphological Units
Legend
Plains with Low Relief
Plains with Moderate Relief
Lowlands, hills and mountains with Moderate and high relief
Closed hills and mountains with moderate and high relief
Other Local Municipalities
Neighboring Countries
National Roads
Provincial Roads
Railways
Dams/Rivers
LEJWELEPUTSWA DISTRICT MUNICIPALITY
THABO MOFUTSANYANE DISTRICT MUNICIPALITY
XHARIEP DISTRICT MUNICIPALITY
LESOTHO
Tswaraganang
Dealesville
Soutpan
Ikgomotseng
Florisbad
Majwemasweu
Brandfort
Marquard
Moemaneng
Wolwespruit
Karee
Verkeerdevlei
Glen
Kgalala
Bofulo
Rooibult
Talla
Mahalatswetsa
Excelsior
Modutung
Morago
Sediba
Houtnek
Spitskop
Maselspoort
Middeldeel
Rakhoi
Merino
Ratabane
Mariasdal
Maraisdal
Paradys
Moroto
Bloemfontein
Bolokanang
De Brug
Shannon
Feloana
Tiger River
Potsane
Sannaspos
Modderpoort
Manyatseng
Tweespruit
Westminster
Marseilles
Ladybrand
Ferreira
Grootvlei
Botshabelo
Thaba Nchu
Borwa
Tabane
Killarney
Kommissiedrif
Thaba Phatshwa
Kommissiepoort
Noga's Post
Gladstone
Tweefontein
Balaclava
Glenrock
Woodbridge
Grootdam
Yoxford
Springfontein
Rietfontein
Tierpoort
Meadows
Klipfontein
Hobhouse
Austin's Post
Dewetsdorp
Qhoweng
Reddersburg
Jammersdrif
Qibing
Wepener
Ha-Rasebei
Edenburg
Itumeleng
Charlesville
Helvetia
Welbedachtdam
Thapelang
Van Stadensrus
Boesmanskop
Krugers
Gomvlei
Madikgetla
Trompsburg
R703
R700
R30
R64
R62
R709
R702
R706
R717
R701
R26
P66
N1
N8
N9
N6
0 3 6 12 18 24 30 km

Figure 3:5

3.3.1. Geology and Soils

Geology is an important determinant of soil type, groundwater availability and agricultural suitability. The Mangaung area is covered by the Karoo Supergroup geology. The geology consists primarily of siliciclastic sedimentary rocks, but also includes some felsic igneous rocks scattered in the landscape. The former, including soft shales and very soft mudstones, are the dominant rock types in virtually all parts of the MMM area.

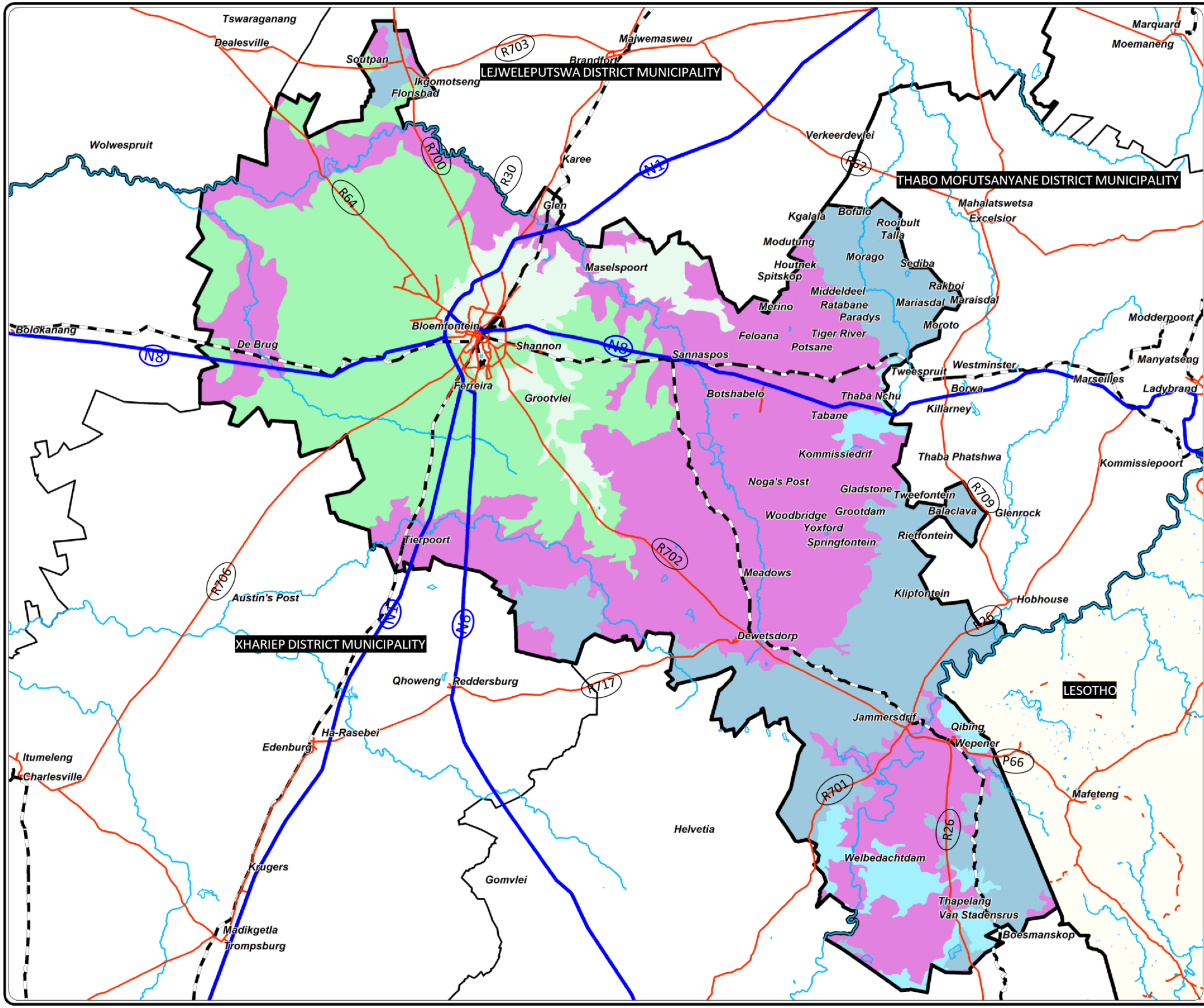
Numerous scattered intrusions of the fine-grained felsic doleritic rock occur throughout the MMM area. The sedimentary geology has been intensively intruded by magmatic dolerite intrusive sills and dykes. The baked contact zones between the dolerite intrusion and the sedimentary host rock have led to the formation of fracture zones, which are the main sources of abstractable groundwater.

As shown in **Figure 3:6**, the western parts mainly comprise red weakly structured soils with high base status while the central and far south-eastern areas (around Vanstadensrus) are characterised by soils with a marked clay composition. The more mountainous eastern escarpment area comprises soils with minimal development, usually shallow and with or without intermittent diverse soils. The areas to the north and north-east of Bloemfontein are characterised by black and red, strongly structured clayey soils with high base status. This soil type also extends to the south-east of Bloemfontein parallel to Route R702.

3.3.2. Biodiversity and Conservation

Figure 3:7 shows that the dominant vegetation type in the MMM is Grasslands. It comprises ten different grassland types of which the Bloemfontein Dry Grassland covers the largest area. There are also six other small vegetation types with less grasses, including riparian thickets and pan associated vegetation.

According to the Mangaung Environmental Management Framework, 2017 there are no critically endangered ecosystems within the area of jurisdiction of the municipality. **Figure 3:8** illustrates the distribution of biodiversity and protected areas throughout the municipal area. An estimated 10% of the municipal area (95,000 ha) is categorized as a Critical Biodiversity Area 1 and 3% as Critical Biodiversity Area 2 (26,000 ha). Ecological Support Areas (ESAs) include an estimated 295,000 ha of ESA_1 (30%), and about 235,000 ha of ESA_2 (24%).



MANGAUNG
AT THE HEART OF IT ALL

Soils

Legend

SOETER Soil Association

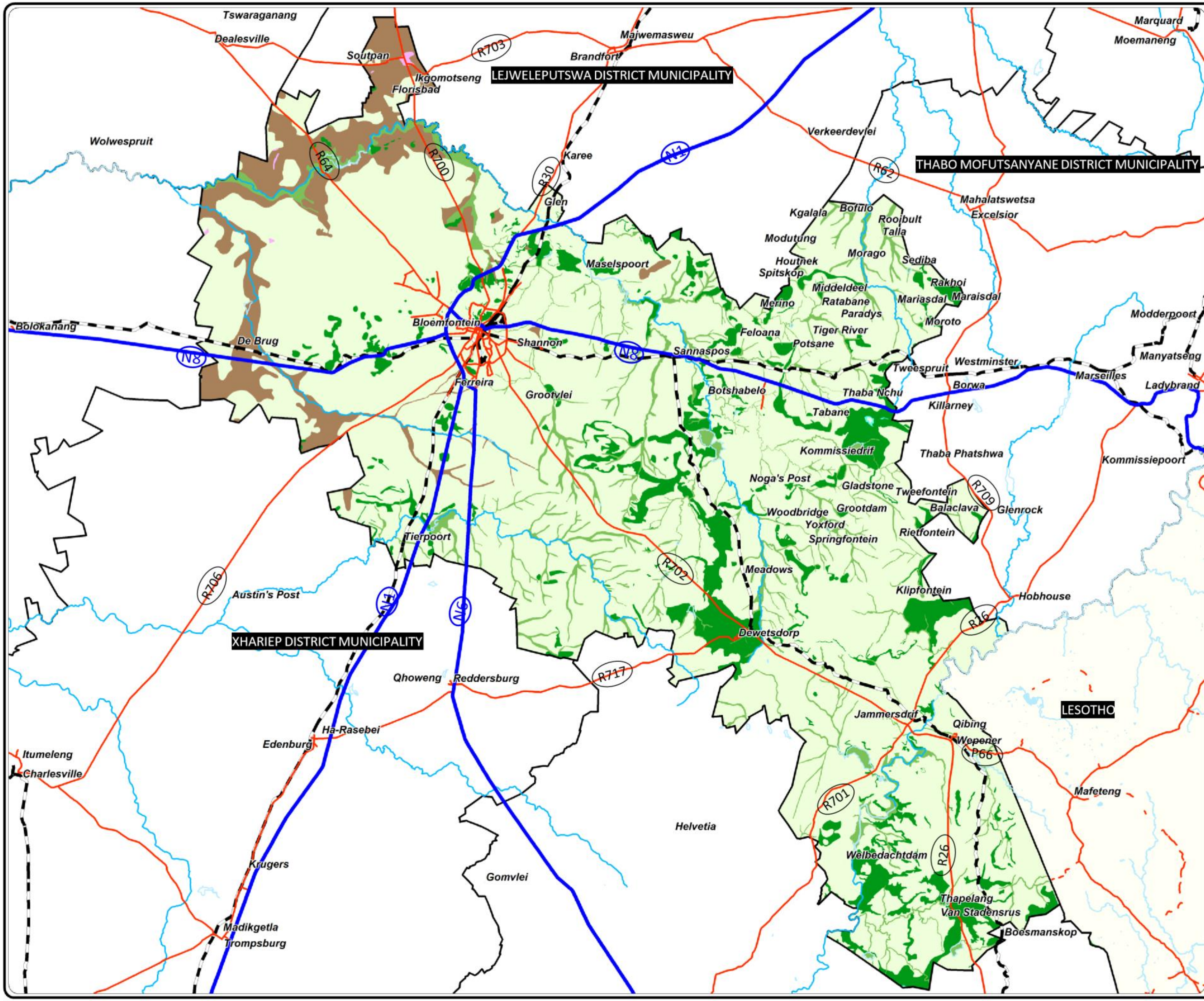
- Soils with minimal development, usually shallow on hard or weathering rock, with or without intermittent diverse soils
- Red, massive or weakly structured soils with high base status
- Soils with a marked clay accumulation
- Black and red, strongly structured clayey soils with high base status
- Rock with limited soils
- Other Local Municipalities
- Neighboring Countries
- National Roads
- Provincial Roads
- Railways
- Dams/Rivers

Source agis.agric.za./SOETER Soil association

N

0 3 6 12 18 24 30 km

Figure 3:6



MANGAUNG
AT THE HEART OF IT ALL

Biomes and Vegetation

Legend

Vegetation Map 2013

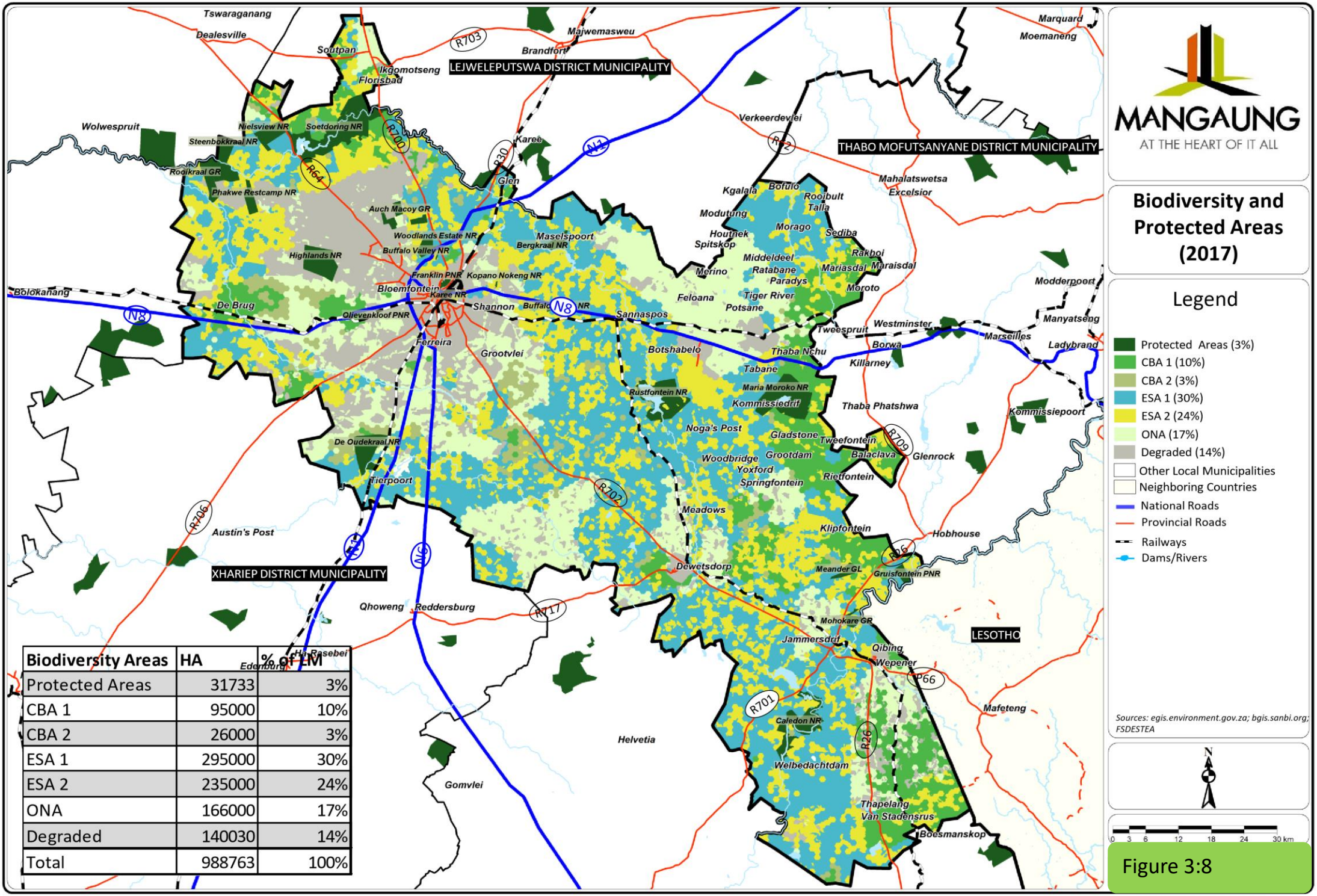
- Grassland
- Shrub
- Karoo
- Azonal
- Other Local Municipalities
- Neighboring Countries
- National Roads
- Provincial Roads
- Railways
- Dams/Rivers

Source agis.agric.za./SOETER Soil association

N

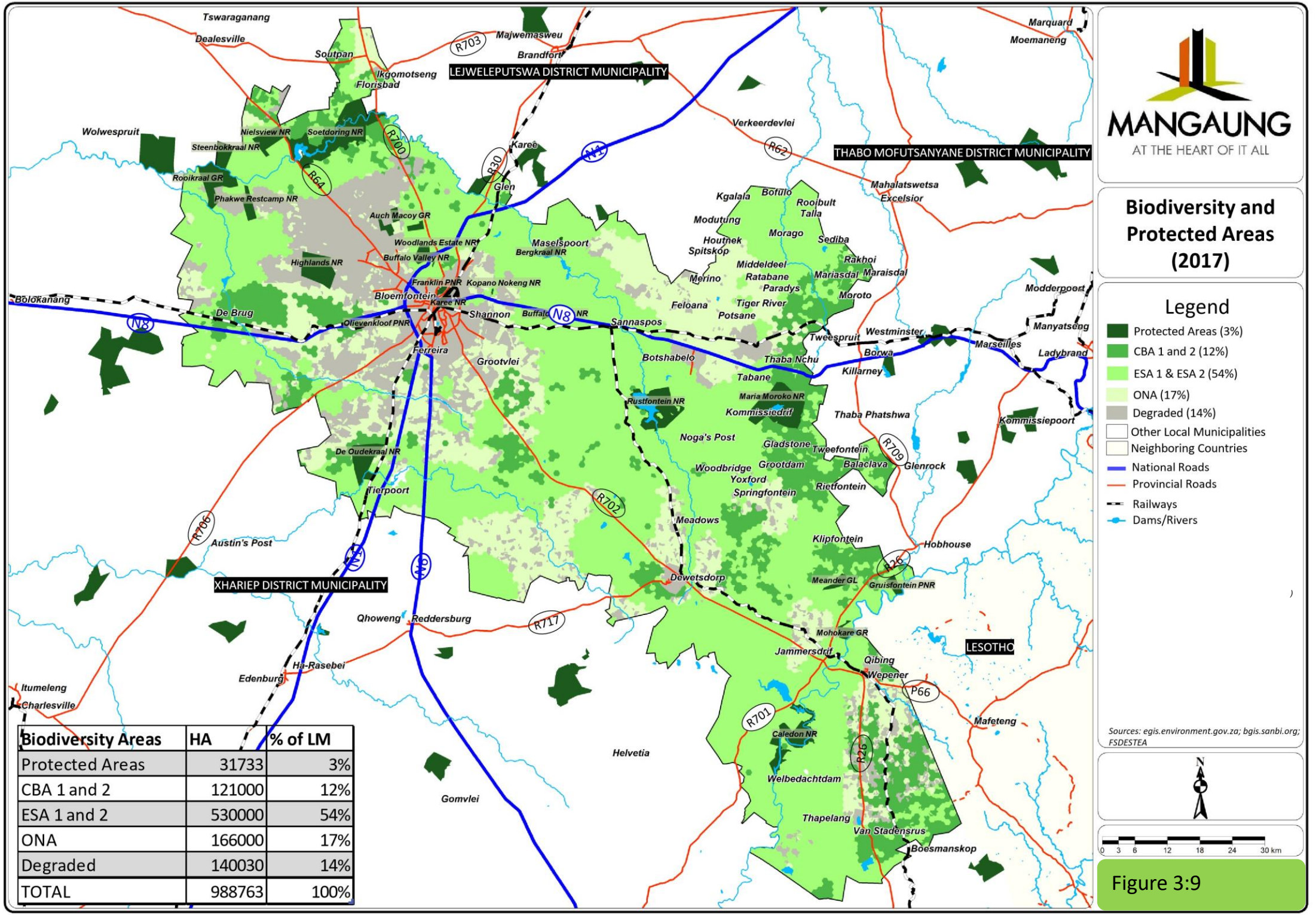
0 3 6 12 18 24 30 km

Figure 3:7



Biodiversity Areas	HA	% of LM
Protected Areas	31733	3%
CBA 1	95000	10%
CBA 2	26000	3%
ESA 1	295000	30%
ESA 2	235000	24%
ONA	166000	17%
Degraded	140030	14%
Total	988763	100%

Figure 3:8



Biodiversity Areas	HA	% of LM
Protected Areas	31733	3%
CBA 1 and 2	121000	12%
ESA 1 and 2	530000	54%
ONA	166000	17%
Degraded	140030	14%
TOTAL	988763	100%

Figure 3:9

"Other Natural Areas" cover around 166,000 ha of land (17% of the municipal area) while about 140,030 ha (14% of municipal area) is classified as "Degraded". This category includes amongst other the existing urban footprint within the municipality.

Figure 3:9 shows the same information but with CBA_1 and CBA_2 and ESA_1 and ESA_2 combined. This was done in order to obtain a more consolidated perspective on the major spatial trends. From **Figure 3:9** it is evident that protected areas mostly occur in the form of Nature Reserves which are often located around major water features, e.g. dams and rivers. The most prominent in this regard is the cluster of nature reserves along the Modder River in the north-western extents of the MMM. This cluster includes, amongst other, the Soetdoring, Nicksview and Steenbokkraal Nature Reserves. A few smaller nature reserves are located to the north of Bloemfontein while the De Oudekraal Nature Reserve is located in the vicinity of Tierpoort. To the east are the Rustfontein and Maria Moroko Nature Reserves while the Caledon Nature Reserve is located to the south in the vicinity of the Welbedacht Dam.

Critical Biodiversity Areas are mainly clustered along the eastern border of the MMM from Vanstadensrus in the south right up to Tweespruit and Rakhoi towards the north. A few smaller clusters of Critical Biodiversity Areas also occur to the south of Bloemfontein in the vicinity of Grootvlei, Tierpoort and De Brug; as well as the areas around the Soetdoring Nature Reserve and towards Soutpan to the north. Ecological Support Areas represent environmental corridors linking the Protected Areas and Critical Biodiversity Areas to one another, thereby facilitating the migration of fauna and flora throughout the Metropolitan area. Often these corridors coincide with the alignment of rivers as is clearly evident from **Figure 3:9**.

It is notable that the bulk of Other Natural Areas and Degraded land is located around the major urban centres like Bloemfontein, Botshabelo, Thaba Nchu, Dewetsdorp and Wepener where the high concentration of human activities has resulted in the degradation of the natural environment (see **Figure 3:9**).

3.4. MUNICIPAL LAND USE AND SPATIAL STRUCTURE

3.4.1 Hierarchy and Functional Role of Settlements

Figure 3:10 illustrates the regional spatial structure, land use and movement network of the MMM. It comprises three large urban centres: Bloemfontein, Botshabelo and Thaba Nchu, as well as four smaller urban centres, including Dewetsdorp, Wepener and Van Stadensrus to the south and Soutpan to the north.

Bloemfontein is the judicial capital of South Africa and the capital of Free State Province – serving as the administrative headquarters of the province. It also represents the economic hub of the Metropolitan area and the province.

Botshabelo is located approximately 55 km to the east of Bloemfontein along route N8. It was established in 1978 as a decentralized township under the Apartheid dispensation, and it is the largest single township development in the Free State Province.

Thaba Nchu is situated approximately 12 kilometres further to the east of Botshabelo and used to be part of Bophuthatswana. As a result, it comprises the main town surrounded by about 37 rural villages located on trust land under traditional leadership.

Dewetsdorp, Wepener and Van Stadensrus were part of the former Naledi Local Municipality which have been incorporated into the MMM since the 2016 Municipal elections. Collectively, these three towns represent a mere 7,400 households of which the majority are located in Dewetsdorp and Wepener.

Dewetsdorp/Morojaneng is located approximately 75 km to the south-east of Bloemfontein along Route R702 and serves as a central place to a well-established surrounding farming community.

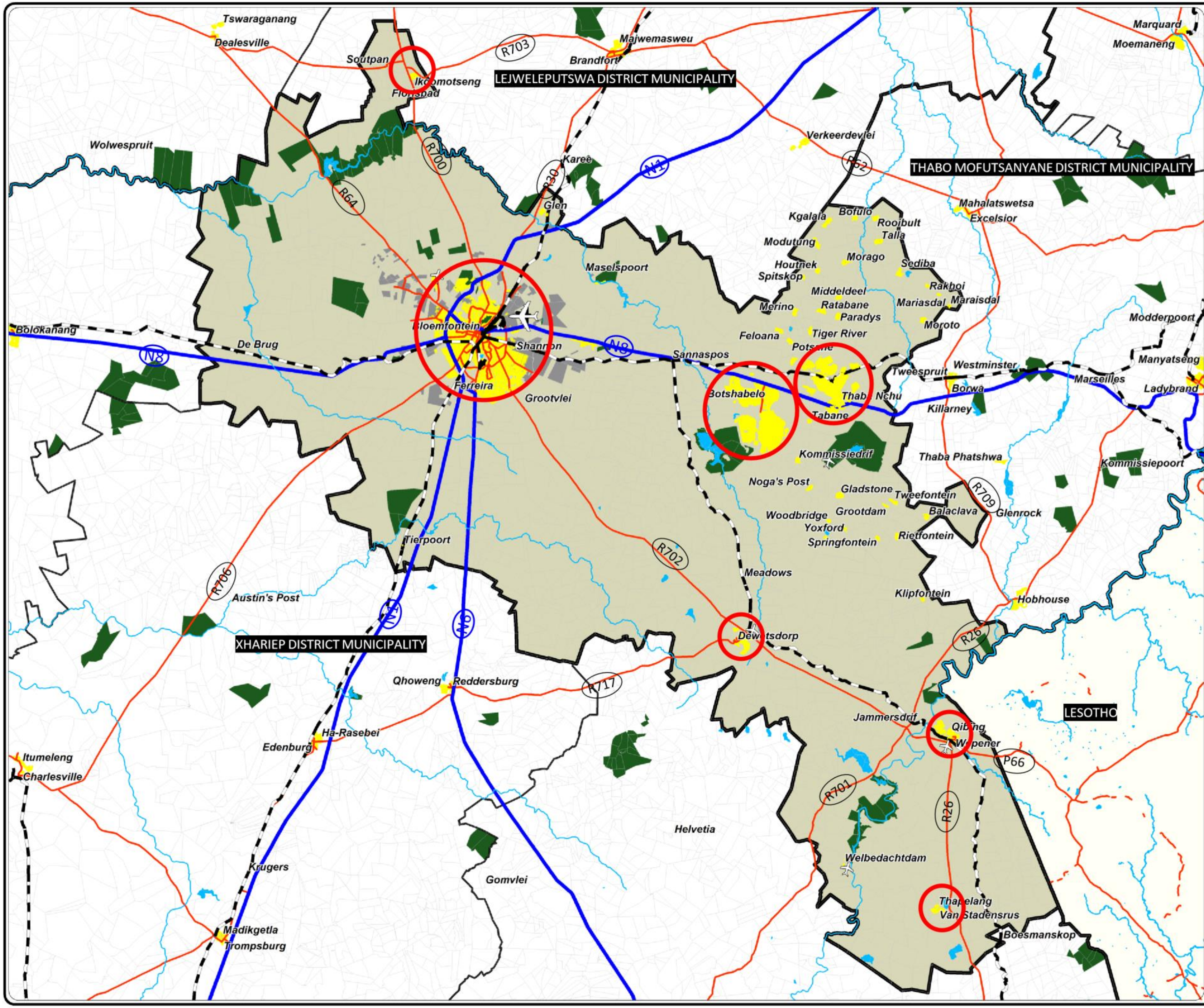
Wepener/Qibing is located about 30 km further to the south-east of Dewetsdorp close to the Lesotho border, and more specifically the Van Rooyenshoek border post.

Neither of the two towns provide any significant industrial or commercial services.

Van Stadensrus/Thapelong is significantly smaller than Dewetsdorp and Wepener and merely comprise a rural cluster of residential uses. It has no formal business area and is totally dependent on the surrounding regional agricultural activities.

Soutpan/Ikgomotseng is located about 38 km to the north of Bloemfontein along Route R700. It is a small settlement which established because of the (salt) mining activity in the area. The area is also known for the Florisbad Anthropological Centre and the Soetdoring Nature Reserve.

The rural areas of Mangaung are characterised by extensive commercial farming in the west and central and south-eastern parts. The north-eastern areas are characterised by a large concentration of subsistence farming around the rural villages north and south of Thaba Nchu.



MANGAUNG
AT THE HEART OF IT ALL

Municipal Spatial Structure and Movement Network

Legend

- Urban Nodes/Centers
- Towns and Settlements
- Extensive Agriculture
- Protected Environment
- Agricultural Holdings
- Cadastral
- Other Municipalities
- National Roads
- Provincial Roads
- Railway
- Railway Stations
- Airfield
- Airports
- Dams/Rivers

Sources: CSIR Agri Hub (2015); FS AMP Vers 7; EX Plan Google Earth Imagery 2018; egis.environment.gov.za; bgis.sanbi.org; FSDESTEA

N

0 3 6 12 18 24 30 km

Figure 3:10

3.4.2 Movement Network and Hierarchy

3.4.2.1. Road

Figure 3:11 shows that the MMM holds a comprehensive road network comprising a number of national, provincial and secondary roads, several railway lines, the Mangaung Airport and several smaller airfields.

The major roads serving the MMM include the following:

- National Route N1 linking to Cape Town to the south and Johannesburg, Musina and Zimbabwe towards the north;
- National Route N8 extending from Upington and Kimberley eastwards past Bloemfontein, Botshabelo and Thaba Nchu and up to Maseru in Lesotho;
- National Route N6 from Bloemfontein south-eastwards towards Queenstown and East London in the Eastern Cape;
- Provincial Road R702 from Bloemfontein to Dewetsdorp and Wepener;
- Provincial Road R64 from Bloemfontein to Dealesville;
- Provincial Road R700 from Bloemfontein to Hoopstad and Bloemhof;
- Provincial Road R706 from Bloemfontein to Jagersfontein;
- Provincial Road R30 from Bloemfontein to Welkom/Odendaalsrus;
- Provincial Road R26 runs parallel to the east of the Lesotho border linking Wepener to Hobhouse and Ladybrand to the north and to Zastron to the south.

The eastern section of Route N8 from Bloemfontein to Thaba Nchu forms part of two Strategic Infrastructure Projects:

- SIP6: Construction of Thaba Nchu Public Transport Route, and SIP7: N8 Development Corridor.

3.4.2.2. Rail

Three major railway lines pass through the Mangaung area:

- The Johannesburg-Cape Town freight and passenger line running along Route N1.
- The Kimberley-Maseru freight line running east-west along Route N8 of which the section between Bloemfontein and Maseru forms part of SIP17.
- The Bloemfontein-Wepener line which links southwards towards the Eastern Cape. (Not operational anymore).

3.4.2.3. Air

The Bram Fischer International Airport is the primary airport in the MMM (and Free State Province) while a few smaller airfields exist throughout the remainder of the municipal area.

3.4.2.4 Public Transport

It is estimated that approximately 195,000 work related trips are being generated daily in the Mangaung municipal area of which the majority (47%) are generated in the Mangaung township area; 23% in Bloemfontein; 14% in Botshabelo and 8% in Thaba Nchu. About 33% of these trips are made by taxis; 11% by bus and 17% by foot.

The major public transport movement desire lines are between Mangaung Township and Bloemfontein CBD; and along Route N8 between Bloemfontein CBD and the Botshabelo-Thaba Nchu complex (± 13,000 trips per day).

3.4.3 Economic Activity

3.4.3.1 Business

Figure 3:12 graphically illustrates the spatial distribution of business nodes/ activity throughout the MMM area. The primary business node in Mangaung is the Bloemfontein CBD which provides the largest number and widest range of business activities in the municipal area. A number of smaller decentralized business nodes also exist in the residential suburbs of Bloemfontein and Mangaung Township.

Botshabelo, Thaba Nchu, Dewetsdorp and Wepener also have a formal business area with small formal and informal business activities scattered throughout the surrounding residential urban fabric. **Table 3:5** below shows that the estimated retail floor space in the municipal area is about 1,146 million m^2 and office floor space amounts to about 986,489 m^2. These economic activity areas provide jobs for an estimated 87,163 workers.

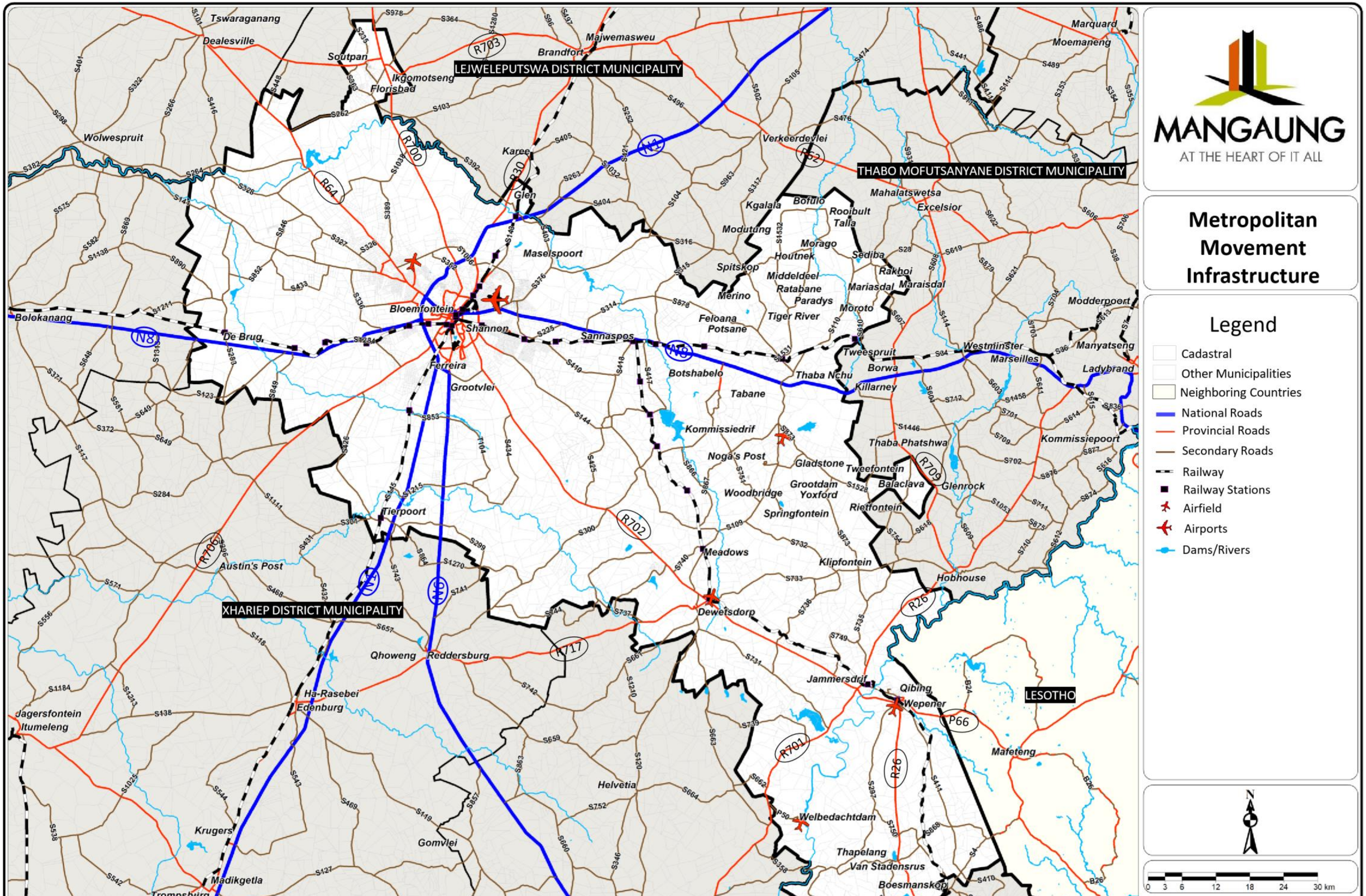

MANGAUNG
AT THE HEART OF IT ALL
Metropolitan Movement Infrastructure
Legend
Cadastral
Other Municipalities
Neighboring Countries
National Roads
Provincial Roads
Secondary Roads
Railway
Railway Stations
Airfield
Airports
Dams/Rivers
N
0 3 6 12 18 24 30 km
LEJWELEPUTSWA DISTRICT MUNICIPALITY
THABO MOFUTSANYANE DISTRICT MUNICIPALITY
XHARIEP DISTRICT MUNICIPALITY
LESOTHO
Tswaraganang
Dealesville
Soutpan
Ikgomotseng
Florisbad
Brandfort
Majwemasweu
Marquard
Moemaneng
Wolwespruit
Verkeerdevlei
Karee
Glen
Maselspoort
Kgalala
Bofulo
Rooibult
Talla
Mahalatswetsa
Excelsior
Modutung
Morago
Houtnek
Spitskop
Sediba
Rakhoi
Middeldeel
Ratabane
Mariasdal
Maraisdal
Paradys
Merino
Moroto
Modderpoort
Feloana
Potsane
Tiger River
Bloemfontein
Shannon
Bolokanang
De Brug
Sannaspos
Tweespruit
Westminster
Marseilles
Manyatseng
Ladybrand
Ferreira
Grootvlei
Botshabelo
Thaba Nchu
Borwa
Killarney
Tabane
Kommissiedrif
Thaba Phatshwa
Kommissiepoort
Noga's Post
Gladstone
Tweefontein
Balaclava
Glenrock
Woodbridge
Grootdam
Yoxford
Rietfontein
Springfontein
Tierpoort
Meadows
Klipfontein
Austin's Post
Hobhouse
Dewetsdorp
Qhoweng
Reddersburg
Jammersdrif
Qibing
Wepener
Ha-Rasebei
Edenburg
Jagersfontein
Itumeleng
Mafeteng
Helvetia
Welbedachtdam
Krugers
Gomvlei
Thapelang
Van Stadensrus
Boesmanskop
Madikgetla
Trompsburg
Figure 3:11

Table 3: 5: MMM Estimated Business Job Opportunities and Floor Areas, 2019

Functional Area	Floor Area (m²)				Workers (m²)			
	Retail	Office	Total	%	Retail	Office	Total	%
Mangaung / Bloemfontein	973,267	935,270	1,908,537	89%	27,650	51,758	79,408	91%
Botshabelo /Thaba Nchu	143,015	45,076	188,092	9%	4,063	2,495	6,557	8%
Rural	4,623		4,623	0.2%	131		131	0.2%
Small Towns	25,587	6,143	31,730	1%	727	340	1,067	1%
Total	**1,146,493**	**986,489**	**2,132,982**	**100%**	**32,571**	**54,593**	**87,163**	**100%**

Source: Mangaung Integrated Public Transport Network, 2016

3.4.3.2. Industrial

Figure 3:12 also shows the location and spatial extent of industrial/ commercial use throughout the Mangaung municipal area (also refer to **Table 3:6** below).

Table 3: 6: MMM: Existing and Vacant Industrial/Commercial Land

Functional Area	Existing (ha)					Vacant (ha)					Total (ha)	
	Industrial	Commercial	Service related (Light) Industry	Total	%	Industrial	Commercial	Service related (Light) Industry	Total	%		
Mangaung / Bloemfontein	405	507	16	928	84%	105	138	3	245	42%	1,174	70%
Botshabelo /Thaba Nchu*	131	27	13	171	15%	168	3		172	30%	343	20%
Rural	8			8	1%	162			162	28%	170	10%
Grand Total	**544**	**534**	**30**	**1,108**	**100%**	**435**	**141**	**3**	**579**	**100%**	**1,687**	**100%**
Mangaung / Bloemfontein (%)	34%	43%	1%	79%		9%	12%	0.2%	21%		100%	
Botshabelo /Thaba Nchu (%)	38%	8%	4%	50%		49%	1%	0.0%	50%		100%	
Rural (%)	5%	0%	0%	5%		95%	0%	0.0%	95%		100%	
Grand Total (%)	32%	32%	2%		66%	26%	8%	0.2%		34%		100%

No significant presence of Industrial/Commercial in small towns* a large % of industrial buildings are vacant.

About 70% of all industrial/ commercial land (1,174 ha) is located in Bloemfontein/Mangaung of which an estimated 928 ha is developed and 245 ha is still vacant. In the Botshebelo/Thaba Nchu complex there is about 343 ha of industrial/ commercial land of which 171 ha is developed and 172 ha still

vacant. In the remaining part of the metropolitan area there is about 170 ha of industrial land of which only 8 ha is developed at present.

3.4.3.3. Agriculture

Figure 3:13 depicts the spatial distribution and extent of agricultural activity in the Mangaung area.

Annual crop farming is largely concentrated in the western parts of the Municipality in the vicinity of the Modder River Irrigation Scheme and covers an estimated 201,733 ha of land (20% of all agricultural land). About 10,516 ha (1%) are irrigated and mainly occurs in the vicinity of the Modder River to the west and along the Caledon River in the southeastern extents of the municipality.

As noted earlier, the land under traditional leadership in the north-eastern parts of the MMM is mostly used for subsistence farming which covers about 28,272 ha of land representing 3% of all agricultural use. The remaining 718,738 ha of agricultural land in the MMM is utilized for extensive agriculture, representing an estimated 73% of all agricultural land in the municipal area.

Figure 3:14 illustrates the main commodities in the different parts of the MMM. In the north-western areas it is mainly maize and wheat while cattle and chicken farming also occur widely in this area. The central-southern parts in the vicinity of Dewetsdorp are most suitable for maize, sunflower, groundnut and soyabeans with cattle and sheep farming also occurring extensively.

The Mangaung Agri Park initiative identified Thaba Nchu as the optimum location for the establishment of the Agri Hub for the region. It also identified potential for 15 Farmer Production Support Units of which the three top priority sites are located at Botshabelo, Felloane and Sediba, while the Rural Urban Market Centre (RUMC) was identified at Bloemfontein. The University of Free State also suggested that the Lengau Research Facility south of Bloemfontein be used as a Farmer Training Centre.

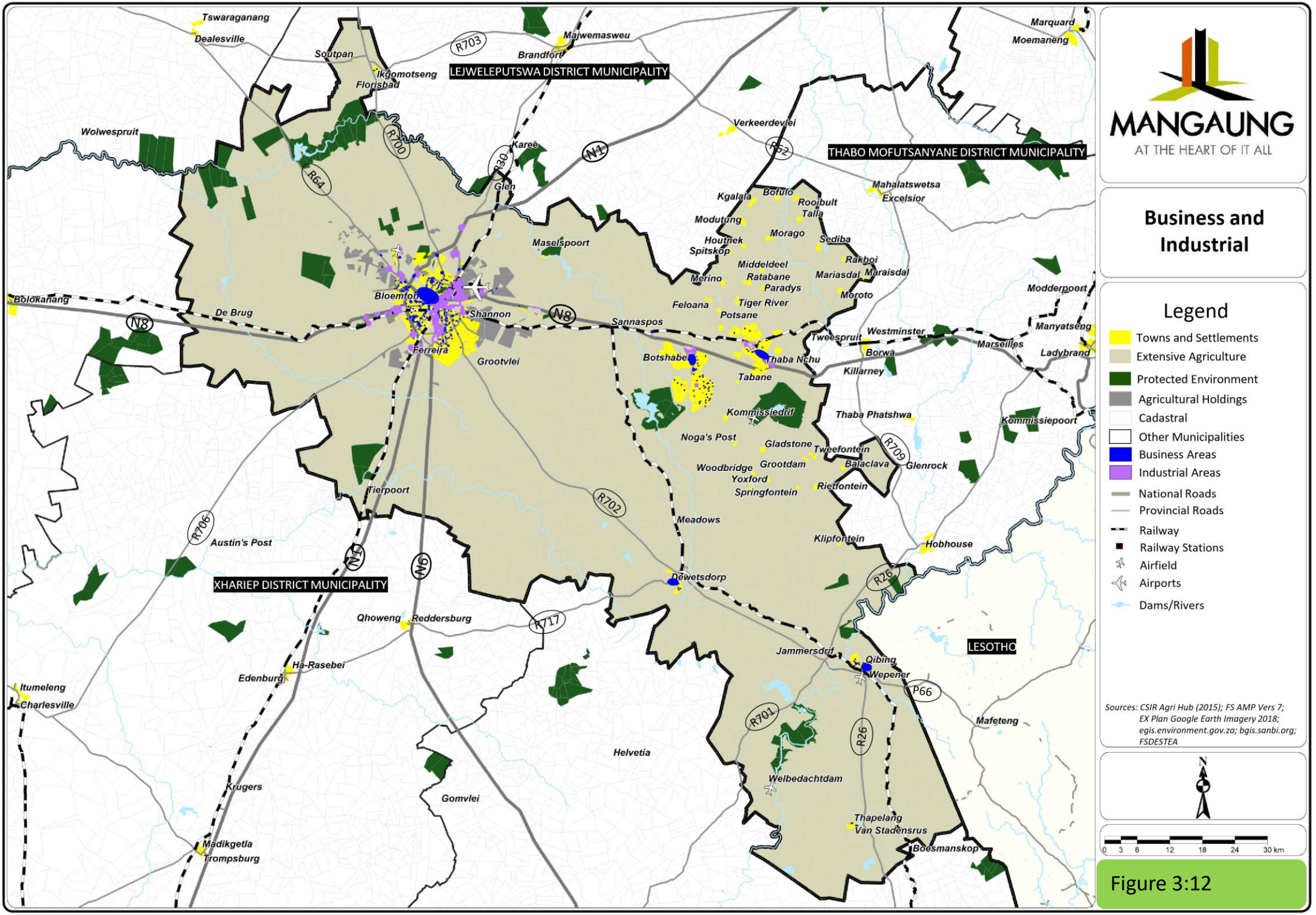
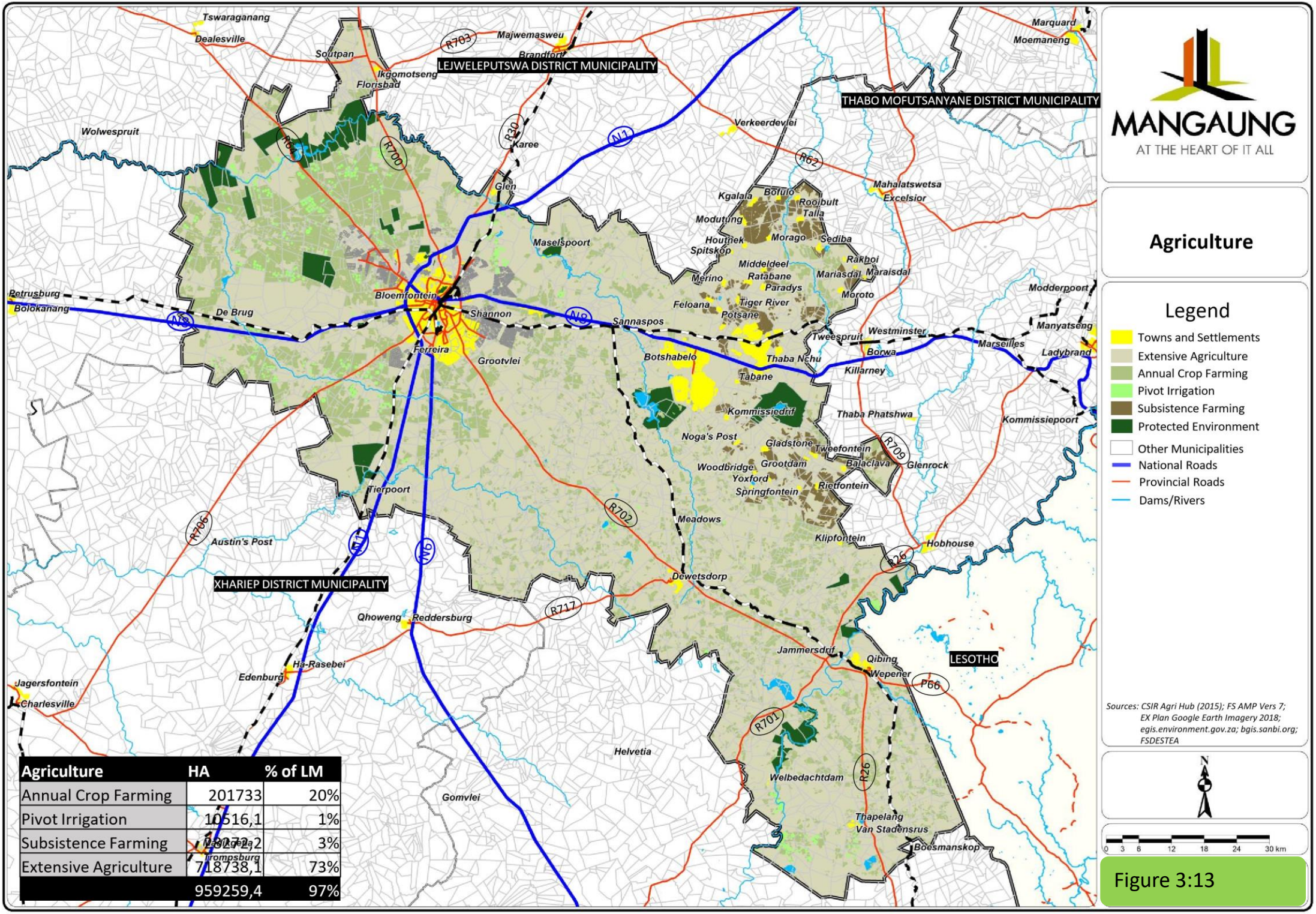

MANGAUNG
AT THE HEART OF IT ALL
Business and Industrial
Legend
Towns and Settlements
Extensive Agriculture
Protected Environment
Agricultural Holdings
Cadastral
Other Municipalities
Business Areas
Industrial Areas
National Roads
Provincial Roads
Railway
Railway Stations
Airfield
Airports
Dams/Rivers
Sources: CSIR Agri Hub (2015); FS AMP Vers 7; EX Plan Google Earth Imagery 2018; egis.environment.gov.za; bgis.sanbi.org; FSDESTEA
N
0 3 6 12 18 24 30 km
LEJWELEPUTSWA DISTRICT MUNICIPALITY
THABO MOFUTSANYANE DISTRICT MUNICIPALITY
XHARIEP DISTRICT MUNICIPALITY
LESOTHO
Tswaraganang
Dealesville
Soutpan
Ikgomotseng
Florisbad
Majwemasweu
Brandfort
Marquard
Moemaneng
Wolwespruit
Karee
Glen
Verkeerdevlei
Mahalatswetsa
Excelsior
Kgalala
Bofulo
Roojbult
Talla
Modutung
Houtnek
Spitskop
Morago
Sediba
Maselspoort
Middeldeel
Rakhoi
Merino
Ratabane
Mariasdal
Maraisdal
Paradys
Moroto
Modderpoort
Bolokanang
De Brug
Bloemfontein
Shannon
Feloana
Tiger River
Potsane
Sannaspos
Manyatseng
Tweespruit
Westminster
Marseilles
Ladybrand
Ferreira
Grootvlei
Botshabelo
Thaba Nchu
Borwa
Killarney
Tabane
Kommissiedrif
Thaba Phatshwa
Kommissiepoort
Noga's Post
Gladstone
Tweefontein
Balaclava
Glenrock
Woodbridge
Grootdam
Yoxford
Springfontein
Rietfontein
Tierpoort
Meadows
Klipfontein
Hobhouse
Austin's Post
Dewetsdorp
Qhoweng
Reddersburg
Jammersdrif
Qibing
Wepener
Ha-Rasebei
Edenburg
Itumeleng
Charlesville
Mafeteng
Helvetia
Welbedachtdam
Krugers
Gomvlei
Thapelang
Van Stadensrus
Madikgetla
Trompsburg
Boesmanskop
R703
R700
R64
R30
N1
R62
N8
R706
N6
R717
R702
R709
R26
R701
P66

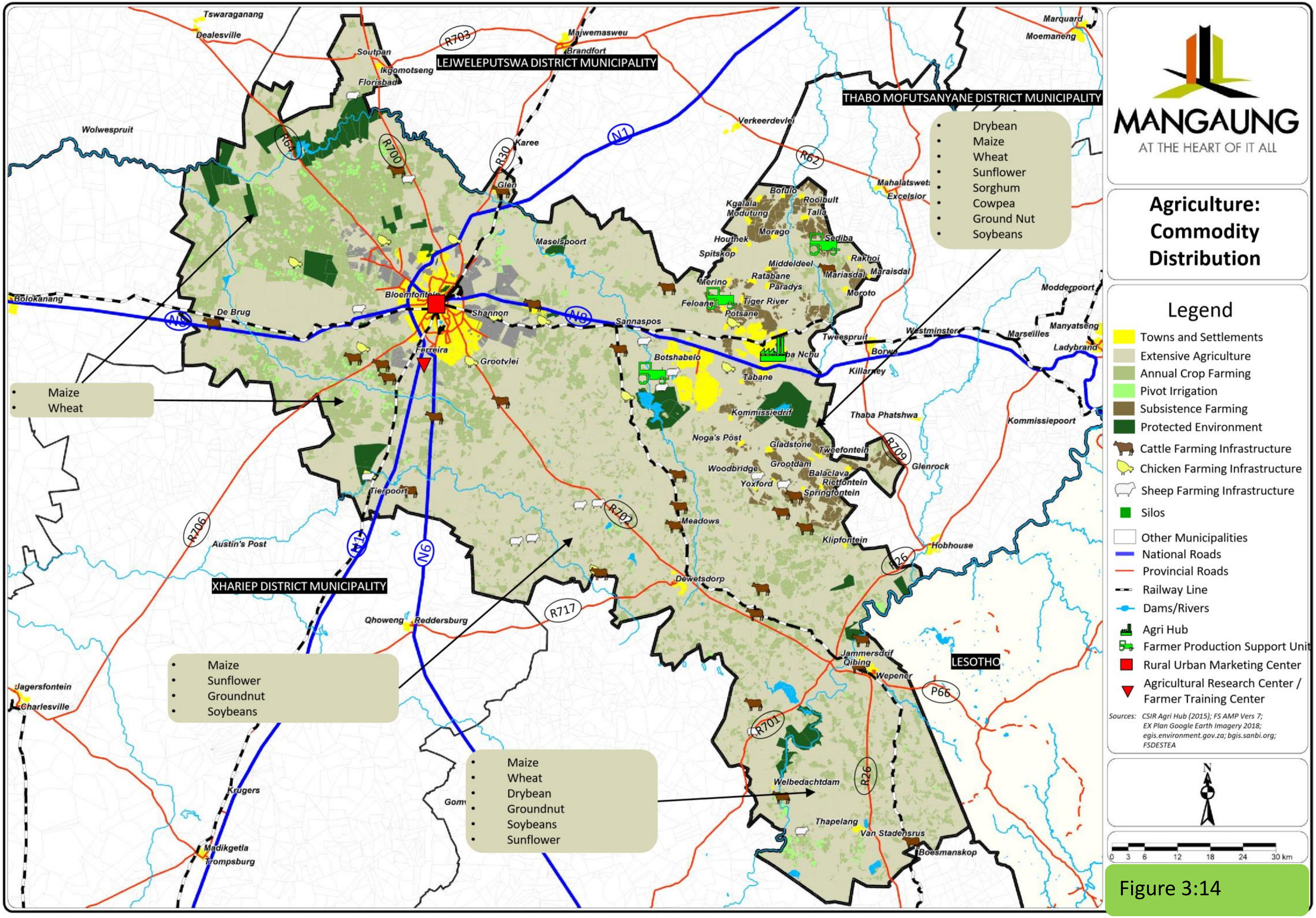
Figure 3:12



Sources: CSIR Agri Hub (2015); FS AMP Vers 7; EX Plan Google Earth Imagery 2018; egis.environment.gov.za; bgis.sanbi.org; FSDESTEA

Agriculture	HA	% of LM
Annual Crop Farming	201733	20%
Pivot Irrigation	10516,1	1%
Subsistence Farming	30772,2	3%
Extensive Agriculture	718738,1	73%
	959259,4	97%

Figure 3:13



MANGAUNG
AT THE HEART OF IT ALL
Agriculture: Commodity Distribution
LEJWELEPUTSWA DISTRICT MUNICIPALITY
THABO MOFUTSANYANE DISTRICT MUNICIPALITY
XHARIEP DISTRICT MUNICIPALITY
LESOTHO
Drybean
Maize
Wheat
Sunflower
Sorghum
Cowpea
Ground Nut
Soybeans
Maize
Wheat
Maize
Sunflower
Groundnut
Soybeans
Maize
Wheat
Drybean
Groundnut
Soybeans
Sunflower
Legend
Towns and Settlements
Extensive Agriculture
Annual Crop Farming
Pivot Irrigation
Subsistence Farming
Protected Environment
Cattle Farming Infrastructure
Chicken Farming Infrastructure
Sheep Farming Infrastructure
Silos
Other Municipalities
National Roads
Provincial Roads
Railway Line
Dams/Rivers
Agri Hub
Farmer Production Support Unit
Rural Urban Marketing Center
Agricultural Research Center / Farmer Training Center
Sources: CSIR Agri Hub (2015); FS AMP Vers 7; EX Plan Google Earth Imagery 2018; egis.environment.gov.za; bgis.sanbi.org; FSDESTEA
N
0 3 6 12 18 24 30 km
Bloemfontein
Botshabelo
Dewetsdorp
Wepener
Van Stadensrus
Thaba Nchu
Soutpan
Glen
Reddersburg

Figure 3:14

The main commodities to be focused on as part of the Agri Park initiative include red meat, sheep wool and vegetables. The southern extents of the municipal area are suitable for a fairly wide range of commodities, including sheep and cattle farming. It is also interesting to note the wide range of commodities suitable for the subsistence farming areas in the north-western parts where cattle, sheep and chicken farming also occur extensively.

Figure 3:14 depicts the commodity suitability in different parts of the MMM as defined in the Free State Agricultural Master Plan (AMP Version 7). The following are to be noted in this regard:

- Commercial Mixed Crop Farming and Cattle Farming dominates the landscape surrounding the Bloemfontein urban complex.
- Mixed Cattle, Small Stock and Cerial is concentrated towards the far north-west and around Dewetsdorp to the south.
- The areas between Dewetsdorp and Bloemfontein and directly to the west of the Welbedacht Dam are categorised as most suitable for Small

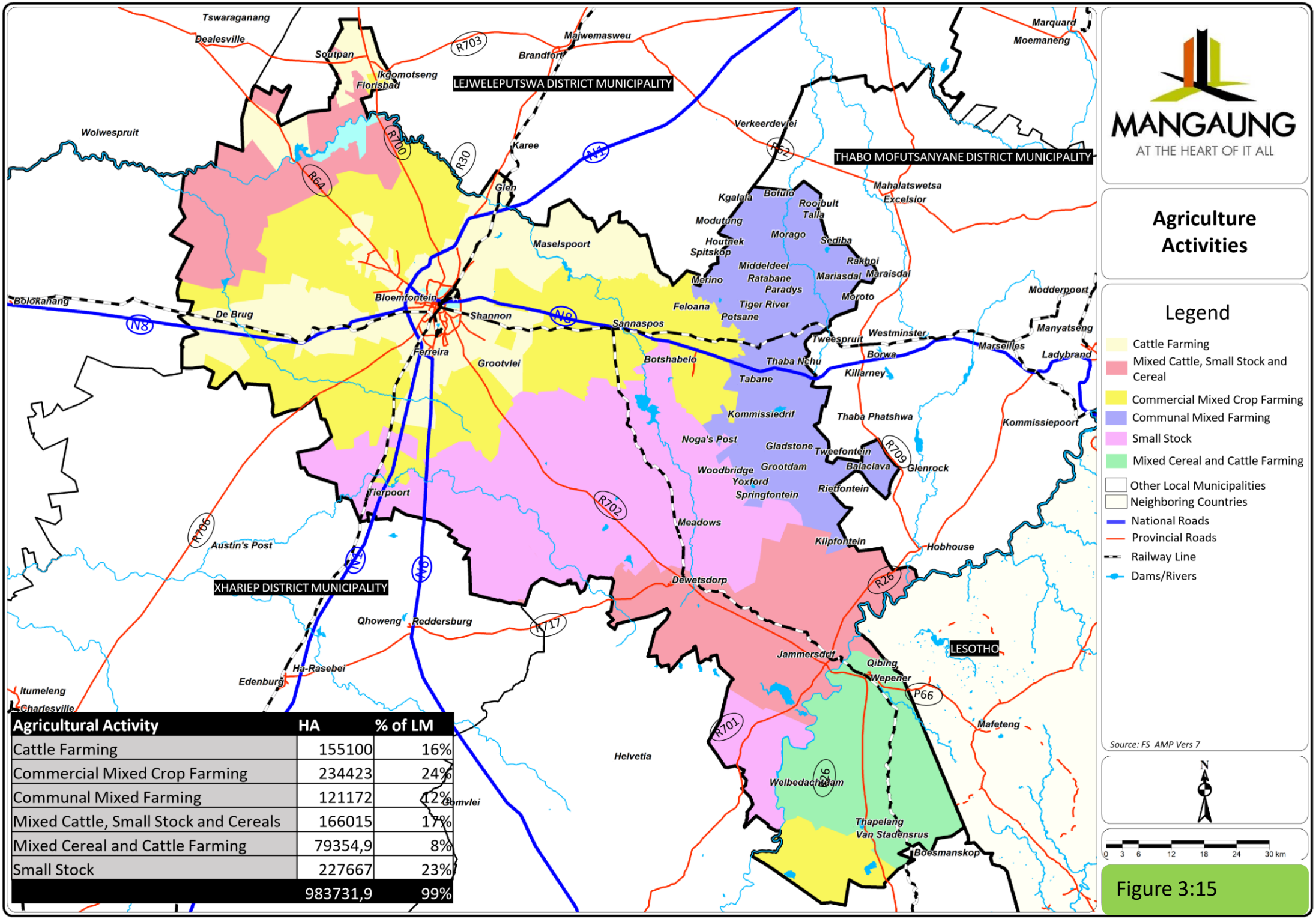
The land under traditional leadership to the north-west is classified as suitable for Communal Mixed Farming. **Figure 3:14** shows that the western and north-western parts of the municipal area have the highest grazing capacity (7 to 10 hectares per livestock units). This represents an estimated 35% of all agricultural land in the MMM.

The central core area which covers about 50% of all agricultural land holds a Grazing Capacity of 6 ha/LSU while several areas in the far eastern parts of the municipality have relatively low grazing capacity (4-5 ha/LSU).

3.4.3.4. Tourism

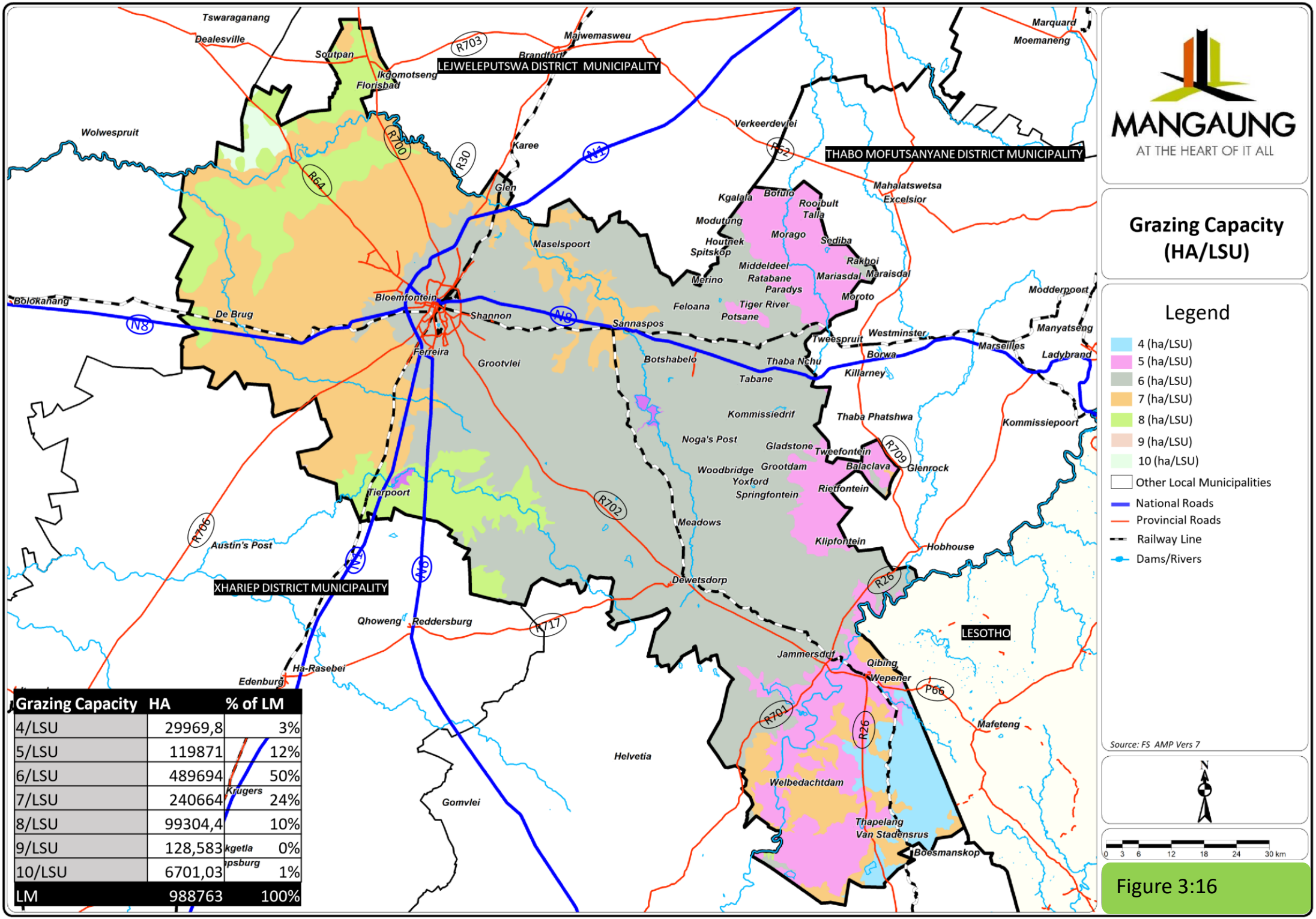
Figure 3:15 shows that tourism facilities/ opportunities occur widely throughout the municipal area. This includes an extensive range of cultural historic features, natural (scenery) features and tourism activities and accommodation/ conference facilities. It is evident that the largest concentration of such facilities is around Bloemfontein while the eastern parts of the municipal area comprise a number of cultural-historic sites and extensive scenery features to be exploited.

The section between Wepener and Vanstadensrus is most suitable for Mixed Cereal and Cattle Farming Dewetsdorp and Wepener even though it has not been identified as such in the provincial SDF.



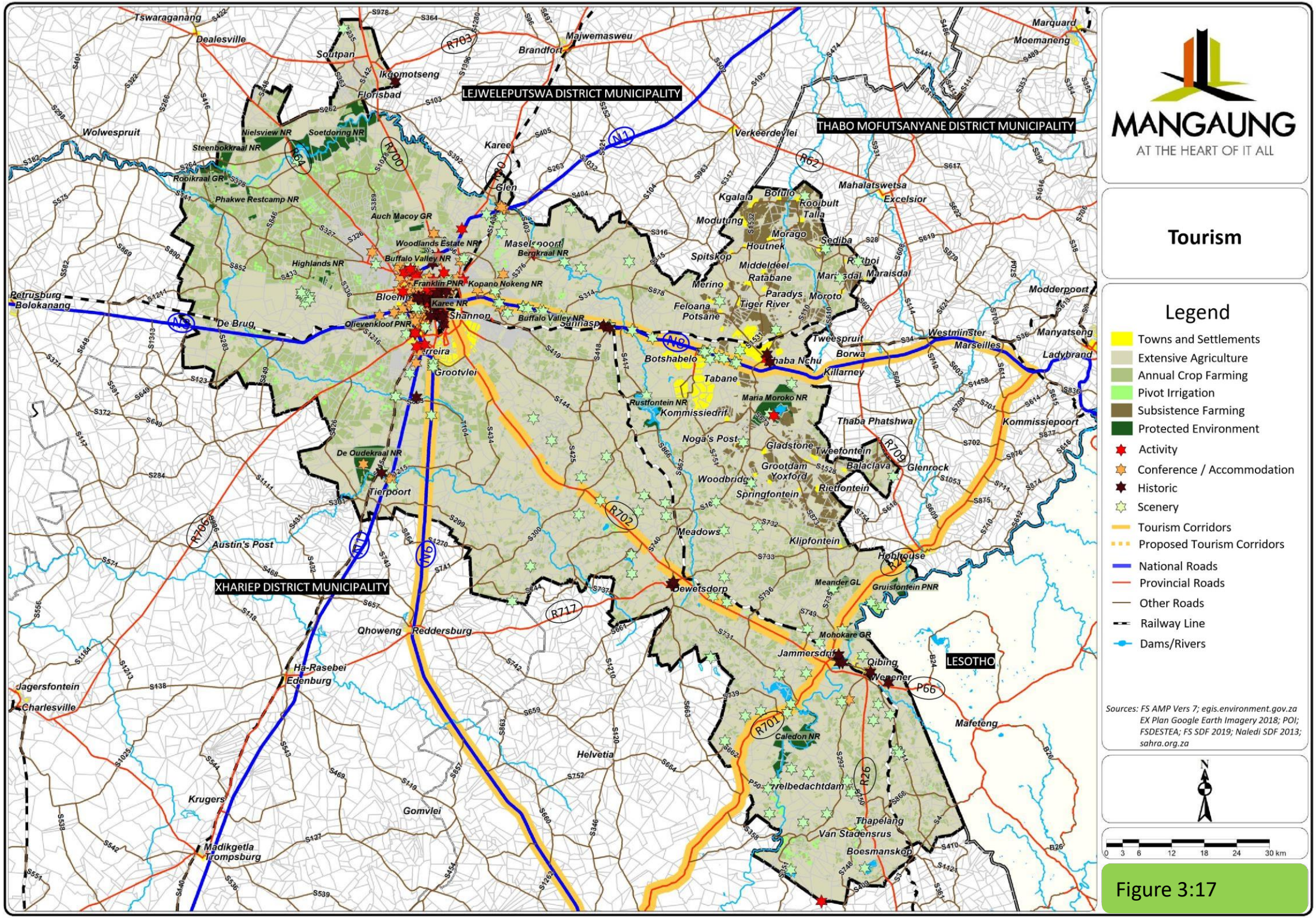
Agricultural Activity	HA	% of LM
Cattle Farming	155100	16%
Commercial Mixed Crop Farming	234423	24%
Communal Mixed Farming	121172	12%
Mixed Cattle, Small Stock and Cereals	166015	17%
Mixed Cereal and Cattle Farming	79354,9	8%
Small Stock	227667	23%
	983731,9	99%

Figure 3:15



Grazing Capacity	HA	% of LM
4/LSU	29969,8	3%
5/LSU	119871	12%
6/LSU	489694	50%
7/LSU	240664	24%
8/LSU	99304,4	10%
9/LSU	128,583	0%
10/LSU	6701,03	1%
LM	988763	100%

Figure 3:16


MANGAUNG
AT THE HEART OF IT ALL
Tourism
LEJWELEPUTSWA DISTRICT MUNICIPALITY
THABO MOFUTSANYANE DISTRICT MUNICIPALITY
XHARIEP DISTRICT MUNICIPALITY
LESOTHO
Legend
Towns and Settlements
Extensive Agriculture
Annual Crop Farming
Pivot Irrigation
Subsistence Farming
Protected Environment
Activity
Conference / Accommodation
Historic
Scenery
Tourism Corridors
Proposed Tourism Corridors
National Roads
Provincial Roads
Other Roads
Railway Line
Dams/Rivers
Sources: FS AMP Vers 7; egis.environment.gov.za EX Plan Google Earth Imagery 2018; POI; FSDESTEA; FS SDF 2019; Naledi SDF 2013; sahra.org.za
N
0 3 6 12 18 24 30 km
Figure 3:17

3.4.4. Housing

The information contained in this section was summarised from the Mangaung Integrated Human Settlement Plan: 2017-2022 and the Mangaung Built Environment Performance Plan (2019/20).

3.4.4.1. Informal Settlements

There are an estimated 53 incidences of informal settlement in the Mangaung area, accommodating between about 28,737 households in informal dwellings and backyard shacks. As illustrated on **Figure 3:18** the majority of these (27 informal settlements), are located in and around Bloemfontein/Mangaung, whilst about 13 informal settlements are located in Botshabelo and 8 in Thaba Nchu (**Figure 3:19**). Ikgomotseng, Qibing, Morojaneng and Thapelong which form part of the smaller towns of the MMM also have a few informal settlements (**Figures 3:20** to **3:23**).These informal settlements vary in size and sometimes occur as pockets of informal dwellings scattered in invaded open spaces and/or areas earmarked for future schools, etc. within the township areas.

Although most settlements have access to the existing social facilities within township areas, only rudimentary infrastructure services are installed by the City, pending upgrading. A total of 21 settlements making provision for 21 500 households are in a process of being formalized and upgraded to phase 3 of the programme through the provision of basic services i.e. electricity, water and sanitation (2017 – 2022 IDP). A total of 850 households need to be relocated as they are residing in areas that are not suitable for habitation.

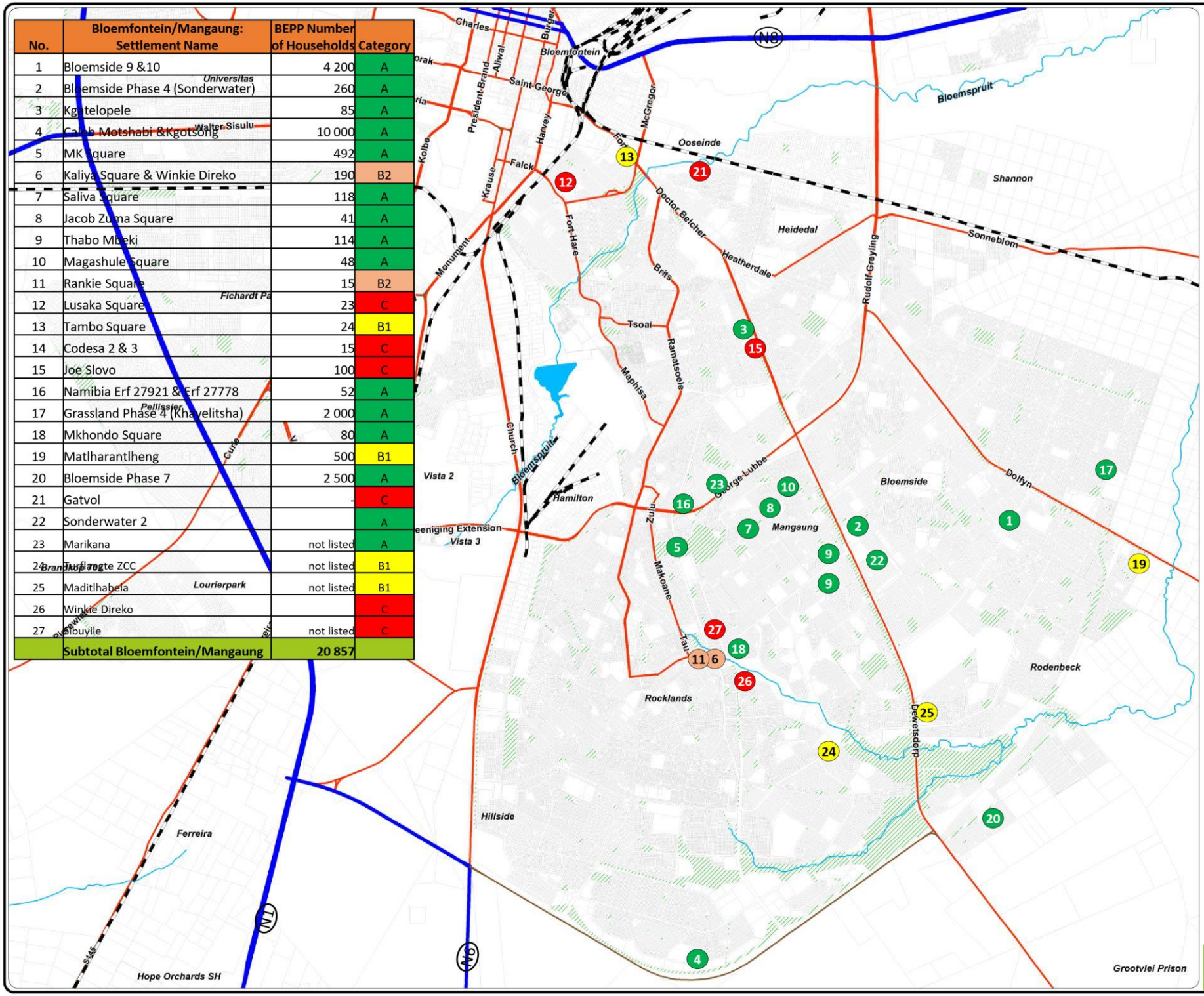
3.4.4.2. Human Settlement Strategic Focus Areas

The Mangaung Integrated Human Settlement Plan defined an Integrated Human Settlement Agenda which is based on **two Primary Focus Areas** for the provision of sustainable human settlements, namely:

a) Spatial Transformation and Integration:

- The main objective of the Mangaung SDF is to rectify the fragmented spatial patterns caused by historical distortion through Spatial Transformation and Integration. This objective is to be achieved through the Metro's sound commitment to facilitating sustainable Integrated Human Settlements through three core development strategies namely: • informal settlements upgrading,
    - the release of well-located land, and
    - the implementation of large scale Catalytic Mixed housing development

No.	Bloemfontein/Mangaung: Settlement Name	BEPP Number of Households	Category
1	Bloemside 9 &10	4 200	A
2	Bloemside Phase 4 (Sonderwater)	260	A
3	Kgotelopele	85	A
4	Caleb Motshabi &Kgotsong	10 000	A
5	MK Square	492	A
6	Kaliya Square & Winkie Direko	190	B2
7	Saliva Square	118	A
8	Jacob Zuma Square	41	A
9	Thabo Mbeki	114	A
10	Magashule Square	48	A
11	Rankie Square	15	B2
12	Lusaka Square	23	C
13	Tambo Square	24	B1
14	Codesa 2 & 3	15	C
15	Joe Slovo	100	C
16	Namibia Erf 27921 & Erf 27778	52	A
17	Grassland Phase 4 (Khayelitsha)	2 000	A
18	Mkhondo Square	80	A
19	Matlharantlheng	500	B1
20	Bloemside Phase 7	2 500	A
21	Gatvol	-	C
22	Sonderwater 2		A
23	Marikana	not listed	A
24	Tweeflatte ZCC	not listed	B1
25	Maditlhabela	not listed	B1
26	Winkie Direko		C
27	Ibuyile	not listed	C
	Subtotal Bloemfontein/Mangaung	**20 857**	



MANGAUNG
AT THE HEART OF IT ALL

Mangaung Informal Settlement

Legend

Informal Settlements Classification:

- A
- B1
- B2
- C
- National Roads
- Provincial Roads
- Secondary Roads
- Railway Line
- Dams/Rivers

Note: No Location for BEPP Settlement 14

N

0 0,3 0,6 0,9 1,2 1,5 km

Figure 3:18

No.	Botshabelo: Settlement Name	BEPP Number of Households	Category
28	Botshabelo West x1	3 700	B1
29	Section E	1 200	A
30	Section H		A
31	Section G		A
32	Section T		A
33	Section C		B1
34	Section F		NO INFO
35	Section K		A
36	Section L	not listed	A
37	Section M	not listed	A
38	Section R	not listed	B1
39	Section J	not listed	A
40	Section H	not listed	B1
41	Ratau Hlambaza	not listed	A
	Subtotal Botshabelo	**4 900**	

No.	Thaba Nchu: Settlement Name	BEPP Number of Households	Category
42	Selosesha Ext 14 (Bultfontein 1)	2 480	NO INFO
43	Selosesha Ext 27 (Moroka)		A
44	Selosesha Ext 26 (Seroalo)		B1
45	Selosesha Ext 17 (Motlatla)		B1
46	Selosesha Ext 15 (Bultfontein 5)		NO INFO
47	Thaba-Nchu Ext 25 (Ratau)		A
48	Selosesha Ext 7 (Bultfontein 4)		NO INFO
49	Rooifontein	500	NO INFO
	Subtotal Thaba-Nchu	**2 980**	

MANGAUNG
AT THE HEART OF IT ALL

Botshabelo / Thaba Nchu Informal Settlement

Legend

Informal Settlements Classification:

- A
- B1

- National Roads
- Provincial Roads
- Secondary Roads
- Railway Line
- Dams/Rivers

Note: No Location for BEPP Settlements 26, 28.1, 28.5, 28.7 and 29

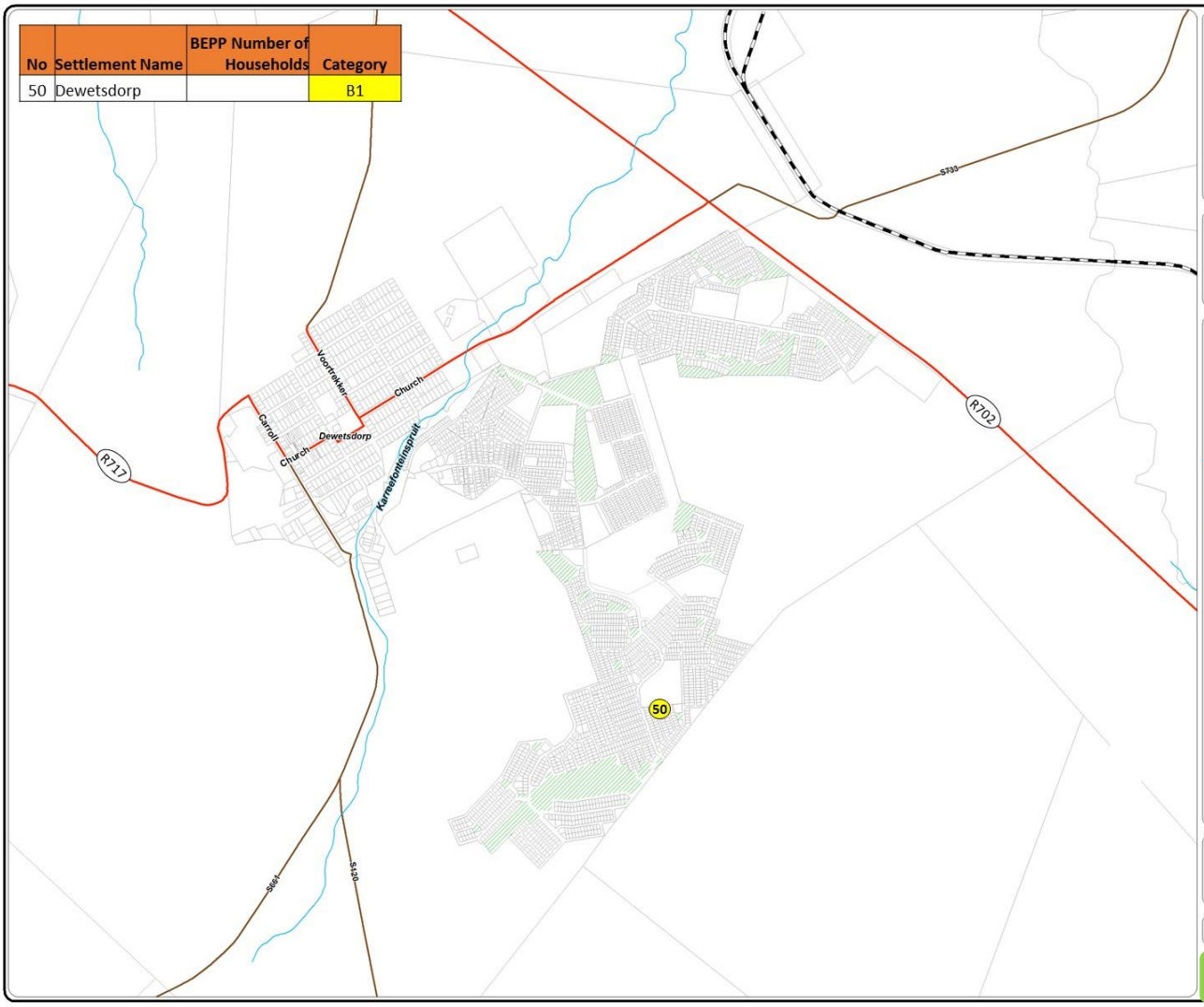
Figure 3: 19: Botshabelo/Thaba Nchu Informal Settlements

N

0 0.6 1.2 1.8 2.4 3 km

Figure 3:19

No	Settlement Name	BEPP Number of Households	Category
50	Dewetsdorp		B1



MANGAUNG
AT THE HEART OF IT ALL

Dewetsdorp Informal Settlement

Legend

Informal Settlements Classification:

- B1

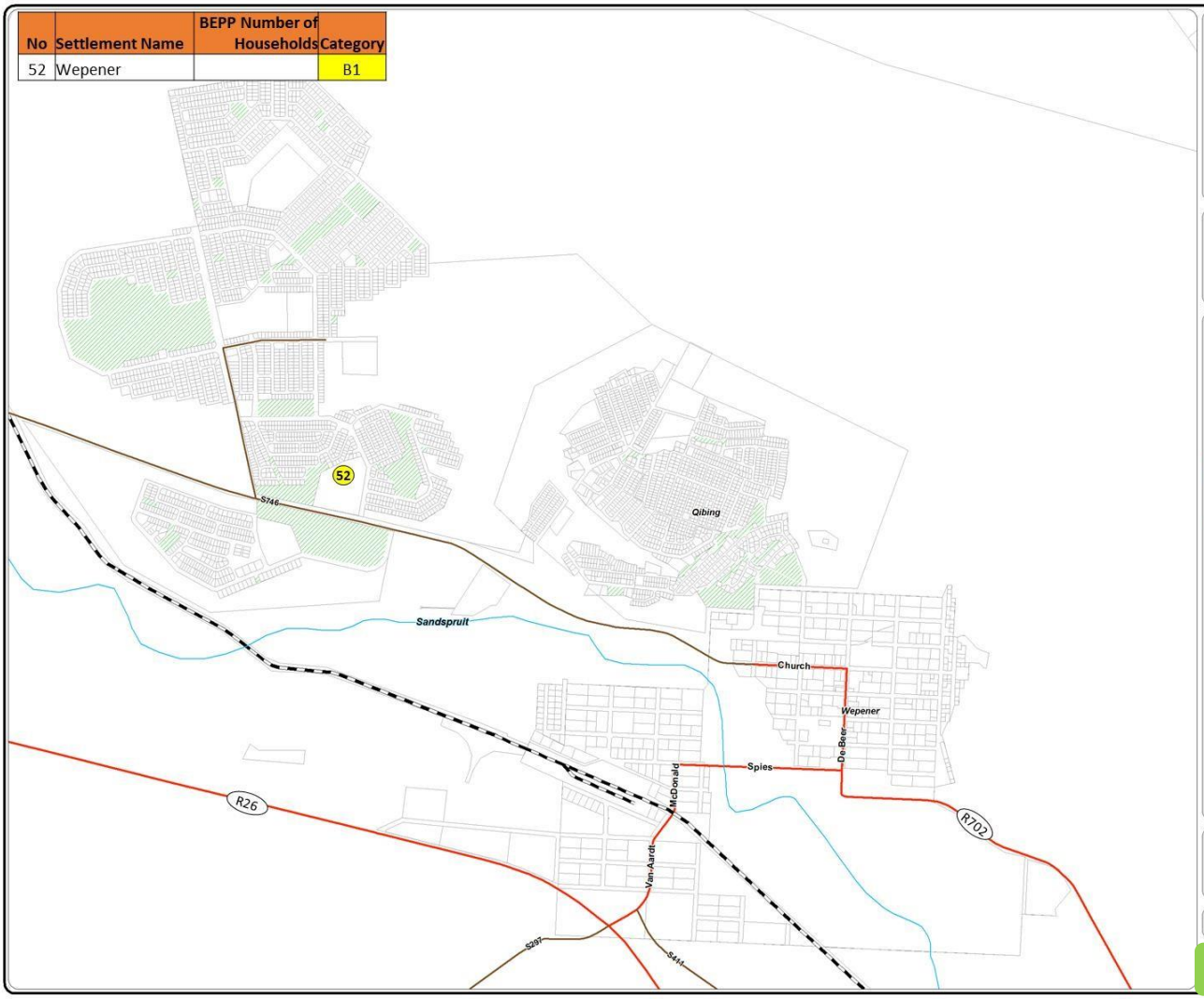
- Provincial Roads
- Secondary Roads
- Railway Line
- Dams/Rivers

N

0 75 300 450 600 750 m

Figure 3:20

No	Settlement Name	BEPP Number of Households	Category
52	Wepener		B1



MANGAUNG
AT THE HEART OF IT ALL

Wepener Informal Settlement

Legend

Informal Settlements Classification:

- B1

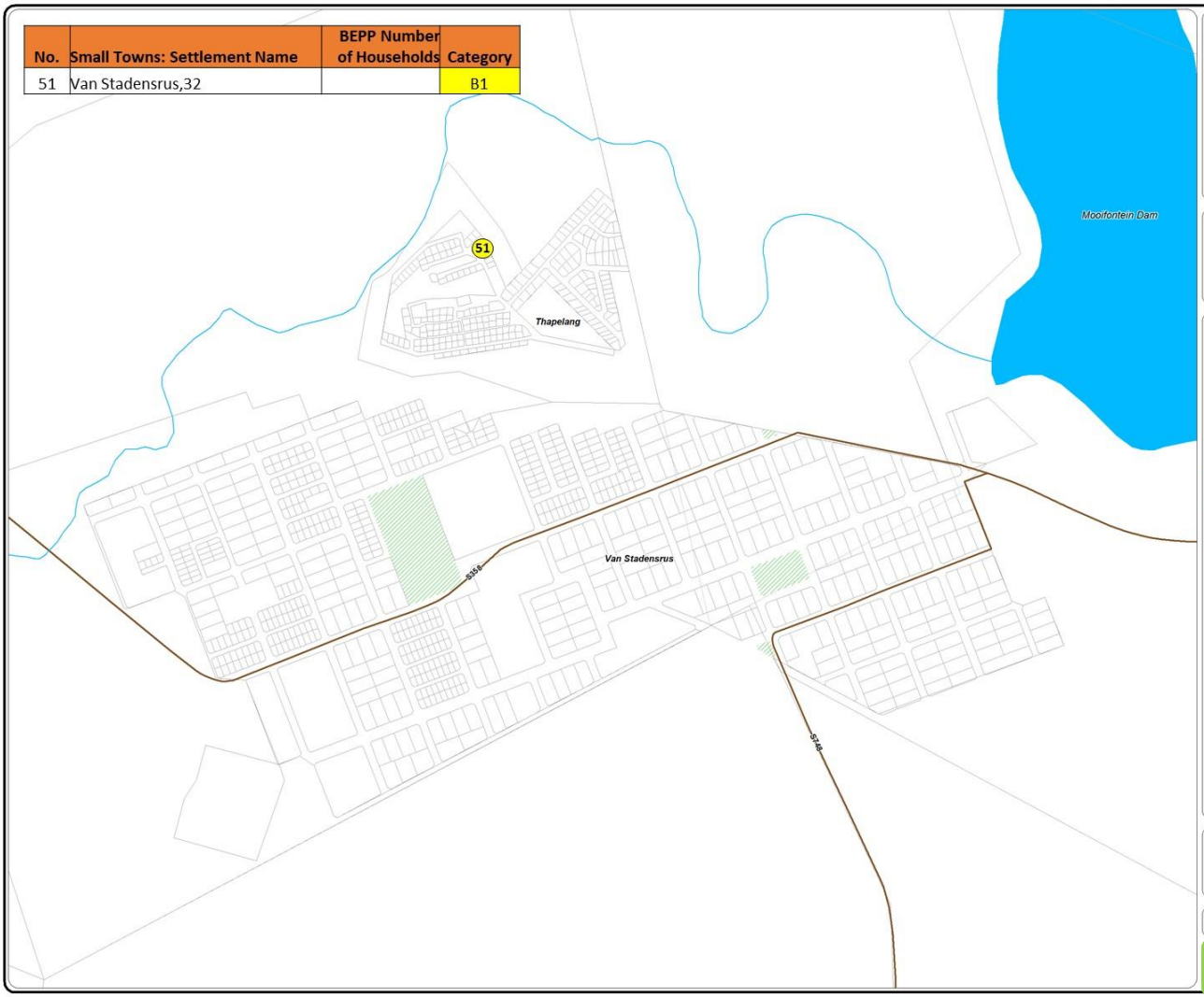
- Provincial Roads
- Secondary Roads
- Railway Line
- Dams/Rivers

N

0 75 150 300 450 600 750 m

Figure 3:21

No.	Small Towns: Settlement Name	BEPP Number of Households	Category
51	Van Stadensrus,32		B1



MANGAUNG
AT THE HEART OF IT ALL

Van Stadensrus Informal Settlement

Legend

Informal Settlements Classification:

- B1

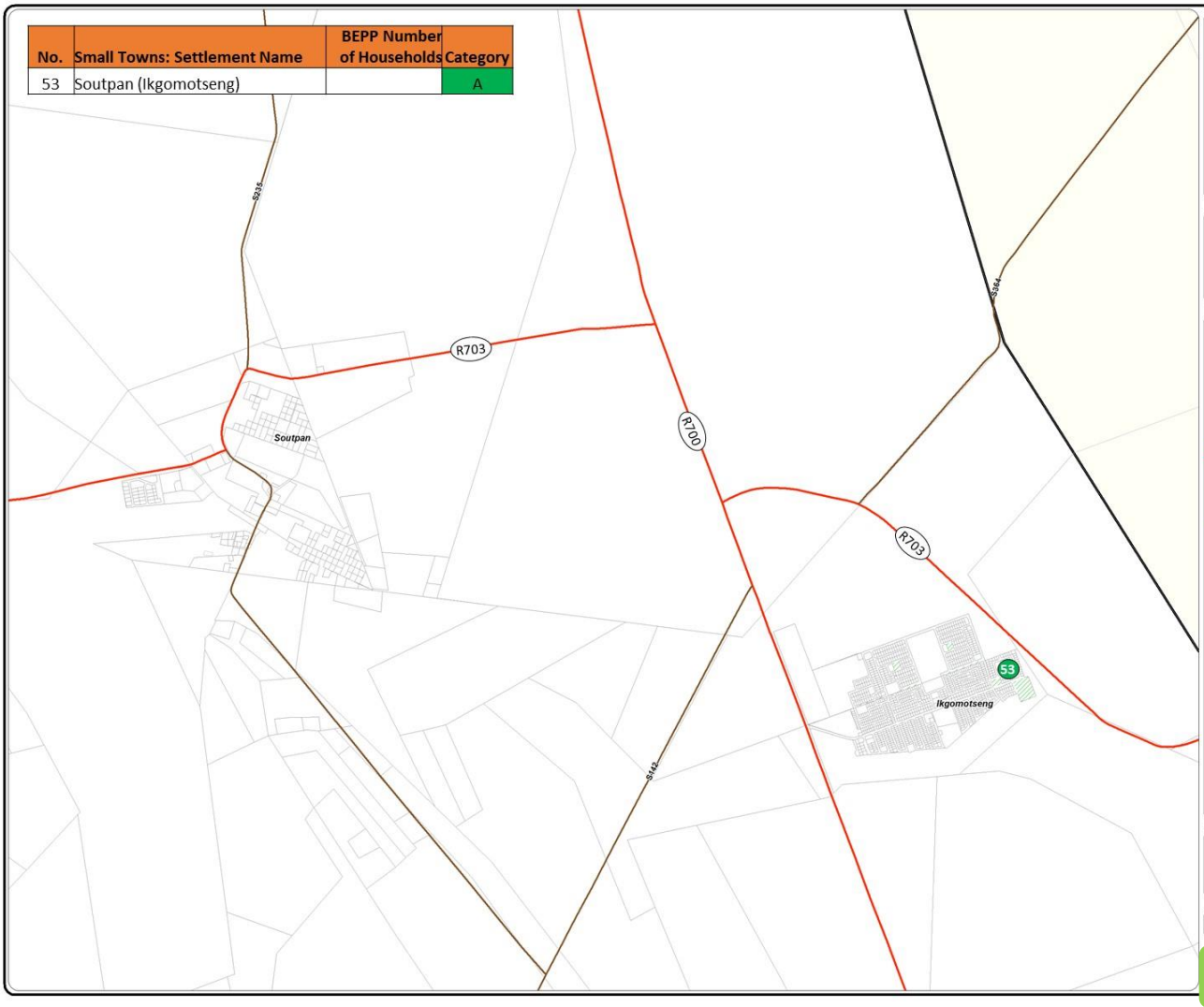
- National Roads
- Provincial Roads
- Secondary Roads
- Railway Line
- Dams/Rivers

N

0 30 120 180 240 300 m

Figure 3:22

No.	Small Towns: Settlement Name	BEPP Number of Households	Category
53	Soutpan (Ikgomotseng)		A



MANGAUNG
AT THE HEART OF IT ALL

Soutpan Informal Settlement

Legend

Informal Settlements Classification:

- A

- National Roads
- Provincial Roads
- Secondary Roads
- Railway Line
- Dams/Rivers

N

0 0,1 0,4 0,6 0,8 1 km

Figure 3:23

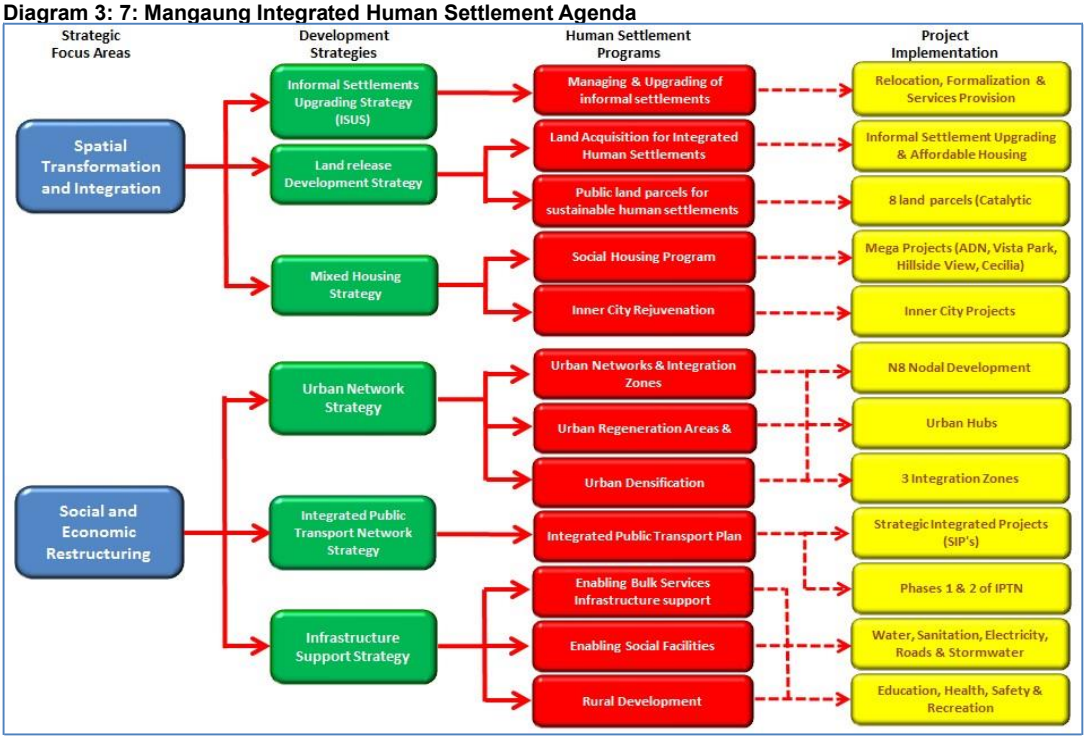
b) Social and Economic Restructuring:

The MMM places a high priority on addressing the disintegration of development planning and ensuring a habitable built environment. The City intends contributing towards building more viable and safer communities through its commitment to ensuring social and economic restructuring. This overall focus will be guided by three additional development strategies aimed at socio economic restructuring and maximising the built environment, namely: • Strengthening Urban Networks to facilitate effective linkages;

- Facilitating Integrated Transit Oriented Development to ensure development along transport corridors, and
- Providing infrastructure support in relation to services and social facilities.

These two Primary Focus Areas anchor the overall Integrated Human Settlement Agenda for Mangaung around which specific **development strategies** have been developed to support **Human Settlement Programs** and eventually guiding **Project Implementation**, as outlined in **Diagram 3:5** below.

Diagram 3: 7: Mangaung Integrated Human Settlement Agenda



3.4.4.3. Development Strategies

a) Upgrading Strategy:

The Informal Settlements Upgrading Strategy aims at changing the situation of informality into formalised settlements that ideally serves the dwellers in the same way as other urban areas. Simply put, it refers to the changing of informality entrapments. The existing Informal Settlements Upgrading Strategy was approved in 2013 and there has been many changes over the years. The Metro intends to review the

existing strategy to respond to the challenges and issues on the ground to give effect to the municipal wide approach in upgrading the informal settlements including the new informal settlements that mushroomed since 2023.

In accordance with the informal settlements upgrading programme the MMM has identified and prioritised 21 informal settlements for Phase 3 upgrading through the provision of basic services, water, sewer, electricity, roads and stormwater. A total of 3310 households will benefit from household water connection and 957 households will benefit from sanitation with additional 300 targeted for interim sanitation in the form of either dry sanitation or low flush toilets.

There has been increase in the number of informal settlements within the Mangaung Metro jurisdiction. The number is currently sitting at 51 informal settlements and does not include the new settlements which mushroomed since 2023. The Metro is busy with verification of residents to understand the demand, needs of residents before the settlements can be categorised if they will be upgraded in-situ or relocation.

Six informal settlements are under Phase 1 of the informal settlements upgrading programme i.e. feasibility studies and the provision of interim services. Planning is underway processes are underway for these informal settlements as outlined in the **Table3:7** below;

Table 3: 7: Informal settlement upgrading under Phase 1

Description	2024/25	2025/2026	2026/2027
Phomolong Klipfontein Farm (Land surveying)	R500 000		
Section K (Land surveying)	R735 000		
Farm X2727 (township establishment)	R300 000	R4 170 000	R1 800 000
Portion 3 Selosesha 900 (township establishment)	R2 533 333	R2 533 333	R2 533 333
Morojaneng Dewetsdorp (Land Surveying)	R3 000 000		
Botshabelo 826 (Township Establishment)	R1 000 000	R2 400 000	R2 000 000

In addition, the Metro budgeted under the UISPG for the provision of bulk infrastructure to unlock the development of informal settlements in various regions of the Metro as follows:

b) Land Release Development Strategy (LRDS):

The City has formulated a Land Release Development Strategy (LRDS), through which well- located public and private land had been identified. The LRDS is regarded as the largest and most bold land development programme in the province since 1994, as it ensures the release of more than 30,000 hectares of land, with the potential to creating in excess of 45,000 employment opportunities and generating phenomenal growth in the construction industry. It will also create major downstream benefits in other sectors of the economy.

i) Acquisition of Private Land for Integrated Human Settlements

A program of selective upgrade was adopted in the Municipal SDF where investigations were carried out to ascertain the development potential of areas being occupied illegally. Several land parcels, identified mainly to the south-east of Bloemfontein, were acquired over the past 10 years from private owners for the purpose of transforming informal settlements to integrated human settlements.

Table 3: 8. Land Parcels Earmarked for BNG Projects (updated 31 March 2013)

Land Parcel	Size (ha)	Land Use	Development Status				Output	
			Planning	Services	Housing	Tenure	No Units	Density
Portion 2, 4, 5 Rocklands 684	171	Vacant	Yes	No	No	No	2654	15.5
Farm Liege Valley 1325	272	Occupied	Yes	No	Informal	No	12094	15.35
Farm Turflaagte 881	516	Occupied						
Rem. Farm Rodenbeck 2972	710	Occupied	Yes	Basic	Informal	No	4200	5.92
Grassland Phase 2	198	Occupied	Yes	Basic	Formalized	No	2882	14.56
Grassland Phase 3	134	Occupied	Yes	Basic	Formalized	No	2808	20.96
TOTALS	**2001**						**24638**	**12.31**

ii) Public Land Parcels for Sustainable Human Settlements The identified land parcels are mostly vacant and are meant to provide sustainable human settlements through integrated eight parcels of land owned by the Municipality, and falling within development, making available 29 400 housing opportunities for the cities urban edge, have been identified as infill areas to be mixed development at an average density of 17,5 units per hectare. integrated successfully within the existing urban fabric (formerly known as the “7 land parcels” initiative). These land parcels are three of these land parcels are currently being developed for mixed strategically located between the affluent and poor parts of the city, land-use initiatives as part of the Cities Catalytic Project approach and present excellent opportunities for integrating the city spatially, to boost the delivery of housing and to benefit from economies of socially and economically. The land parcels have already become, scale.

Table 3:9 reflects the extent and status of these projects. The extent of the eight land parcels are listed in the **Table 3:10** below.

Table 3: 9: Extent and Status of Eight Priority Land Parcels

Project Name		Size (Ha)	Expected Output		Development Status				
			Density	No. Units	Land Assembly	Planning	Infrastr.	Housing	Te
1	Cecilia 2532	155	12.26	1900	√	o	x	x	
2	Brandkop Race Track (Bfn 654)	140	7.86	1100	√	o	x	x	
3	Pellissier Infill	22	9.09	200	√	o	x	x	
4	Brandkop 702	285	9.47	2700	√	o	x	x	
5	Vista Park 2 (Bfn 654)	155	36.13	5600	√	√	o	x	
6	Vista Park 3 (Bfn 654)	131	38.93	5100	√	√	o	x	
7	Hillside View (Rocklands 684)	85	48.29	4100	√	√	o	o	
8	ADN (Sunnyside 2620)	700	12.5	8700	√	o	x	x	

(c) Mixed Housing Strategy

Table 3: 10: Extent and Status of Existing Catalytic Projects

Project Description		Type of Development	Current Status
1 **Hillside View**	Phase 1	839 Social Housing Units	402 units under construction
	Phase 2	600 BNG/GAP Housing Units	Under Construction (14% Complete)
	Phase 3	Bonded Housing	Currently installing Infrastructure
	Phase 4	900 Social Housing Units	Currently installing Infrastructure
	Phase 5	330 BNG Housing Units	Currently installing Infrastructure
	Phase 6	1436 GAP/ FLISP Housing Units	Currently installing Infrastructure
Vista Park 2	Phase 1	1400 CRU Units	Planning (Complete) Preliminary Designs (90% complete) Detail Designs (Refer to key milestones) Tenders & Procurement (Refer to key milestones) Construction (Refer to key milestones)
	Phase 2	1600 Social Housing	
	Phase 3	1842 Bonded Housing	
	Phase 4	442 BNG Housing	
	Phase 5	376 FLISP Housing	

Phases 1 - 10 **Vista Park 3**	5135 GAP/BNG/Mixed Units	Planning (Complete) Preliminary Designs (90% complete) Detail Designs (Refer to key milestones) Tenders & Procurement (Refer to key milestones) Construction (Refer to key milestones)

The Mixed Housing Development Strategy seeks to support the objectives of National Government's IRDP Programme, as discussed in the previous part of this report. More specifically, the mixed Housing Strategy manifests in the implementation of several Social Housing and Inner-City Rejuvenation Programmes in the City.

i) Social Housing Program:

The Social Housing can only be applied in "restructuring zones," which are zones identified as areas of economic opportunity and where urban renewal and restructuring impacts can best be achieved. Brandwag Social Housing is one of the first Social Housing projects implemented by the MMM, where more than 1,000 rental units were developed with the assistance of the Provincial Department of Human Settlements. The Municipality realises that the success of Social Housing Projects is often determined by the participation of the private sector. In this regard several other projects are currently being implemented in cooperation with private developers as part of the city's catalytic project approach in Vista Park and Hillside View. (Refer to **Table 3:10**).

In addition, the MMM has already developed conceptual designs for

ii) Inner City Rejuvenation mixed-land use developments in respect of three other remaining when the two greatest higher educational facilities are considered (i.e. the University of the Free State, and the Central University of Technology) it is clear that at least 48,719 students reside in and around Bloemfontein to further their education. These statistics also prove that higher education is one of MMM's chief advantages and therefore the City must take all measures possible to ensure that it facilitates the higher education sector. **The current potential shortfall for formal student accommodation is estimated at approximately 40,903 students.** Student housing must ideally be located within 800 m – 1,500 m from institutions of higher education, and not be further than 2,500 m. from institutions.

Community Residential Units: A total of 812 CRU units are currently being developed at Dark and Silver City, which are linked to the Phase 1 IPTN route along Maphisa Road. In addition to this, the municipality is also busy developing 40 rental units at White City.

CBD Regeneration: Bloemfontein has an existing CBD Master Plan. Some of the more prominent projects include the Hoffman Square development (which is completed), the Waaihoek Precinct and relocation of the Bloemfontein Zoo.

The City has also introduced a Urban Development Zone (UDZ) around the CBD to encourage private developers to invest in the inner City, which will also be extended to Thaba Nchu and Botshabelo. **Table 3:11** below summarises the Inner City housing projects which are currently being implemented.

Table 3: 11: Extent and Status of Inner City Housing Projects

Project Type	Project Description	Type of Development	Current Status
Social Housing	Brandwag Phase 1	402 Rental Units	Completed
	Brandwag Phase 2	495 Rental Units	341 units Completed. 154 units under construction
	Phase 3	154 Rental Units	Under construction with HSDG, RCG, Institutional Subsidies & NHFC (loan) funding
Dark & Silver City CRU's	Bottom Site	526 CRU Units	Under construction with HSDG funding
	Top Site	286 CRU Units	Under construction with HSDG funding
Municipal rental Stock	White City	40 rental Units (20 duplex's)	Under construction with own Metro funding

3.4.5. Community Facilities

Serving the social needs of communities by way of a comprehensive range of community facilities is one of the key requirements towards establishing sustainable human settlements. The MMM currently holds a diverse range of community facilities distributed across its area of jurisdiction, with such facilities mainly clustered around the urban nodes within the municipal area (refer to **Table 3:12**).

Table 3: 12: Mangaung Community Facilities

Town	Mangaung	Botshabelo	Thaba-Nchu	Wepener Qibing	Dewetsdorp Morojaneng	Van Stadensrus Thapelong	Soutpan Ikgomotseng	Mangaung Rural
Hospital/Clinic with Casualty	12	1	1					
Clinic	21	7	7	1	1	1	1	
Health Care Services	14							
Cemetery	10	2	38	6	5	1	3	
Police Station	11	2	2	1	1	1	1	1
Magistrates Court	5	1		1				
Correctional Services	1			1				
Fire Services	1		1		1			
Library	9	1	1		2		1	
Community Centre/Hall	7	1	2					

Postal Service	23	1	2	1	1			
Primary School	65	18	20	1	1	1		43
Secondary School	31	13	7	1	1	1		1
Intermediate School		28	5	1				9
Combined School	16	1	1	1	1		1	
Specialised School	7		2		1			2
Tertiary Institutions	15		1					

The availability, size and level of service differ widely between these nodes with the larger, higher order facilities located closer to the more affluent urban areas.

- **Education:**

Figure 3:24 depicts the spatial distribution of education facilities within the municipal area. It is evident that the majority of schools are clustered around Bloemfontein, Botshabelo and Thaba Nchu. The rural villages in the traditional authority areas to the north and south of Thaba Nchu are also well-served with primary schools (and a few intermediate schools) as reflected on **Figure 3:24**.

Tertiary educational institutions are mostly concentrated in Bloemfontein with the University of Free State (UOVS) and the Central University of Technology (CUT) being the most prominent. The best educational facililties are, however, far from disadvantaged communities who cannot afford the travelling costs required to access such facilities.

- **Health:**

Almost all the hospitals, clinics and health care services are located within the urban nodes of the MMM as shown on **Figure 3:25**. It is, however, possible that the rural farming areas and the rural villages around Thaba Nchu are served by way of mobile clinic services.

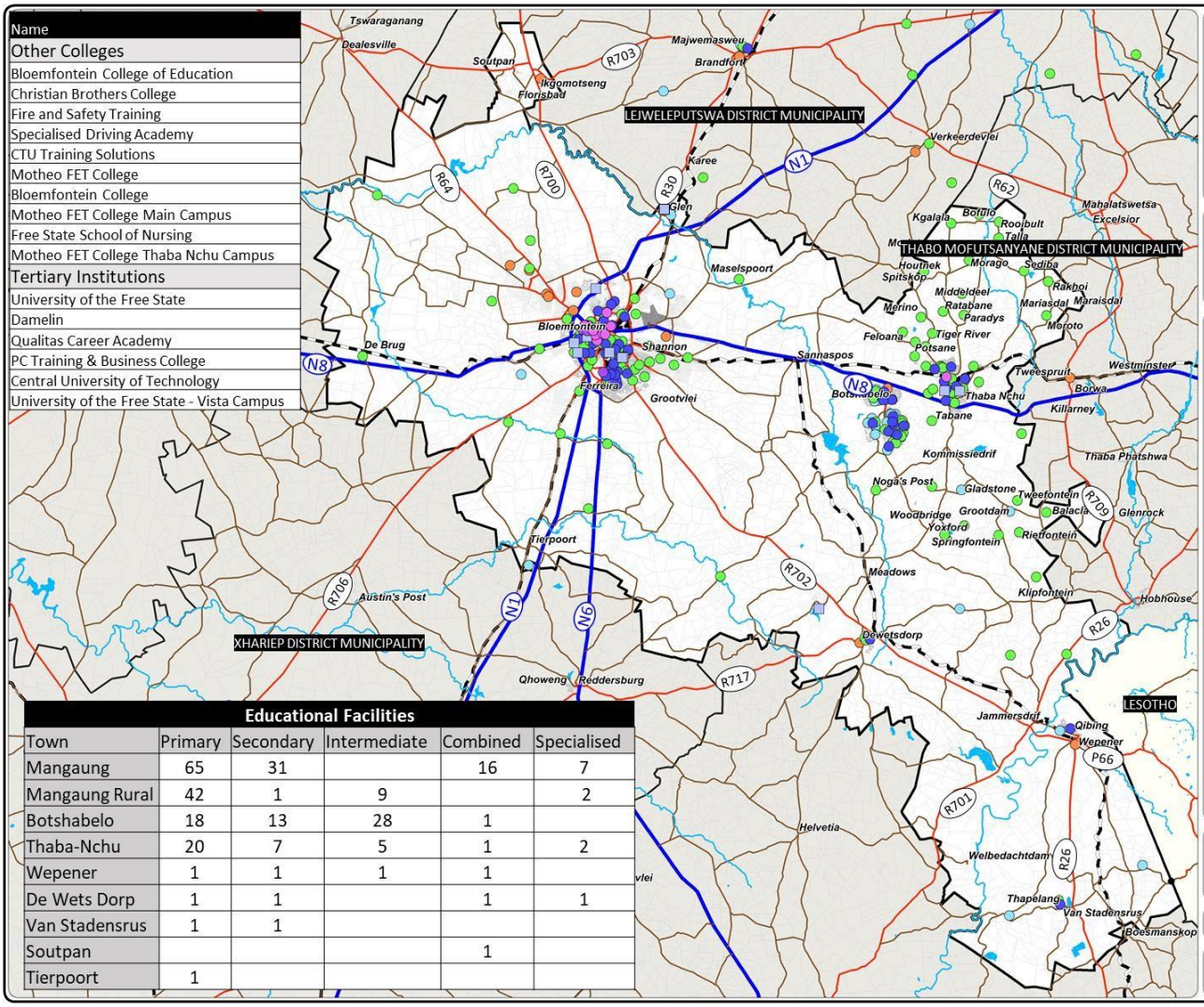
- **Safety and Security:**

MMM has about 20 police stations of which 11 are located in/around Bloemfontein and the Mangaung Township area. Courts are located in Mangaung, Botshabelo, Dewetsdorp and Wepener as depicted on **Figure 3:26**.

- **Other Community Facilities:**

There are an estimated 14 libraries, 10 community centres, 28 postal centres in the municipal area – mostly located in the urban centres as shown on **Figure 3:27**.

Name
Other Colleges
Bloemfontein College of Education
Christian Brothers College
Fire and Safety Training
Specialised Driving Academy
CTU Training Solutions
Motheo FET College
Bloemfontein College
Motheo FET College Main Campus
Free State School of Nursing
Motheo FET College Thaba Nchu Campus
Tertiary Institutions
University of the Free State
Damelin
Qualitas Career Academy
PC Training & Business College
Central University of Technology
University of the Free State - Vista Campus



Educational Facilities

Town	Primary	Secondary	Intermediate	Combined	Specialised
Mangaung	65	31		16	7
Mangaung Rural	42	1	9		2
Botshabelo	18	13	28	1	
Thaba-Nchu	20	7	5	1	2
Wepener	1	1	1	1	
De Wets Dorp	1	1		1	1
Van Stadensrus	1	1			
Soutpan				1	
Tierpoort	1				

MANGAUNG
AT THE HEART OF IT ALL

Educational Facilities

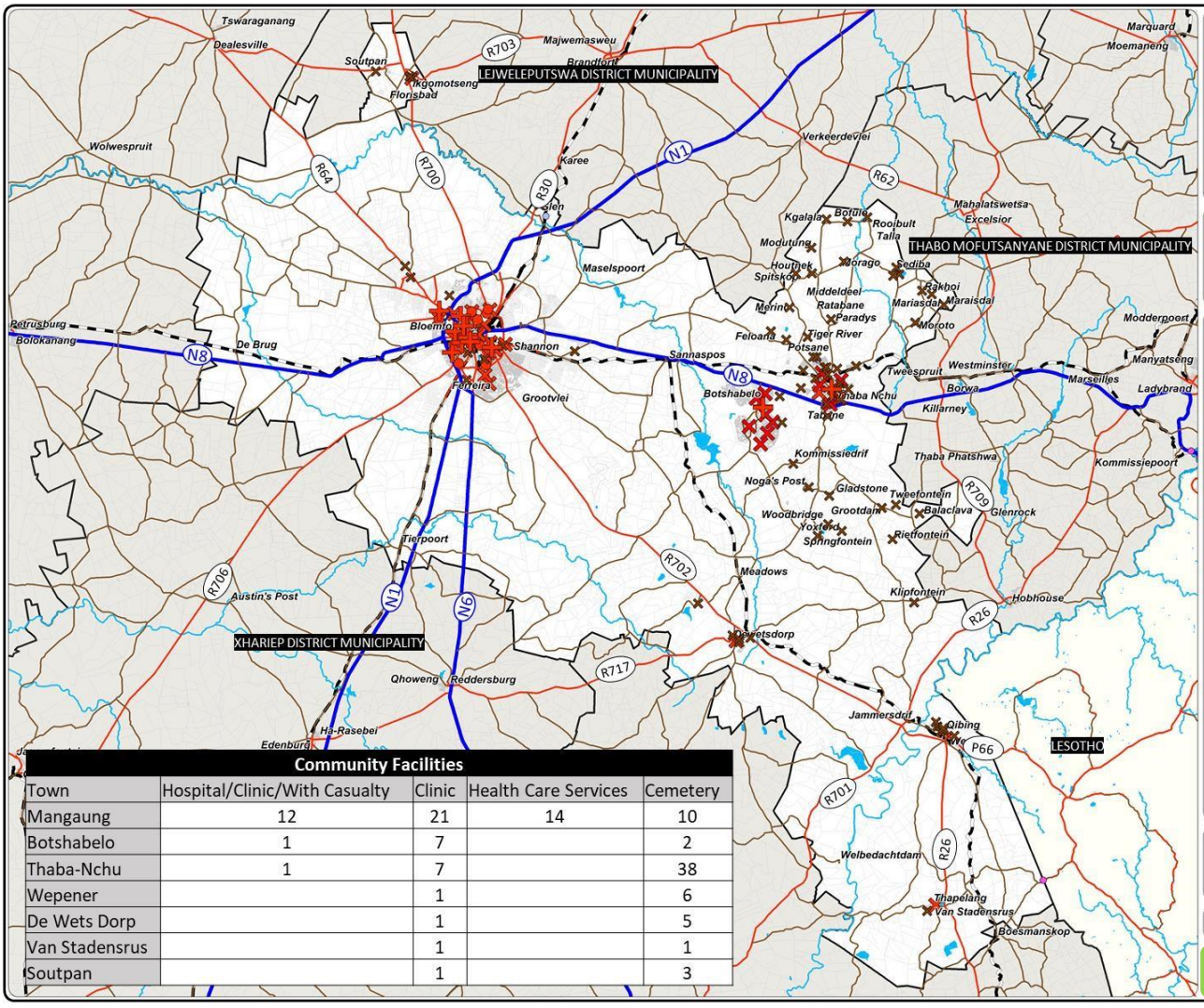
Legend
- Cadastral
- Combined School
- Primary School
- Intermediate School
- Secondary School
- Specialized School
- Other College
- Tertiary Institution
- National Roads
- Provincial Roads
- Dams/Rivers

Source: Department of Education 2018

N

0 3 6 12 18 24 30 km

Figure 3:24



Community Facilities

Town	Hospital/Clinic/With Casualty	Clinic	Health Care Services	Cemetery
Mangaung	12	21	14	10
Botshabelo	1	7		2
Thaba-Nchu	1	7		38
Wepener		1		6
De Wets Dorp		1		5
Van Stadensrus		1		1
Soutpan		1		3

MANGAUNG
AT THE HEART OF IT ALL

Health Facilities and Cemeteries

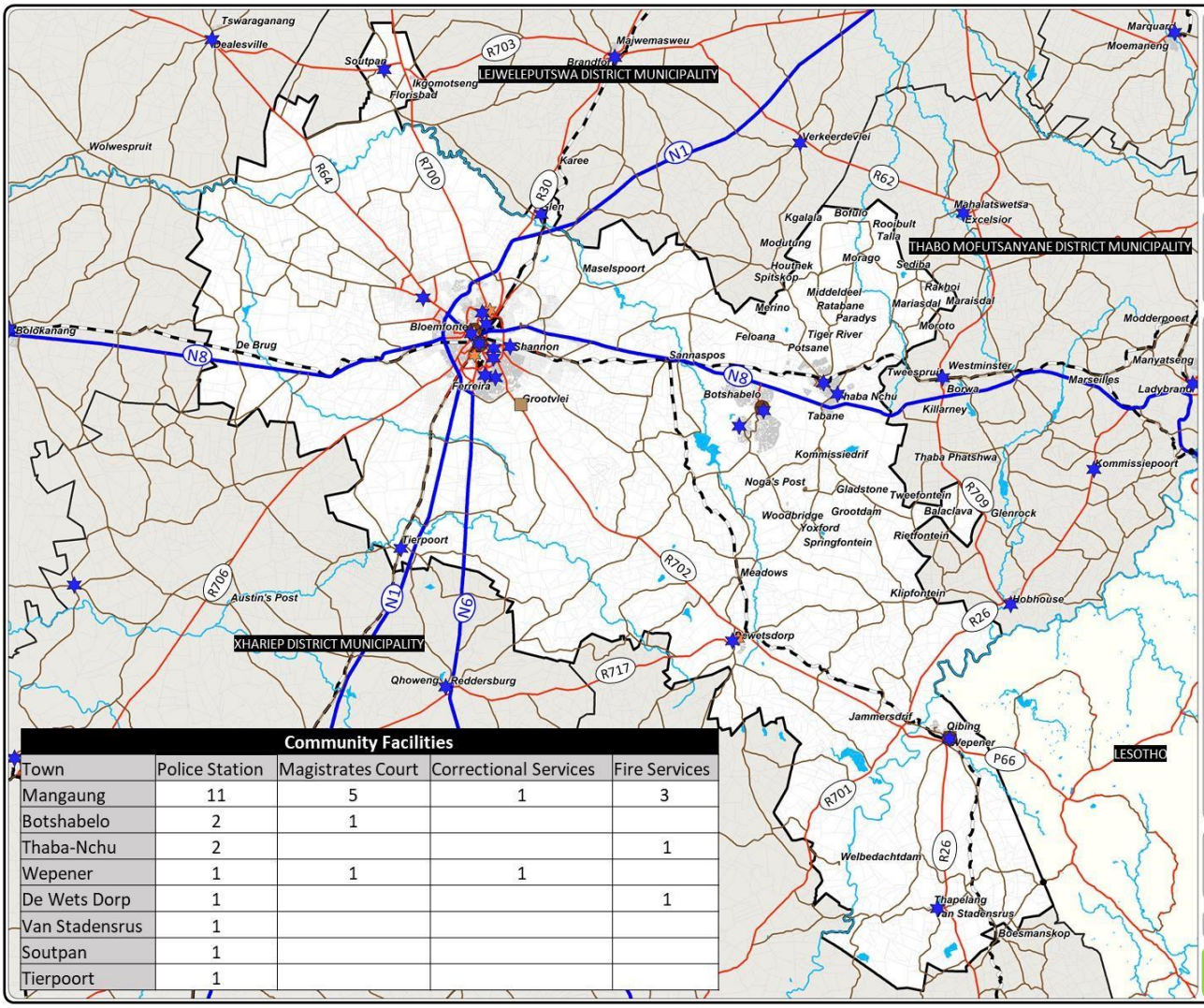
Legend
- Cadastral
- Hospital
- Clinic
- Health Care Services
- Cemeteries
- National Roads
- Provincial Roads
- Other Roads
- Border Post
- Dams/Rivers

Source: Ex Plan Google; FS Mapbooks

N

0 3 6 12 18 24 30 km

Figure 3:25



Community Facilities

Town	Police Station	Magistrates Court	Correctional Services	Fire Services
Mangaung	11	5	1	3
Botshabelo	2	1		
Thaba-Nchu	2			1
Wepener	1	1	1	
De Wets Dorp	1			1
Van Stadensrus	1			
Soutpan	1			
Tierpoort	1			

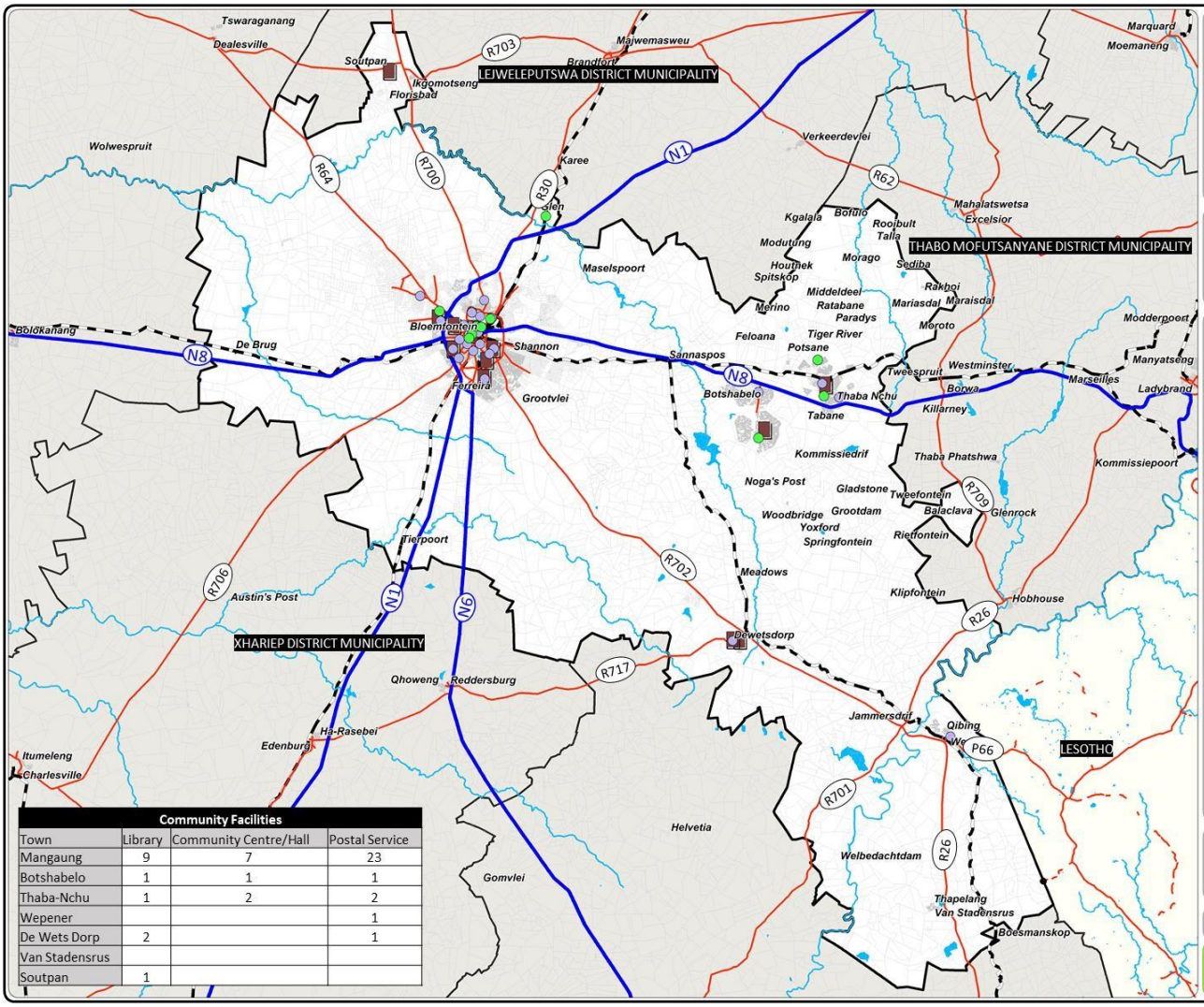
MANGAUNG
AT THE HEART OF IT ALL

Safety and Security

Legend
- Cadastral
- Fire Brigade
- Police Stations *
- Magistrates Court
- Correctional Facility
- National Roads
- Provincial Roads
- Other Roads
- Border Post
- Dams/Rivers

Source: South African Police Service; Google; FS Mapbooks

Figure 3:26



Community Facilities

Town	Library	Community Centre/Hall	Postal Service
Mangaung	9	7	23
Botshabelo	1	1	1
Thaba-Nchu	1	2	2
Wepener			1
De Wets Dorp	2		1
Van Stadensrus			
Soutpan	1		

MANGAUNG
AT THE HEART OF IT ALL

Community Facilities

Legend
- Cadastral
- Library
- Community Centre / Hall
- Postal Service
- National Roads
- Provincial Roads
- Other Roads
- Border Post
- Dams/Rivers

Source: South African Police Service; Google; FS Mapbooks

Figure 3:27

3.4.6. Engineering Services

- As illustrated on **Diagram 3:8** the MMM currently serves 44% of all households with water inside the yard; 47% receives piped water inside the house/dwelling and 6% from a community stand.
- As far as sanitation is concerned, it is clear that an estimated 71% of households have access to sanitation facilities (flashing toilets). An additional 22% have pit toilets without ventilation and 3% have bucket toilets while 2% have no facilities. The backlogs in this regard are most prominent in the rural areas and in Botshabelo-Thaba Nchu **(Diagram 3:8)**.
- An estimated 81% of the MMM households have access to electricity with the largest backlogs in this regard being recorded in the rural parts of the municipality (see **Diagram 3:9**).
- Weekly refuse removal services are provided to about 59% of all households and an additional 3% receive similar service less frequently. About 21% of households make use of their own refuse dumps and 3% have access to a communal dump.

3.4.6.1. Water

The MMM is both a Water Services Authority and a Water Service Provider and is therefore obliged to fulfil its mandate of providing access to safe and reliable potable water to its consumers. **Figure 3:28** graphically illustrates the bulk water supply system for the MMM.

There are four main water sources for the municipality as summarised below:

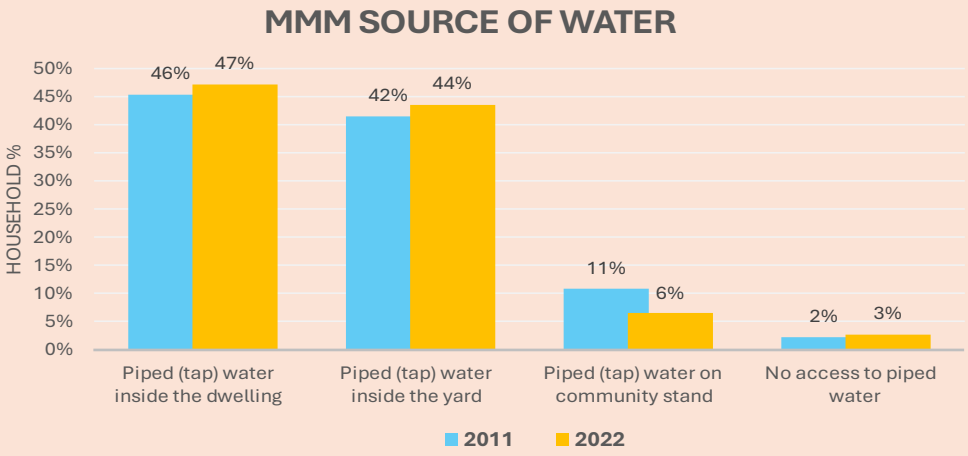
- MMM as the WSA provide water services to seven areas, namely Bloemfontein, Botshabelo and Thaba Nchu, Dewetsdorp, Wepener, Vanstadenrus and Soutpan. MMM has a water services provider named Vaal Central (VC). VC owns and operates three water treatment works (WTWs), namely Welbedacht WTW situated in Wepener, Rustfontein WTW situated close to Botshabelo and Groothoek WTW situated in Thaba Nchu. MMM owns and operates Maselspoort WTW for supply of water to Bloemfontein's northern areas.
- Welbedacht WTW which has a capacity of treating 145ML/day of water receives water from Welbedacht dam. This treatment works supplies water to Bloemfontein, Wepener, Dewetsdorp, Edenburg and Reddersburg. Rustfontein WTW which has a treatment capacity of 100 ML/day receives water from the Novo transfer scheme. The water is pumped from Caledon River by Tienfontein pumps to Knellpoort dam. The Novo pump station pumps water from Knellpoort dam to the upper reaches of Modder River. The water then gravitates along Modder River to feed Rustfontein and Mockes dams. Rustfontein WTW supplies water to Botshabelo and Thaba Nchu.
- Groothoek WTW receives water from Groothoek dam. The WTW has a treatment capacity of 18 ML/day. It supplies water to certain parts of the Northern and Southern rural villages and certain parts of Thaba Nchu peri-urban areas. Groothoek WTW augments water supply from Rustfontein

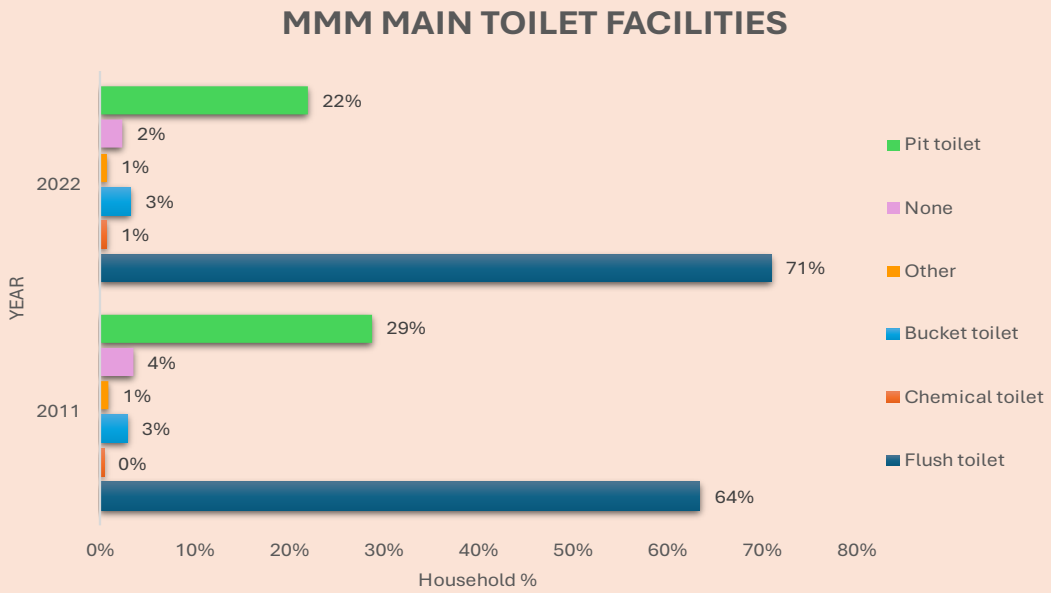
WTW which supplies the above-mentioned areas. Maselspoort WTW has a treatment capacity of 110ML/day and receives water from Mockes dam. It supplies water to northern areas of Bloemfontein.

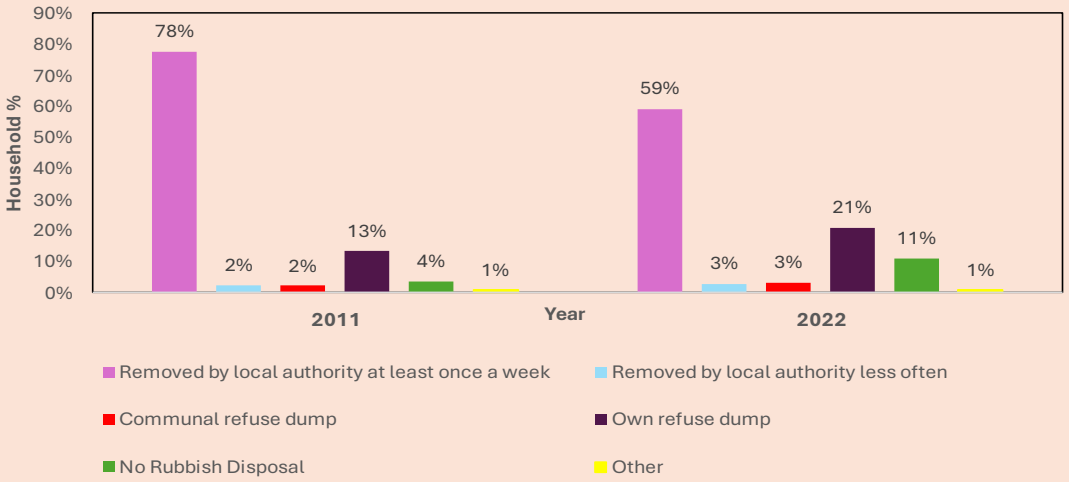
- Krugersdrift Dam supplies water to Soutpan, the Dam is managed by Orange-Riet Water User Association. The water in the dam is sufficient to supply Soutpan. Krugersdrift is not included in the Caledon-Modder Subsystem water restriction. The restriction is only for users on the Modder River upstream of Maselspoort. Krugersdrift Dam is downstream of Maselspoort.
- Van Stadensrus is downstream of Welbedacht Dam and does not impact on the Caledon-Modder System. It does contribute to the Orange River System and is quite small to have a significant impact on Xhariep Dam.
- The remaining rural villages and farming areas are served by a number of local boreholes
- The Welbedacht Water Treatment Works forms part of the Caledon River Water Region while the Rustfontein, Groothoek and Maselspoort Water Treatment Works all form part of the Modder River Water Region. Water supply in the Modder River is augmented from the Caledon River via a number of pumpstations in the vicinity of the Knellpoort Dam into the Rietspruit and eventually into the Modder River.

- .

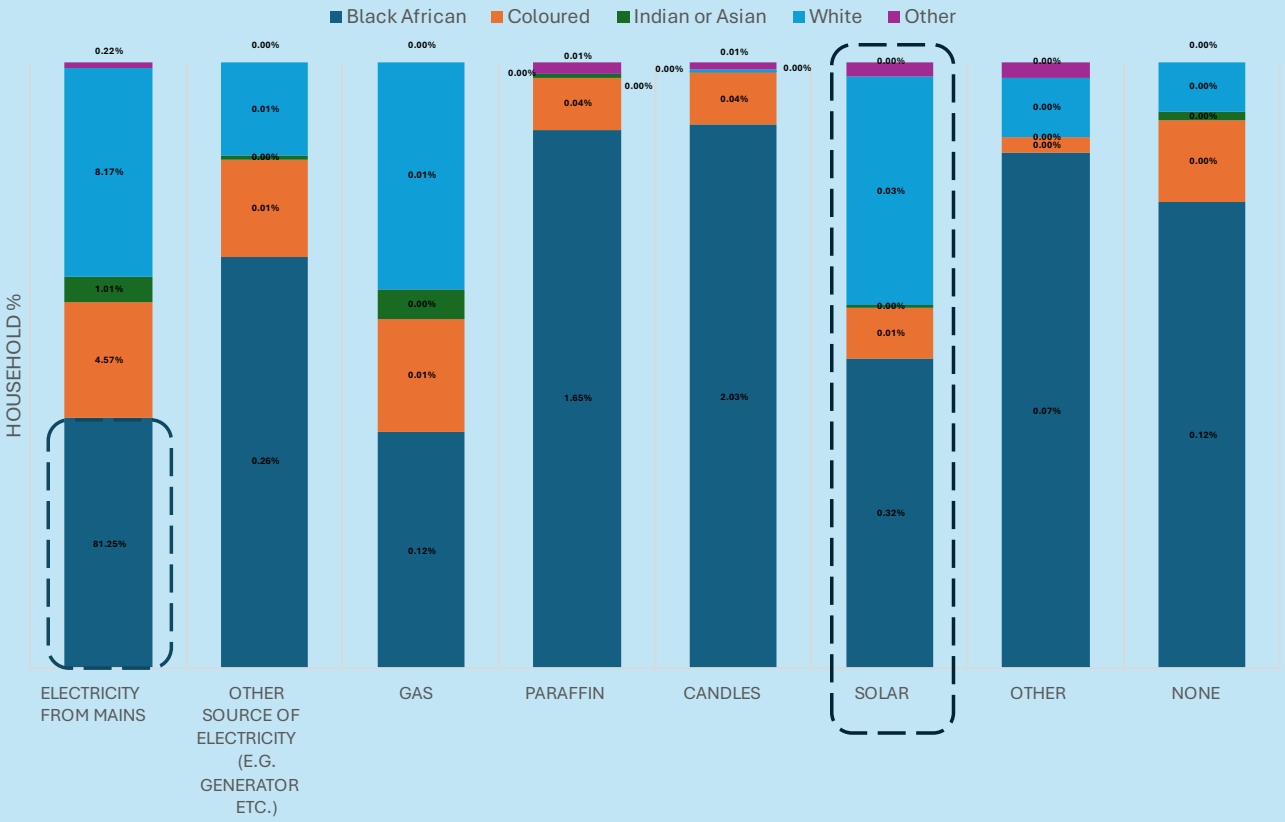
MANGAUNG HOUSEHOLD SERVICES A – MMM	Diagram 3:8





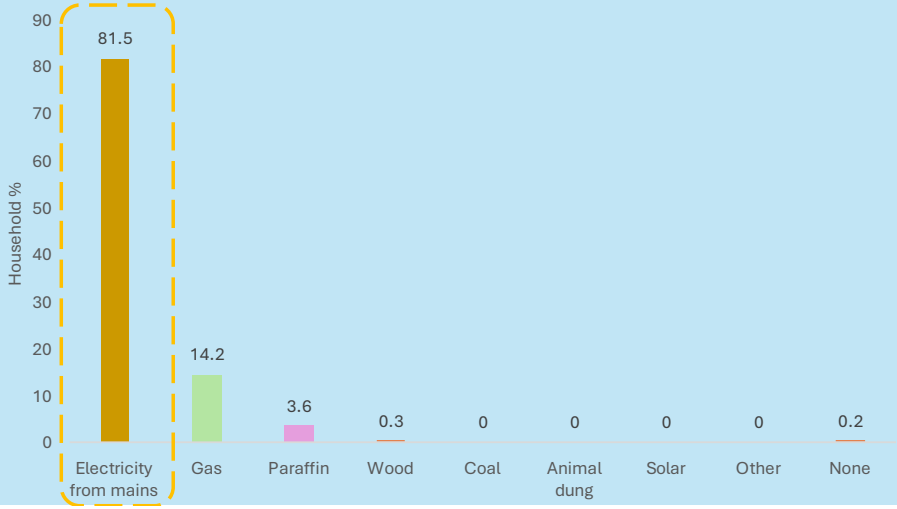


MMM SOURCE OF ENERGY FOR LIGHTING



- About 81% of the Black households are using electricity as their main source of energy for lighting
- Despite the frequent load shedding in the country, less than 0.35 % of the households in Mangaung across all races are using renewable energy (solar) as their source of energy for lighting up their households

MMM SOURCE OF ENERGY FOR COOKING



- 81.5 % of Mangaung households are using electricity to cook

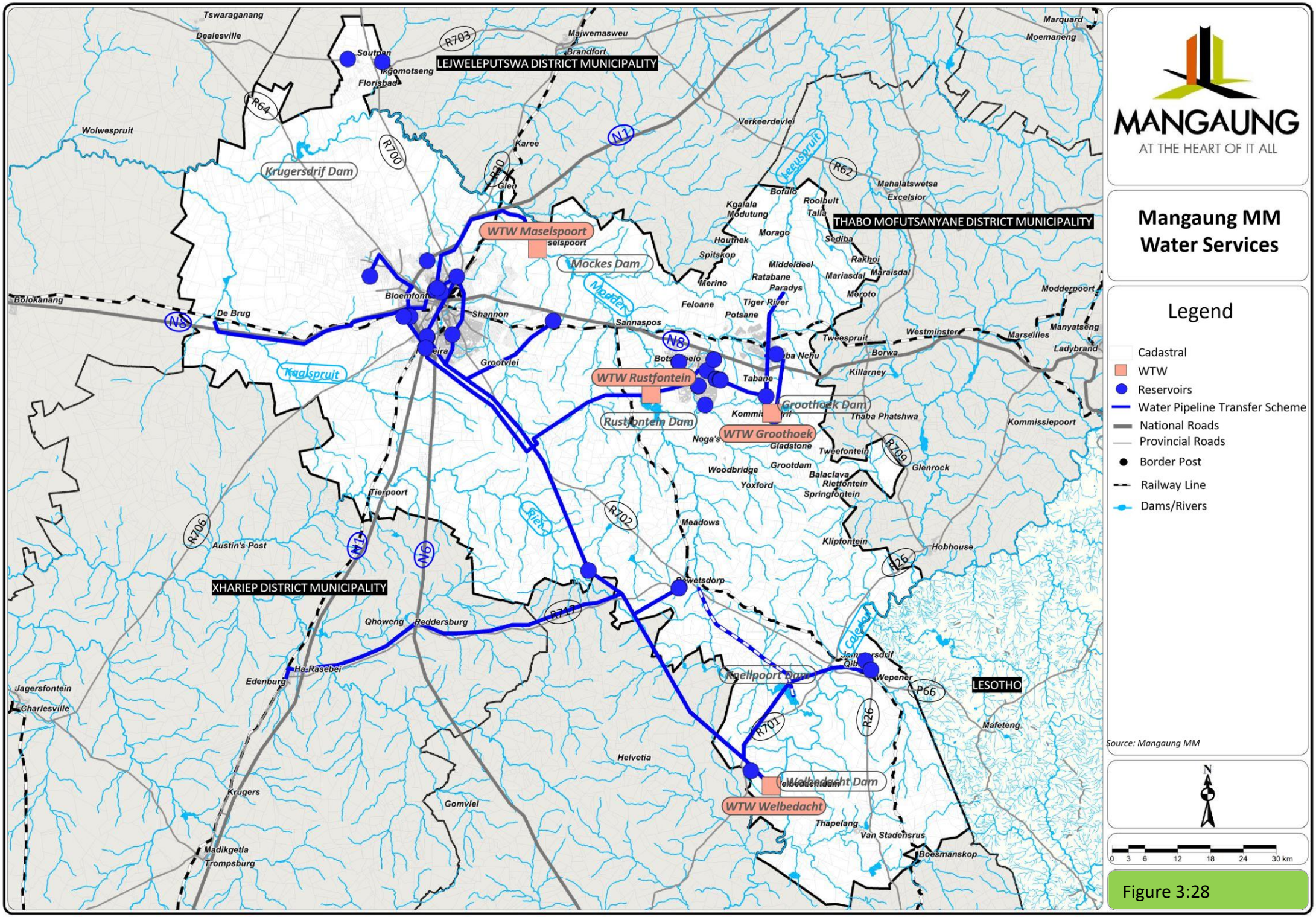

MANGAUNG
AT THE HEART OF IT ALL
Mangaung MM
Water Services
LEJWELEPUTSWA DISTRICT MUNICIPALITY
THABO MOFUTSANYANE DISTRICT MUNICIPALITY
XHARIEP DISTRICT MUNICIPALITY
LESOTHO
WTW Maselspoort
Mockes Dam
WTW Rustfontein
Rustfontein Dam
WTW Groothoek
Groothoek Dam
Krugersdrif Dam
Knellpoort Dam
WTW Welbedacht
Welbedacht Dam
Legend
Cadastral
WTW
Reservoirs
Water Pipeline Transfer Scheme
National Roads
Provincial Roads
Border Post
Railway Line
Dams/Rivers
Source: Mangaung MM
0 3 6 12 18 24 30 km

Figure 3:28

3.4.6.2. Sanitation

Most of the Waste Water Treatment Works (WWTW) in Mangaung as depicted in **Figure 3:29** are operating to full capacity, whilst several other are completely under capacity. The combined capacity of all WWTW is 118.4 Ml/day, whilst the current demand is 164.12 ML/day. The demand therefore exceeds the existing capacity with 45.72 ML/day. The current status and extent of Waste Water Treatment Works (WWTW) in MMM is summarized in **Table 3:13** below.

Table 3: 13: Extent of WWTW in MMM (Centre for Environmental Management, 2016, p.34)

Treatment Works and (Licence No.)	Class, Design Capacity (Ml/d) & Discharge	Status and comments
Bloemfontein BloemSpruit (permit 842B)	Class: B Capacity: 56 Vaal, Harts and SkoonSpruit CMA.	Existing Lawful Use: Basic Assessment for decommissioning submitted; Rehabilitation of access roads in Progress; Cleaning and refurbishment of digesters and two new digesters in detail design stage; Cleaning, repair and refurbishment of sludge drying beds.
Bloemfontein Sterkwater (16/2/7/C522/D1/X)	Class: C Capacity: 10 Discharge CMA undetermined.	Unlicensed, Exemption: Application for integrated environmental authorisation submitted 24/10/2011 Undergoing extension (doubling of capacity)
Bloemfontein Welvaart	Class: C Capacity: 6 Discharge CMA undetermined.	Existing Lawful Use:
Bloemfontein Bainsvei	Class: D Capacity: 5 Discharge to Irrigation Ponds	Existing Lawful Use: Refurbishing in process (installation of UV pilot system); Rehabilitation of sludge ponds including outlet structures and access ramps.
Bloemfontein Northern Works (16/2/7/C522/D1)	Class: B Capacity: 1 Orange, Caledon &Kraai.	General authorisation: Undergoing expansion

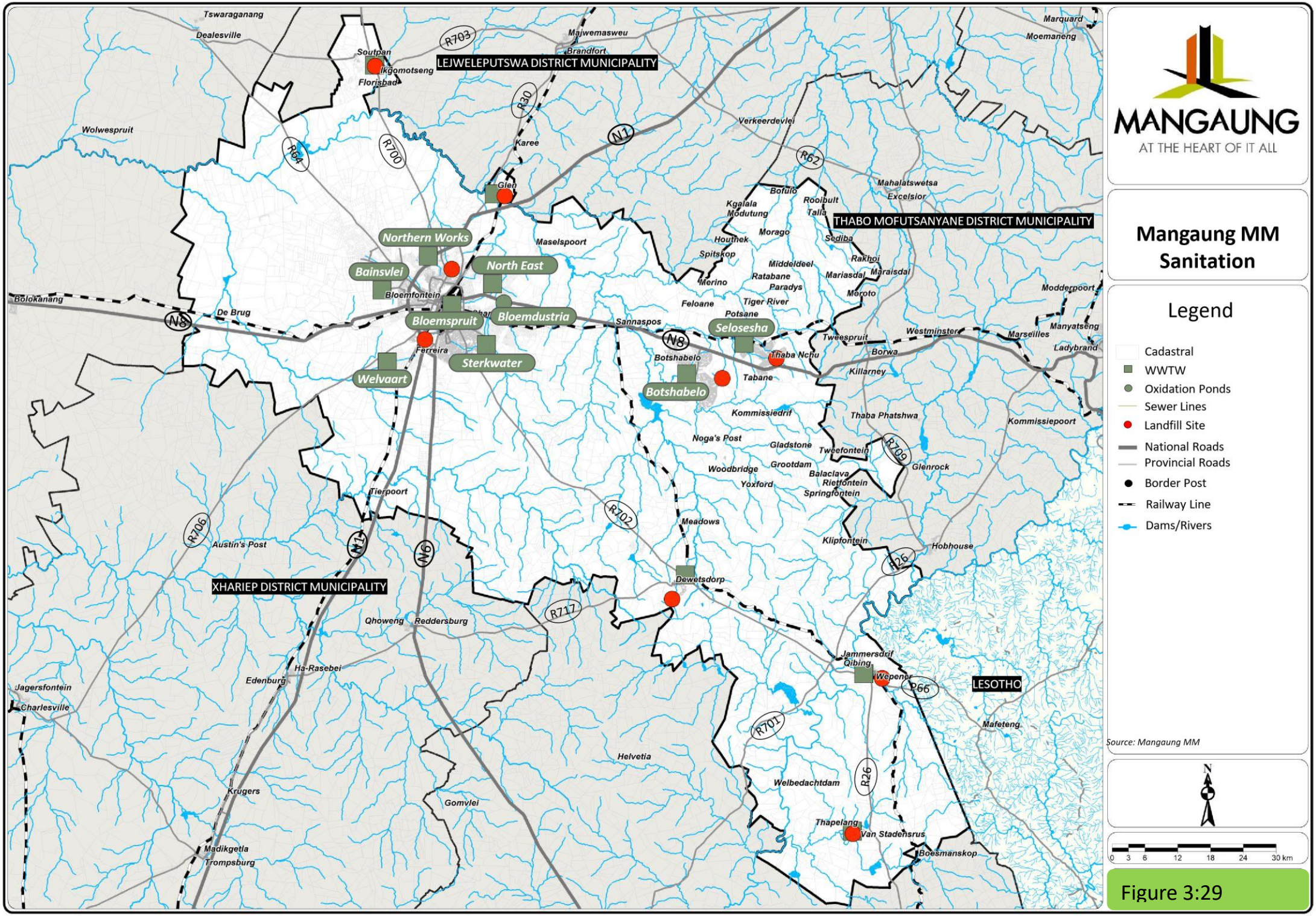

MANGAUNG
AT THE HEART OF IT ALL
Mangaung MM Sanitation
Legend
Cadastral
WWTW
Oxidation Ponds
Sewer Lines
Landfill Site
National Roads
Provincial Roads
Border Post
Railway Line
Dams/Rivers
Source: Mangaung MM
0 3 6 12 18 24 30 km
LEJWELEPUTSWA DISTRICT MUNICIPALITY
THABO MOFUTSANYANE DISTRICT MUNICIPALITY
XHARIEP DISTRICT MUNICIPALITY
LESOTHO
Northern Works
North East
Bainsvlei
Bloemspruit
Bloemdustria
Sterkwater
Welvaart
Botshabelo
Selosesha
Dewetsdorp
Wepener
Thapelang
Van Stadensrus
Boesmanskop
Jammersdrif
Qibing
Soutpan
Ikgomotseng
Florisbad
Brandfort
Majwemasweu
Tswaraganang
Dealesville
Wolwespruit
Karee
Glen
Verkeerdevlei
Maselspoort
Bloemfontein
De Brug
Ferreira
Sannaspos
Botshabelo
Tabane
Thaba Nchu
Tweespruit
Borwa
Killarney
Kommissiedrif
Thaba Phatshwa
Noga's Post
Gladstone
Tweefontein
Glenrock
Woodbridge
Grootdam
Balaclava
Rietfontein
Springfontein
Yoxford
Meadows
Klipfontein
Hobhouse
Tierpoort
Austin's Post
Qhoweng
Reddersburg
Edenburg
Ha-Rasebei
Jagersfontein
Charlesville
Helvetia
Welbedachtdam
Mafeteng
Krugers
Gomvlei
Madikgetla
Trompsburg
Bolokanang
Verkeerdevlei
Mahalatswetsa
Excelsior
Bofulo
Rooibult
Kgalala
Modutung
Talla
Morago
Houthek
Sediba
Spitskop
Rakhoi
Middeldeel
Ratabane
Mariasdal
Merino
Paradys
Moroto
Feloane
Tiger River
Potsane
Modderpoort
Manyatseng
Westminster
Marseilles
Ladybrand
Marquard
Moemaneng
R703
R30
N1
R64
R700
R62
N8
R706
N6
R102
R717
R709
R26
R701
P66

Figure 3:29

Treatment Works and (Licence No.)	Class, Design Capacity (Ml/d) & Discharge	Status and comments
Bloemfontein Bloemdustria **(No registration certificate)**	Class: E Capacity: <1 Vaal, Harts & SkoonSpruit.	General authorisation:
Botshabelo (1272B)	Class: B Capacity: 20 Klein Modder River	Exemption: Water use registered. Water use application (WULA) submitted 14/05/2012. Undergoing extension (doubling of capacity).
Selosesha	Class: D Capacity: 6 SepaneSpruit& Modder-Riet Rivers.	Unlicensed: Water use application WULA submitted 16 March 2016. Undergoing extension.
Dewetsdorp Sewerage Works	Class: C Capacity: 2 KareefonteinSpruit.	Status Uncertain: Upgrading/extension recommended.
Wepener Sewerage Works	Class: C Capacity: 5 Sand Spruit.	Status Uncertain: Upgrading/extension recommended.
Van Stadensrus Sewerage Works	Class: C Capacity: 3 Wit Spruit.	Water Use Registered: Upgrading/extension recommended.
Soutpan Sewerage Works	Class: E Capacity: 0.7 Modder-Riet River.	Unlicensed: In the process of applying for a new licence. Upgrading/extension recommended.

Despite the current or planned upgrading efforts to improve performance of the various WWTWs, the following challenges are being experienced:

- WWTWs exceed the legal limits for key water quality parameters;
- Some WWTWs continue to exceed their design capacities;
- WWTWs do not meet the legal requirements for staffing and staff competencies;
- WWTWs have interim arrangements in terms of Section 21 of the NWA;
- Poor management of EIA processes, authorisations and records associated with upgrades;
- Poor management of water quality data, and
- Lack of environmental performance objectives and indicators recorded in the IDP and two SDBIPs.

3.4.6.3. Electricity

CENTLEC (SOC) Ltd has approximately 254,525 active customers; ranging from domestic to commercial and industrial consumers as detailed below:

- Domestic (99.30%)
- Commercial (0.27%)
- Industrial (0.30%)
- Public services (0.15%)

The area of supply in Mangaung is approximately 9,887 km^2 with the total length of overhead lines approximately 4,685 km (refer to **Figure 3:30**). The underground cables are approximately 2,500 km and the highest Maximum. Demand was 324MVA in July 2009 and currently averages about 294MVA.

Energy plays a pivotal role in the lives of the communities of MMM and it is therefore imperative for CENTLEC to ensure that plans are kept alive to the enhancement of socio-economic activities. The Master Plan (MP) is developed and maintained to ensure that effective planning and sound financial management of public finances are achieved.

Network development plans (NDP) are updated every year in line with the latest approved energy sector plans (Developed by CENTLEC), reprioritized and approved IDP program for MMM.

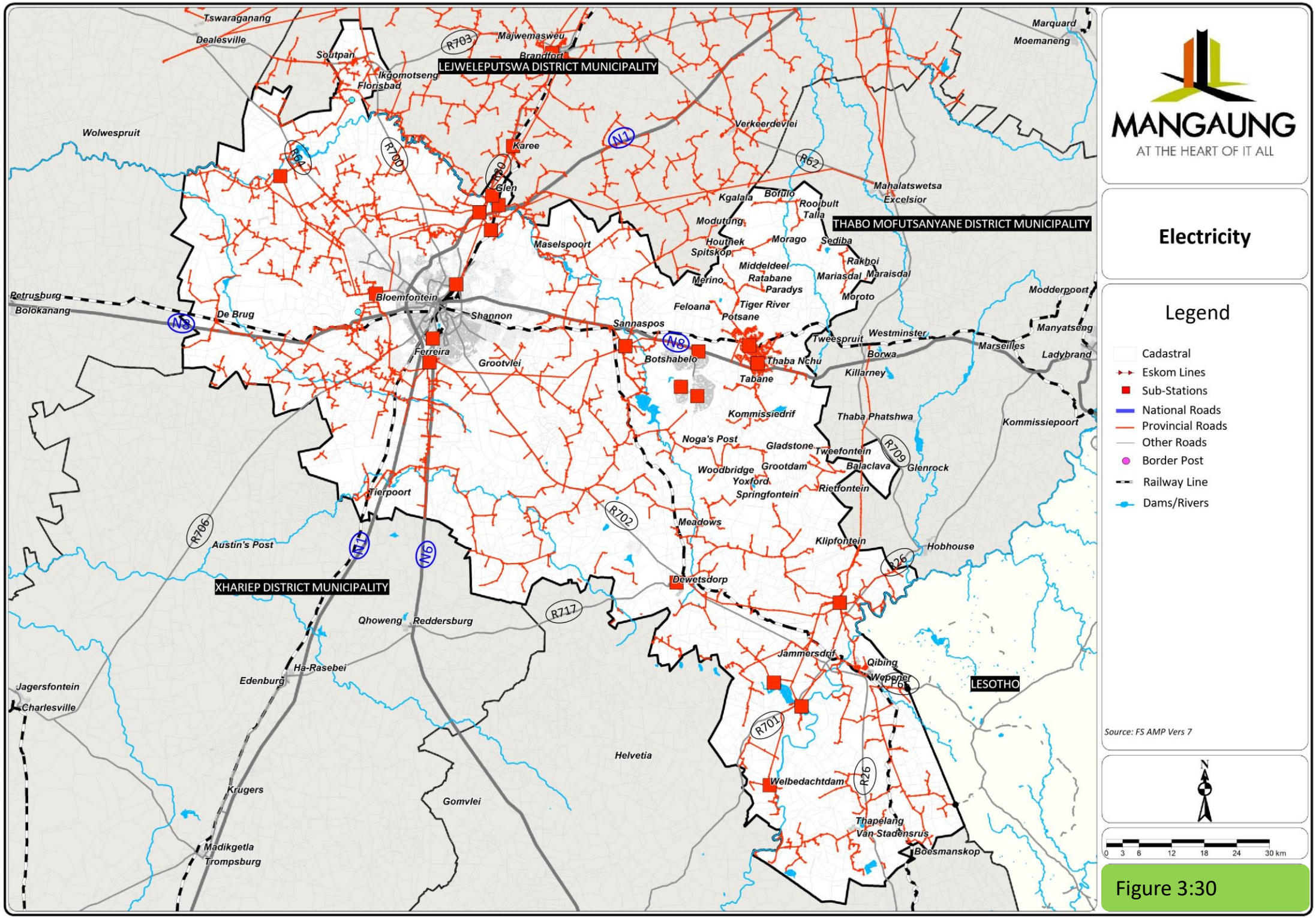

MANGAUNG
AT THE HEART OF IT ALL
Electricity
Legend
Cadastral
Eskom Lines
Sub-Stations
National Roads
Provincial Roads
Other Roads
Border Post
Railway Line
Dams/Rivers
Source: FS AMP Vers 7
N
0 3 6 12 18 24 30 km
LEJWELEPUTSWA DISTRICT MUNICIPALITY
THABO MOFUTSANYANE DISTRICT MUNICIPALITY
XHARIEP DISTRICT MUNICIPALITY
LESOTHO
Tswaraganang
Dealesville
Soutpan
Majwemasweu
Brandfort
Ikgomotseng
Florisbad
Wolwespruit
Karee
Glen
Verkeerdevlei
Marquard
Moemaneng
Mahalatswetsa
Excelsior
Kgalala
Boitilo
Rooibult
Talla
Modutung
Maselspoort
Houtnek
Spitskop
Morago
Sediba
Middeldeel
Rakhoi
Merino
Ratabane
Mariasdal
Maraisdal
Paradys
Moroto
Modderpoort
Petrusburg
Bolokanang
De Brug
Bloemfontein
Shannon
Feloana
Tiger River
Potsane
Sannaspos
Manyatseng
Tweespruit
Westminster
Marseilles
Ladybrand
Ferreira
Grootvlei
Botshabelo
Thaba Nchu
Borwa
Tabane
Killarney
Kommissiedrif
Thaba Phatshwa
Kommissiepoort
Noga's Post
Gladstone
Tweefontein
Balaclava
Glenrock
Woodbridge
Grootdam
Yoxford
Springfontein
Rietfontein
Tierpoort
Meadows
Klipfontein
Hobhouse
Austin's Post
Dewetsdorp
Qhoweng
Reddersburg
Jammersdrif
Qibing
Wepener
Ha-Rasebei
Edenburg
Jagersfontein
Charlesville
Helvetia
Welbedachtdam
Thapelang
Van-Stadensrus
Boesmanskop
Krugers
Gomvlei
Madikgetla
Trompsburg
R703
R64
R700
R30
N1
R62
N8
R706
N6
R702
R717
R709
R26
R701

Figure 3:30

3.4.6.4. Solid Waste

Most urban areas have access to waste services, whilst rural areas, farms, small holdings and some informal areas do not have access to the service due to, amongst other, accessibility and distance (see **Figure 3:29**). The currently licensed landfill sites are not being operated in accordance with the permit requirements and are therefore non-compliant, although efforts are being made in order to ensure operational compliance.

The following solid waste projects and initiatives are currently being implemented by the MMM:
Upgrading of three permitted landfill sites;

- Rehabilitation and official closure of Thaba Nchu landfill site;
- Establishment of a waste transfer station in Thaba Nchu, and
- Establishment of 5 drop –off/recycling facilities in Mangaung.

Table 3: 14: Summary of Landfill Sites in MMM (CEM, 2016, p.62)

Landfill site and (Licence No.)	Size & remaining air space	Status and comments
Bloemfontein Northern landfill site (16/2/7/C522/D1/Z2/P478)	Size: 40 ha Air space: 885 362 m_3	**Operational:** The MMM could be compelled to close this landfill due to its close proximity to the residential area.
Bloemfontein Southern landfill site (B33/2/350/2/P162)	Size: 117 ha Air space: 5 504 332 m_3	**Operational:** This site has the potential to develop a waste-to-energy project and also to create green jobs through the sorting and separation of waste.
Thaba Nchu waste disposal site (WML/BAR/02/2013)	Uncertain	**Closed:** The current Thaba Nchu landfill site is in the process of being closed in terms of the legal requirements.
Botshabelo Eastern landfill site (16/2/7/C521/D1/1/P255)	Size: 24 ha Air space: 1 330518 m_3	**Operational:** The life expectancy of this landfill site can be extended when the Thaba Nchu transfer station redirects waste.
Soutpan solid waste disposal site (WML/BAR/14/2014)	Uncertain	**Operational:** Major non-compliance with licence conditions.
Dewetsdorp solid waste disposal site (WML/BAR.25/2014) & (16/2/7/D203/D1/Z2/1)	Uncertain	**Operational:** This landfill site has been scheduled for closure and the closure licence has been issued. A new landfill site has been licensed, but it needs to be constructed.
Wepener waste disposal site (EM1/8/08/43)	Uncertain	**Operational:** Major non-compliance with licence conditions.
Van Stadensrus waste disposal site (Not licensed)	Uncertain	**Operational:** Concerns are raised about the impact of the landfill site on human and environmental health.

3.4.7. Local Area Spatial Structure and Land Use

The following section provides a more detailed description/ analysis of the spatial structure and land use features of each of the towns in the MMM.

3.4.7.1. Bloemfontein/Mangaung

Figure 3:31 illustrates the major land uses and spatial structure of Bloemfontein/Mangaung.

a) Spatial Structure and Development Trends

- The road network of Bloemfontein represents a classic radial concentric configuration of which the radial network includes route N1 (north and south); N8 (east and west); N6 (south); routes R64, R700 and R30 to the north-west; route 702 to the south-east; and route R706 to the south-west.
- The concentric network is not fully developed yet – see Wilcocks and George Lubbe Streets which forms a partially completed inner ring; and route N1 (blue) which represents the western halve of an imaginary outer ring to the City.
- For more than a century, the town was planned and developed around the Central Business District as the primary activity node, and supported by a number of industrial areas (Hamilton, Hilton and Ooseinde) in close proximity to the rail network and the Transnet rail yard.
- The radial road network served this central cluster of economic activity very effectively as a common destination. It should also be noted historically the main line of movement through the city was along route M30 (Raymond Mhlaba) running parallel to the west of the railway line and serving the Central Business District (CBD) and most of the industrial areas noted above (the bulk of the economic footprint) in a north-south orientation.
- The construction of the N1 western bypass by the late 1970s introduced a significant new structuring element to the city.
- The city gradually developed around the CBD in a sectoral form, with the railway line creating a strong functional barrier between the western and eastern parts of the city.
- The areas to the east of the railway line were reserved for the middle- and high-income communities (white communities before 1994), while the majority of the poor and previously disadvantaged communities were established in the area to the east, and more specifically in the Mangaung and Heidedal township areas to the south-east of the railway line.
- This approach isolated the poor from the bulk of economic opportunities and higher order community facilities which were mainly developed to the west of the railway line.
- Except for the industrial areas which flank these disadvantaged areas, these areas offer very few job opportunities and residents need to travel up to 15 kilometres to access the CBD and the economic activities beyond it.

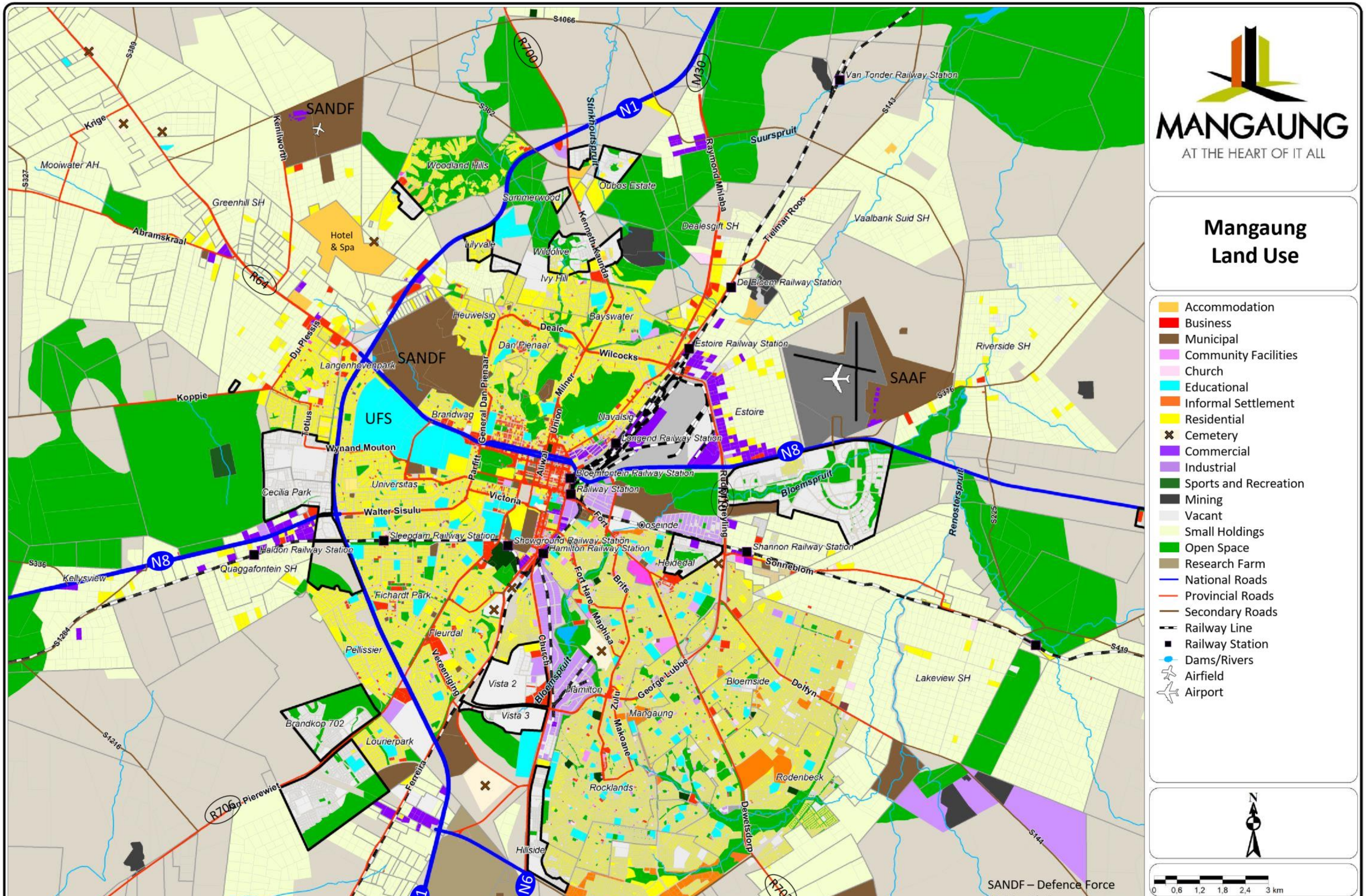

MANGAUNG
AT THE HEART OF IT ALL
Mangaung Land Use
Accommodation
Business
Municipal
Community Facilities
Church
Educational
Informal Settlement
Residential
Cemetery
Commercial
Industrial
Sports and Recreation
Mining
Vacant
Small Holdings
Open Space
Research Farm
National Roads
Provincial Roads
Secondary Roads
Railway Line
Railway Station
Dams/Rivers
Airfield
Airport
N
0 0,6 1,2 1,8 2,4 3 km
SANDF – Defence Force
SAAF – Air Force
UFS – University FS
SANDF
SAAF
UFS
Research Farm
Hotel & Spa
N1
N8
N6
M30
R700
R64
R706
R702
S4066
S389
S327
S362
S143
S376
S225
S419
S144
S336
S1284
S1216
S145
Krige
Mooiwater AH
Greenhill SH
Abramskraal
Kenilworth
Woodland Hills
Summerwood
Lilyvale
Wildolive
Ivy Hill
Oubos Estate
Stinkhoutspruit
Kenneth Kaunda
Raymond Mhlaba
Suurspruit
Van Tonder Railway Station
Dealesgift SH
Tielman Roos
Vaalbank Suid SH
De Bloem Railway Station
Estoire Railway Station
Estoire
Riverside SH
Heuwelsig
Bayswater
Deale
Dan Pienaar
Wilcocks
Du Plessis
Langenhovenpark
Koppie
Brandwag
General Dan Pienaar
Milner
Union
Navalsig
Longend Railway Station
Totius
Wynand Mouton
Universitas
Parfitt
Aliwal
Victoria
Bloemfontein Railway Station
Railway Station
Bloemspruit
Rudolf Greyling
Cecilia Park
Walter Sisulu
Sleepdam Railway Station
Showground Railway Station
Hamilton Railway Station
Fort
Ooseinde
Heidedal
Shannon Railway Station
Sonneblom
Haldon Railway Station
Quaggafontein SH
Kellysview
Fichardt Park
Fort Hare
Brits
Maphisa
Fleurdal
Pellissier
Vereeniging
Church
Vista 2
Vista 3
Bloemspruit
Hamilton
Zulu
George Lubbe
Bloemside
Dolfyn
Lakeview SH
Mangaung
Makoane
Brandkop 702
Lourierpark
Van Pierewiet
Ferreira
Rocklands
Rodenbeck
Dewetsdorp
Hillside
Hope Orchards SH
Grootvlei Prison
Renostersspruit

Figure 3:31

- Since 1994, the situation has been exacerbated as there has been a major relocation of services from the Bloemfontein CBD to a number of smaller, decentralized nodes along the major traffic routes in the western and north-western suburbs of the City.
- The N1 western bypass which was constructed by the late 1970s also contributed significantly to this new development trend.
- This phenomenon is particularly evident along Nelson Mandela Drive (R64), Walter Sisulu/N8 and Curie Street (R706) and more specifically around intersections along to the N1 freeway which provide access and visual exposure to passing regional traffic.
- This has led to under-utilized office space and general urban decay in the CBD while manufacturing, which is the dominant economic activity to the east of the railway line, has also been in decline over the past two decades.
- Residential areas like Brandwag, Willows and Universitas adjacent to the west of the CBD have also experienced land use change with a mixed land use character establishing along the major traffic routes which has given rise to typical ribbon developments along the main arterials (especially Nelson Mandela Drive).
- Strategic land uses like the provincial sport stadiums, University of the Free State, Central University of Technology, and Nurses Training College also exist in this area.
- The accommodation demand derived from these tertiary educational facilities resulted in the establishment of large scale formal and informal student accommodation in the surrounding residential areas which had a significant negative impact on the character of these suburbs.
- The far western areas of Bloemfontein (west of route N1) have also experienced rapid growth during recent years with extensive development in the Langenhovenpark area, while numerous new developments are still being planned further westwards towards Spitskop and Bainsvlei (± 36 ha of industrial/commercial uses).
- The area to the west of the N1-N8 intersection along route N8 also attracted significant new development, including about 77 ha of light industrial/commercial use and the proposed Cecilia Park and Brandkop Racetrack residential developments in the north-western quadrants of the N8-N interchange.
- The third prominent node is the N1-R706 interchange where the casino complex was developed and where two large scale residential projects are underway – Brandkop 702 and Lourierpark Phase 2.
- The N1-N6 interchange further to the south also led to the establishment of a few service industries in this area.
- To the south-west, the residential suburbs of Fichardt Park, Hospital Park, Fleurdal, Uitsig and Fauna are well-established with business nodes gradually establishing along Curie Avenue, specifically in the vicinity of the agricultural showgrounds and further south at the Fleurdal-Faunasig node.
- The north-western parts of Bloemfontein comprise middle- and higher-income residential areas like Dan Pienaar, Waverley, Noordhoek, Heuwelsig, Heliconhoogte and Bayswater.
- Several new middle- and high-income residential estates have been established in the northern extents of this area with the most prominent being Lilyvale, Wild Olive, Oubos and Summerwood, as

well as Woodland Hills and Red Rock Estate located further to the north-west along route R700 (Dr Kenneth Kaunda).

- To the north-east and east the land is predominantly used for industrial use (Ooseinde and the Transnet yard) and smallholdings (Estoire).
- Industrial/ commercial uses related to logistics/warehousing are gradually establishing along route M10 between route N8 and route M30 in the Estoire area.
- The Bram Fisher International Airport Precinct is located to the east thereof with a proposed northern and southern precinct to be developed over time comprising a mixture of commercial, retail, residential and tourism related activities.
- The area south of route N8 and up to the railway line comprises the Ooseinde industrial area, the Bloemspruit Wastewater Treatment Works, the Bloemfontein Golf Club, and several other sports facilities and small-scale farming in the Bloemspruit-Shannon area.
- The Mangaung residential area represents the south-eastern quadrant of the metropolitan area. Originally the township developed southwards in a narrow strip parallel to the east of Hamilton industrial area and Church Street (along Maphisa Road and Moshoeshoe Street up to Rocklands).
- Several activity nodes established in the Mangaung township area of which the Batho Node, Pelonomi/Twin Rivers Node, Home Affairs Node and Rocklands Node are the most prominent.
- In recent years the former township area expanded rapidly to the south-east on both sides of Dr Belcher Road (R702) and many of these new townships were formalized by way of the Upgrading of Informal Settlements Programme (UISP).
- Hillside View adjacent to the east of the University of Free State Vista Campus and the TVET College is a prominent new medium density residential development along Church Street while single residential development is gradually extending towards Grassland, Bloemside and Bloemspruit further to the east.
- A large percentage of this residential demand is derived from the illegal occupation of land in the form of informal settlement which mainly occurs along the south-eastern periphery of Mangaung where the majority of the 28 informal settlements in the metropolitan area are located. This stimulates urban sprawl as there is continuous pressure to formalize these settlements in-situ.
- This contradicts the principle of promoting medium to high density development closer to work opportunities which is one of the strategic objectives of the city. In turn, current trends of development along the edge of the urban footprint leads to longer travelling distances and the dislocation of poor people on the fringe of the City. It also increases travel demand which results in the congestion experienced on Dr Belcher Road which is the main link between Mangaung Township and the CBD.
- The southern part of the city between Ferreira Road and Church Street comprises the southern landfill site, a cemetery and Free State University Agricultural Research Centre to the south thereof. It also includes the proposed Vista 2 and Vista 3 residential developments to the north thereof around George Lubbe Street for which services are currently being installed.

b) Economic Activity

- **Figure 3:32** depicts the spatial distribution of retail uses throughout the city. It is evident that the bulk of the estimated 73,267 m^2 of retail space is located in the central and western parts of the city.
- Approximately 46% of all the retail space represents retail in shopping centres.
- **Figure 3:32** depicts the relative size of the various larger shopping centres of which the Loch Logan is the largest at approximately 80,000 m^2.
- The most significant growth/ expansion of retail space over the past four years occurred at the North Ridge Mall, Preller Square and The Towers.
- **Figure 3:33** shows the existing industrial/ commercial footprint of the city from which it is evident that there is about 405 ha of developed industrial land, 507 ha of commercial use (mostly in the Estoire area); and 16 ha of existing/ light industrial use. There is also some 245 ha of vacant industrial/ commercial land, most of which is located in the Bloemdustria/Highveld area.

c) Water Supply

Figure 3:34 depicts the most salient features of the bulk water infrastructure and the water reticulation network of Mangaung, summarised as follows:

- Water from the Welbedacth Dam feeds into the Brandkop reservoir which has storage capacity of about 136 ML, as well as the Longridge 1, 2 and 3 reservoirs located to the south-east and which hold capacity of 12 ML, 45 ML and 23 ML respectively.
- The Brandkop reservoir provides water directly to the Pellissier and Lourierpark areas to the south thereof.
- To the east thereof is a smaller 8 ML reservoir which provides water to Universitas and Wilgehof to the north, and which also links to the Longridge reservoirs.
- The three Longridge reservoirs serve the entire Mangaung, Heidedal, Ooseinde and Oranjesig functional area.
- The Maselspoort bulk feeder line provides water to the two reservoirs located at Arboretum (capacity = 44 ML and 46 ML), as well as the Roderick reservoir (11 ML), the Hamilton reservoir (56,8 ML) and the Naval Hill reservoir (35 ML).
- The Naval Hill reservoir serves the north-eastern parts of Bloemfontein, including Estoire and Bram Fisher International Airport.
- The Arboretum reservoirs serve the north-western residential areas while the Roderick and Hamilton reservoirs can augment supply to the Longridge reservoirs or the Arboretum reservoirs.

d) Sanitation

Figure 3:35 shows the sewer network in the Bloemfontein/Mangaung area with the following being the most important in this regard:

- The Bloemspruit Wastewater Treatment Works (56 ML) is located at Ooseinde to the east of the CBD and is the largest wastewater treatment plant in the city.
- There is also a treatment plant (10 ML) to the east of Rodenbeck along the Renosterspruit serving the southern extensions of Mangaung.

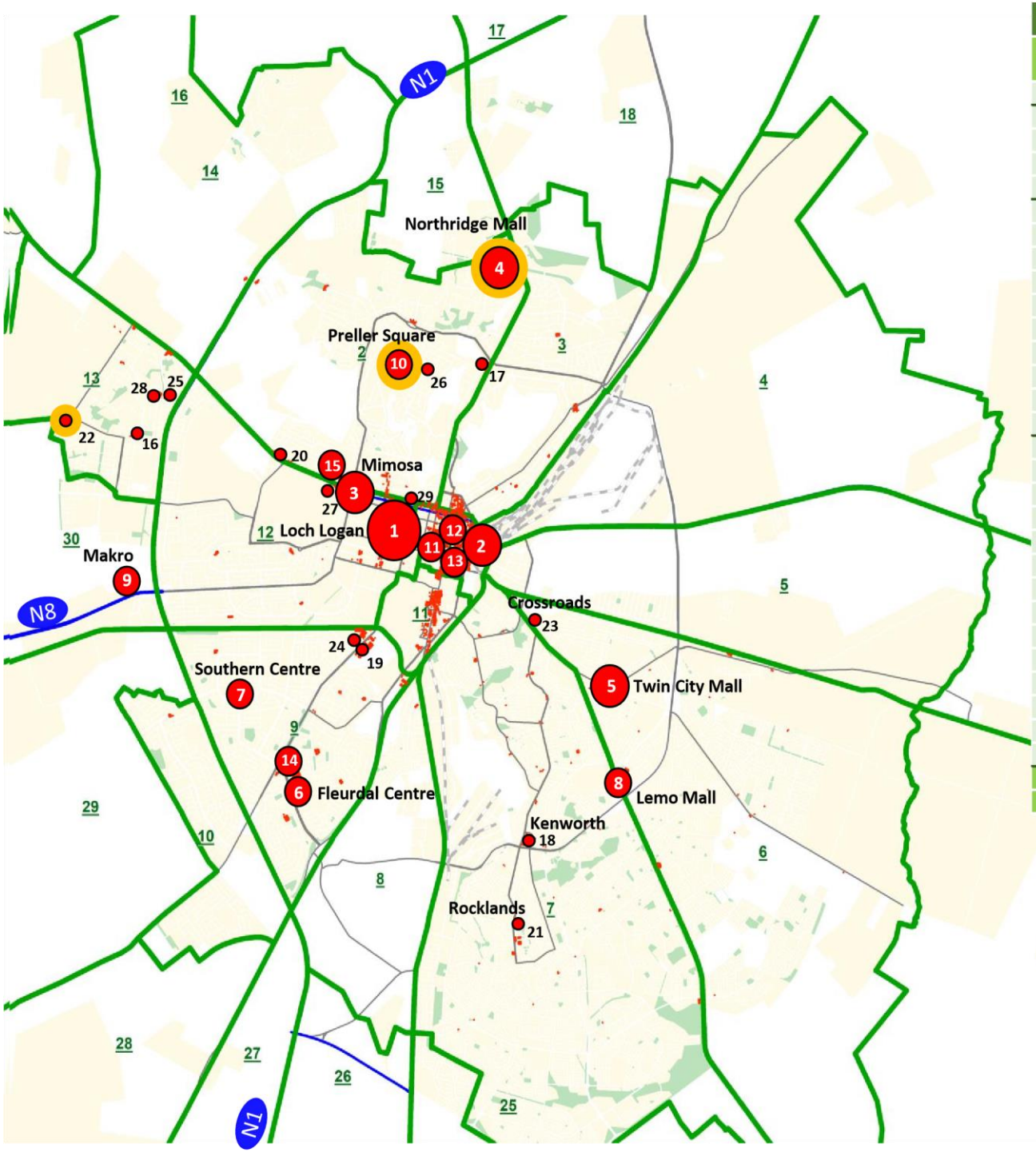
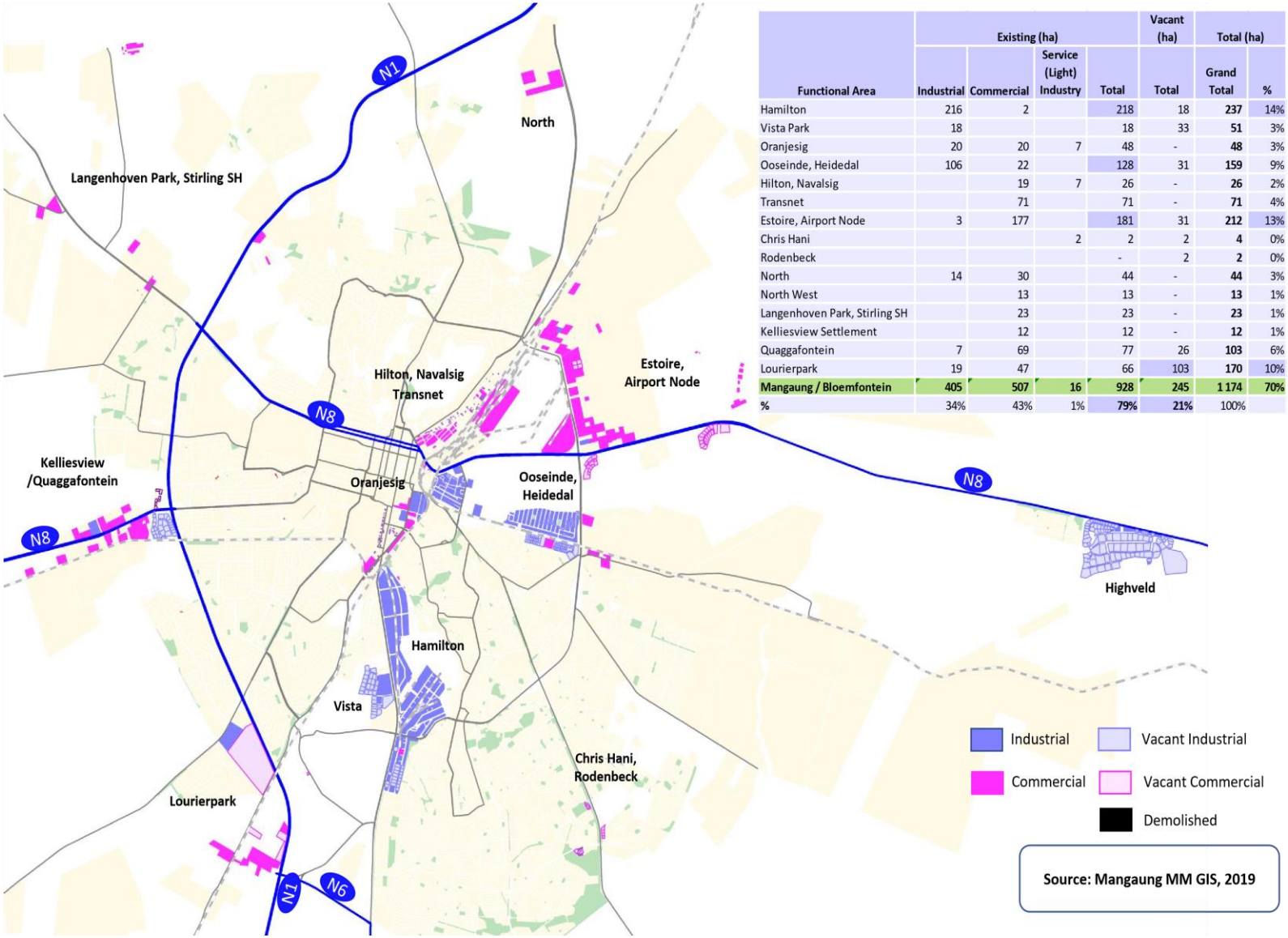


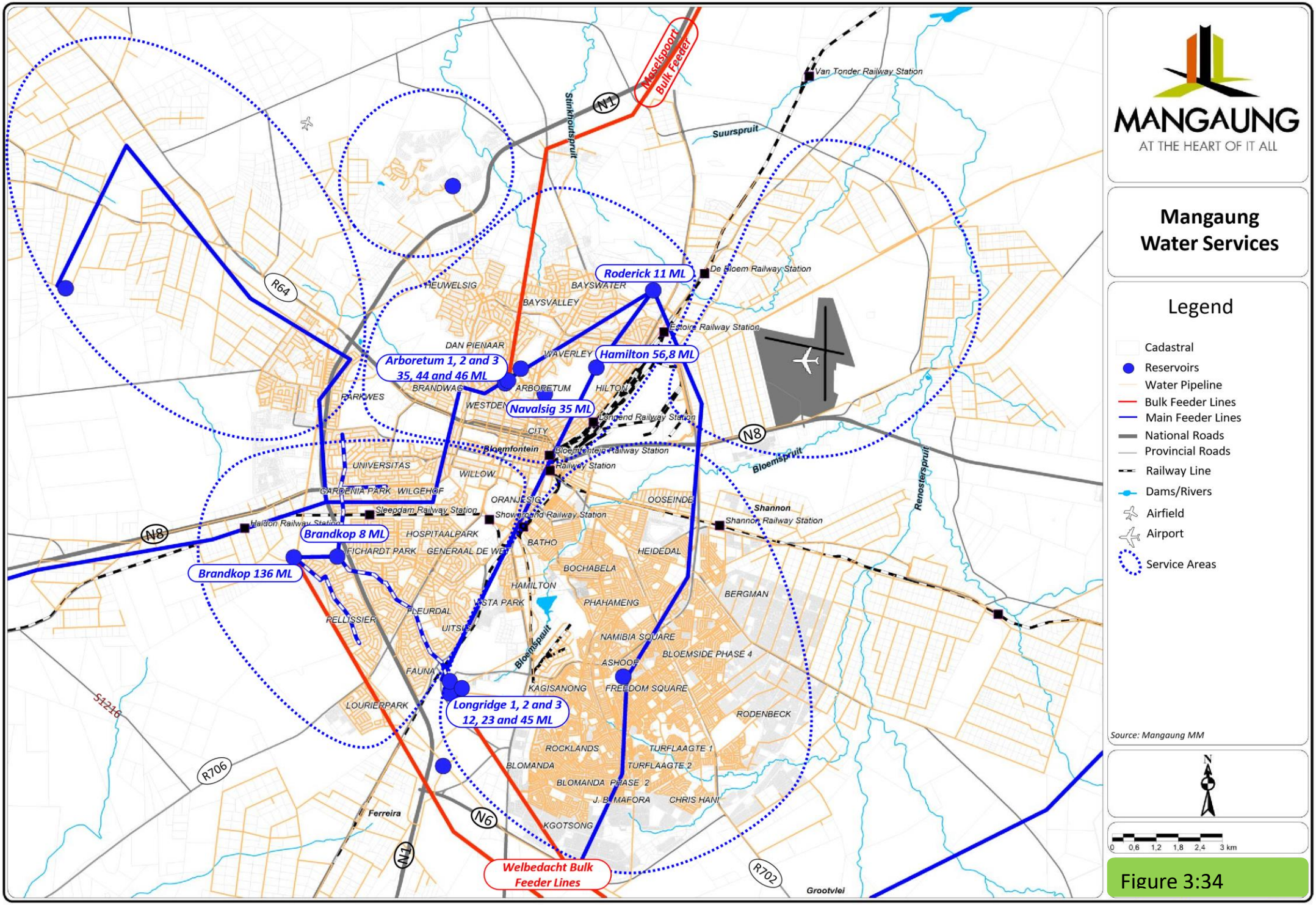
Table : Mangaung/Botshabelo /Thaba Nchu Shopping Centres by Macro Zone						
Map nr	Shopping Centre	Macro Zone	Floor Area (m²) 2015	Floor Area (m²) 2019	Classification	Summary
1	Loch Logan	12	80 000	80 000	Regional	1
2	Bloem Plaza	1	36 152	38 255	Small Regional	4
3	Mimosa	2	36 858	36 253	Small Regional	
4	Northridge Mall	2	21 855	30 165	Small Regional	
5	Twin City Mall	6	24 522	25 606	Small Regional	
6	Fleurdal Centre	9	24 392	24 279	Community	10
7	Southern Centre	9	21 266	21 266	Community	
8	Lemo Mall	6	19 735	19 735	Community	
9	Makro Bloemfontein	30	19 299	19 229	Community	
10	Preller Square	2	12 500	18 910	Community	
11	Middestad Centre	1	19 286	18 342	Community	
12	Central Park Centre	1	12 867	13 970	Community	
13	Shoprite Centre	1	12 439	12 541	Community	
14	Value Mart	9	12 479	12 344	Community	
15	Brandwag Centre	2	12 254	11 948	Community	
16	@ The Park Centre	13	7 300	7 270	Neighbourhood	14
17	Bays Village	2	7 100	7 100	Neighbourhood	
18	Kenworth Shopping Centre	7	8 981	6 620	Neighbourhood	
19	Showgate	9	6 615	6 615	Neighbourhood	
20	Bloem gate	2	6 500	6 500	Neighbourhood	
21	Rocklands	7	6 428	6 428	Neighbourhood	
22	The Towers	13	-	6 355	Neighbourhood	
23	Crossroads	6	5 998	5 998	Neighbourhood	
24	Mega Park	9	5 960	5 960	Neighbourhood	
25	The Walk	13	5 643	5 643	Neighbourhood	
26	Preller Walk	2	5 258	5 258	Neighbourhood	
27	College Square	12	5 113	5 113	Neighbourhood	
28	Rendezvous Mall	13	5 000	5 000	Neighbourhood	
29	Westdene Arcade	12	8 008	-	Neighbourhood	
	Total		449 808	462 703		
	Difference 2015-2019			12 895		

Regional
Small Regional
Community
Neighbourhood
Expanded/New

Source: Mangaung Integrated Public Transport Network, 2016
SACSC Shopping Centre Directory, 2019



Functional Area	Existing (ha)				Vacant (ha)	Total (ha)	
	Industrial	Commercial	Service (Light) Industry	Total	Total	Grand Total	%
Hamilton	216	2		218	18	**237**	14%
Vista Park	18			18	33	**51**	3%
Oranjesig	20	20	7	48	-	**48**	3%
Ooseinde, Heidedal	106	22		128	31	**159**	9%
Hilton, Navalsig		19	7	26	-	**26**	2%
Transnet		71		71	-	**71**	4%
Estoire, Airport Node	3	177		181	31	**212**	13%
Chris Hani			2	2	2	**4**	0%
Rodenbeck				-	2	**2**	0%
North	14	30		44	-	**44**	3%
North West		13		13	-	**13**	1%
Langenhoven Park, Stirling SH		23		23	-	**23**	1%
Kelliesview Settlement		12		12	-	**12**	1%
Quaggafontein	7	69		77	26	**103**	6%
Lourierpark	19	47		66	103	**170**	10%
Mangaung / Bloemfontein	**405**	**507**	**16**	**928**	**245**	**1 174**	**70%**
%	34%	43%	1%	**79%**	**21%**	100%	



MANGAUNG
AT THE HEART OF IT ALL

Mangaung Water Services

Legend

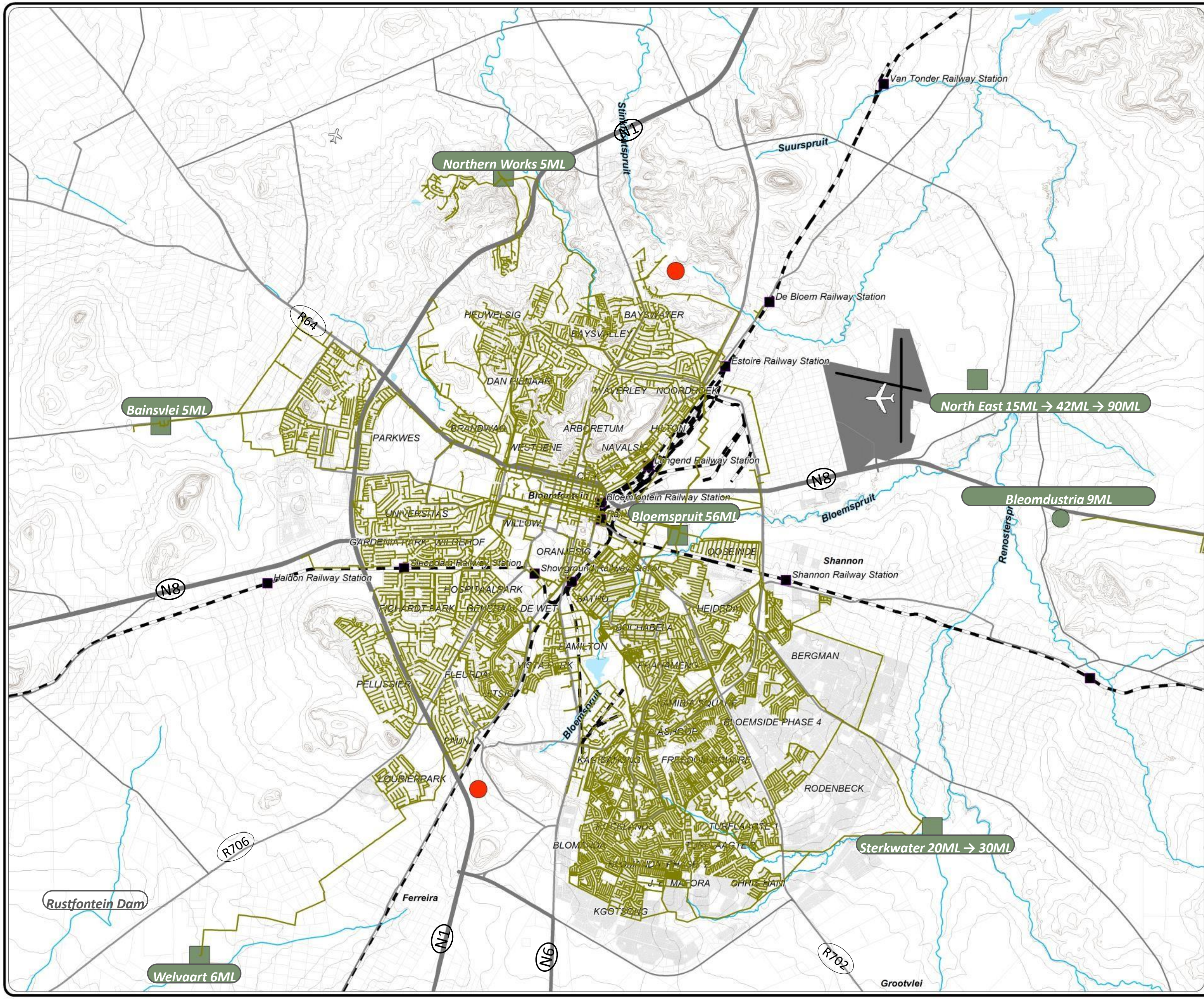
- Cadastral
- Reservoirs
- Water Pipeline
- Bulk Feeder Lines
- Main Feeder Lines
- National Roads
- Provincial Roads
- Railway Line
- Dams/Rivers
- Airfield
- Airport
- Service Areas

Source: Mangaung MM

N

0 0,6 1,2 1,8 2,4 3 km

Figure 3:34



MANGAUNG

AT THE HEART OF IT ALL

Mangaung Sanitation

Legend

- Cadastral
- WWTW
- Sewer Lines
- Landfill Site
- National Roads
- Provincial Roads
- Railway Line
- Dams/Rivers
- Airfield
- Airport

Source: Mangaung MM

N

0 0,6 1,2 1,8 2,4 3 km

Figure 3:35

- To the north-east next to the Bram Fischer International Airport is a new wastewater treatment plant earmarked to serve the future incremental demand emanating from development of the airport precinct.
- The Woodlands treatment plant (1 ML) is located to the north-west of the city and will functionally serve the future expansion of the city in this direction.
- To the west of Langenhoven Park is the Bainsvlei treatment works with 5 ML capacity.
- The Welvaart treatment plant (6 ML) is located to the south-west of Mangaung and serves most of the developments around route N1 south of the railway line (Pellissier and Lourierpark).

e) Refuse Disposal

Figure 3:35 also shows the location of the northern and southern landfill sites of Bloemfontein.

3.4.7.2. Botshabelo

a) Salient Features

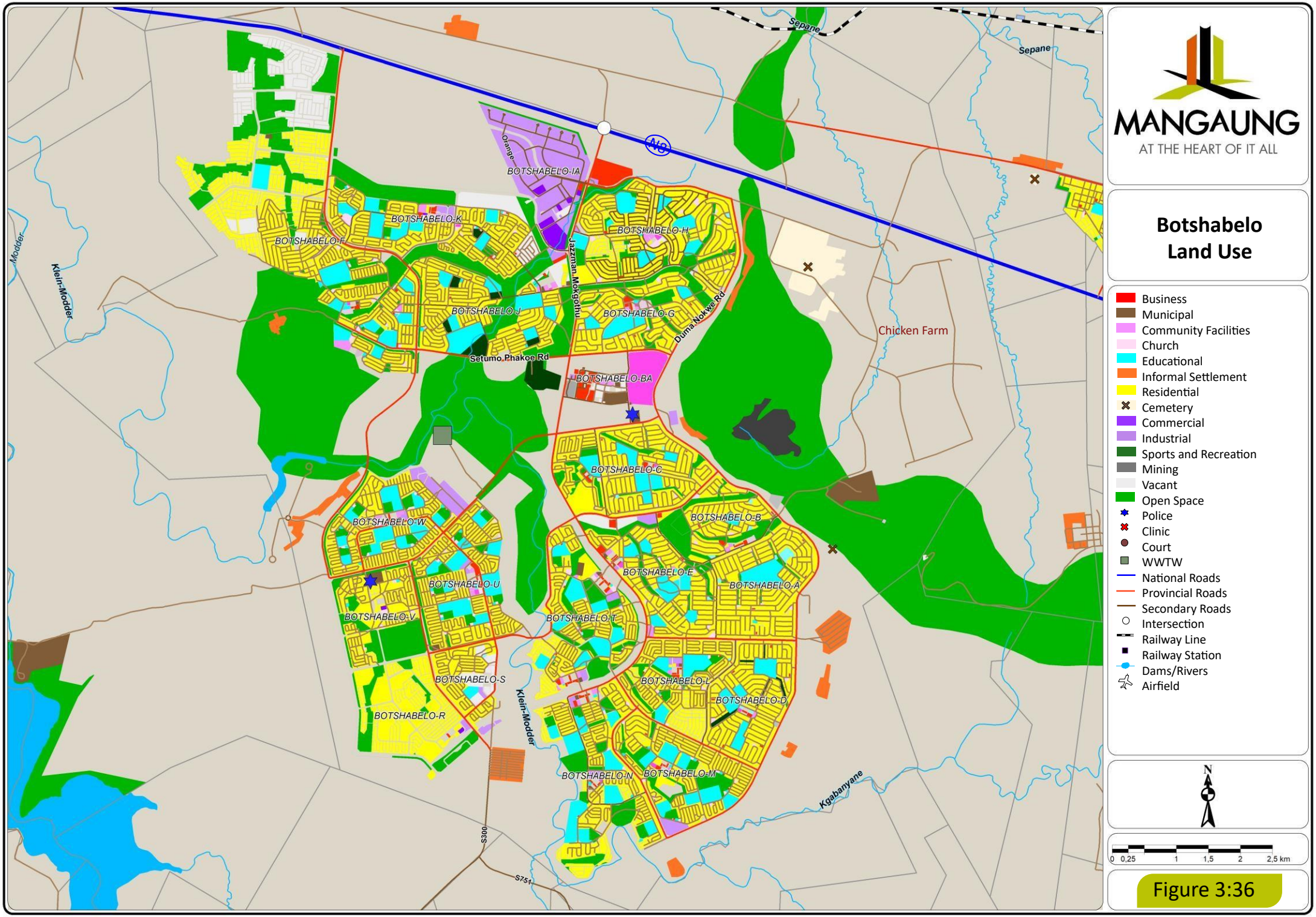
- Botshabelo was established in 1978 some 55 kilometres to the east of Bloemfontein along route N8. This was done in line with the policy of decentralized development under the Apartheid government at the time.
- The town holds an estimated population of about 206,561 people representing around 60,080 households.

b) Movement Network

- **Figure 3:36** shows that Botshabelo is located to the south of route N8 with the Bloemfontein-Maseru railway line being about 2 kilometres further to the north thereof.
- Access to the township is provided along Jazzman Mokgothu Road which extends from the intersection with route N8 southwards for about 10 kilometres up to the southernmost extents of BotshabeloT.
- An additional access to route N8 has also been developed in the new western extents of the town (Botshabelo-F) as illustrated on **Figure 3:36**.
- Approximately 13,000 people commute from Botshabelo to Bloemfontein daily with the bus subsidy being in excess of R 200 million per annum.

c) Layout

- The township has been designed around a centrally located drainage system (Klein Modder River) and large open spaces (mostly floodplain areas) separate the various township extensions, creating three large urban clusters with three road linkages across the drainage system.
- To the north-east, the town borders a steep ridge which prevents any further development in this direction.
- The Rustfontein Dam is located to the south-west of the town.


MANGAUNG
AT THE HEART OF IT ALL
Botshabelo
Land Use
Business
Municipal
Community Facilities
Church
Educational
Informal Settlement
Residential
Cemetery
Commercial
Industrial
Sports and Recreation
Mining
Vacant
Open Space
Police
Clinic
Court
WWTW
National Roads
Provincial Roads
Secondary Roads
Intersection
Railway Line
Railway Station
Dams/Rivers
Airfield
N
0 0,25 1 1,5 2 2,5 km
Figure 3:36
Sepane
Sepane
A6
Orange
BOTSHABELO-IA
BOTSHABELO-K
BOTSHABELO-F
BOTSHABELO-H
Jazzman Mokgothu
BOTSHABELO-J
BOTSHABELO-G
Duma Nokwe Rd
Setumo Phakoe Rd
BOTSHABELO-BA
Chicken Farm
BOTSHABELO-C
BOTSHABELO-W
BOTSHABELO-B
BOTSHABELO-E
BOTSHABELO-A
BOTSHABELO-U
BOTSHABELO-V
BOTSHABELO-T
BOTSHABELO-S
BOTSHABELO-L
BOTSHABELO-D
BOTSHABELO-R
Klein-Modder
BOTSHABELO-N
BOTSHABELO-M
Kgabanyane
S300
S751
Modder
Klein-Modder

- Informal settlement generally occurs along the edges of the town.
- New townships have recently been established in the north-western parts of the town – close to route N8 to Bloemfontein.

d) *Economic Activity and Community Facilities*

- Economic Activity is mainly limited to two areas: the Botshabelo CBD (**Figure 3:37**) and the Botshabelo Industrial Area (**Figure 3:38**).
- The Botshabelo CBD is located about 4 kilometres south of the main entrance into the town with the sports stadium bordering it to the west and the hospital to the east.
- It is estimated that there is about 70,381 m^2 of retail space in Botshabelo, comprising about 1,999 job opportunities (refer to Zone 22 on **Figure 3:39**).
- Only a few of the business sites in the Botshabelo CBD have been developed to date, with the Re-A-Hola Centre representing about 14,992 m^2 and the RCM Complex an additional 7,438 m^2 (Refer to **Figure 3:40**).
- Although this node is centrally located in the context of Botshabelo it is isolated from regional traffic along route N8 which limits its potential.
- Hence, it is no coincidence that the Botshabelo Mall (22,896 m^2) was recently developed in the southeastern quadrant of the N8 Jazzman Mokgothu intersection at the main entrance into the town directly opposite to the east of the Botshabelo industrial area.
- Smaller business sites and spaza shops occur throughout the remaining parts of Botshabelo.
- The Botshabelo Industrial Area is located at the northern entrance into town along route N8 consists of about 138 warehouses with a total floor area of 200,000 m^2 (see **Figure 3:41**).
- The occupancy rate of this area stands at about 89% and it employs an estimated 6,000 workers.
- Several smaller industrial sites exist in Botshabelo W to the south and in the areas surrounding, but most of these are vacant. (See **Figure 3:41**).
- The main activities in the industrial area include manufacture textile, food processing, electrical enclosures, paraffin stoves and minor engineering services.
- An extensive range of community facilities exist in Botshabelo, including 1 hospital, 13 secondary schools and 28 intermediate schools, a sports stadium and several community halls.
- Sports, recreation and open space areas are distributed throughout the area, including the floodplain of the Klein Modder River.

e) Engineering Infrastructure

- Bulk water is mainly obtained from the Rustfontein Water Treatment Works located to the southwest of Botshabelo. From here water is stored in about 16 reservoirs in different parts of the town (of which about 10 are located along the ridge to the north-east of the town) as shown on **Figure 3:42**.
- The water reticulation network serves almost the entire urban area of Botshabelo with only some parts of Botshabelo L, M N and R, as well as the new extensions to the northwest not being served.

MANGAUNG
AT THE HEART OF IT ALL

Botshabelo CBD

Provincial Roads
Secondary Roads

N

0 30 120 180 240 300 m

Figure 3:37

MANGAUNG
AT THE HEART OF IT ALL

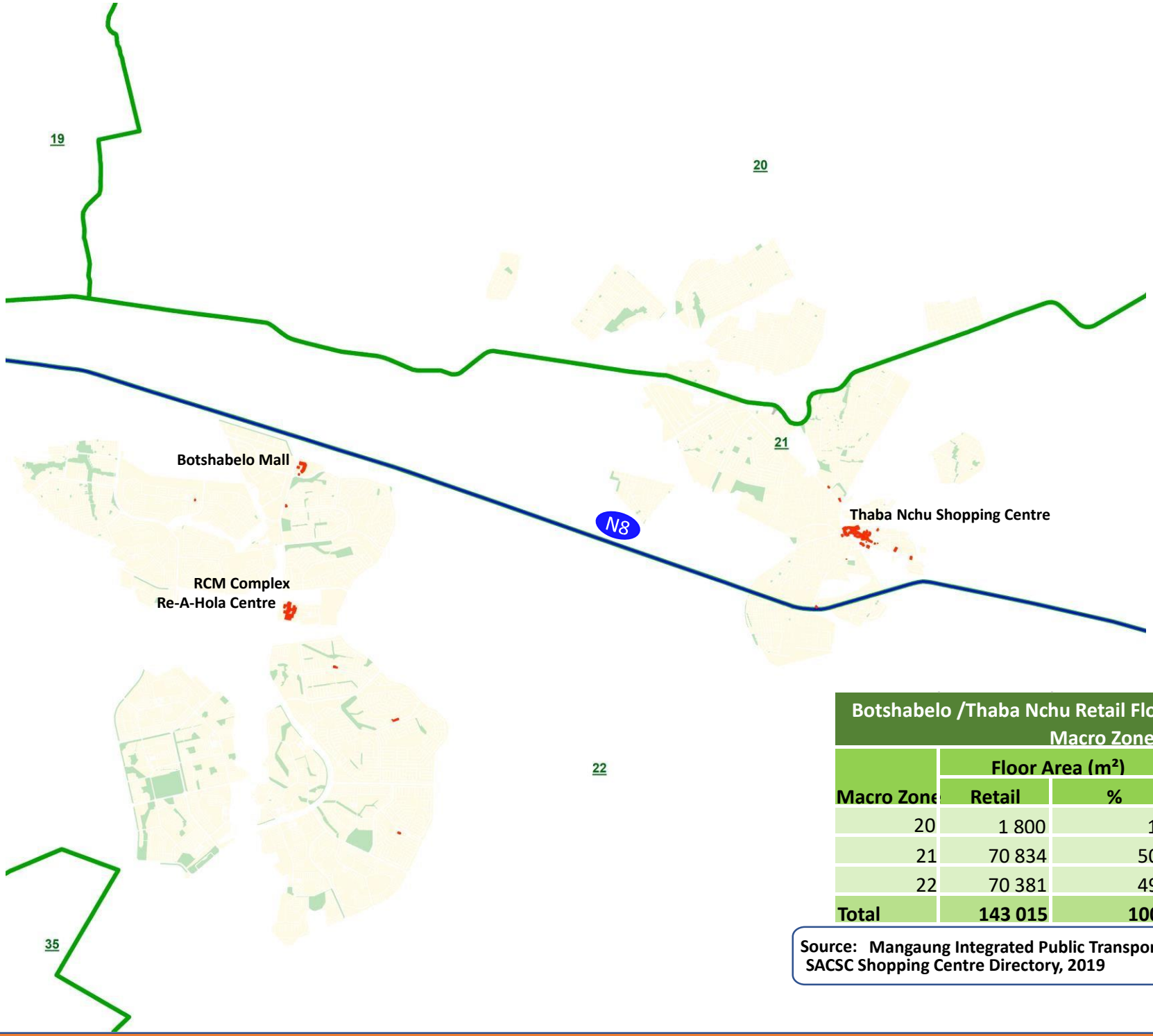
Botshabelo Industrial Area

National Roads
Provincial Roads
Secondary Roads
Dams/Rivers

N

0 50 100 200 300 400 500 m

Figure 3:38

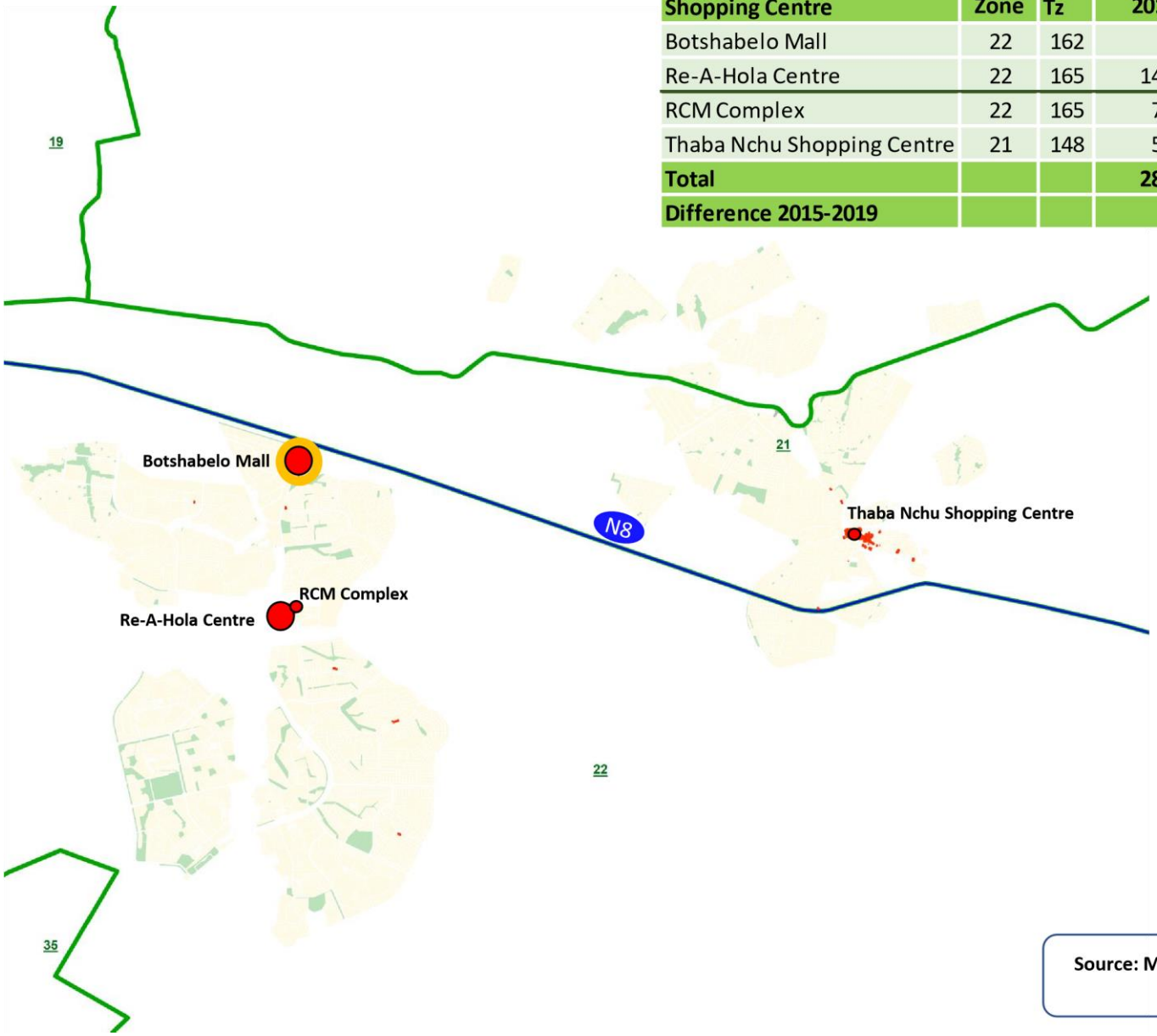


Botshabelo /Thaba Nchu Retail Floor Area and Workers by Macro Zone				
	Floor Area (m²)		Workers (m²)	
Macro Zone	Retail	%	Retail	%
20	1 800	1%	51	1%
21	70 834	50%	2 012	50%
22	70 381	49%	1 999	49%
Total	**143 015**	**100%**	**4 063**	**100%**

Source: Mangaung Integrated Public Transport Network, 2016
SACSC Shopping Centre Directory, 2019

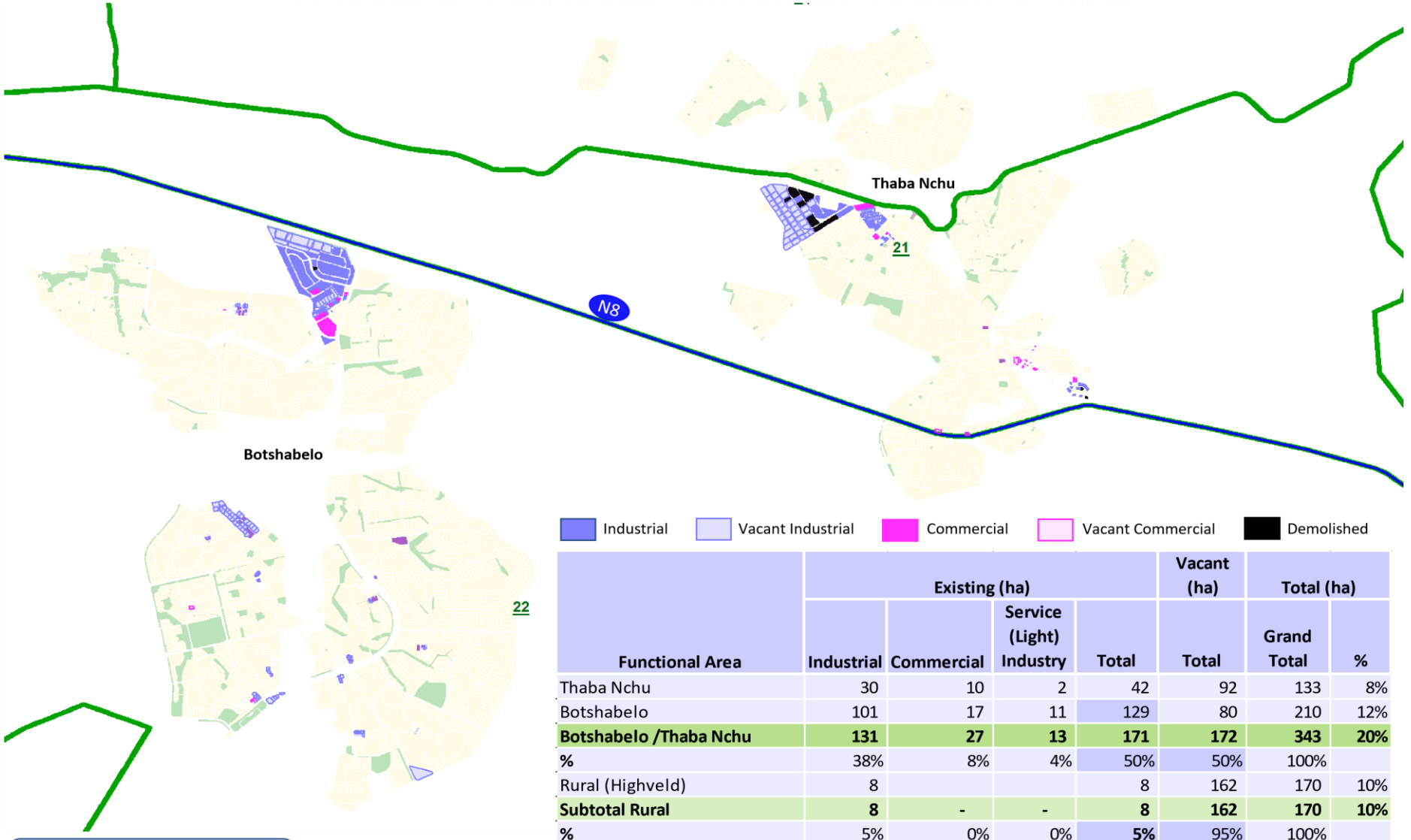
Figure 3:39

Botshabelo /Thaba Nchu Shopping Centres by Macro Zone						
Shopping Centre	Macro Zone	Tz	Floor Area 2015	Floor Area 2019	Classification	Summary
Botshabelo Mall	22	162	-	22 896	Community	2
Re-A-Hola Centre	22	165	14 992	14 992	Community	
RCM Complex	22	165	7 488	7 438	Neighbourhood	2
Thaba Nchu Shopping Centre	21	148	5 848	5 670	Neighbourhood	
Total			**28 328**	**50 996**		
Difference 2015-2019				**22 668**		



Source: Mangaung Integrated Public Transport Network, 2016
SACSC Shopping Centre Directory, 2019

Figure 3:40



Functional Area	Existing (ha)				Vacant (ha)	Total (ha)	
	Industrial	Commercial	Service (Light) Industry	Total	Total	Grand Total	%
Thaba Nchu	30	10	2	42	92	133	8%
Botshabelo	101	17	11	129	80	210	12%
Botshabelo /Thaba Nchu	**131**	**27**	**13**	**171**	**172**	**343**	**20%**
%	38%	8%	4%	50%	50%	100%	
Rural (Highveld)	8			8	162	170	10%
Subtotal Rural	**8**	-	-	**8**	**162**	**170**	**10%**
%	5%	0%	0%	**5%**	95%	100%	
Grand Total	**544**	**534**	**30**	**1 108**	**579**	**1 687**	**100%**
%	**32%**	**32%**	**2%**	**66%**	**34%**	**100%**	

Source: Mangaung MM GIS, 2019

Figure 3: 41. Botshabelo/Thaba Nchu Industrial

Figure 3:41

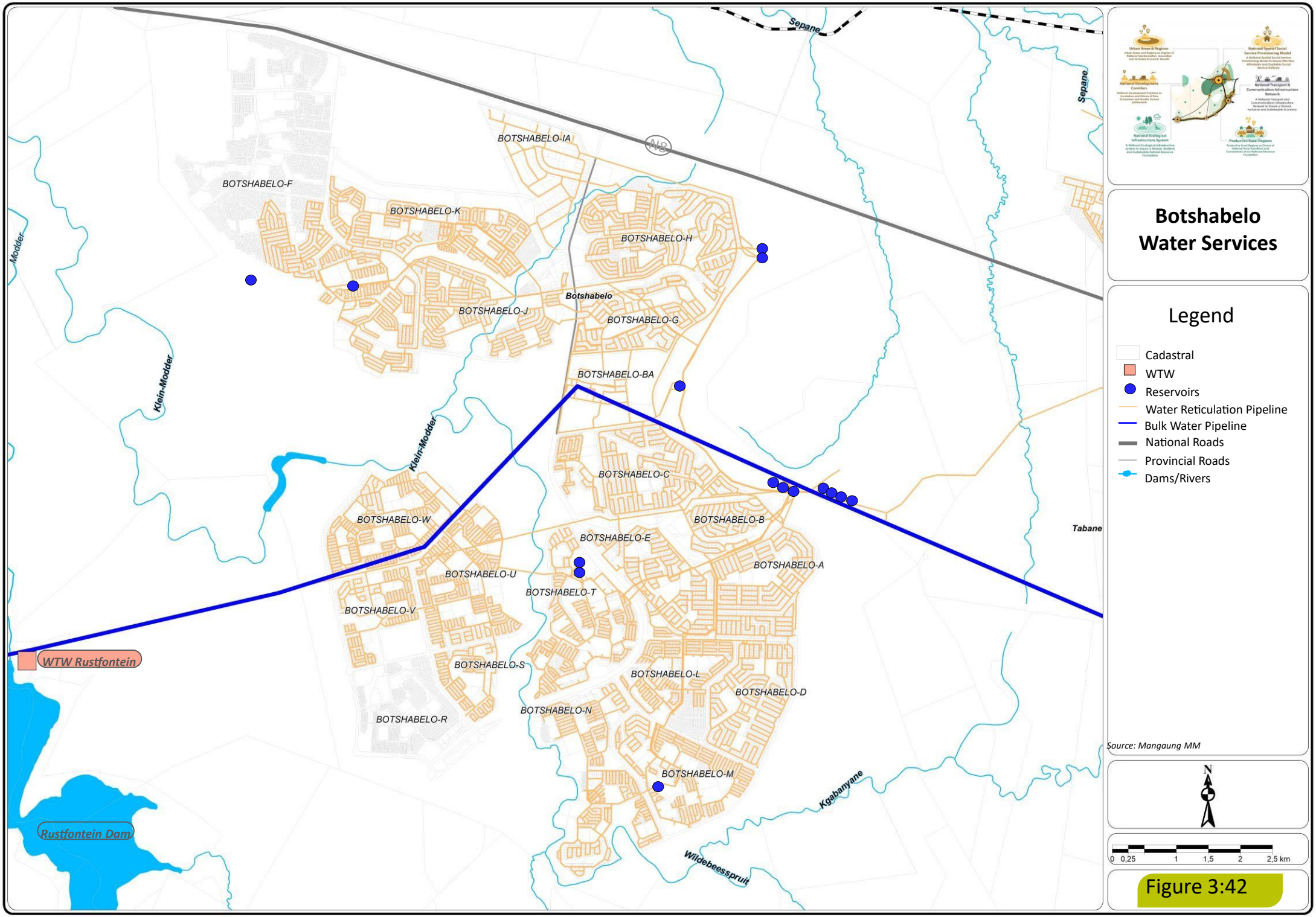
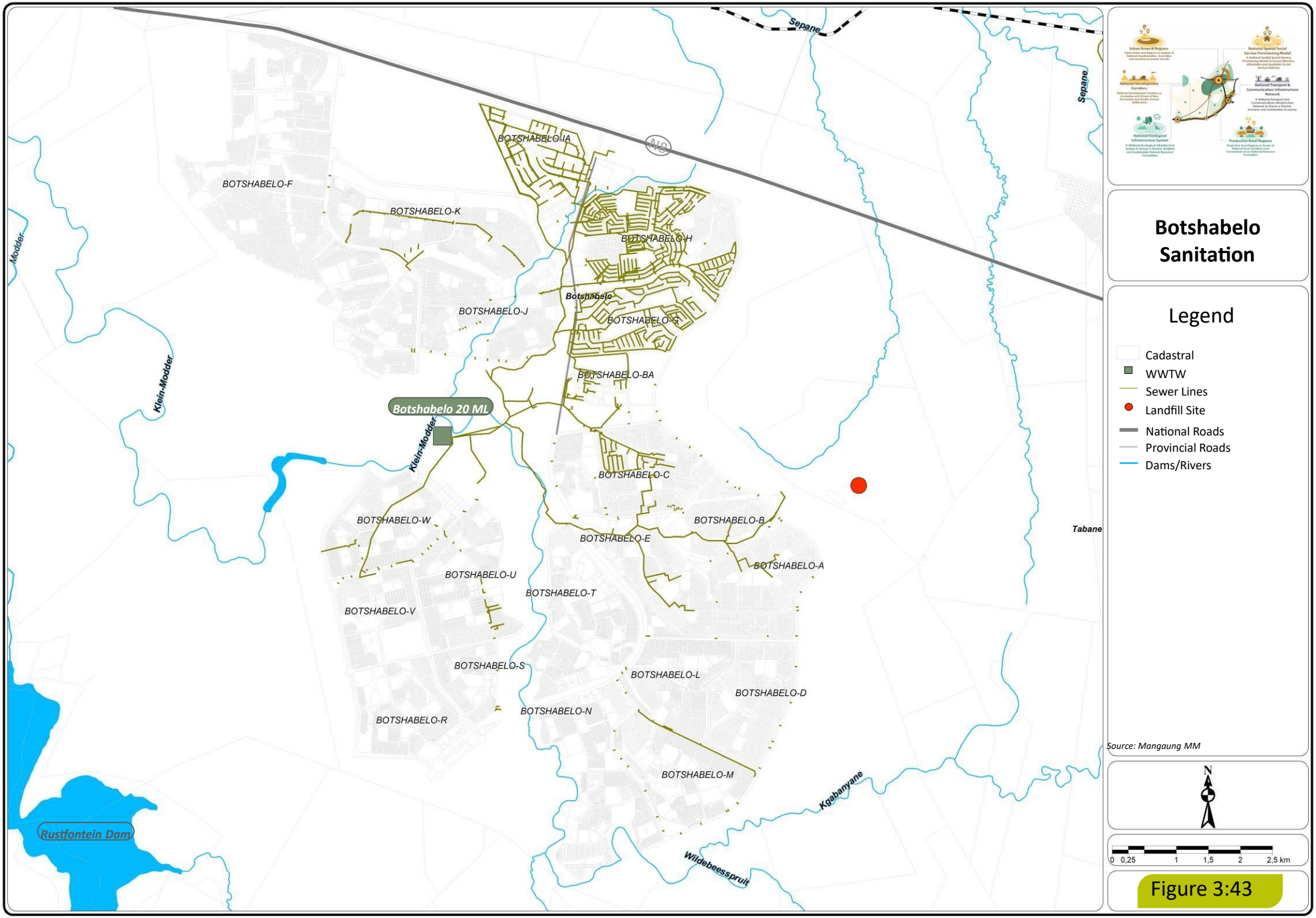

Botshabelo
Water Services
Legend
Cadastral
WTW
Reservoirs
Water Reticulation Pipeline
Bulk Water Pipeline
National Roads
Provincial Roads
Dams/Rivers
Source: Mangaung MM
N
0 0,25 1 1,5 2 2,5 km
BOTSHABELO-IA
BOTSHABELO-F
BOTSHABELO-K
BOTSHABELO-H
BOTSHABELO-J
BOTSHABELO-G
BOTSHABELO-BA
BOTSHABELO-C
BOTSHABELO-W
BOTSHABELO-B
BOTSHABELO-E
BOTSHABELO-A
BOTSHABELO-U
BOTSHABELO-T
BOTSHABELO-V
BOTSHABELO-S
BOTSHABELO-L
BOTSHABELO-D
BOTSHABELO-N
BOTSHABELO-R
BOTSHABELO-M
Botshabelo
Sepane
Sepane
Modder
Klein-Modder
Klein-Modder
Tabane
Kgabanyane
Wildebeesspruit
WTW Rustfontein
Rustfontein Dam

Figure 3:42



Botshabelo Sanitation

Legend

- Cadastral
- WWTW
- Sewer Lines
- Landfill Site
- National Roads
- Provincial Roads
- Dams/Rivers

Source: Mangaung MM

N

0 0,25 1 1,5 2 2,5 km

Figure 3:43

The Botshabelo Wastewater Treatment Works (20 ML) is located between Botshabelo J and W to the west of town (**Figure 3:43**). This network serves all the older parts of the township (to the north-east) with piped sewer while the remaining areas are served with alternative sanitation systems, e.g. pit latrines, VIP toilets, etc.

- The town's refuse disposal site is located to the east of Botshabelo B.

3.4.7.3. Thaba Nchu

a) Salient Features

- Thaba Nchu is located an estimated 67 km to the east of Bloemfontein along route N8. There are some 27 rural villages surrounding the town to the north and south (see **Figure 3:44**). These villages are located on land under traditional authority and some are as far as 35 kilometres from Thaba Nchu.
- It is also evident that the rural road network serving these villages to the north and south converge towards Thaba Nchu as the town provides all higher order services to the surrounding rural communities.
- Four of these villages have recently been formalized and most of these settlements only comprise very basic lower order community facilities like mobile clinics and libraries, as well as primary schools.
- The surrounding rural area is characterised by vast stretches of communal grazing areas while many residents still keep cattle within the Thaba Nchu area Dorpsgronden 411.
- The town has a population of about 83,494 people representing an estimated 27,255 households.

b) Movement Network

- The Thaba Nchu area is primarily served by route N8 running through the southern parts of the town.
- Access to the town is gained from three accesses onto route N8: an at-grade intersection in the vicinity of Seroalo to the west; an access interchange at Ratau in the central part (route S109/S110); and an at-grade intersection to the east in the vicinity of the Thaba Nchu Townlands industrial area.
- Route S109 links to the rural villages to the south of town while route S110 links to the rural communities to the north-east.
- Route S1531 provides access to the rural communities to the north and route S317 to the north-west.
- The Bloemfontein-Maseru railway line passes through the central parts of the town with the Thaba Nchu railway station being located close to the intersection between routes S317 and S1531.
- The Thaba Nchu airfield is located about 10 kilometres to the south of the town along route S109.

- **Figure 3:45** depicts the Thaba Nchu urban complex in greater detail. The town was established in 1893 on the farm Thaba Nchu 404 and more specifically the south-eastern portion thereof known as Dorpsgronden 411.
- As noted above, Thaba Nchu is characterized by a highly fragmented spatial structure.
- The south-eastern part of Thaba Nchu comprises a formal residential area, a Central Business District (CBD) and an industrial area known Thaba Nchu Townlands "A" 605.
- The north-western townships around Selosesha seem to have been formally laid out and developed, while the central parts around Thaba Nchu 404, Thaba Nchu 908 and Mokwena 995 have developed organically before being formalised in-situ.
- There is no inherent spatial logic to the overall spatial structure of the town.

d) Economic Activity and Community Facilities

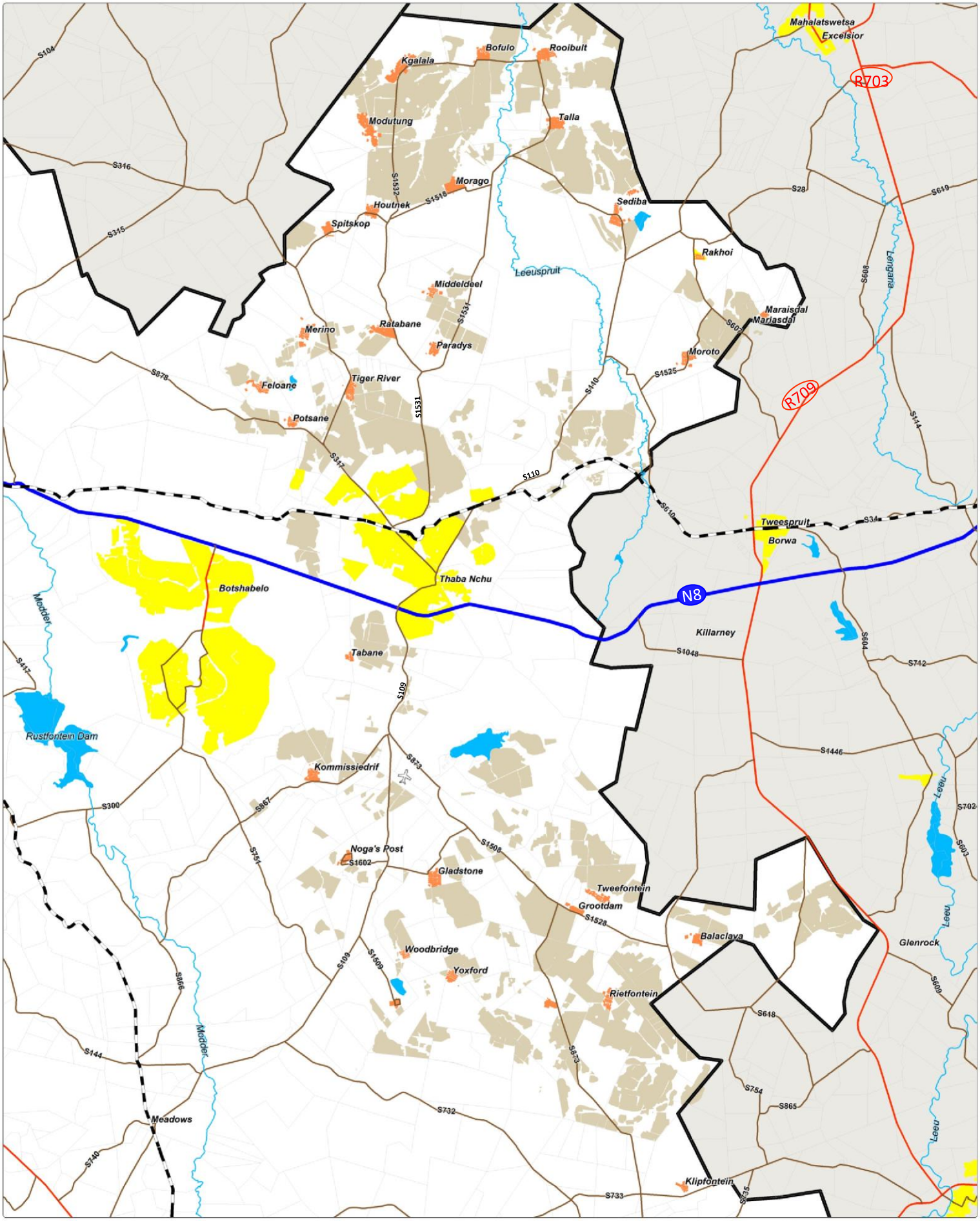
- The main business node in Thaba Nchu is the Thaba Nchu CBD which is located in the south-eastern parts of the town (see **Figure 3:45** and **Figure 3:46**).
- It is developed along Main/Market Street which acts as activity spine **and comprises a number of retail outlets, agricultural centre and a** shopping centre at the western end where it links up with route S110.
- The CBD comprises approximately 70,834 m^2 of retail space (refer to Zone 21 on **Figure 3:39**) with the Thaba Nchu Shopping Centre representing about 5,670 m^2 (refer to **Figure 3:40**).
- The Thaba Nchu Townlands "A" industrial area is located along Market Street to the east of the Thaba Nchu CBD and is earmarked to become the Agri Hub for the region (see **Figure 3:47**).
- The Selosesha Industrial Area is larger than Townlands and is located further to the north at the point of convergence of routes S317, S1531 and the Bloemfontein-Maseru railway line (next to the Thaba Nchu railway station).
- As illustrated on **Figure 3:48** this industrial area comprises a number of factory shells of which the Snowflake Mill is the largest.
- There are a total of 38 factory buildings belonging to the Free State Development Corporation (FDC) of which about 65% are apparently occupied. Most of these factories are served by a rail sideline.
- Notable also from Figure 47 is the large number of factory buildings (± 26) which had been demolished/vandalised with only the foundation footprint remaining.
- A large cemetery exists in the central part of this industrial area. The total industrial footprint in Thaba Nchu is about 133 ha of which 92 ha.
- In terms of community facilities, it is evident that a large number of community facilities are located in Thaba Nchu, including the following: 20 Primary Schools, 7 Secondary and 5 Intermediary Schools, 1 Combined School and 2 Special Schools (including a school for the blind), 1 hospital, 7 clinics, 2 police stations, 1 fire brigade service, 2 community centres and 2 post offices.

e) Engineering Infrastructure

- Bulk water is supplied via the Groothoek Water Treatment Works which is augmented via the Welbedacht-Rustfontein system.

Thaba Nchu – Rural Settlements

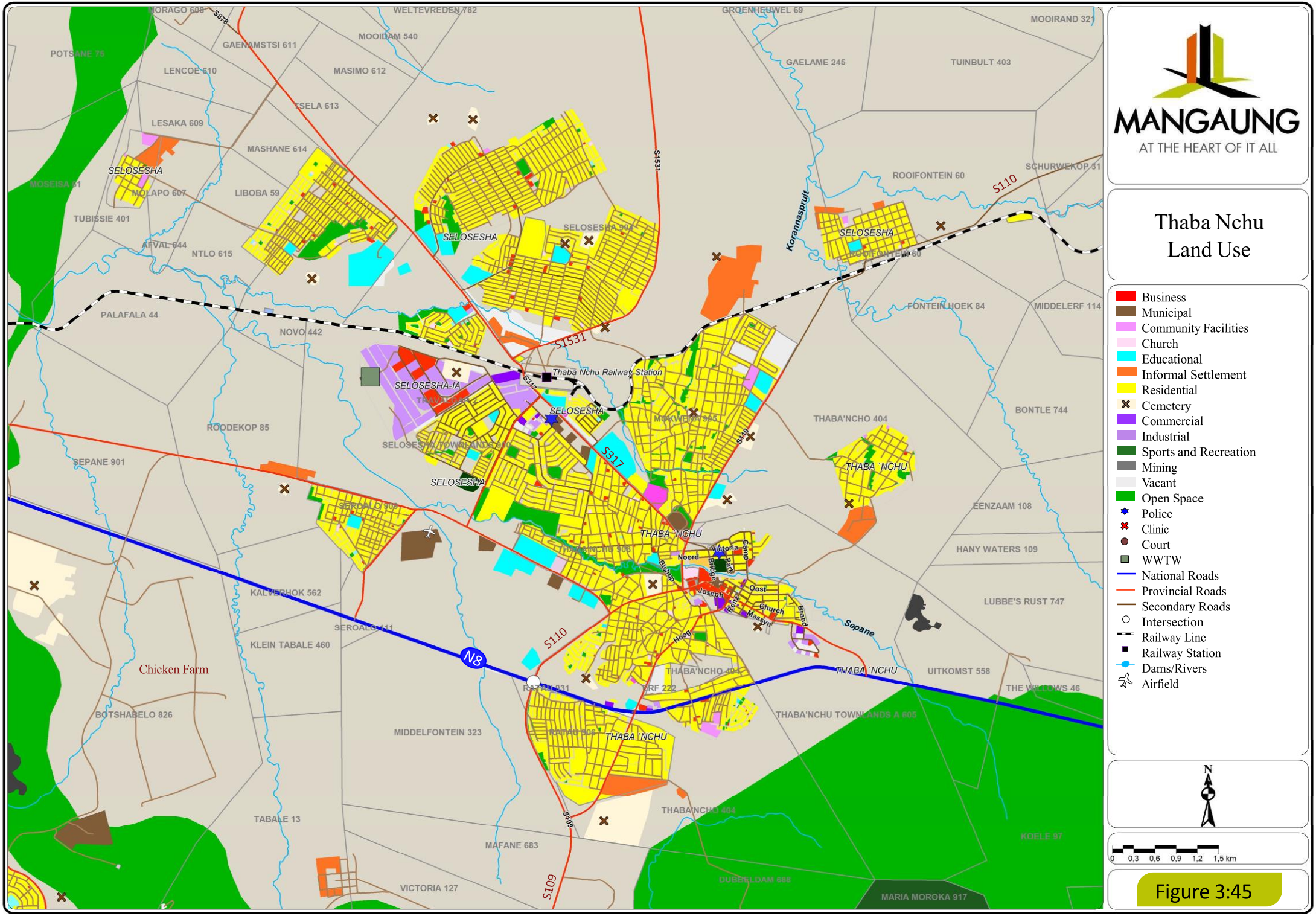
Figure 3:44



Mangaung MM
Rural Areas
Subsistence Farming
Cadastral
National Roads
Provincial Roads
Secondary Roads
Railways
Dams and Rivers

N

0 1,2 3,6 6 km


MANGAUNG
AT THE HEART OF IT ALL
Thaba Nchu
Land Use
Business
Municipal
Community Facilities
Church
Educational
Informal Settlement
Residential
Cemetery
Commercial
Industrial
Sports and Recreation
Mining
Vacant
Open Space
Police
Clinic
Court
WWTW
National Roads
Provincial Roads
Secondary Roads
Intersection
Railway Line
Railway Station
Dams/Rivers
Airfield
N
0 0,3 0,6 0,9 1,2 1,5 km
Figure 3:45
Thaba Nchu Railway Station
SELOSESHA
SELOSESHA-IA
THABA `NCHU
THABA'NCHO 404
Chicken Farm
N8
S1531
S317
S110
S109
Korannaspruit
Sepane
MORAGO 608
WELTEVREDEN 782
GROENHEUWEL 69
MOOIRAND 321
POTSANE 75
GAENAMSTSI 611
MOOIDAM 540
GAELAME 245
TUINBULT 403
LENCOE 610
MASIMO 612
TSELA 613
LESAKA 609
MASHANE 614
MOSEISA 61
MOLAPO 607
LIBOBA 59
ROOIFONTEIN 60
SCHURWEKOP 31
TUBISSIE 401
AFVAL 644
NTLO 615
PALAFALA 44
NOVO 442
FONTEIN HOEK 84
MIDDELERF 114
BONTLE 744
ROODEKOP 85
SEPANE 901
EENZAAM 108
HANY WATERS 109
KALVERHOK 562
LUBBE'S RUST 747
KLEIN TABALE 460
UITKOMST 558
THE WILLOWS 46
BOTSHABELO 826
MIDDELFONTEIN 323
THABA'NCHO TOWNLANDS A 605
TABALE 13
MAFANE 683
KOELE 97
VICTORIA 127
DUBBELDAM 688
MARIA MOROKA 917

MANGAUNG
AT THE HEART OF IT ALL

Thaba Nchu CBD

- Provincial Roads
- Secondary Roads
- Dams/Rivers

N

0 15 30 60 90 120 150 m

Figure 3:46

MANGAUNG
AT THE HEART OF IT ALL

Thaba Nchu Industrial Area 1

Provincial Roads
Secondary Roads
Dams/Rivers

N

0 10 20 40 60 80 100 m

Figure 3:47

MANGAUNG
AT THE HEART OF IT ALL

Thaba Nchu Industrial Area 2

Provincial Roads
Secondary Roads
Dams/Rivers

N

0 30 120 180 240 300 m

Figure 3:48

- As illustrated on **Figure 3:49**, most of the urban footprint of Thaba Nchu is served with piped water via a comprehensive water reticulation network.
- The wastewater treatment works of Thaba Nchu (6 ML capacity) is located adjacent to the west of the Selosesha Industrial Area with only the central parts of Seloshesha and Thaba Nchu being provided with a piped sewer system (see **Figure 3:50**).
- The urban areas to the north and south are all provided with alternative systems like VIP toilets and pit latrines.
- The main landfill site is located to the south-east of the town.

3.4.7.4. Soutpan/Ikgomotseng

a) Salient Features

- Soutpan/Ikgomotseng is a very small town which was established due to the existence of salt deposits in the surrounding areas. (Refer to **Figure 3:51**).
- It holds an estimated population of 3,742 people representing about 1,244 households.
- Around 78% of these households fall in the low-income category.

b) *Movement Network*

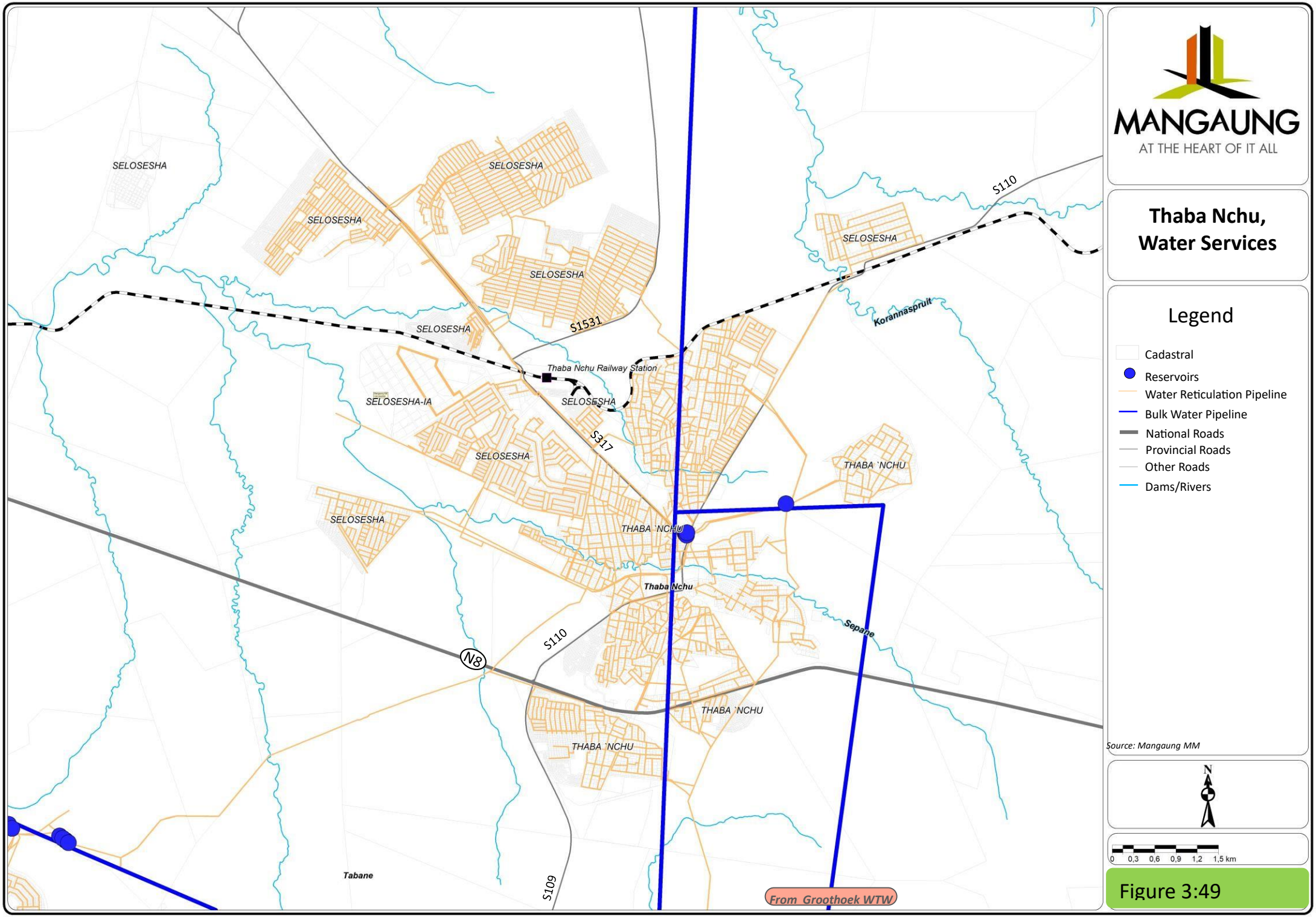
- The town is located approximately 38 kilometres to the north of Bloemfontein and 52 kilometres to the south of Bultfontein along route R700.
- Both Soutpan and Ikgomotseng are located along route R703 and more specifically at the staggered intersection between routes R703 and R700 as depicted on **Figure 3:51**.

c) Layout

- The two towns are separated from one another by the salt pan.
- Ikgomotseng comprises an open grid network layout pattern while the layout of Soutpan is more distorted comprising several small clusters.
- Some limited informal settlement occurs at the western entrance to Ikgomotseng.

d) Economic Activity and Community Facilities

- Mining represents the economic base of both towns as most of the residents are employed by the salt mining industry.
- Further to the south are the Florisbad anthropological area and the Soetdoring Nature Reserve which are tourism destinations.
- Limited business activity occurs in both Soutpan and Ikgomotseng – mainly basic convenience goods and services.
- Community facilities are limited to a small police station, library and church in Soutpan, while Ikgomotseng holds a combined school, library, and sports field with a small cemetery being located to the north of the school.



MANGAUNG
AT THE HEART OF IT ALL

Thaba Nchu, Water Services

Legend

- Cadastral
- Reservoirs
- Water Reticulation Pipeline
- Bulk Water Pipeline
- National Roads
- Provincial Roads
- Other Roads
- Dams/Rivers

Source: Mangaung MM

N

0 0,3 0,6 0,9 1,2 1,5 km

Figure 3:49