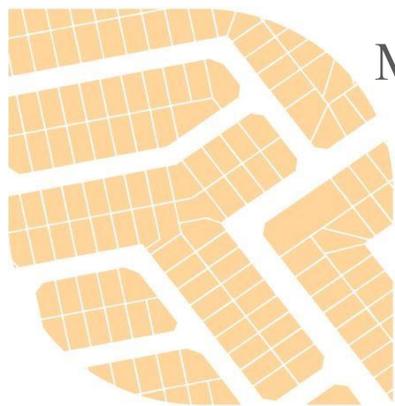




# MANGAUNG METROPOLITAN MUNICIPALITY

## METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

### Chapter 1: Introduction and Background



FINAL  
REPORT  
2025

**TABLE OF CONTENTS**

1. Introduction ..... 1

1.1. BACKGROUND ..... 1

1.2. Cadastral Base and Institutional Boundaries..... 1

1.3. STUDY OBJECTIVES ..... 1

1.4. METHODOLOGY ..... 4

1.5. Planning Dimensions of the SDF..... 6

---

**LIST OF FIGURES**

Figure 1: 1. MMM Ward Boundaries (2016)..... 1

Figure 1: 2: Location of MMM. .... 1

---

**LIST OF TABLES**

Table 1: 1 MMM SDF Methodology. .... 5

---

**LIST OF DIAGRAMS**

Diagram 1: 1. Planning dimensions for MSDF. .... 6

---

**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

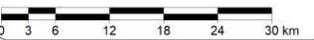
Achieving the following objectives:

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

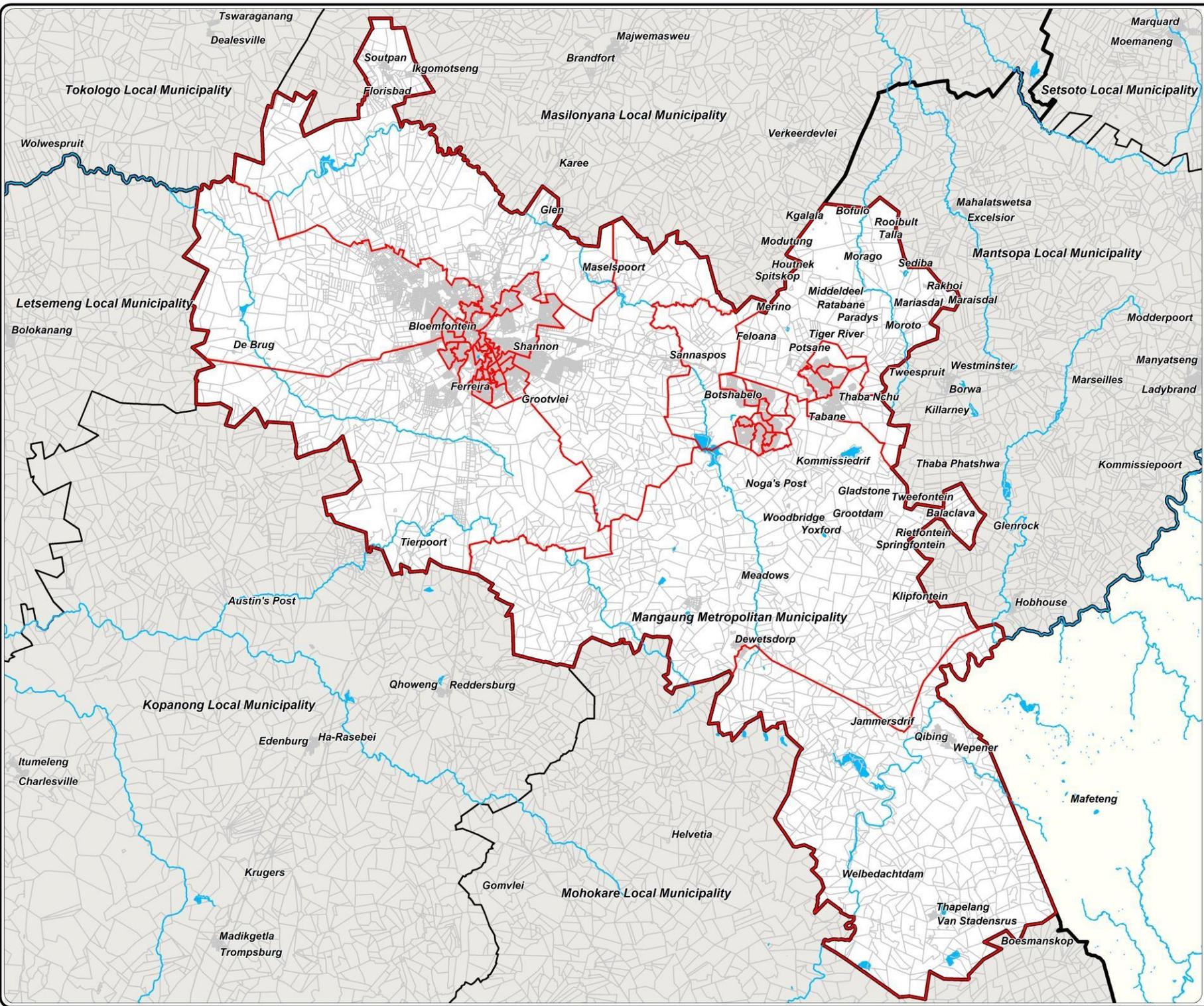
**Ward Boundaries  
(2016)**

**Legend**

-  Ward Boundary / Number ((50))
-  Mangaung Metro Municipality
-  Neighbouring Countries
-  Other Local Municipalities
-  Erven
-  Farm Portions
-  Parent Farms
-  Dams/Rivers

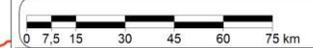
**Figure 1:1**



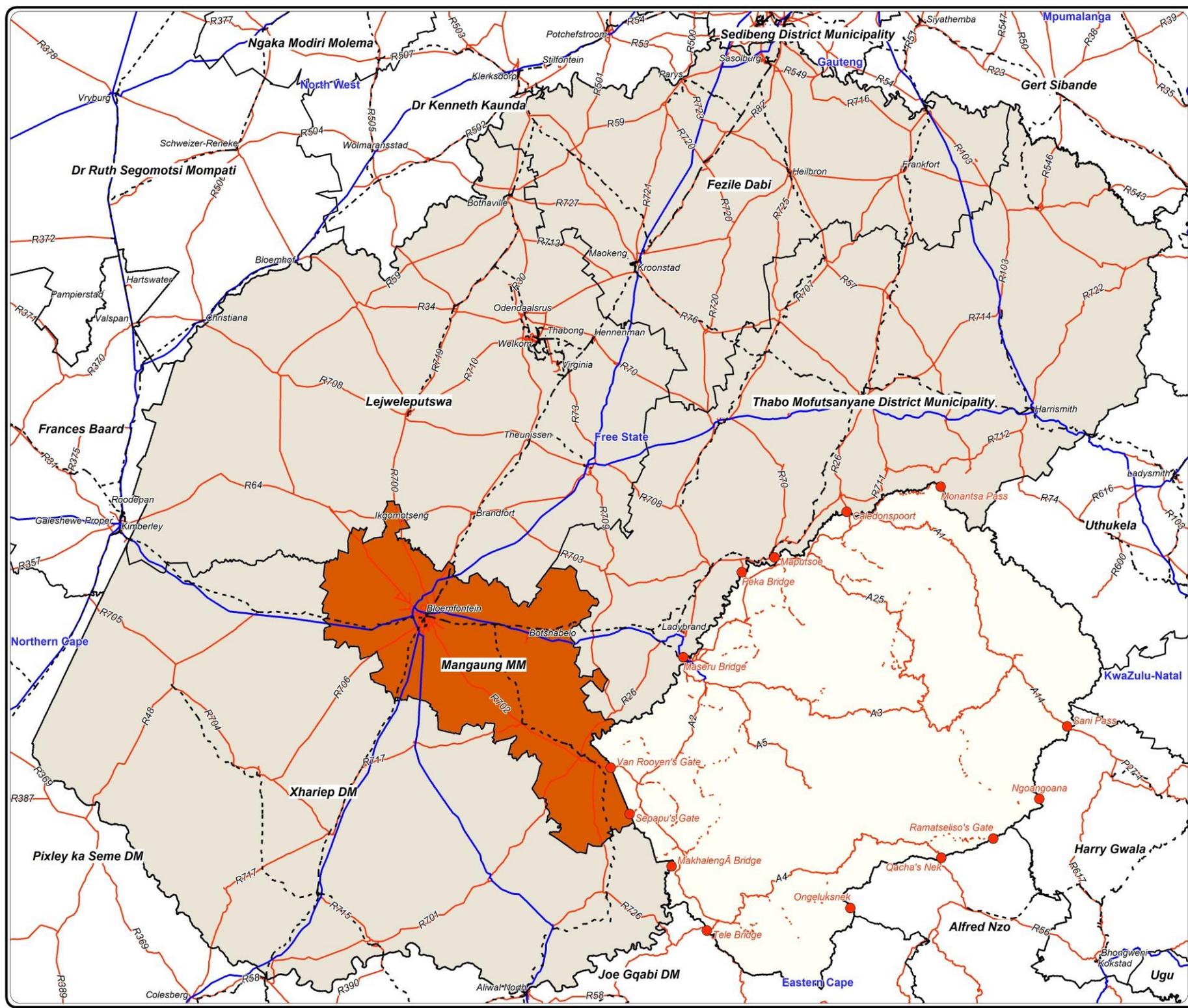
**Location of MMM**

**Legend**

-  Study Area
-  Free State Province
-  Other Provinces
-  Neighbouring Countries
-  National Roads
-  Provincial Roads
-  Railway
-  Border Posts



**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 Margaung 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; Define 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 Margaung 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.**

	<b>SUBJECT</b>	<b>TIME-LINE</b>	<b>STAKEHOLDERS</b>
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** were placed in local newspapers and the public had an opportunity to comment on the draft SDF for a period of 60 days from 11 April 2025 to 11 June 2025 (**Annexure I** in this document).

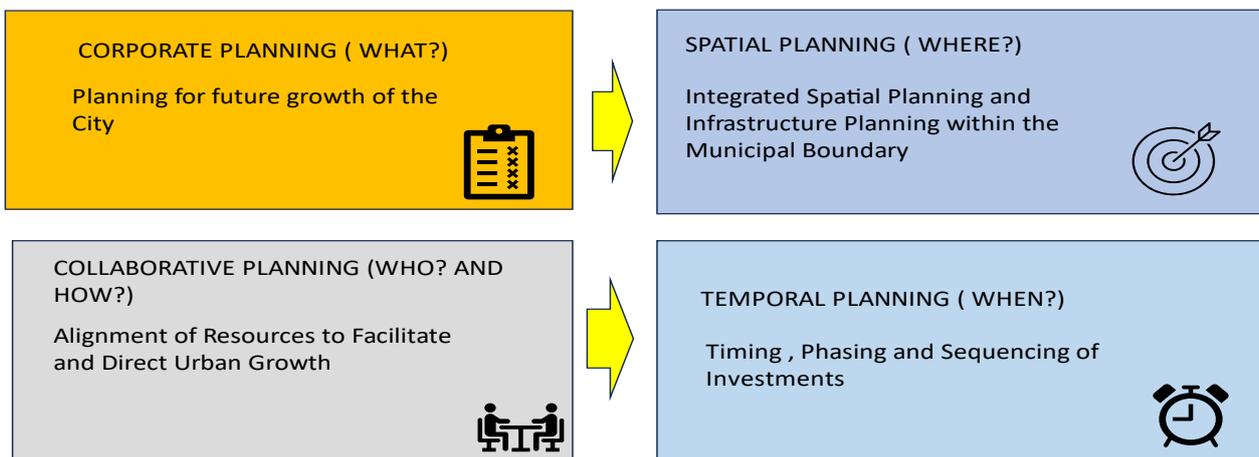
**Phase 4: Implementation Framework** was completed after comments received from the consultation process (refer to Annexure II) were considered and incorporated (12-17 June 2025).

**Phase 5: Final Mangaung MSDF** was completed by 17 June 2025.

## 1.5. PLANNING DIMENSIONS OF THE SDF

Diagram 1: 1. Planning dimensions for MSDF.

# PLANNING DIMENSIONS OF THE MSDF ( CHAPTER ONE)



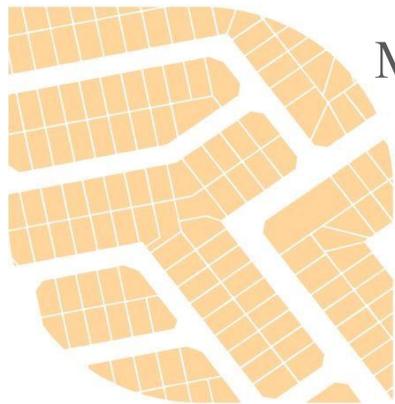




**MANGAUNG**  
**METROPOLITAN MUNICIPALITY**

METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

**Chapter 2: Policy Context and Vision Directives**



FINAL  
REPORT

**TABLE OF CONTENTS**

- 2. LEGISLATIVE AND POLICY CONTEXT..... 1**
- 2.1. NATIONAL CONTEXT ..... 1**
- 2.1.1 Constitution of the Republic of South Africa 108 of 1996..... 1
- 2.1.2 Municipal Systems Act 32 of 2000 ..... 1
- 2.1.3 Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) ..... 1
  - 2.1.3.1. Development Principles:..... 1
  - 2.1.3.2. Preparation of spatial development frameworks ..... 2
  - 2.1.3.3. Contents of a Municipal Spatial Development Framework: ..... 4
- 2.1.4 National Development Plan 2030..... 5
- 2.1.5. Medium-Term Development Plan (MTDP) 2024-2029 (UPDATED) ..... 9
- 2.1.6 Integrated Urban Development Framework and Implementation Plan 2020-2025 (UPDATED) 10
- 2.1.7 National Spatial Development Framework 2022 (UPDATED) ..... 12
- 2.1.8 National Biodiversity Strategy and Action Plan 2015-2025, Biodiversity Assessment 2018 (UPDATED)..... 15
  - 2.1.8.1. Vision..... 15
  - 2.1.8.2. Strategic objectives ..... 15
- 2.1.9 Agricultural Policy Action Plan 2015..... 15
- 2.1.10 National Comprehensive Rural Development Programme 2009..... 16
- 2.1.11 Industrial Policy Action Plan 2018/19-2020/21 (UPDATED) ..... 18
- 2.1.12 National Infrastructure Development Plan 2022 (Vision 2050) (UPDATED) ..... 19
- 2.1.13 National Transport Master Plan 2005-2050 ..... 20
- 2.1.14 Integrated Resource Plan for Electricity 2010-2030 ..... 21
- 2.1.15 Development of Sustainable Human Settlements (Breaking New Ground) 2004 ..... 22
- 2.1.16 Neighbourhood Development Partnership Grant 2006 ..... 22
- 2.1.17 New Urban Agenda ..... 23
- 2.1.18 Sustainable Development Goals..... 23
- 2.2. PROVINCIAL CONTEXT ..... 24**
- 2.2.1 Free State Growth and Development Strategy (FSGDS) ..... 24

2.2.2	Free State Province Spatial Development Framework 2025 (UPDATED).....	27
2.2.2.1	Vision .....	27
2.2.2.2	Giving Effect to FSGDS.....	27
2.2.2.3	PSDF Objectives .....	28
2.2.2.4	Spatial Planning Categories .....	28
2.2.2.5	PSDF Directives for Mangaung.....	30
<b>2.3.</b>	<b>MANGAUNG METROPOLITAN CONTEXT .....</b>	<b>33</b>
2.3.1	Mangaung IDP Directives.....	33
2.3.1.1	Vision .....	33
2.3.1.2	IDP Objectives .....	33
2.3.1.3	Development Challenges and Opportunities.....	35
2.3.1.4	Priority Spatial Issues .....	38

---

## LIST OF FIGURES

Figure 2: 1.	NSDF Vision, spatial logic and spatial levers. ....	13
Figure 2: 2:	National Spatial Development Framework .....	14
Figure 2: 3.	Spatial Integration of NATMAP with existing policies, SIP Projects.....	21
Figure 2: 4.	Major Transmission Development Scheme Projects .....	22
Figure 2: 5.	Composite Plan for the Free State .....	31
Figure 2:6:	FSSDF Spatial Directives on Mangaung Metropolitan Municipality.....	37

---

## LIST OF TABLES

Table 2: 1.	National Development Plan Objectives and Actions .....	6
Table 2: 2.	Pillars and Drivers of the Free State Growth and Development Strategy .....	26
Table 2: 3.	Mangaung Alignment with Pillars and Drivers of the Free State GDS .....	36

---

## LIST OF DIAGRAMS

Diagram 2: 1.	Core elements of the IUDF.....	10
Diagram 2: 2.	Comprehensive Rural Development Plan Concept.....	17

---

## **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	<ul style="list-style-type: none"> <li>• Reduce the cost of living for poor households and costs of doing business through micro-economic reforms.</li> <li>• Broaden the expanded public works programme to 2 million full-time equivalent jobs by 2020.</li> </ul>
Economy Infrastructure – the foundation for social and economic development	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Reduce water demand in urban areas to 15% below the business-as-usual scenario by 2030.</li> <li>• Ensure that all people have access to hygienic sanitation.</li> <li>• By 2030 public transport will be user-friendly, less environmentally damaging, cheaper and integrated or seamless.</li> <li>• Consolidate and selectively expand on logistics infrastructure.</li> <li>• Improved productivity of infrastructure and increased levels of public and private investment to a combined 30% of GDP.</li> </ul>
Environmental Sustainability and Resilience – an equitable transition to a low-carbon economy	<ul style="list-style-type: none"> <li>• Absolute reductions in the total volume of waste disposed to landfill each year.</li> <li>• Zero emission building standards by 2030.</li> <li>• Carbon pricing, building standards, vehicle emission standards and municipal regulations to achieve scale in stimulating renewable energy, waste recycling and in retrofitting buildings.</li> <li>• All new buildings to meet the energy efficiency criteria set out in South African National Standard 204.</li> </ul>
Integrated and Inclusive Rural Economy	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Create tenure security for communal farmers, especially women.</li> <li>• 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.</li> </ul>
Positioning South Africa in the Region and the World	<ul style="list-style-type: none"> <li>• Implement a focused regional integration strategy with emphasis on road, rail and port infrastructure in the region.</li> </ul>
Transform Human Settlements and the National Space Economy	<ul style="list-style-type: none"> <li>• Upgrade all informal settlements on suitable, well located land by 2030.</li> <li>• Reform the current planning system for improved coordination.</li> <li>• Develop a strategy to densify cities, promote better located housing and settlements.</li> <li>• Ensure safe, reliable and affordable public transport.</li> <li>• Provide SDF norms, including improving the balance between location of jobs and people.</li> <li>• Review of the grant and subsidy regime for housing</li> <li>• Provide incentives for citizen participation for local planning and development of spatial compacts.</li> <li>• Introduce mechanisms that would make land markets work more effectively for the poor and support rural and urban livelihoods.</li> </ul>

Improve Education, Training and Innovation	<ul style="list-style-type: none"> <li>• Improve access to Early Childhood Development Programmes.</li> </ul>
Promote Health Care for All	<ul style="list-style-type: none"> <li>• Strengthen the health system.</li> </ul>
Build Social Protection (social welfare)	<ul style="list-style-type: none"> <li>• Expand existing public employment initiatives to create opportunities for the unemployed.</li> <li>• All children should enjoy services and benefits aimed at facilitating access to nutrition, health care, education, social care and safety.</li> </ul>
Build Safer Communities (policing)	<ul style="list-style-type: none"> <li>• Increase community participation in crime prevention and safety initiatives.</li> <li>• Implement the National Rural Safety Strategy Plan in high risk areas involving all role-players and stakeholders.</li> </ul>
Build a Capable and Developmental State (institutional)	<ul style="list-style-type: none"> <li>• Improve relations between national, provincial and local government.</li> </ul>
Fight Corruption (institutional)	<ul style="list-style-type: none"> <li>• Develop clear rules restricting business interests of public servants.</li> <li>• Develop restraint-of-trade agreements for senior civil servants and politicians at all levels of government.</li> <li>• All corrupt officials should be made individually liable for all losses incurred as a result of their corrupt actions.</li> </ul>
Nation Building and Social Cohesion – social compact	<ul style="list-style-type: none"> <li>• Improve public services and spaces and build integrated housing and sport facilities in communities to ensure sharing of common spaces across race and class.</li> <li>• Promote citizen participation in forums such as Integrated Development Plans, Ward Committees, School Governing Boards and Community Policing Forums.</li> </ul>

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.

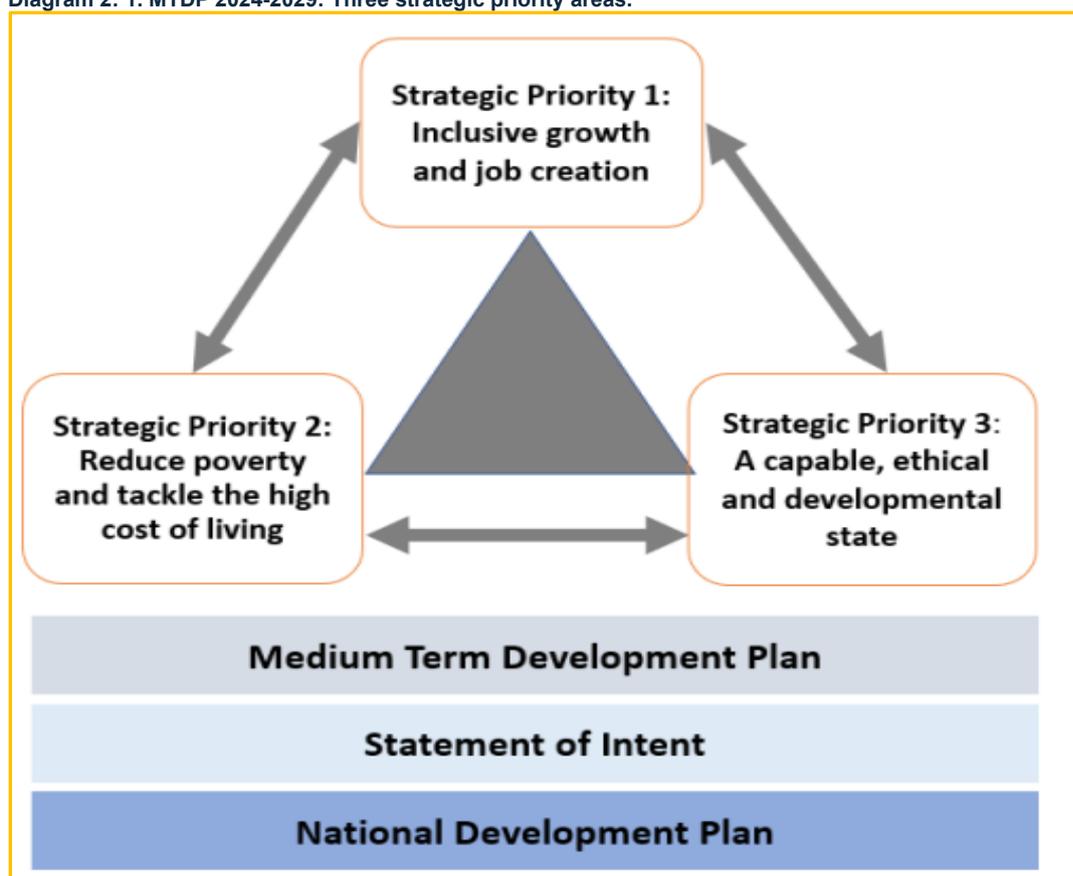
### **2.1.5. Medium-Term Development Plan (MTDP) 2024-2029 (UPDATED)**

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 Address 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.**



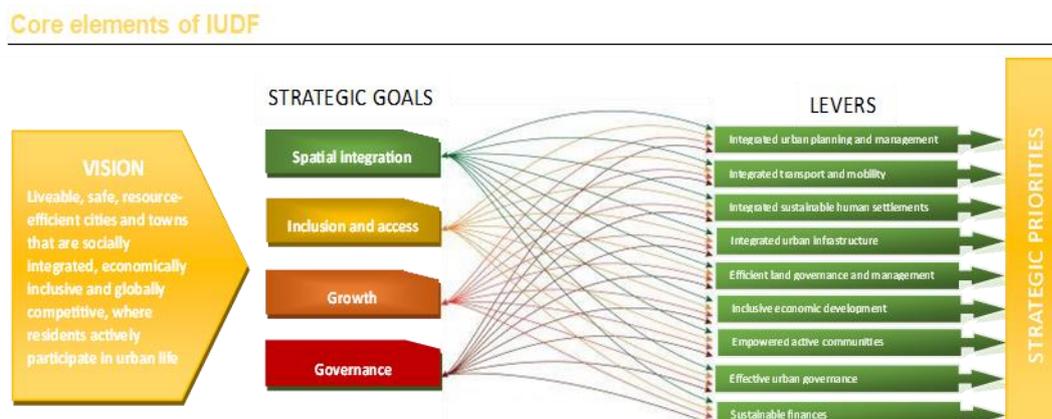
## 2.1.6 Integrated Urban Development Framework and Implementation Plan 2020-2025 (UPDATED)

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 IUDF 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

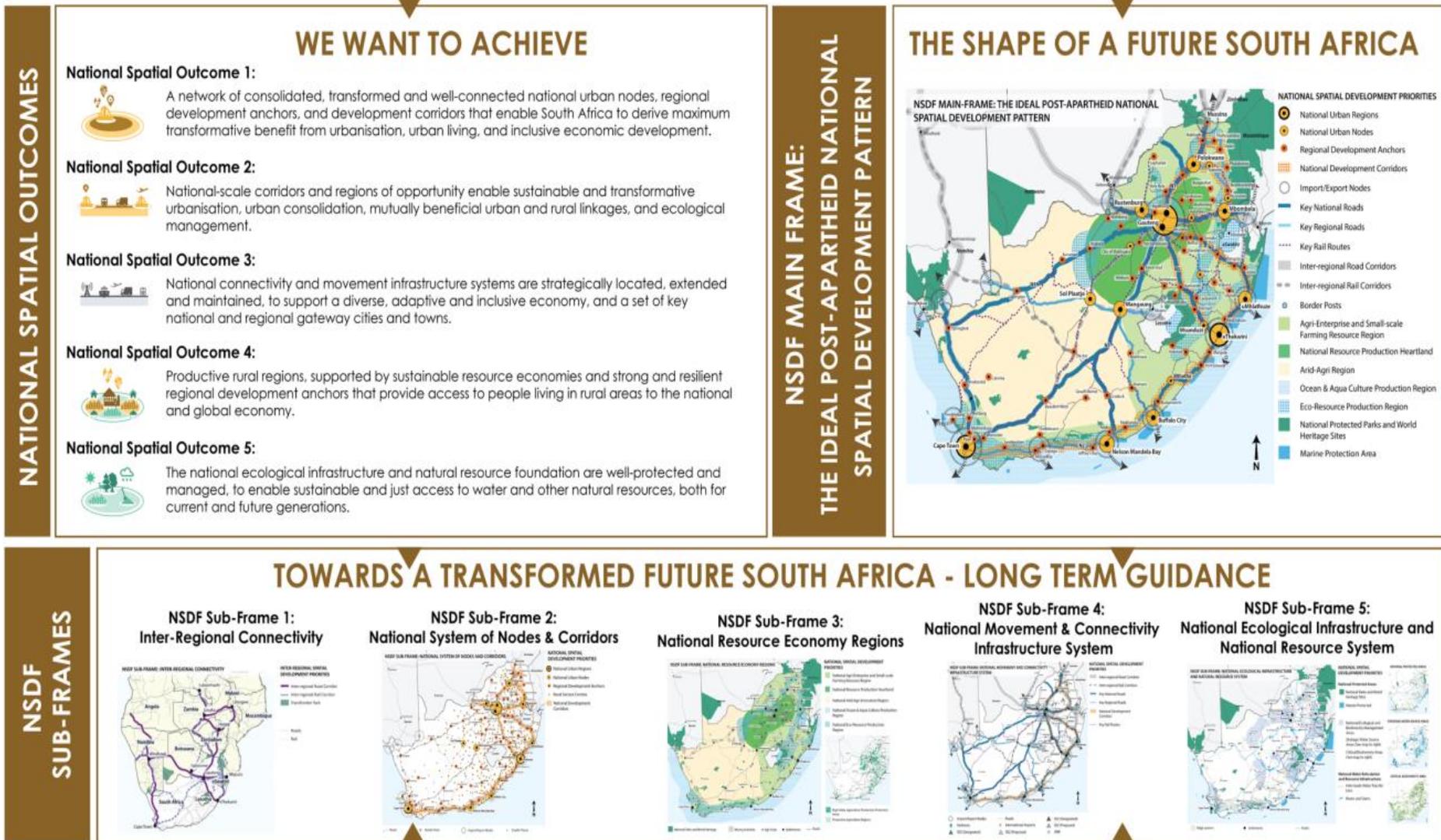




Figure 2: 2: National Spatial Development Framework

## **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.

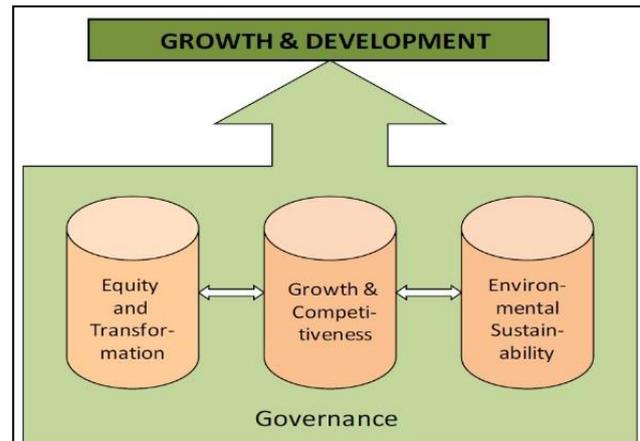
## **2.1.9 Agricultural Policy Action Plan 2015**

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 achieve 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.

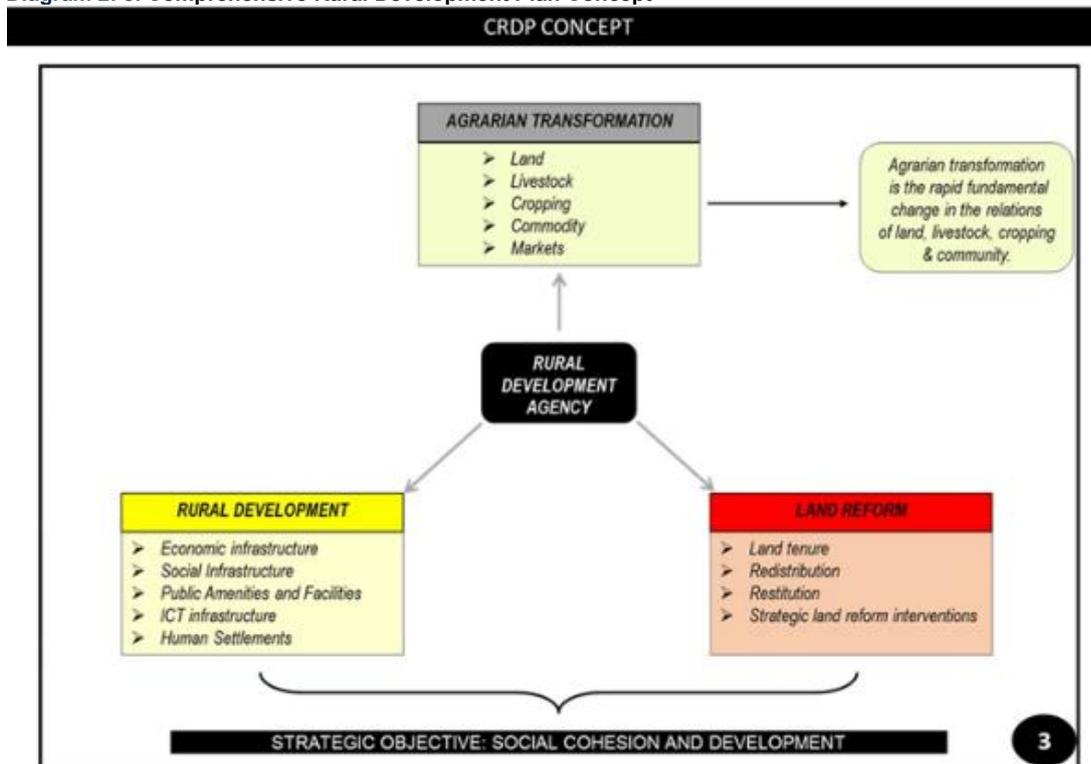
The vision of the CRDP is to be achieved through a three-pronged strategy based on:

- 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.



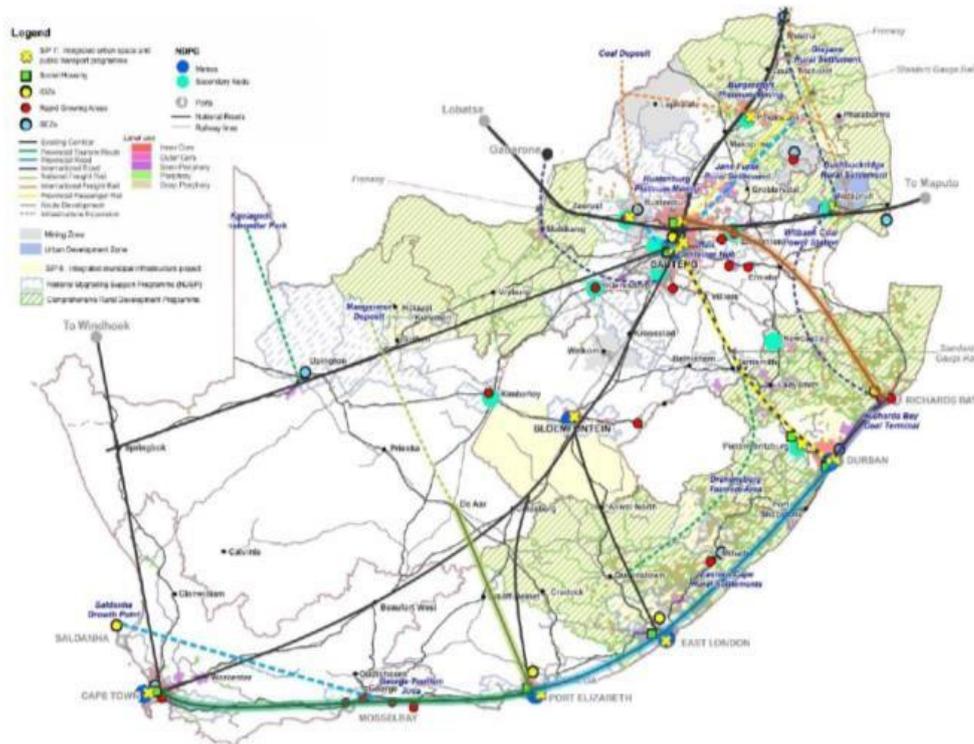


Figure 2: 3. Spatial Integration of NATMAP with existing policies, SIP Projects.

### 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.

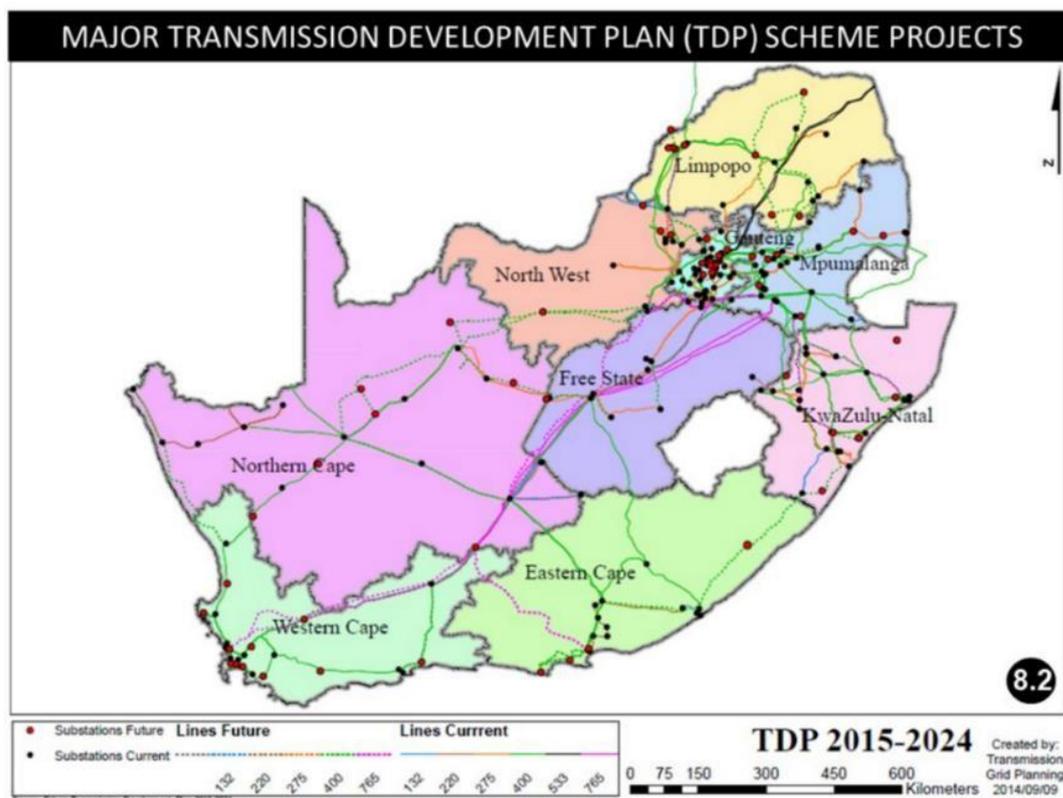


Figure 2: 4. Major Transmission Development Scheme Projects

#### **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 Ecuador 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**

<b>Pillar</b>	<b>Specific Drivers</b>
<b><i>Inclusive economic growth and sustainable job creation</i></b>	<ul style="list-style-type: none"> <li>• Accelerate land reform, diversify, expand agricultural development, food security indicators and targets related to agriculture</li> <li>• Minimise the impact of the declining mining sector and ensure that existing mining potential is harnessed</li> <li>• Expand and diversify manufacturing opportunities</li> <li>• Capitalise on transport and distribution opportunities</li> <li>• Harness, increase tourism potential and opportunities</li> </ul>
<b><i>Education, innovation and skills development</i></b>	<ul style="list-style-type: none"> <li>• Ensure an appropriate skills base for growth and development</li> </ul>
<b><i>Improved quality of life</i></b>	<ul style="list-style-type: none"> <li>• Curb crime and streamline criminal justice system performance</li> <li>• Expand and maintain basic rural infrastructure</li> <li>• Facilitate sustainable human settlements</li> <li>• Provide and improve adequate health care for citizens</li> <li>• Ensure social development and social security services for all citizens</li> <li>• Integrate environmental concerns into growth and development planning</li> </ul>
<b><i>Sustainable rural development</i></b>	<ul style="list-style-type: none"> <li>• Increase the provision of quality basic services and invest in education, healthcare and public transport</li> <li>• Increase investment in agro-processing, tourism, aquaculture and crafts industries</li> <li>• Increase financial support to rural communities</li> <li>• Increase investment in irrigation technologies and implement conservation measures</li> <li>• Improve access to markets for small-scale farmers and rural cooperatives</li> <li>• Mainstream rural development in growth and development planning</li> </ul>
<b><i>Build social cohesion</i></b>	<ul style="list-style-type: none"> <li>• Popularise and promote rights and responsibilities embedded within the Constitution.</li> <li>• Introduce African languages in all schools to facilitate understanding, tolerance, respect and diversity.</li> <li>• Develop and embed shared values amongst communities.</li> <li>• Provide arts, culture, sports and recreation opportunities and prospects for all communities.</li> </ul>

	<ul style="list-style-type: none"> <li>• Strengthen participatory democracy to encourage citizenry expression to guide and influence behaviour.</li> <li>• Increase socio-economic access and opportunities to all to eliminate any forms of prejudice and marginalization.</li> <li>• Create a safe and secure environment for individuals.</li> </ul>
<b>Good governance</b>	<ul style="list-style-type: none"> <li>• Foster good governance to create a conducive climate for growth and development.</li> </ul>

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 2025 (UPDATED)**

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

### *2.2.2.1 Vision*

---

The PSDF gives effect to the provincial vision of:

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

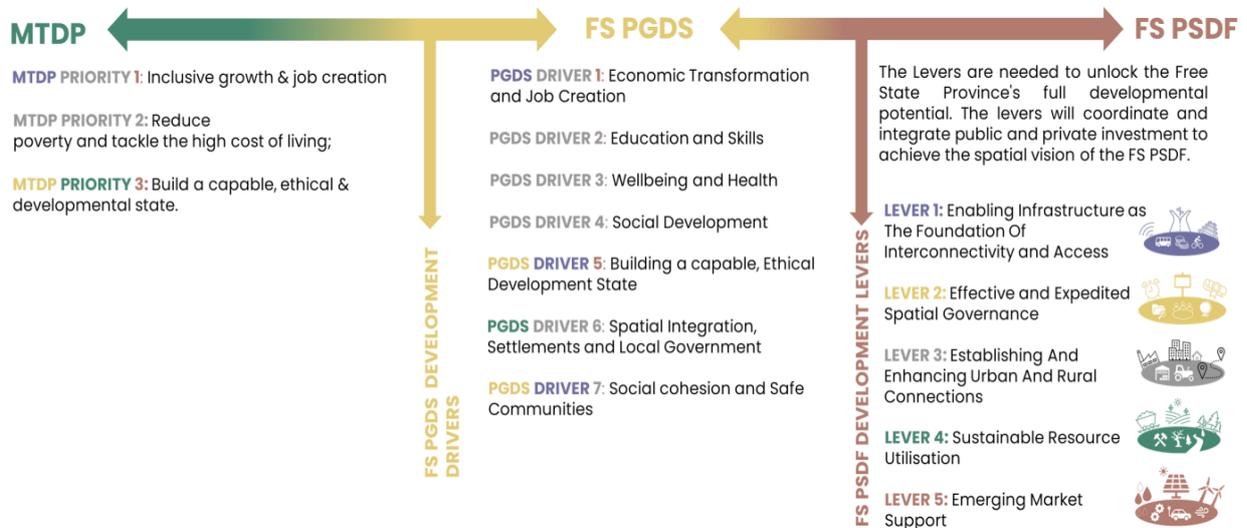
### *2.2.2.2 Giving Effect to FSGDS*

---

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

A high-level diagram unpacking the key MTDP priorities proposed in the PGDS, along with the supporting Development Levers, is presented below. This diagram provides a high-level methodology for this section, with specific reference to the proposed colour coding used to ensure alignment between the PGDS and the PSDF. The Development Levers address various drivers (spatial

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



### 2.2.2.3 PSDF Objectives

The Free State Provincial Spatial Development Framework (FS PSDF) aims to provide an integrated approach to land use management, ensuring sustainable, equitable, and efficient use of land across the province. Land use planning is critical for balancing development needs with conservation and environmental protection, ensuring economic growth, and supporting social equity.

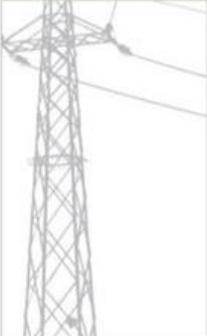
The PSDF's land use management framework is underpinned by the Spatial Planning Categories (SPCs), which serve as guiding frameworks for permissible land uses, ensuring alignment with broader provincial objectives. These SPCs are structured to accommodate different land uses, allowing flexibility while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



### 2.2.2.4 Spatial Planning Categories



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

	<b>A</b> CORE	A.a Statutory Protected Areas
	<b>B</b> BUFFER	B.a Non-Statutory Conservation Areas B.b Ecological Corridors B.c Urban Green Areas
	<b>C</b> AGRICULTURAL AREAS	C.a Extensive agricultural areas C.b Intensive agricultural areas
	<b>D</b> URBAN RELATED	D.a Main Towns D.b Local Towns D.c Rural Settlements D.d Tribal Authority Settlements D.e Communal Settlements D.f Institutional Areas D.g Authority Areas D.h Residential Areas D.i Business Areas D.j Service Related Business D.k Special Business D.l SMME Incubators D.m Mixed Use Development Areas D.n Cemeteries D.o Sports fields & Infrastructure D.p Airport and Infrastructure D.q Resorts & Tourism Related Areas D.r Farmsteads & Outbuildings
	<b>E</b> INDUSTRIAL AREAS	E.a Agricultural industry E.b Industrial Development Zone E.c Light industry E.d Heavy industry E.e Extractive industry
	<b>F</b> SURFACE INFRASTRUCTURE & BUILDINGS	F.a National roads F.b Main roads F.c Minor roads F.d Public Streets F.e Heavy Vehicle Overnight Facilities F.f Railway lines F.g Power lines F.h Telecommunication Infrastructure F.i Renewable Energy Structures F.j Dams & Reservoirs F.k Canals F.l Sewerage Plants and Refuse Areas

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

- a) SPCs facilitate efficient land-use administration by standardising land-use classifications across the province. This allows all land units to be recorded systematically and enables consistent management of land-use issues through Spatial Information Systems.
- b) While SPCs do not replace existing zoning regulations, they provide a framework for aligning zoning with broader sustainability objectives. In cases where SPC designations differ from existing zoning, authorities can refer to SPC guidelines to ensure that new developments adhere to sustainability and planning principles.
- c) SPCs guide decision-making related to land-use change applications. For example, an application to change agricultural land use to industrial must consider the SPC designation to ensure that it aligns with broader land-use priorities. If the proposed land use conflicts with the SPC, additional review and assessment may be required.
- d) SPCs apply to both public and private land, ensuring a balanced approach to managing natural and human-made landscapes. In private buffer areas (SPC B), for instance, landowners are encouraged to maintain land uses that complement conservation objectives, while in agricultural areas (SPC C), farming and agri-processing are Prioritised over non-agricultural development.

#### *2.2.2.5 PSDF Directives for Mangaung*

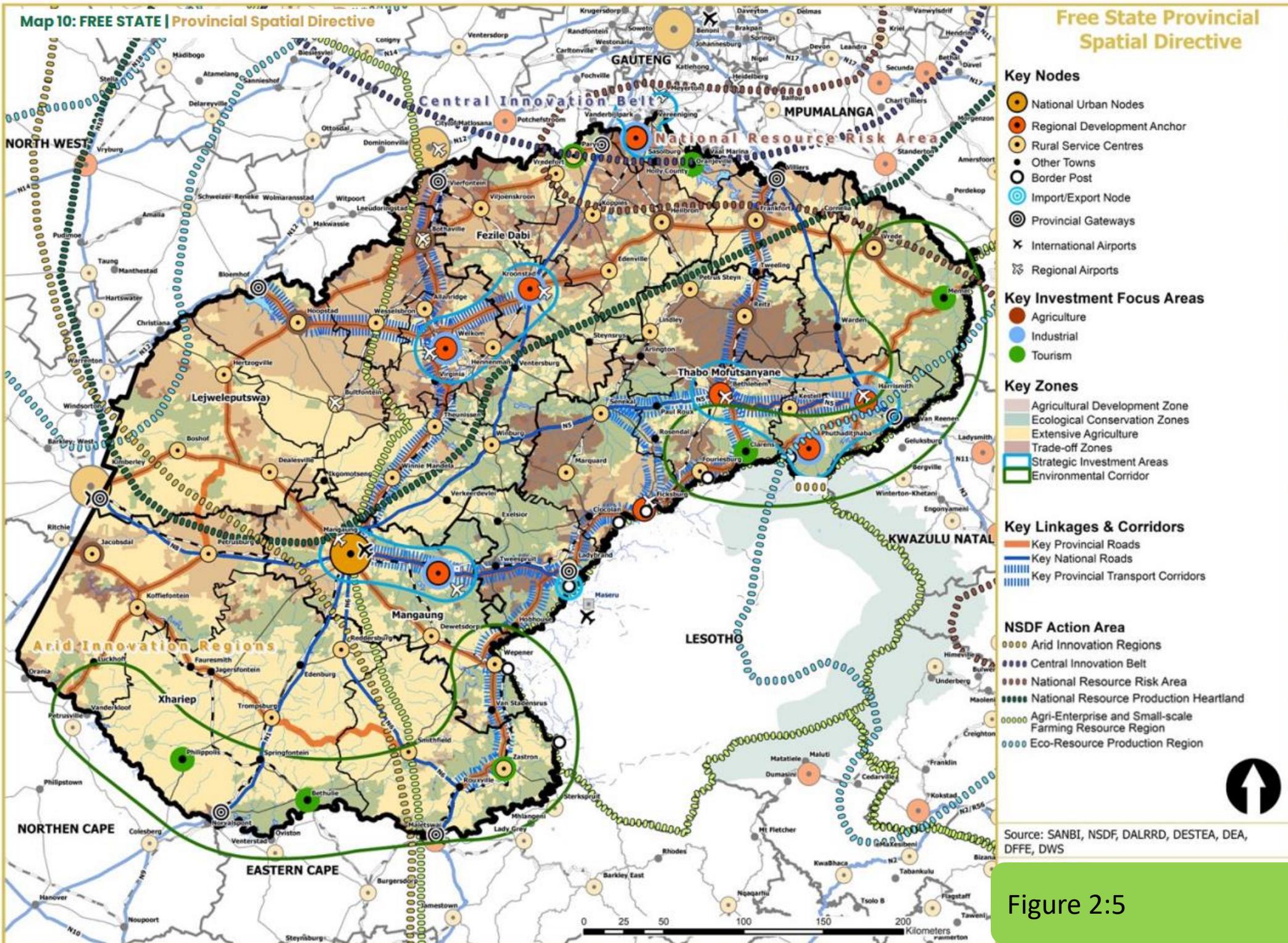
---

The spatial vision for the Free State is depicted by the Composite Spatial Plan (**Figure 2:5**). This plan serves as a first level broad guide to spatial planning land-use throughout the province.

Mangaung Metropolitan Municipality occupies a central position within the Free State Provincial Spatial Development Framework, leveraging its administrative, economic, and cultural assets to drive regional progress. By addressing infrastructure deficits, promoting inclusive development, and harnessing its agricultural and tourism potential, the municipality can realize its strategic objectives and fulfil its role as a catalyst for socio-economic advancement within the province. Spatial directives from the FSSDF are illustrated on **Figure 2:6** below.

Map 10: FREE STATE | Provincial Spatial Directive

Free State Provincial Spatial Directive



Key Nodes

- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Other Towns
- Border Post
- ⊙ Import/Export Node
- ⊙ Provincial Gateways
- ✕ International Airports
- ✕ Regional Airports

Key Investment Focus Areas

- Agriculture
- Industrial
- Tourism

Key Zones

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

Key Linkages & Corridors

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

NSDF Action Area

- Arid Innovation Regions
- Central Innovation Belt
- National Resource Risk Area
- National Resource Production Heartland
- Agri-Enterprise and Small-scale Farming Resource Region
- Eco-Resource Production Region

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

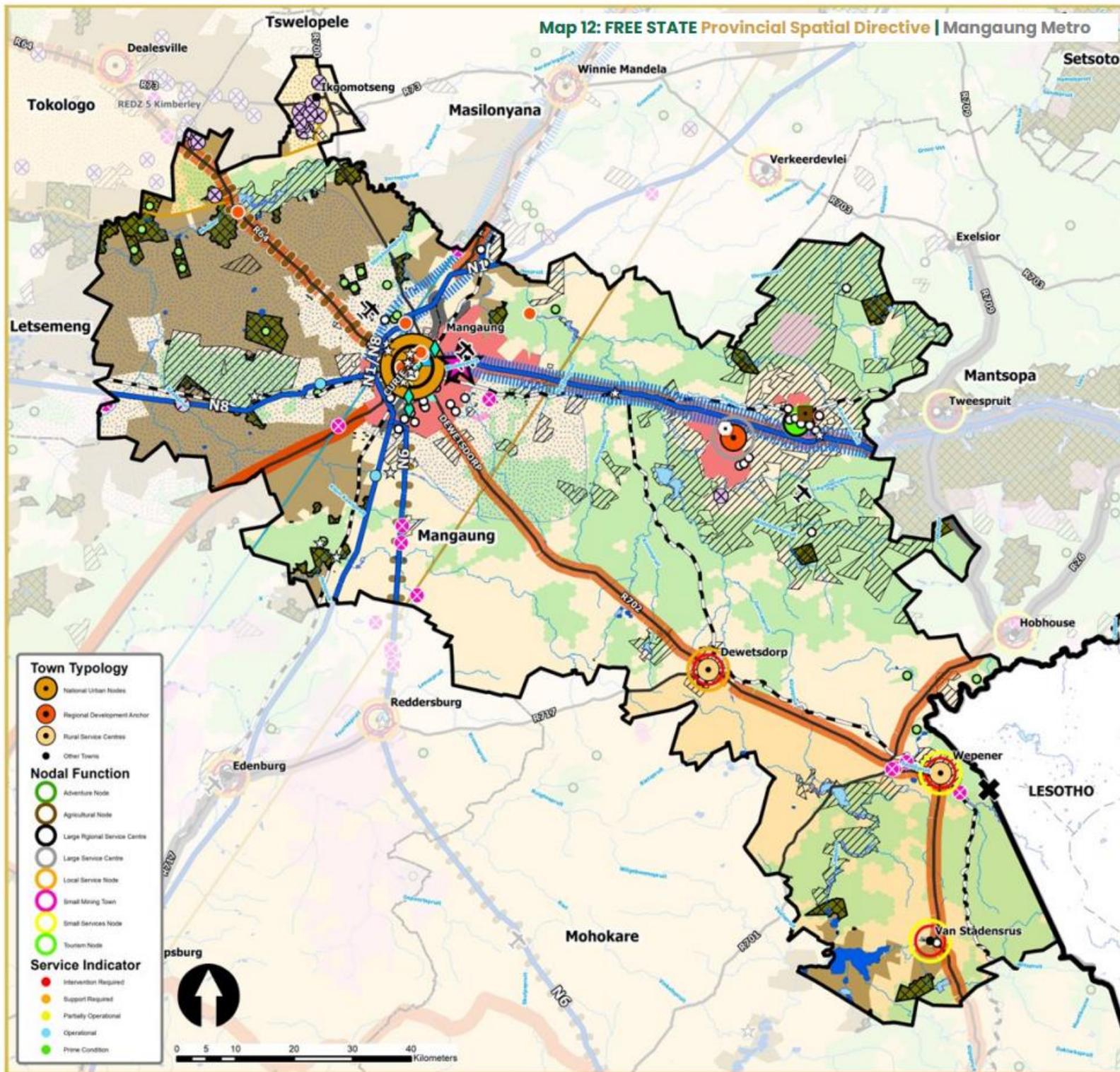


Figure 2:5

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



Map 12: FREE STATE Provincial Spatial Directive | Mangaung Metro

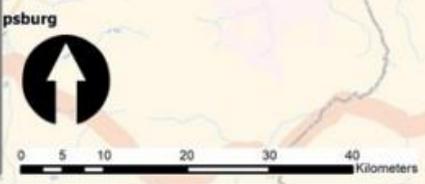


**FS Provincial Spatial Directive**  
**Mangaung Metropolitan Municipality**

- Zones**
- Agricultural Development Zone
  - Ecological Conservation Zones
  - Game Farming Focus Areas
  - Extensive Agriculture
  - Water Resource Development Zone
  - Trade-off Zones (Agn/Eco)
  - Trade-off Zones (Agn/Mining)
  - State Owned Land
  - RAMSAR Sites
  - Renewable Energy Development Zone
- Mining Application Status**
- Granted
  - Issued
  - Mineral Beneficiation Zone
- Corridors & Linkages**
- Trade Spines
  - Proposed Trade Routes
  - Abnormal Routes
  - Current Special Maintenance Roads
  - Upgrades\_Roads\_
  - Railway\_Lines
  - Key Provincial Transport Corridors
  - Key Provincial Roads

- Projects & Incentive**
- Priority Heritage Maintenance
  - National Park
  - Nature Reserves & Game Parks
  - World Heritage Sites
  - PHSHDA
  - Active Mines
  - Mining Rehabilitation
  - Agricultural Schools
  - Skills Development Centre
  - SMART Schools
  - Treasury Projects
  - Small Town Regeneration
  - Proposed Weigh Bridge
  - Railway Terminals / Working Terminals
  - FSPU
  - AgriHubs
  - Logistic Facilities
  - Virginia Gas Point
  - EV Automobile Support Development
  - Proposed EV Charging Station
  - Monuments and Museums
- Infrastructure**
- Import/Export Node
  - Main Transmission Substations
  - Green Hydrogen Production Node
  - EV Automobile Support Development
  - Special\_Economic\_Zones
  - Virginia Gas Point
  - Monuments and Museums
  - Not Irrigated Lands
  - Irrigation Scheme Revitalisation
  - Public Transportation Development
  - Gas Pipelines
  - Liquid Fuel Pipeline
  - Border Post

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



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

Figure 2:6

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

## 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.

#### 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
<b>Municipal Transformation and Institutional Development</b>			
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
<b>Local Economic Development and Rural Development</b>			
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
<b>Financial Viability and Sustainability</b>			
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
<b>Service Delivery</b>			
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 ( <i>including electricity and water line losses</i> ) and utilities ( <b>fleet</b> ); 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.

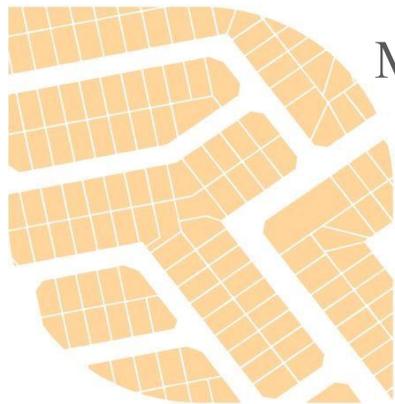
All of the above matters will have to be addressed as part of the Mangaung Metropolitan Spatial Development Framework process.



# MANGAUNG METROPOLITAN MUNICIPALITY

## METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

### Chapter 3: Spatial Challenges and Opportunities



FINAL  
REPORT



## TABLE OF CONTENTS

3. SITUATIONAL ANALYSIS: SPATIAL ISSUES AND CHALLENGES.....	1
3.1. INSTITUTIONAL.....	1
3.1.1. Introduction .....	1
3.1.1.1. City Development Themes .....	1
3.1.1.2. Productive Cities .....	2
3.1.1.3 Sustainable and Resilient Cities.....	3
3.1.1.4. Inclusive Cities .....	4
3.1.1.5. Well Governed Cities.....	5
3.1.2 Land Ownership .....	6
3.1.3 Land Reform.....	8
3.2. SOCIO ECONOMIC OVERVIEW .....	10
3.2.1. Demographic Profile .....	11
3.2.2 Economic and Employment Profile .....	19
3.3. NATURAL ENVIRONMENT .....	22
3.3.1. Geology and Soils .....	22
3.3.2. Biodiversity and Conservation.....	25
3.4. MUNICIPAL LAND USE AND SPATIAL STRUCTURE .....	31
3.4.1 Hierarchy and Functional Role of Settlements.....	31
3.4.2 Movement Network and Hierarchy.....	34
3.4.2.1. Road .....	34
3.4.2.2. Rail .....	34
3.4.2.3. Air .....	35
3.4.2.4 Public Transport .....	35
3.4.3 Economic Activity.....	35
3.4.3.1 Business.....	35
3.4.3.2. Industrial.....	37
3.4.3.3. Agriculture .....	39
3.4.3.4. Tourism.....	45
3.4.4. Housing .....	47
3.4.4.1. Informal Settlements .....	47



3.4.4.2. Human Settlement Strategic Focus Areas .....	47
3.4.4.3. Development Strategies .....	52
3.4.5. Community Facilities .....	57
3.4.6. Engineering Services .....	62
3.4.6.1. Water .....	62
3.4.6.2. Sanitation .....	67
3.4.6.3. Electricity .....	69
3.4.6.4. Solid Waste .....	72
3.4.7. Local Area Spatial Structure and Land Use .....	73
3.4.7.1. Bloemfontein/Mangaung .....	73
3.4.7.2. Botshabelo .....	83
3.4.7.3. Thaba Nchu .....	92
3.4.7.4. Soutpan/Ikgomotseng .....	103
3.4.7.5. Dewetsdorp .....	105
3.4.7.6. Wepener/Qibing .....	108
3.4.7.7. Van Stadensrus .....	110
3.5. KEY DEVELOPMENT ISSUES AND OPPORTUNITIES .....	113
3.5.1. Population Projections (2019 – 2036).....	116
3.5.2. Land Use Budget.....	118
3.6. ALIGNMENT WITH NEIGHBOURING SDFs .....	119
3.6.1. Urban – Rural Linkages .....	119
3.6.2. The Karoo SDF.....	121
3.6.2.1. Agriculture .....	121
3.6.3. Tourism.....	123

---

## LIST OF FIGURES

Figure 3: 1. MMM Land Ownership.....	7
Figure 3: 2 Rural Development Farms and IOP Projects.....	9
<b>Figure 3: 3 MMM total population (Census 2022).</b> .....	10
Figure 3: 4: Topography .....	23
Figure 3: 5: Terrain Morphological Units .....	24
Figure 3: 6: Soils in Mangaung .....	26



Figure 3: 7: MMM Biomes and Vegetation .....	27
Figure 3: 8: Biodiversity and Protected Areas (2017) .....	29
Figure 3: 9: Biodiversity and Protected Areas (2017) .....	30
Figure 3: 10: Regional Spatial Structure, land use and movement network of MMM.....	33
Figure 3: 11: Metropolitan Movement Infrastructure .....	36
Figure 3: 12: Business and Industrial.....	18
Figure 3: 13: MMM Agriculture .....	40
Figure 3: 14: MMM Agriculture: Commodity Distribution.....	42
Figure 3: 15: MMM Agriculture Activities .....	18
Figure 3: 16: MMM Grazing Capacity .....	19
Figure 3: 17: MMM Tourism.....	18
Figure 3: 18: Mangaung Informal Settlements: Bloemfontein.....	48
Figure 3: 19: Botshabelo/Thaba Nchu Informal Settlements .....	49
Figure 3: 20: Wepener Informal Settlements .....	50
Figure 3: 21: Dewetsdorp informal Settlements .....	50
Figure 3: 22: Soutpan Informal Settlements.....	51
Figure 3: 23: Van Stadensrus Informal Settlements .....	51
Figure 3: 24. Health facilities and cemeteries .....	59
Figure 3: 25. Educational facilities .....	59
Figure 3: 26. MMM Community facilities .....	61
Figure 3: 27. MMM Safety and security .....	61
Figure 3: 28: MMM Water Services.....	67
Figure 3: 29. MMM Sanitation .....	68
Figure 3: 30. MMM Electricity.....	71
Figure 3: 31. MMM Land Use.....	74
Figure 3: 32. MMM Shopping centres .....	30
Figure 3: 33. MMM Industrial zones.....	31
Figure 3: 34. MMM Water Services.....	81
Figure 3: 35. Mangaung Sanitation .....	82
Figure 3: 36. Botshabelo Land Use.....	84
Figure 3: 37. Botshabelo Industrial Area .....	86
Figure 3: 38. Botshabelo CBD .....	86
Figure 3: 39. Botshabelo/Thaba Nchu Retail Floor Area .....	39
Figure 3: 40. Botshabelo/Thaba Nchu Shopping Centres. ....	39
Figure 3: 41. Botshabelo/Thaba Nchu Industrial and commercial zones. ....	38
Figure 3: 42. Botshabelo Water Services.....	39
Figure 3: 43. Botshabelo Sanitation .....	93
Figure 3: 44. Thaba Nchu Rural Settlements.....	94
Figure 3: 45. Thaba Nchu Land Use .....	97
Figure 3: 46. Thaba Nchu CBD.....	98

Figure 3: 47. Thaba Nchu Industrial Area 2 .....	99
Figure 3: 48. Thaba Nchu Industrial Area 1 .....	99
Figure 3: 49. Thaba Nchu Water Services .....	48
Figure 3: 50. Thaba Nchu Sanitation .....	48
Figure 3: 51. Ikgomotseng Land Use .....	48
Figure 3: 52. Dewetsdorp/Morojaneng Land Use .....	107
Figure 3: 53. Wepener/Qibing Land Use.....	109
Figure 3: 54. Van Stadensrus/Thapelang Land Use .....	112
Figure 3: 55. Karoo Region in context of South Africa. ....	121
Figure 3: 56. Karoo Agriculture Network .....	122
Figure 3: 57. Karoo tourism.....	123

---

## LIST OF TABLES

Table 3: 1: MMM Population 2011-2019.....	20
Table 3: 2: MMM Households 2011-2019.....	20
Table 3: 3: MMM Household size 2011-2019.....	20
Table 3: 4: MMM: Employment (Formal and Informal) by Sector, 2011-2018.....	21
Table 3: 5: MMM Estimated Business Job Opportunities and Floor Areas, 2019 .....	37
Table 3: 6: MMM: Existing and Vacant Industrial/Commercial Land .....	37
Table 3: 7: Informal settlement upgrading under Phase 1 .....	53
Table 3: 8. Land Parcels Earmarked for BNG Projects (updated 31 March 2013) .....	54
Table 3: 9: Extent and Status of Eight Priority Land Parcels .....	55
Table 3: 10: Extent and Status of Existing Catalytic Projects.....	55
Table 3: 11: Extent and Status of Inner City Housing Projects.....	57
Table 3: 12: Mangaung Community Facilities .....	57
Table 3: 13: Extent of WWTW in MMM (Centre for Environmental Management, 2016, p.34) .....	67
Table 3: 14: Summary of Landfill Sites in MMM (CEM, 2016, p.62) .....	72
Table 3: 15. MMM Population Projections 2019-2036 .....	117
Table 3: 16. Summary of Incremental Land Use Budget 2019-2036 (including Backlog) .....	118

---

## LIST OF DIAGRAMS

Diagram 3: 1. MMM Demographic Profile A.....	12
Diagram 3: 2. MMM Demographic Profile B.....	13
Diagram 3: 3: MMM Demographic profile B .....	14
Diagram 3: 4: MMM Education profile .....	14
Diagram 3: 5. MMM GVA and GDP 2016-2024. ....	17



Diagram 3: 6. MMM Economic Profile B .....	18
Diagram 3: 7. Margaung Integrated Human Agenda. ....	52
Diagram 3: 8. MMM Household Services . ....	64
Diagram 3: 9. MMM Household Services B .....	66

---

## **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.

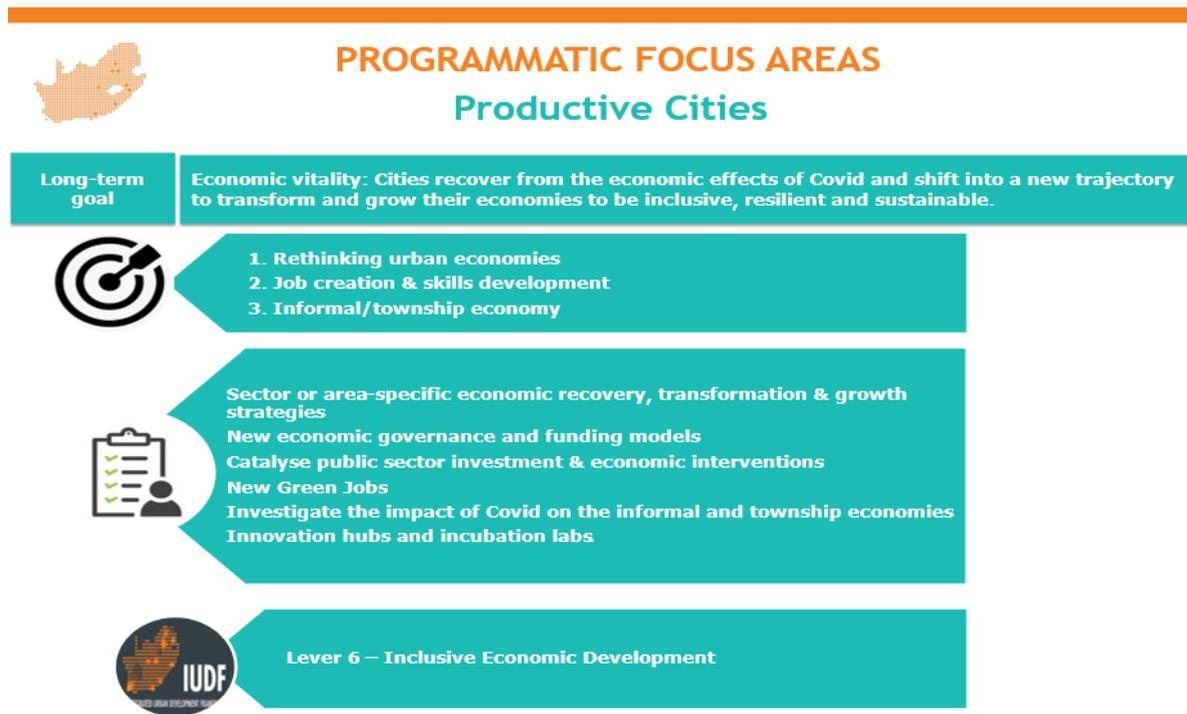
#### 3.1.1.1. City Development Themes



### PROGRAMMES AND THEMATIC FOCUS AREAS



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**

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

### 3.1.1.3 Sustainable and Resilient Cities



## PROGRAMMATIC FOCUS AREAS

### Sustainable and Resilient Cities

**Long-term goal** Economically equitable, socially inclusive, and ecologically sustainable cities that are well governed, which in turn translates into communities that are thriving, livable, healthy, spatially transformed, and rich in biodiversity



1. Climate change adaptation  
2. Resource Efficiency  
3. Urban Resilience





Just energy transition  
Nature-based solutions  
Water resilience  
Waste management  
Disaster mitigation  
Resilience strategies



All Levers of the IUDF  
All-of-government and all-of-society approach to urban resilience and sustainability

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;

	<b>Challenge</b>	<b>Opportunities</b>
<i>Maintaining a low ecological footprint</i>	Urban Sprawl, Land Invasions, Slow economy	Spatial and Land use policies to optimize the use of land
<i>Efficiently using its land</i>	Urban Sprawl	
<i>Striving to have the lowest possible pollution levels</i>	Use of fuel driven transport modes	To introduce electrical transport modes
<i>Recycling and reusing materials</i>	Lack of consumer education,	Private sector waste management companies more active in recycling industry
<i>Converting waste to energy</i>	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



## PROGRAMMATIC FOCUS AREAS

### Inclusive Cities

<b>Long-term goal</b>	<b>Safe, spatially transformed and interconnected communities with equitable access to services, social and economic opportunities especially by the most vulnerable (children, youth, women and people with disabilities)</b>
	<ol style="list-style-type: none"> <li>1. Built environment integration</li> <li>2. Urban safety</li> <li>3. Urban youth strategies</li> </ol>
	<p><b>Rethinking human settlements development</b></p> <ul style="list-style-type: none"> <li>Mobility and transport</li> <li>City-wide safety planning</li> <li>Community-centred response to GBV</li> <li>Urban Innovation Challenge initiative</li> <li>Innovation Incubation Lab</li> <li>Skills development &amp; entrepreneurship</li> <li>Development of a toolkit</li> </ul>
	<ul style="list-style-type: none"> <li>Lever 2 - Integrated Transport &amp; Mobility</li> <li>Lever 3 - Integrated Sustainable Human Settlements</li> <li>Lever 4 - Integrated Urban Infrastructure</li> </ul>



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;

	<b>Challenge</b>	<b>Opportunities</b>
<i>Urban Safety</i>	High Crime rate in Urban CBD and southeastern townships, Willows and Universitas	Establishment of CIDS in CBD 's, Neighbourhood Security Watch.
<i>Space and Life Chances</i>	Limited urban space and chances of opportunity.	Enhancing Skills development programmes for the disadvantaged
<i>Participation and Voice</i>	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.



## PROGRAMMATIC FOCUS AREAS

### Innovative Cities



### 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.

Land Ownership

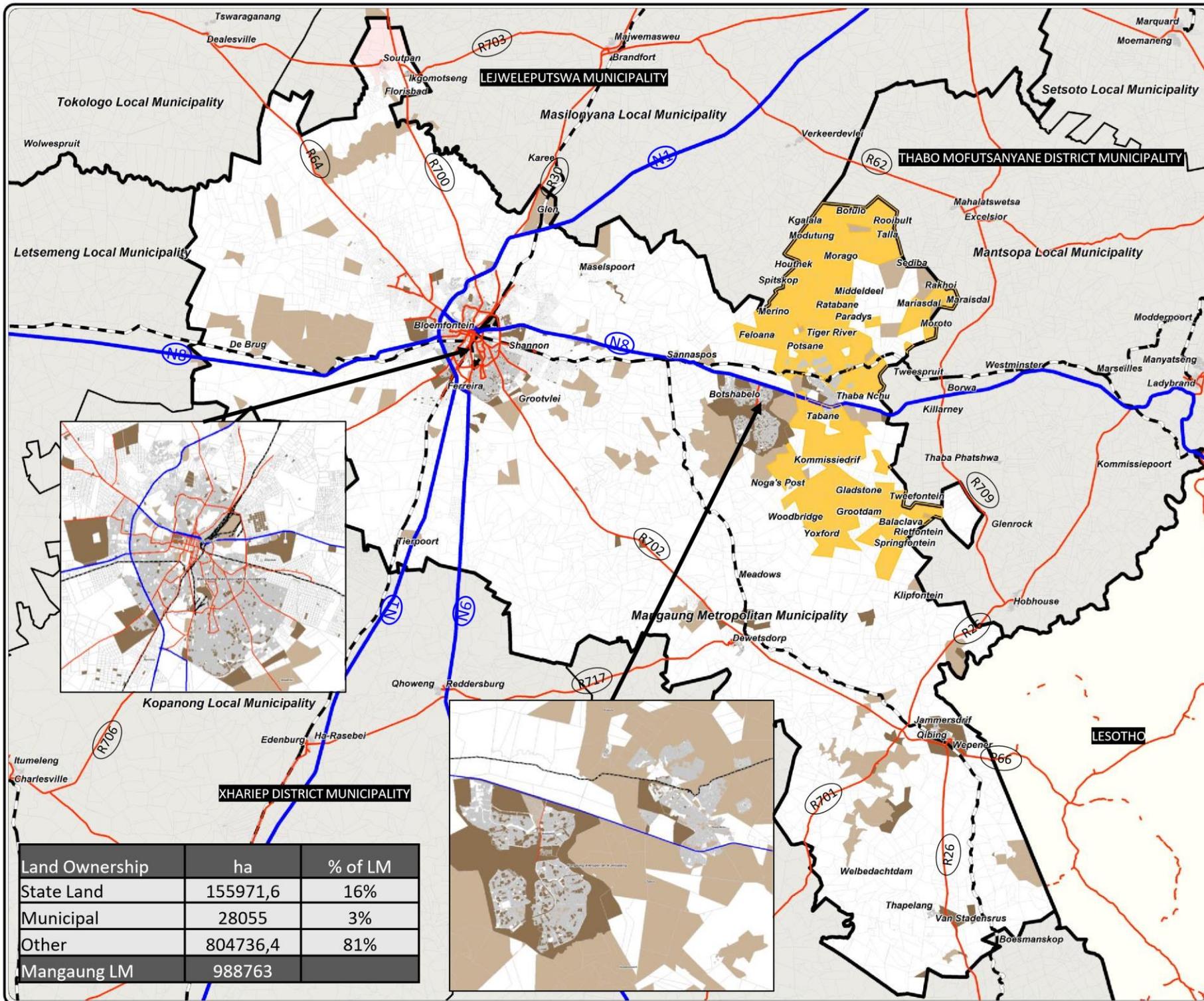
Legend

- Undetermined
- Private
- National / Provincial
- Municipal
- Other Local Municipalities
- Tribal Authority (82064 ha)
- Cadastral
- National Roads
- Provincial Roads
- Railway

Source: Mangaung Valuation Roll 2017; FS FarmPortion StateLand GIS Layer



Figure 3:1



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

### 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:

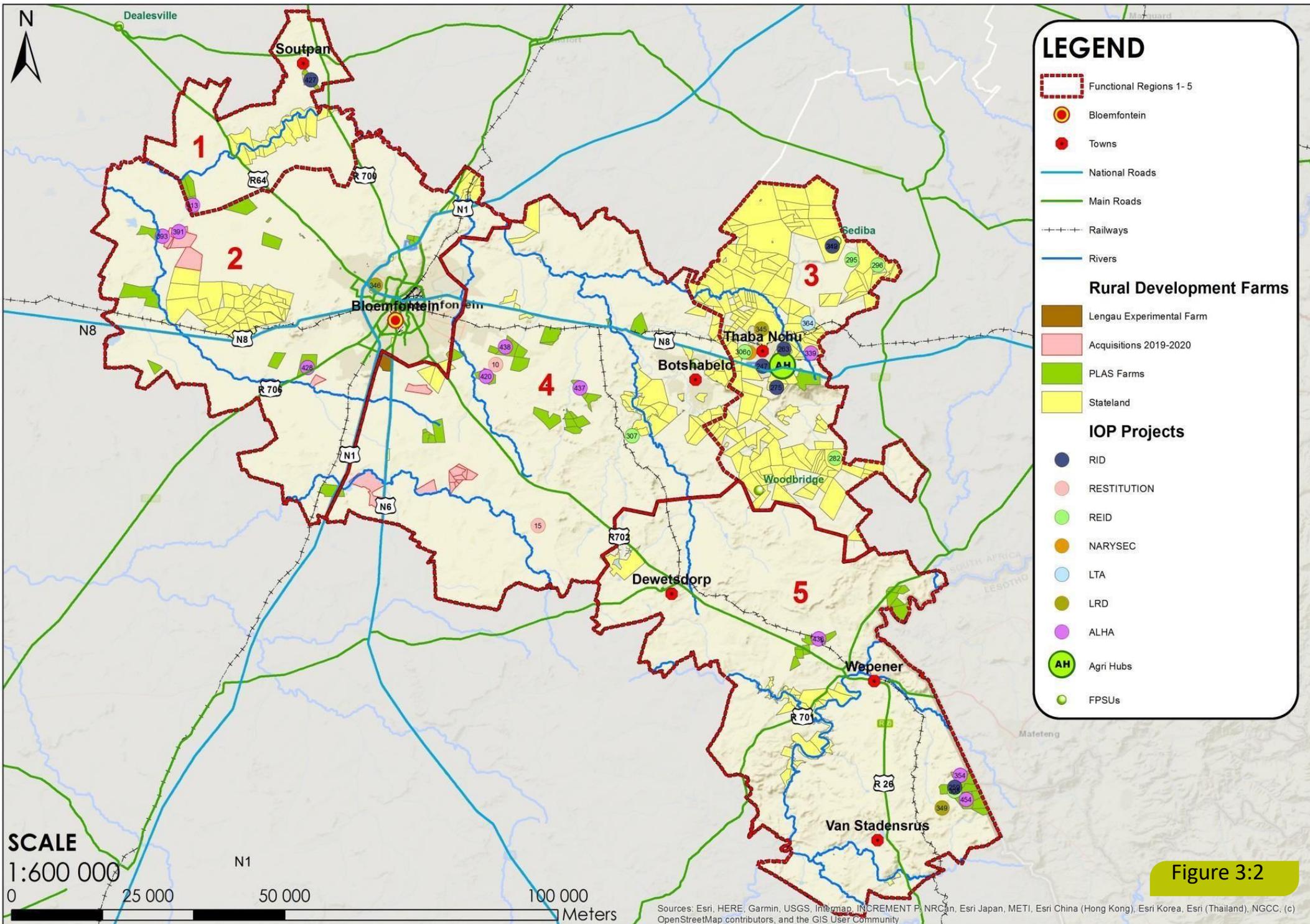
The majority of DRDLR project spend occurs around Thaba Nchu and Botshabelo;

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.

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.





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

### 3.2. SOCIO ECONOMIC OVERVIEW

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

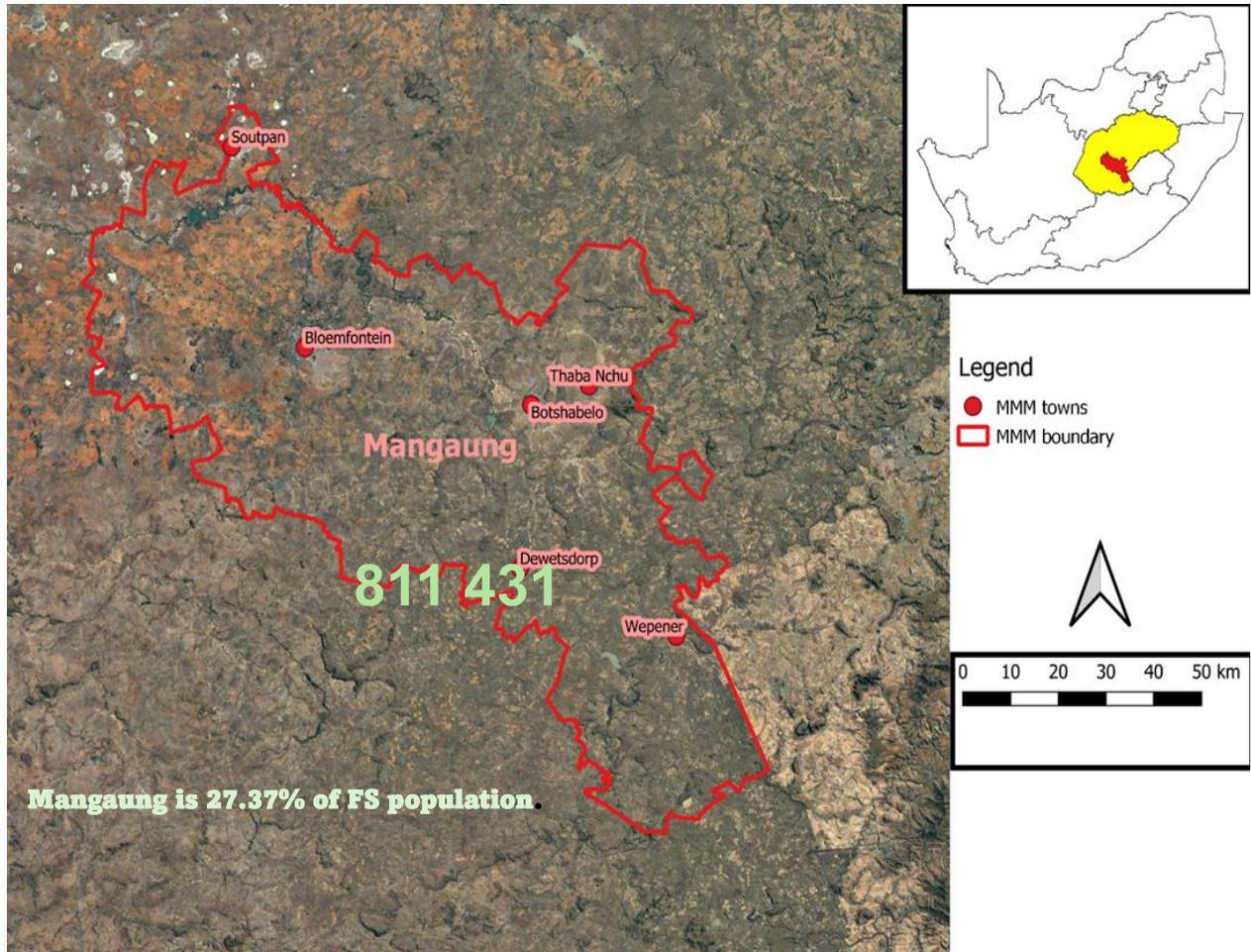


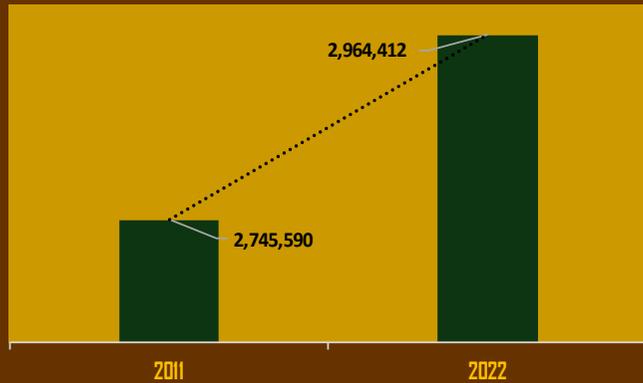
Figure 3: 3 MMM total population (Census 2022).

- 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**).

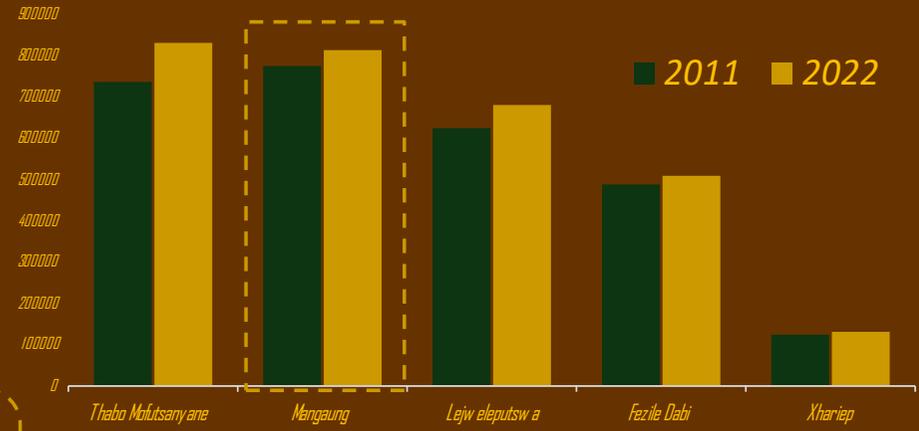
### 3.2.1. Demographic Profile

- 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 2<sup>nd</sup> 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.

Free State population growth 2011-2022

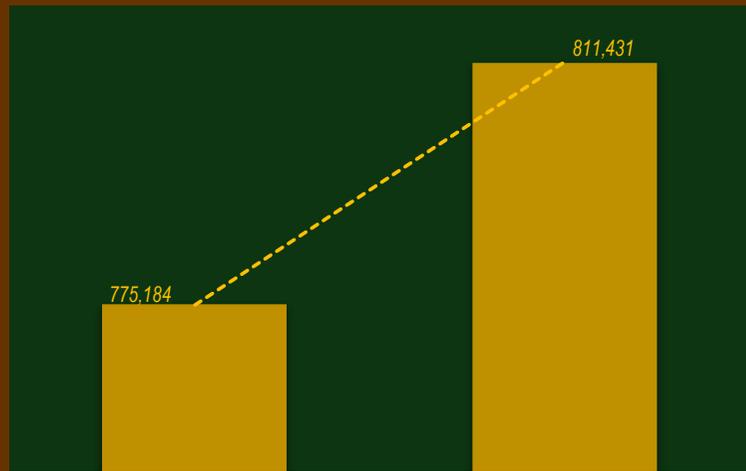


FS District Municipalities Rankings



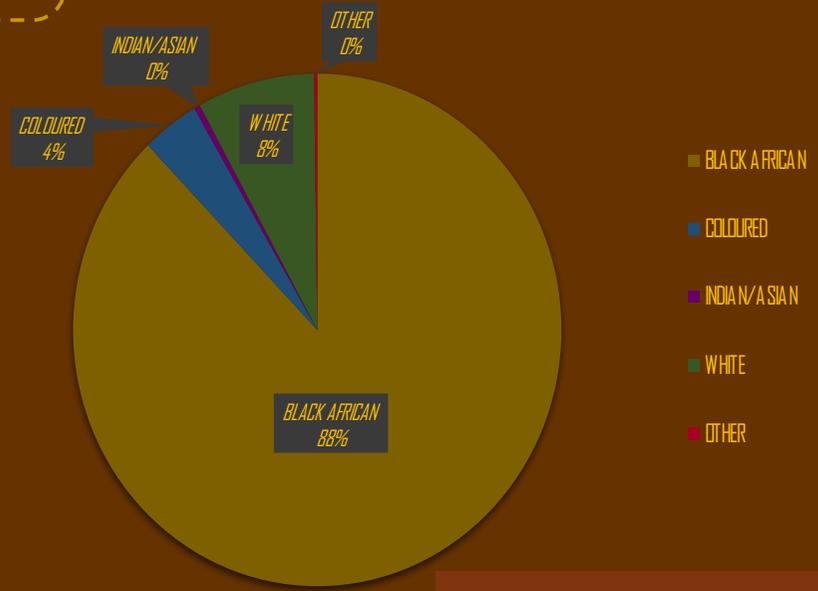
An increment of 218 822 people in the province since 2011 to 2022

MMM population growth 2011-2022

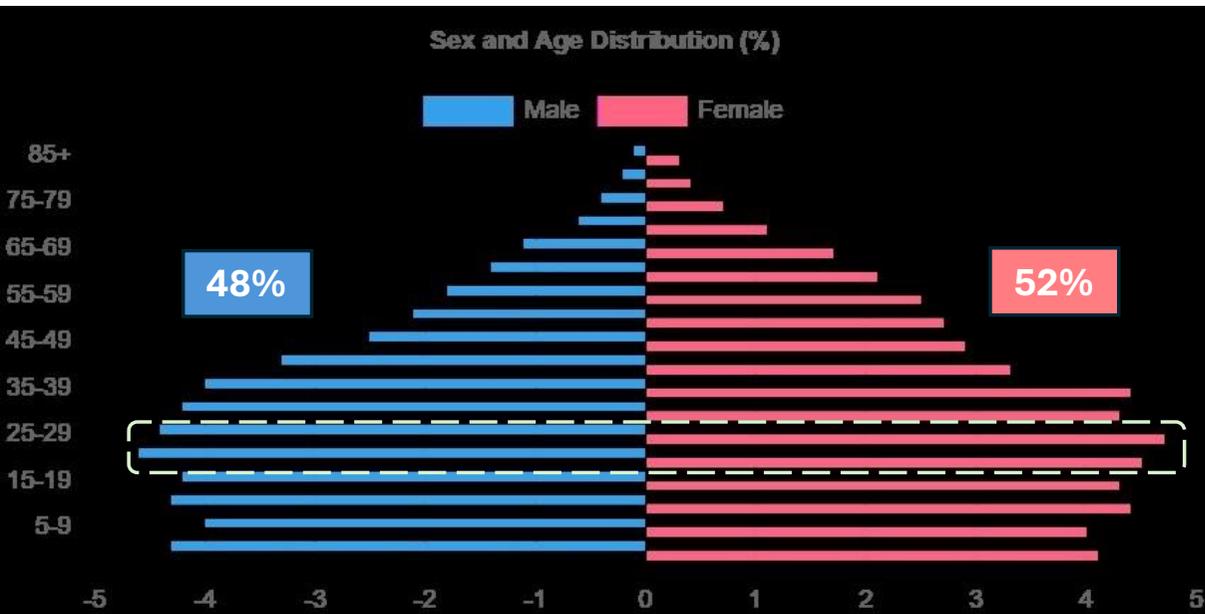


Year	MMM population
2011	775,184
2022	811,431

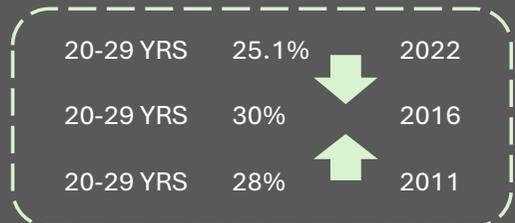
Mangaung Population Composition



Source: Stats SA Census 2011 & 2022



Large segment of the population is aged 20-29 years

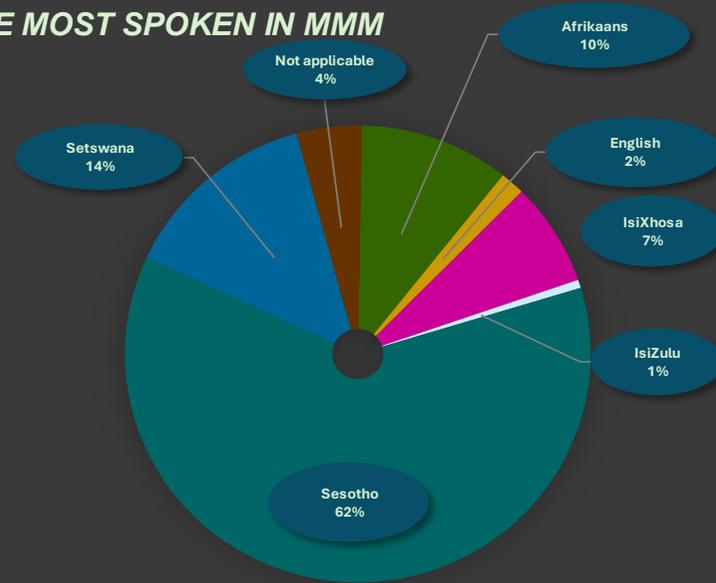


Male-Female ratio  
48:52

Mangaung is a Sotho dominant municipality

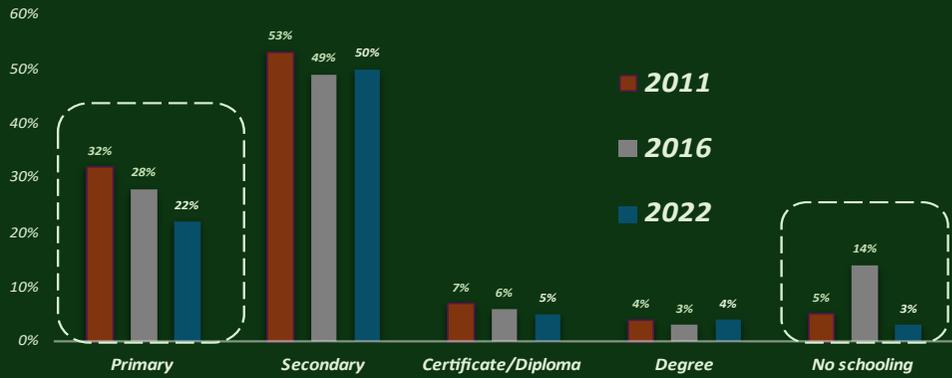
### LANGUAGE MOST SPOKEN IN MMM

- Afrikaans
- English
- IsiXhosa
- IsiZulu
- Sesotho
- Setswana
- Not applicable



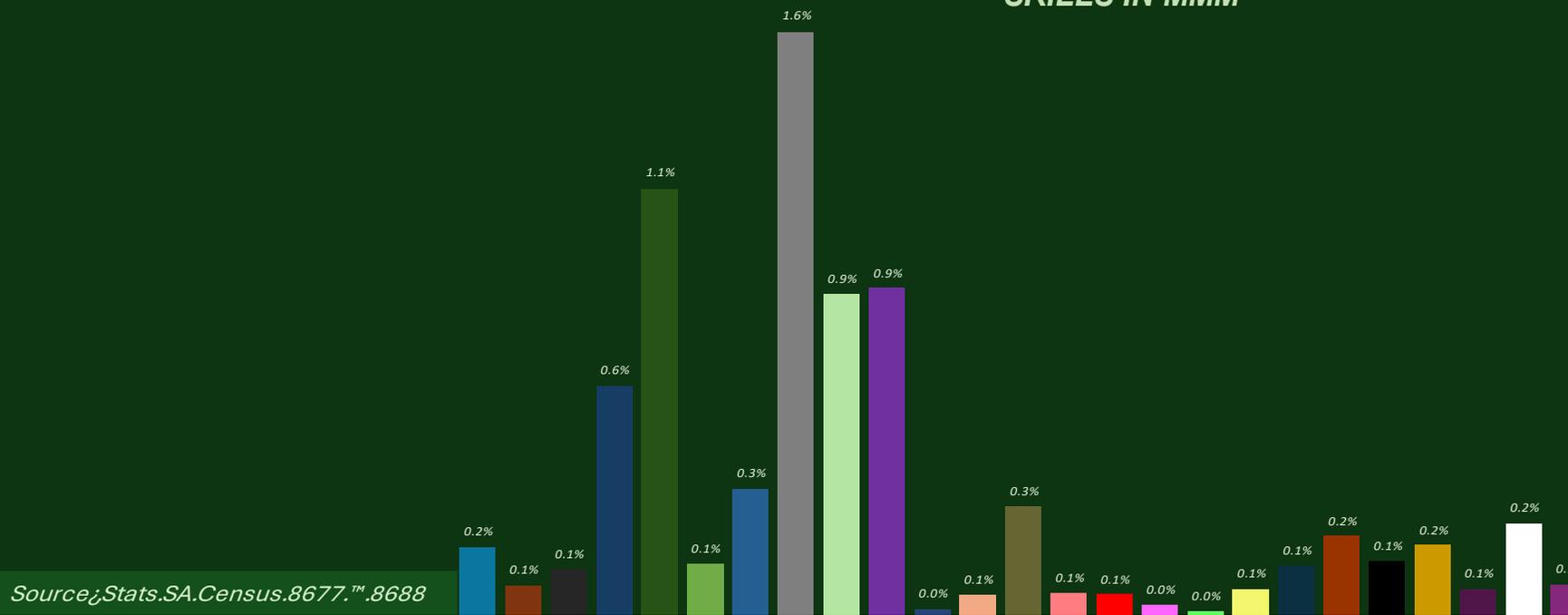
Source: Stats SA Census 2011 & 2022

MMM: EDUCATION PROFILE



SKILLS IN MMM

- Agriculture, Agricultural Operations & Related Sciences
- Architecture and the Built Environment
- Arts (Visual and Performing Arts)
- Finance and Accounting
- Business, Economics and Management Sciences
- Communication, Journalism and Related Studies
- Computer and Information Sciences
- Education
- Engineering
- Health Professions and Related Clinical Sciences
- Family Ecology And Consumer Sciences
- Languages, Linguistics or Literature
- Law
- Life Sciences
- Physical Sciences
- Mathematics and Statistics
- Military Sciences
- Philosophy, Religion and Theology
- Psychology
- Public Management and Services
- Social Sciences
- Hospitality, Including Tourism
- Security & Intelligence Services
- Office Administration
- Electrical Infrastructure



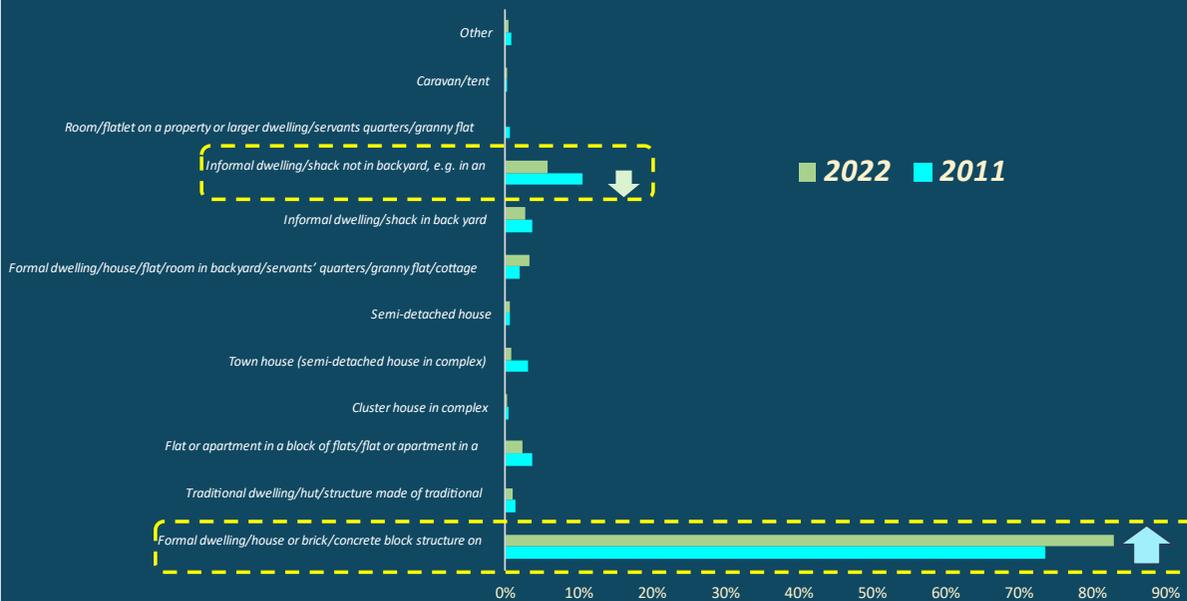
Source: Stats.SA.Census.8677.™.8688

- 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.

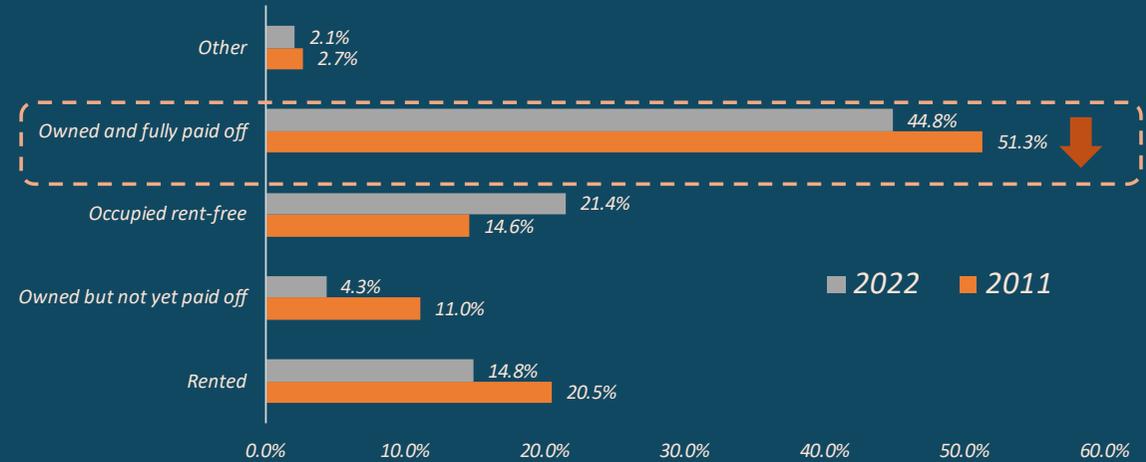
### Mangaung MM Households

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

### MMM: TYPE OF DWELLING UNITS



### MMM: TENURE STATUS

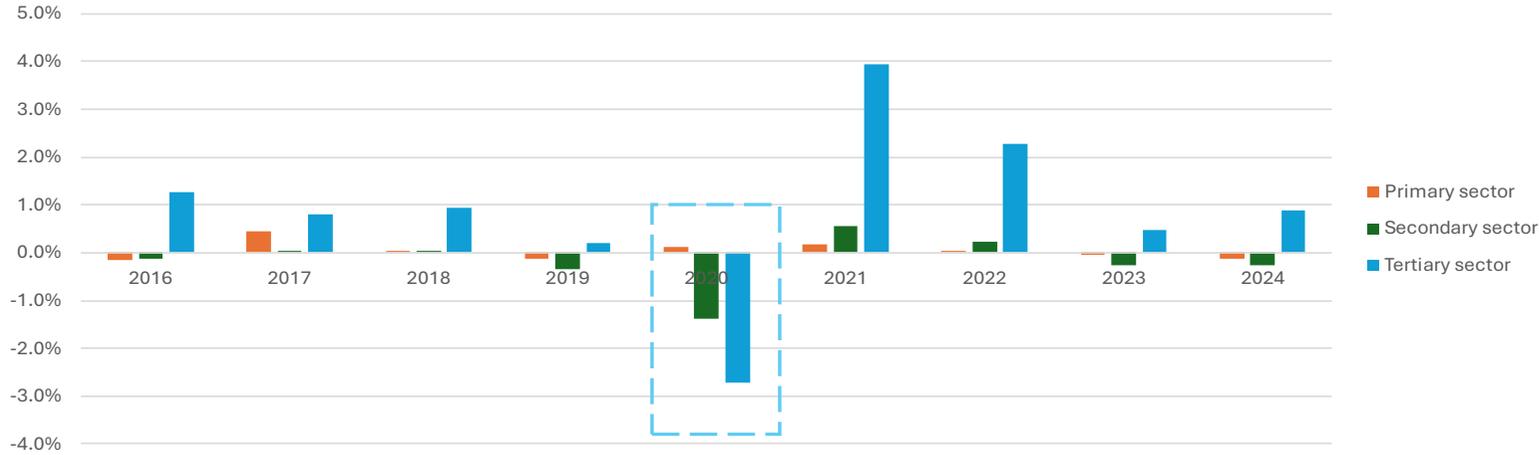


Mangaung is dominated by "owned and fully paid off" dwellings

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



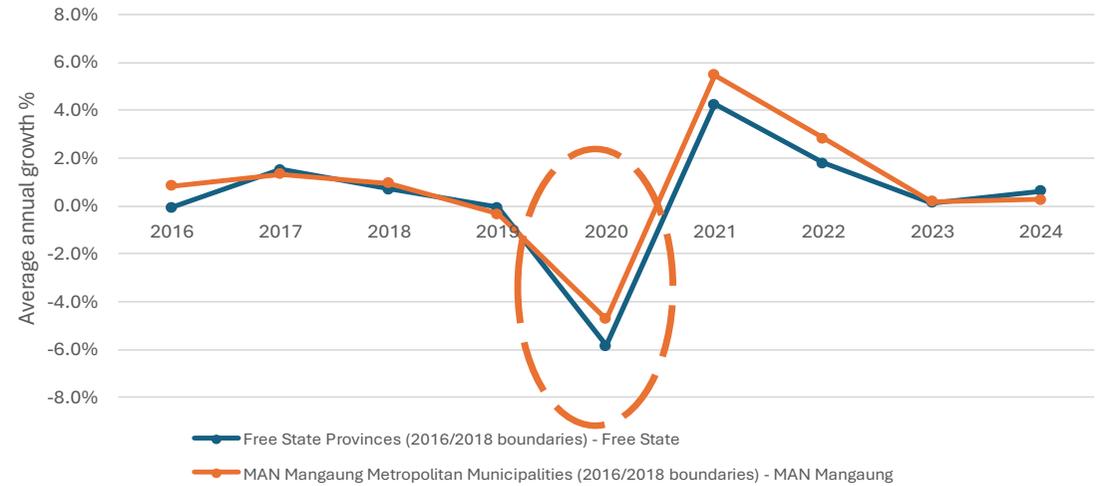
# MMM GVA



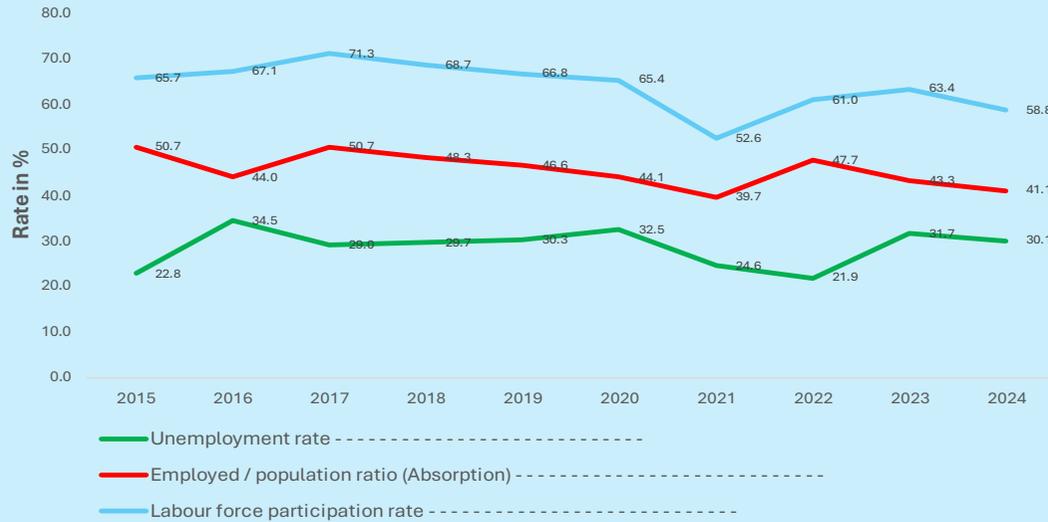
Global Covid strike

Covid year

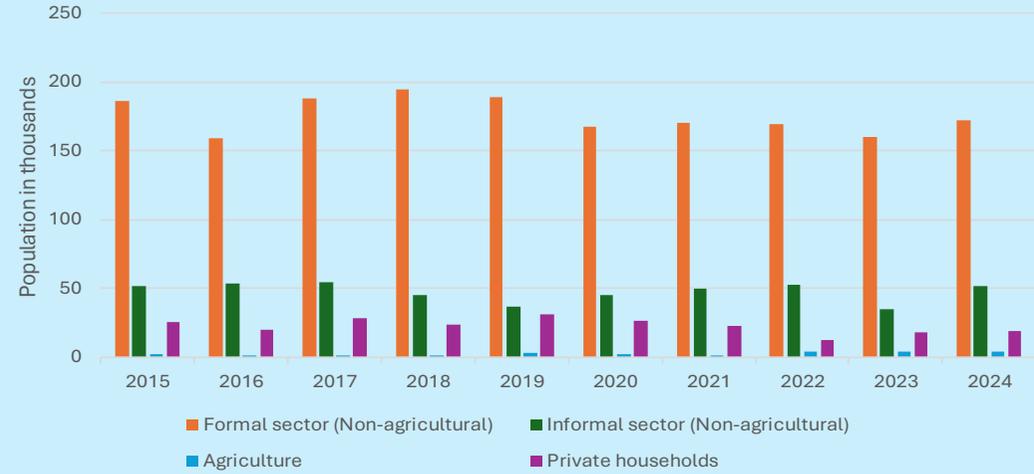
## GDP: Average Annual Growth (constant 2015 prices) MMM vs FS



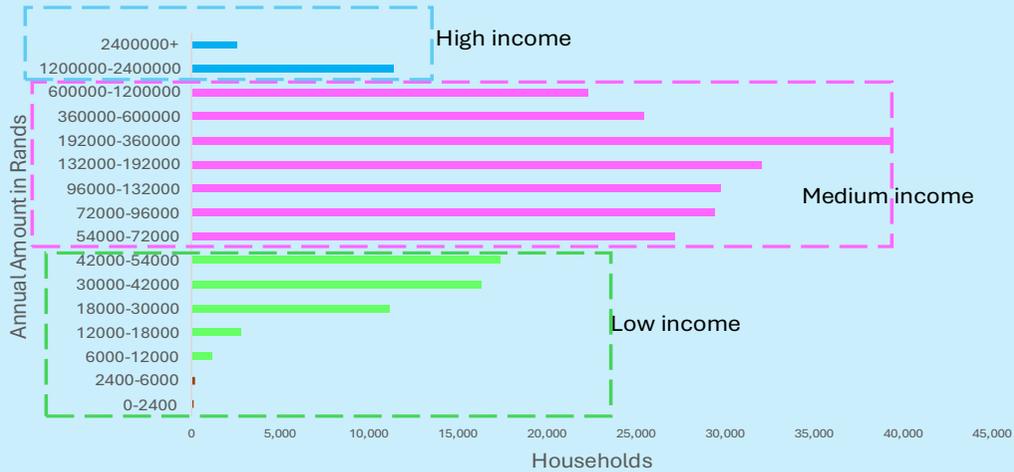
MMM LABOUR FORCE



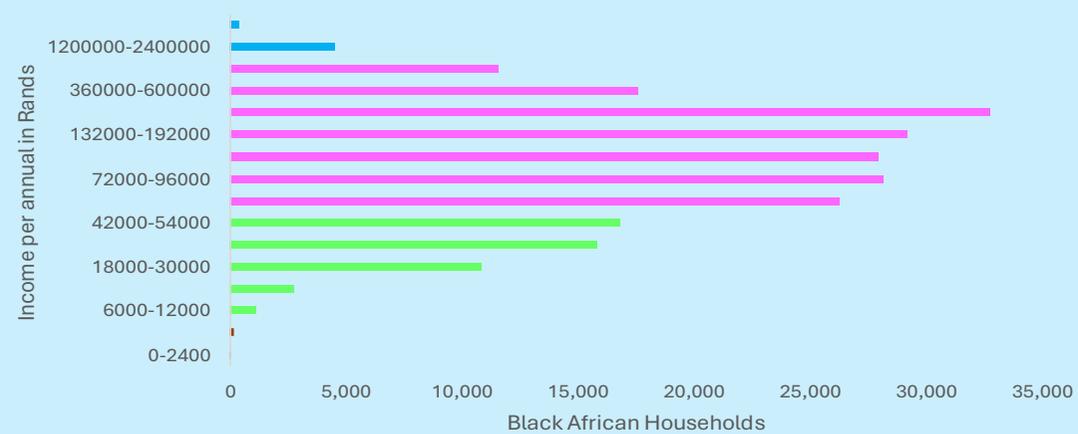
MMM EMPLOYMENT STATUS



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%
<b>Total</b>		<b>100%</b>	<b>878,834</b>	<b>100%</b>	<b>103,806</b>	<b>12,976</b>	<b>1.6%</b>

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%
<b>Total</b>		<b>100%</b>	<b>285,385</b>	<b>100%</b>	<b>44,750</b>	<b>5,594</b>	<b>2.2%</b>

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	
<b>Total</b>			<b>3.1</b>	

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

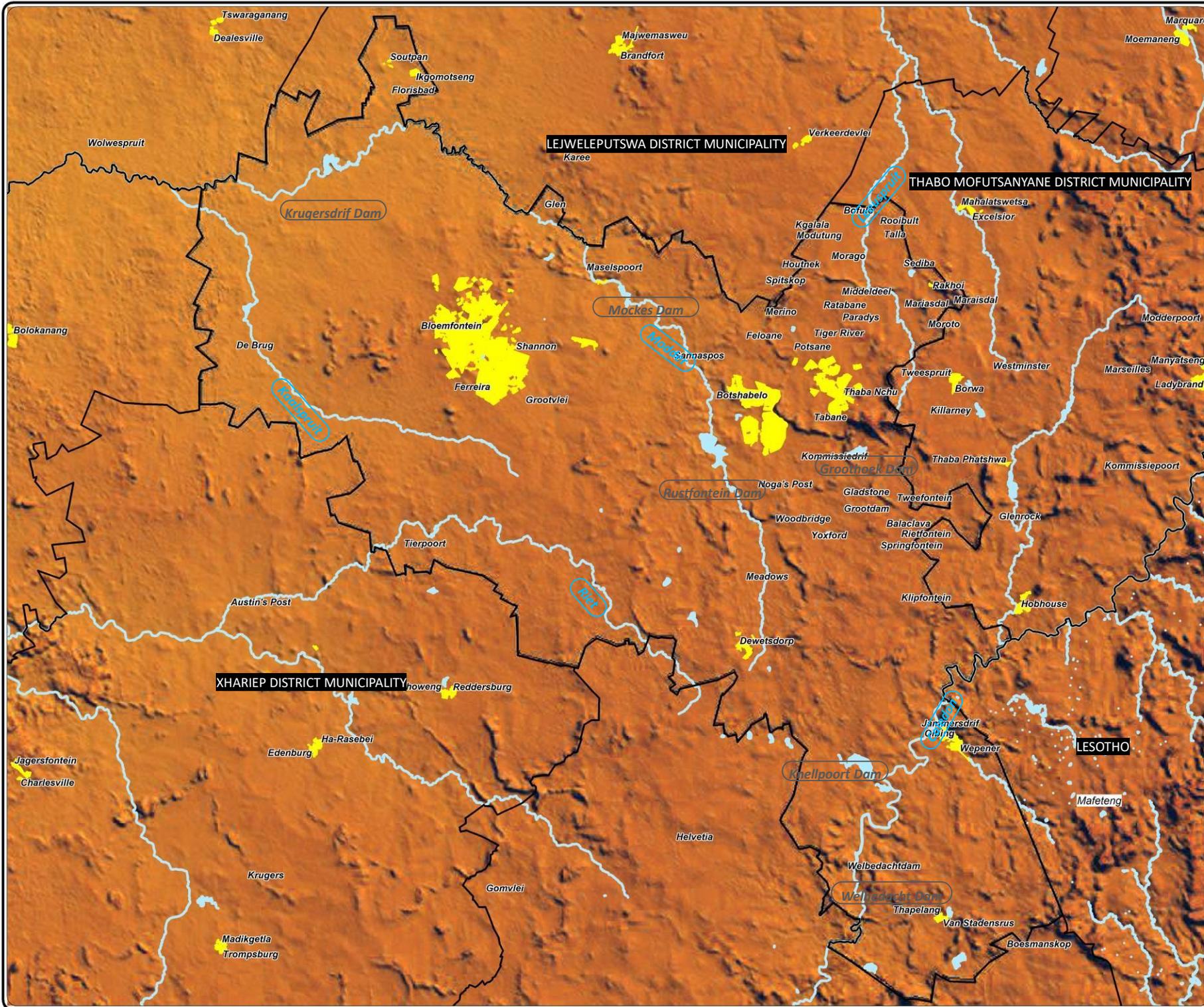
Sector	Contribution to Employment - 2011		Contribution to Employment - 2015		Contribution to Employment 2018		to % growth p.a.		Trend		Emergency Increment (net Change)						
	Number	%	Number	%	Number	%	2011-2015	2015-2018	2011-2015	2015-2018	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018
<b>Primary</b>	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
<b>Secondary</b>	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
<b>Tertiary</b>	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
<b>Total</b>	237,352	100%	259,191	100%	270,389	100%	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

#### 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.

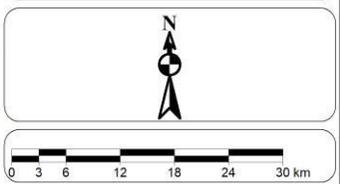
Numerous scattered intrusions of the fine-grained felsic doleritic rock occur throughout the MMM area. The sedimentary geology has been intensively intruded by magmatic dolerite intrusive sills and dykes. The baked contact zones between the dolerite intrusion and the sedimentary host rock have led to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



### Topography and Hydrology

#### Legend

- Municipal Boundary
- Towns
- Dams
- Rivers



**Figure 3:4**

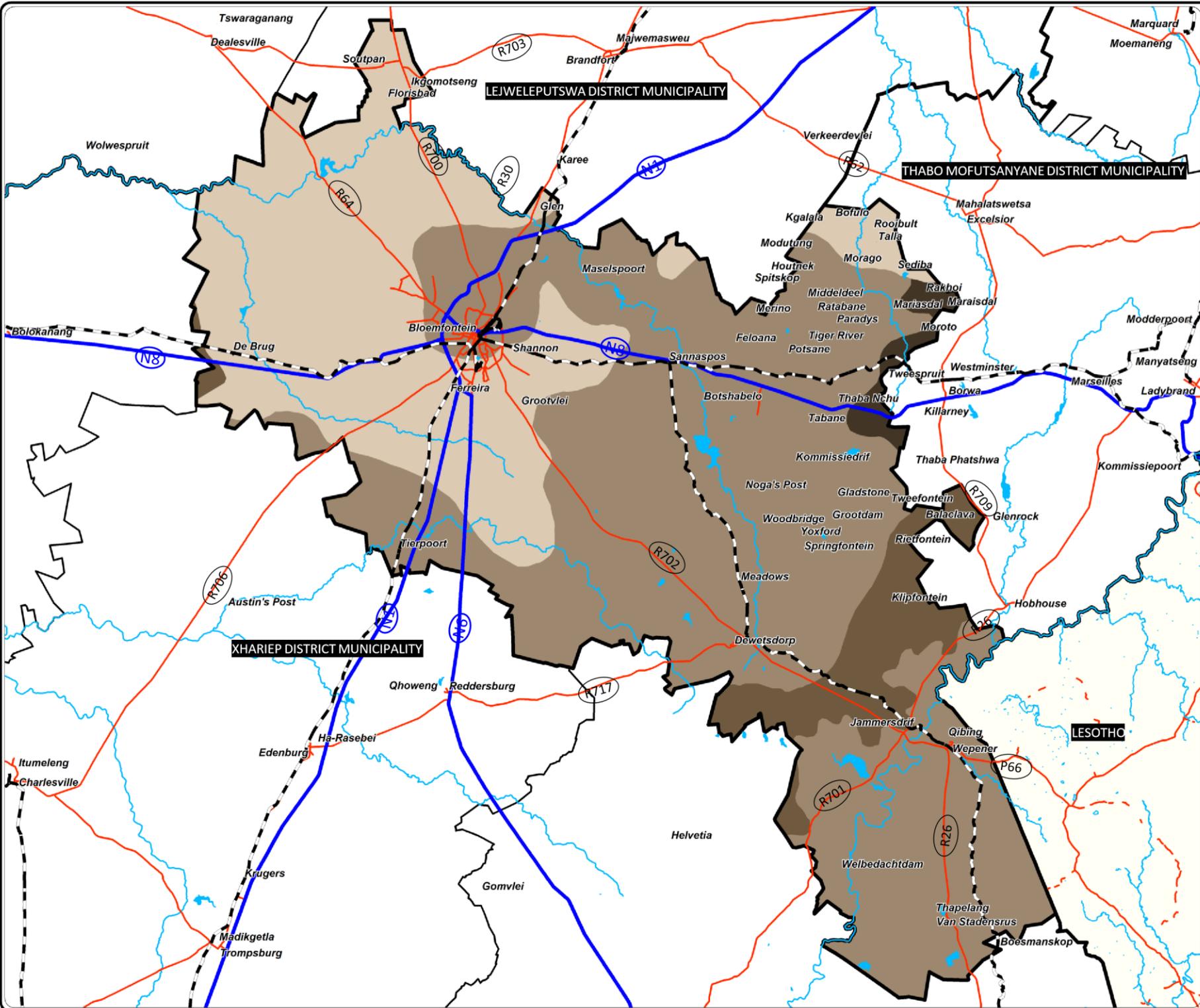
**Terrain  
Morphological  
Units**

**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



**Figure 3:5**





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.

### 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

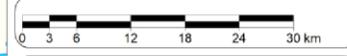
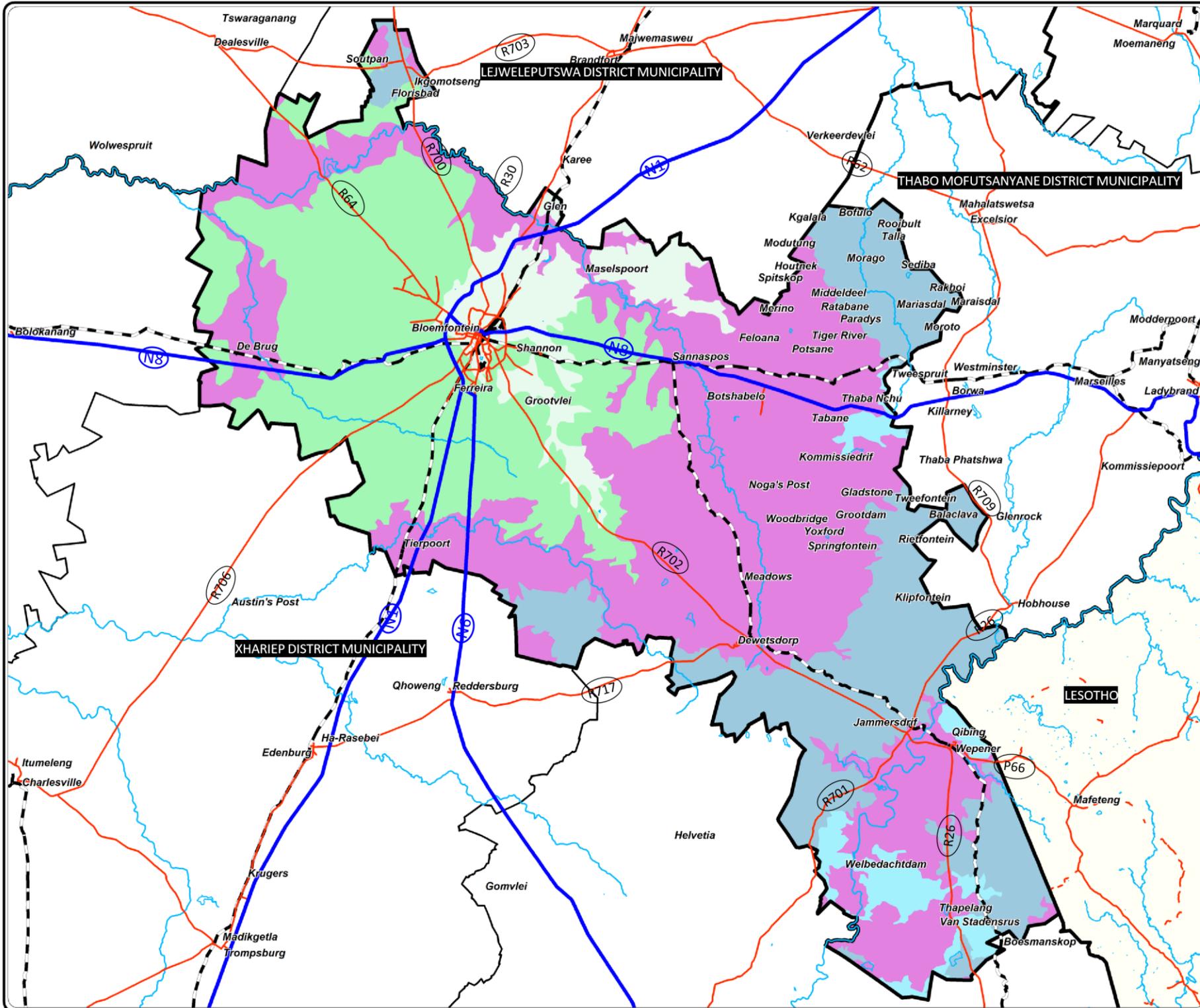


Figure 3:6





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 categorised 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<sub>1</sub> (30%), and about 235,000 ha of ESA<sub>2</sub> (24%).

“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<sub>1</sub> and CBA<sub>2</sub> and ESA<sub>1</sub> and ESA<sub>2</sub> 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, Nicksvier 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.

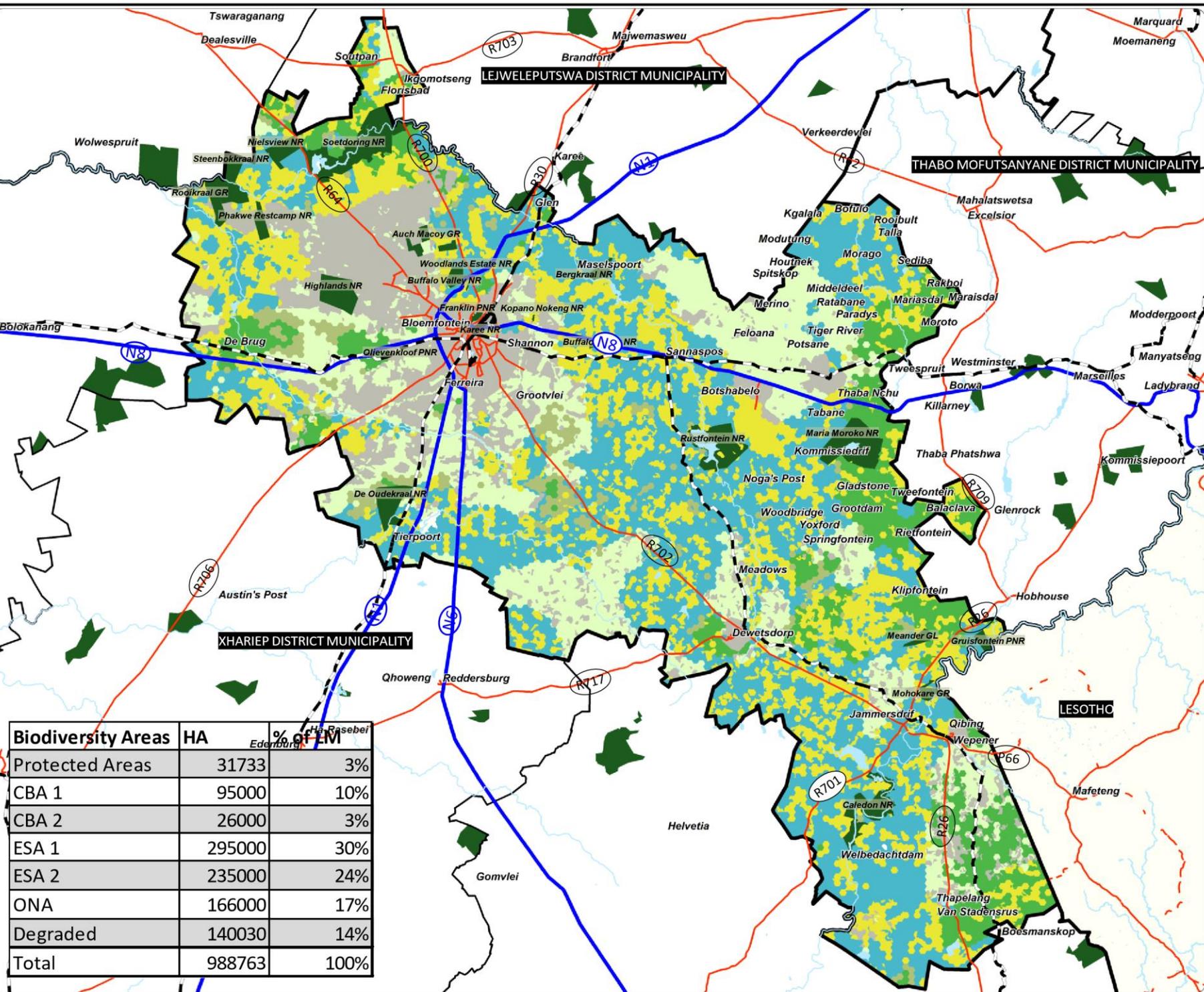
Critical Biodiversity Areas are mainly clustered along the eastern border of the MMM from Vanstadensrus in the south right up to Tweespruit and Rakhoi towards the north. A few smaller clusters of Critical Biodiversity Areas also occur to the south of Bloemfontein in the vicinity of Grootvlei, Tierpoort 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**).

**Biodiversity and Protected Areas (2017)**

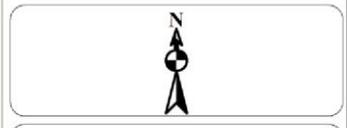
**Legend**

- Protected Areas (3%)
- CBA 1 (10%)
- CBA 2 (3%)
- ESA 1 (30%)
- ESA 2 (24%)
- ONA (17%)
- Degraded (14%)
- Other Local Municipalities
- Neighboring Countries
- National Roads
- Provincial Roads
- Railways
- Dams/Rivers



Biodiversity Areas	HA	% of EM
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%
<b>Total</b>	<b>988763</b>	<b>100%</b>

Sources: egis.environment.gov.za; bgis.sanbi.org; FSDESTEA



**Figure 3:8**

## Biodiversity and Protected Areas (2017)

### Legend

- Protected Areas (3%)
- CBA 1 and 2 (12%)
- ESA 1 & ESA 2 (54%)
- ONA (17%)
- Degraded (14%)
- Other Local Municipalities
- Neighboring Countries
- National Roads
- Provincial Roads
- Railways
- Dams/Rivers

Sources: egis.environment.gov.za; bgis.sanbi.org; FSDESTEA

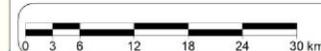
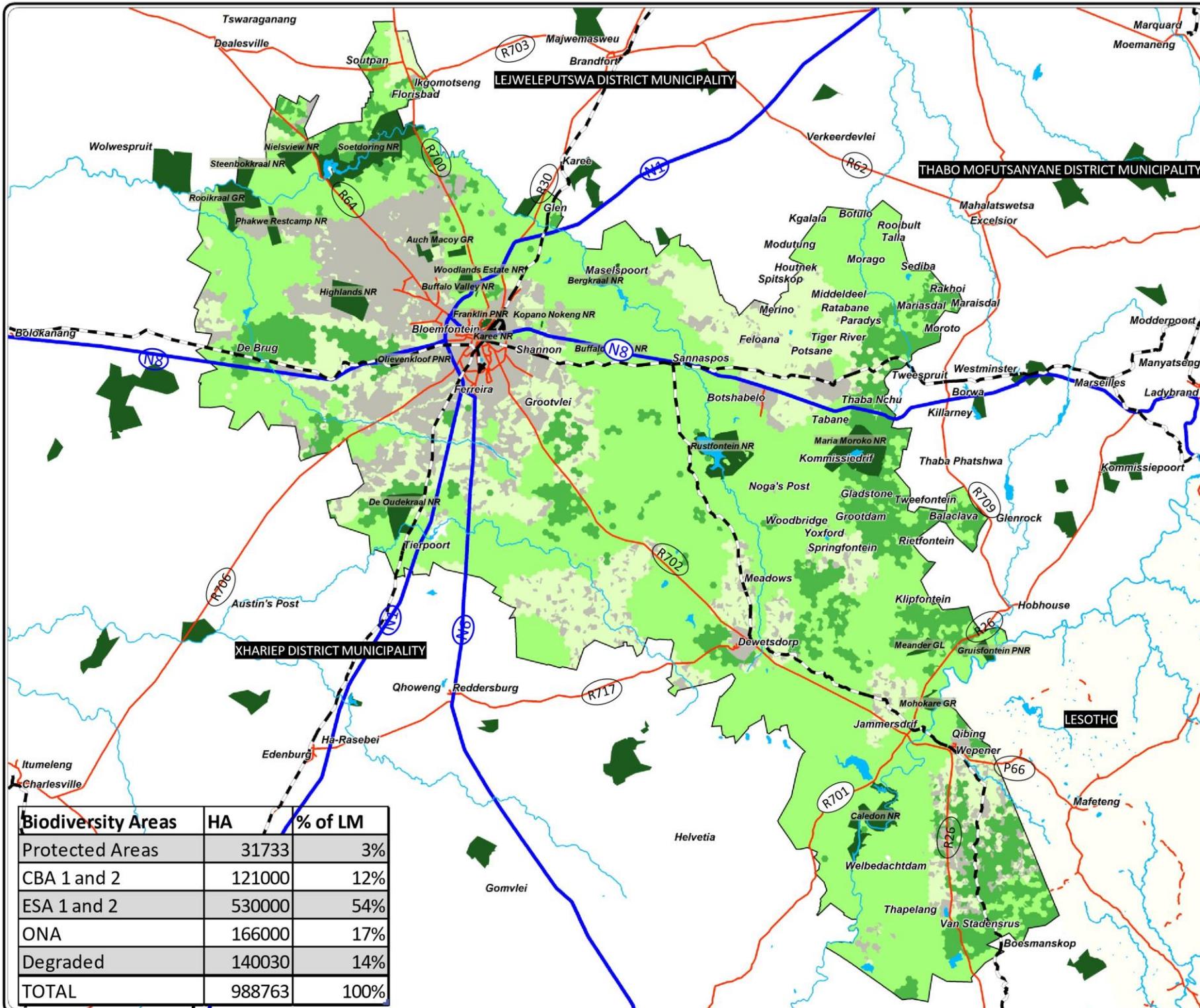


Figure 3:9



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%
<b>TOTAL</b>	<b>988763</b>	<b>100%</b>

### 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.



## Municipal Spatial Structure and Movement Network

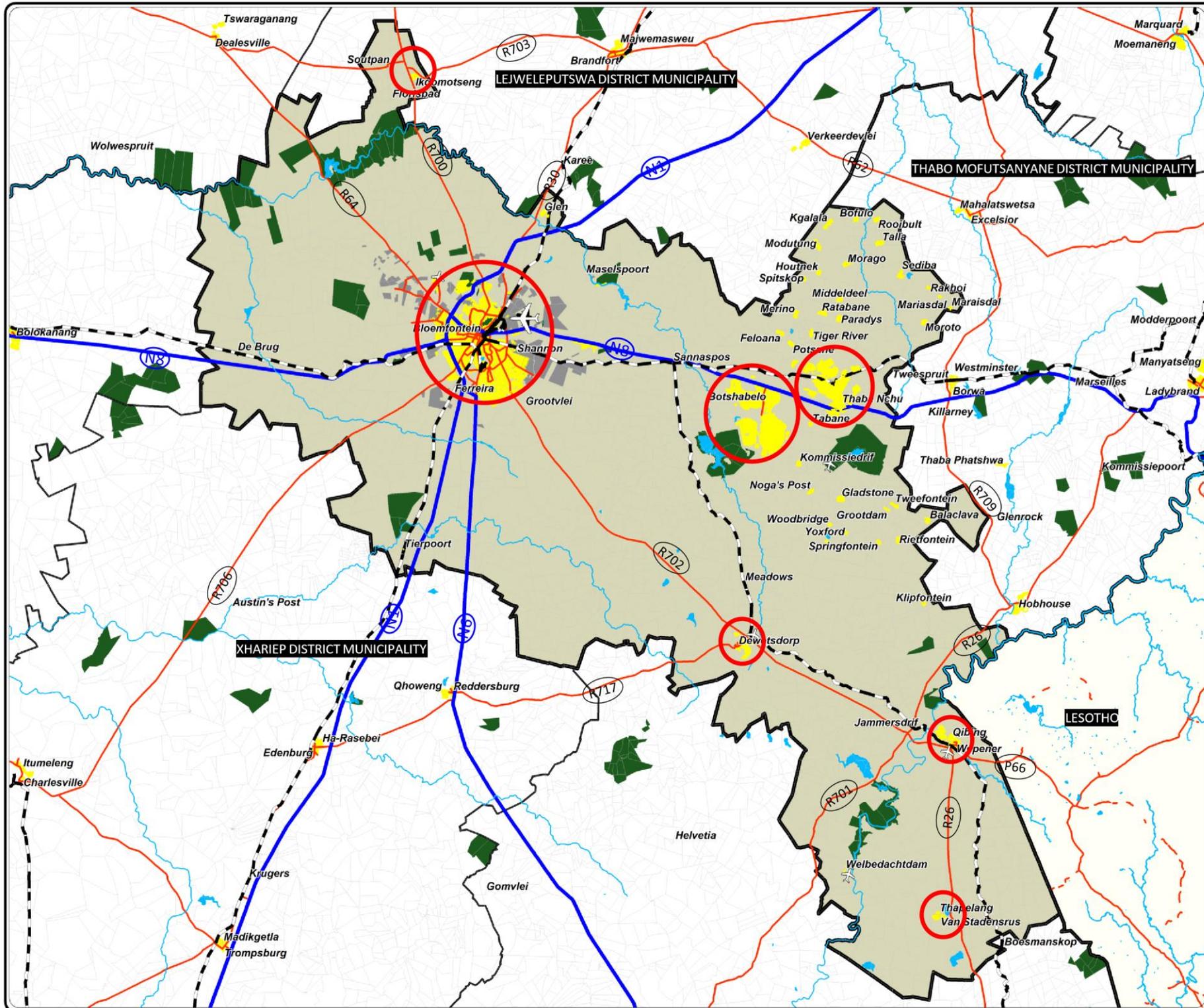
### Legend

- 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; FSDESTA



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 ( $\pm$  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<sup>2</sup> and office floor space amounts to about 986,489 m<sup>2</sup>. These economic activity areas provide jobs for an estimated 87,163 workers.

## Metropolitan Movement Infrastructure

### Legend

-  Cadastral
-  Other Municipalities
-  Neighboring Countries
-  National Roads
-  Provincial Roads
-  Secondary Roads
-  Railway
-  Railway Stations
-  Airfield
-  Airports
-  Dams/Rivers

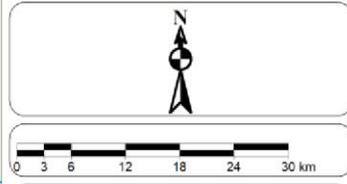
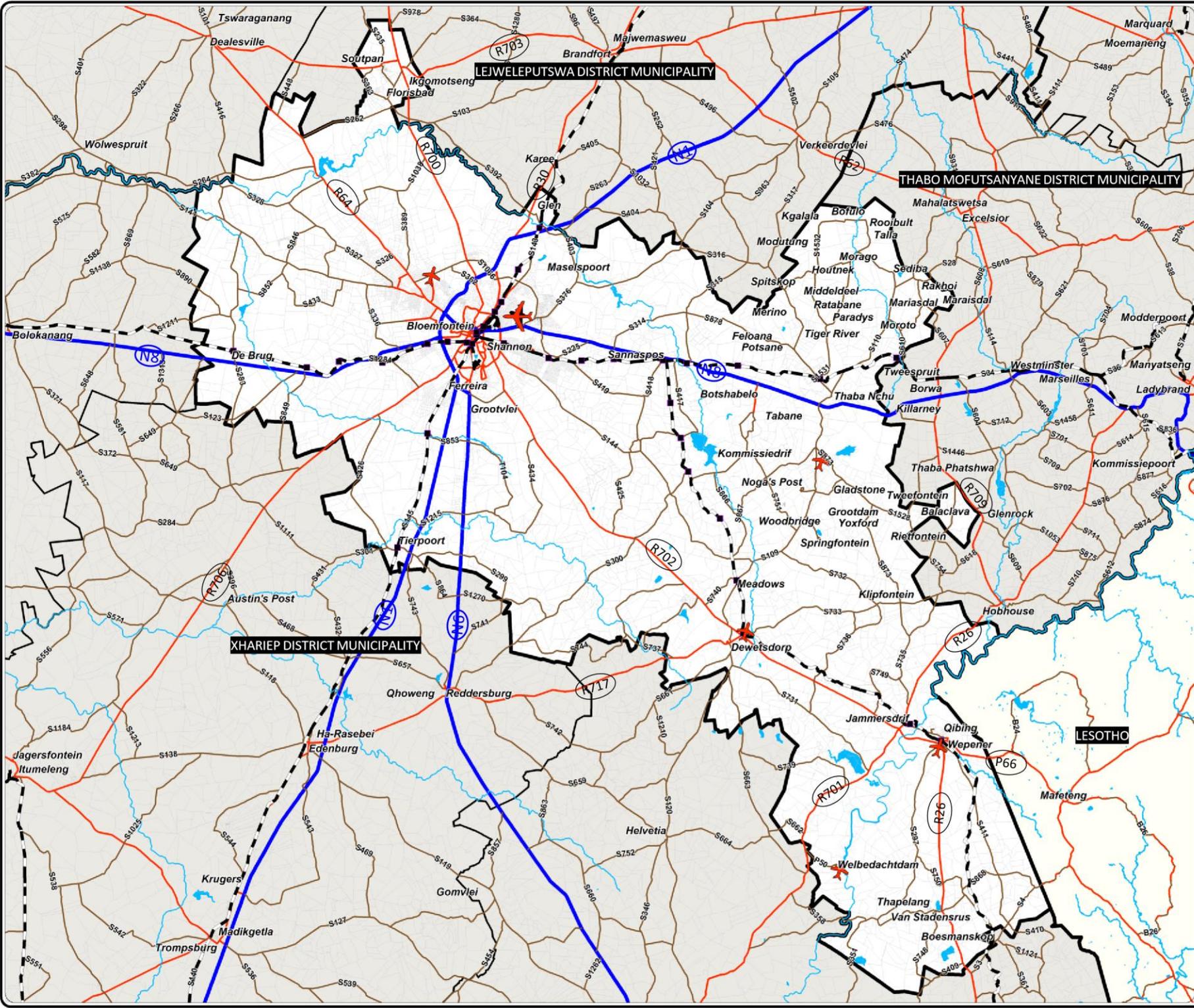


Figure 3:11



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

Functional Area	Floor Area (m <sup>2</sup> )				Workers (m <sup>2</sup> )			
	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%
<b>Total</b>	<b>1,146,493</b>	<b>986,489</b>	<b>2,132,982</b>	<b>100%</b>	<b>32,571</b>	<b>54,593</b>	<b>87,163</b>	<b>100%</b>

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%
<b>Grand Total</b>	<b>544</b>	<b>534</b>	<b>30</b>	<b>1,108</b>	<b>100%</b>	<b>435</b>	<b>141</b>	<b>3</b>	<b>579</b>	<b>100%</b>	<b>1,687</b>	<b>100%</b>
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%	
<b>Grand Total (%)</b>	<b>32%</b>	<b>32%</b>	<b>2%</b>	<b>66%</b>		<b>26%</b>	<b>8%</b>	<b>0.2%</b>	<b>34%</b>		<b>100%</b>	

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

### Business and Industrial

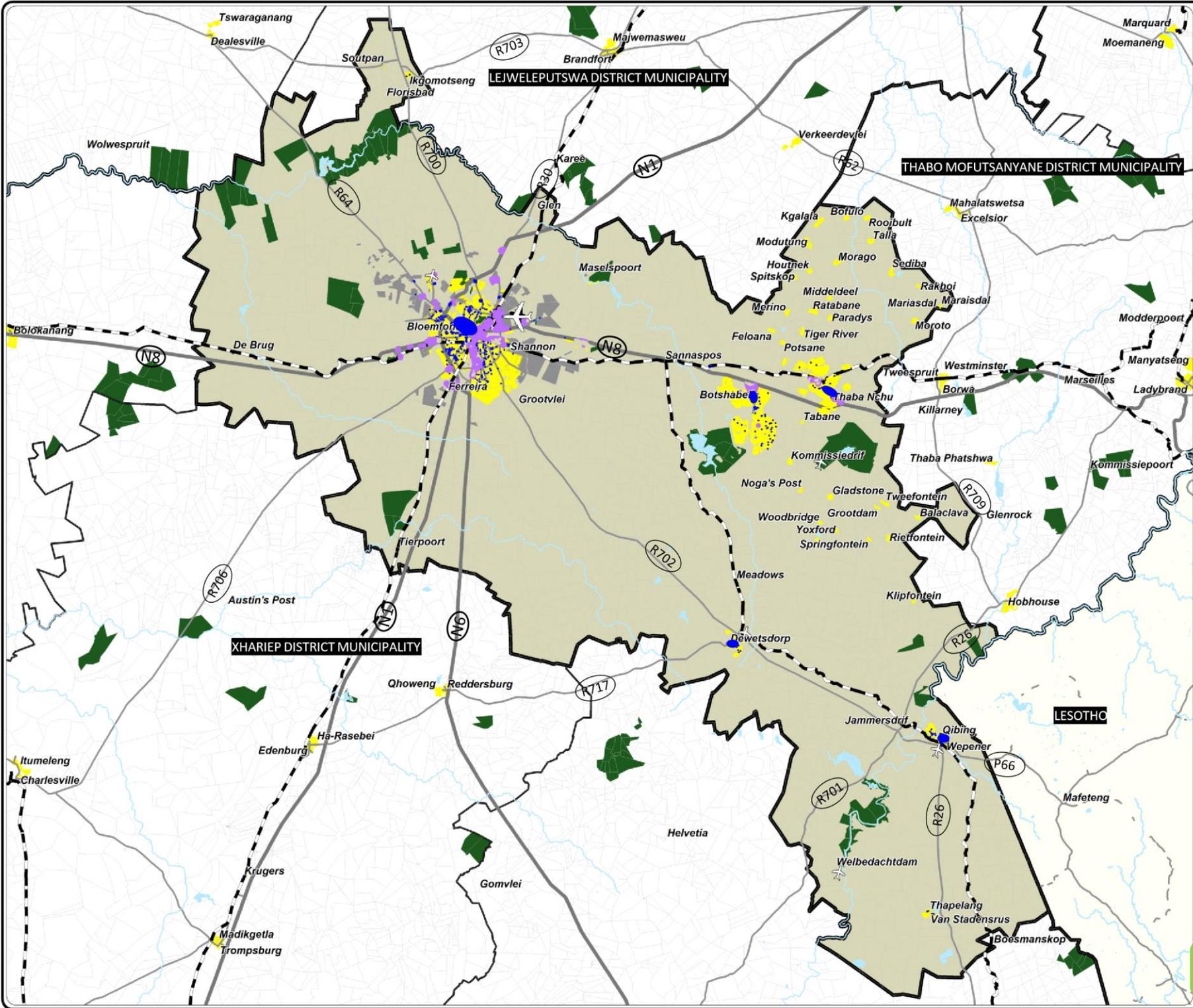
#### Legend

- 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; FSDESTA



Figure 3:12



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.

### Agriculture

#### Legend

- Towns and Settlements
- Extensive Agriculture
- Annual Crop Farming
- Pivot Irrigation
- Subsistence Farming
- Protected Environment
- Other Municipalities
- National Roads
- Provincial Roads
- Dams/Rivers

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

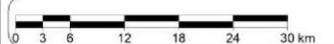
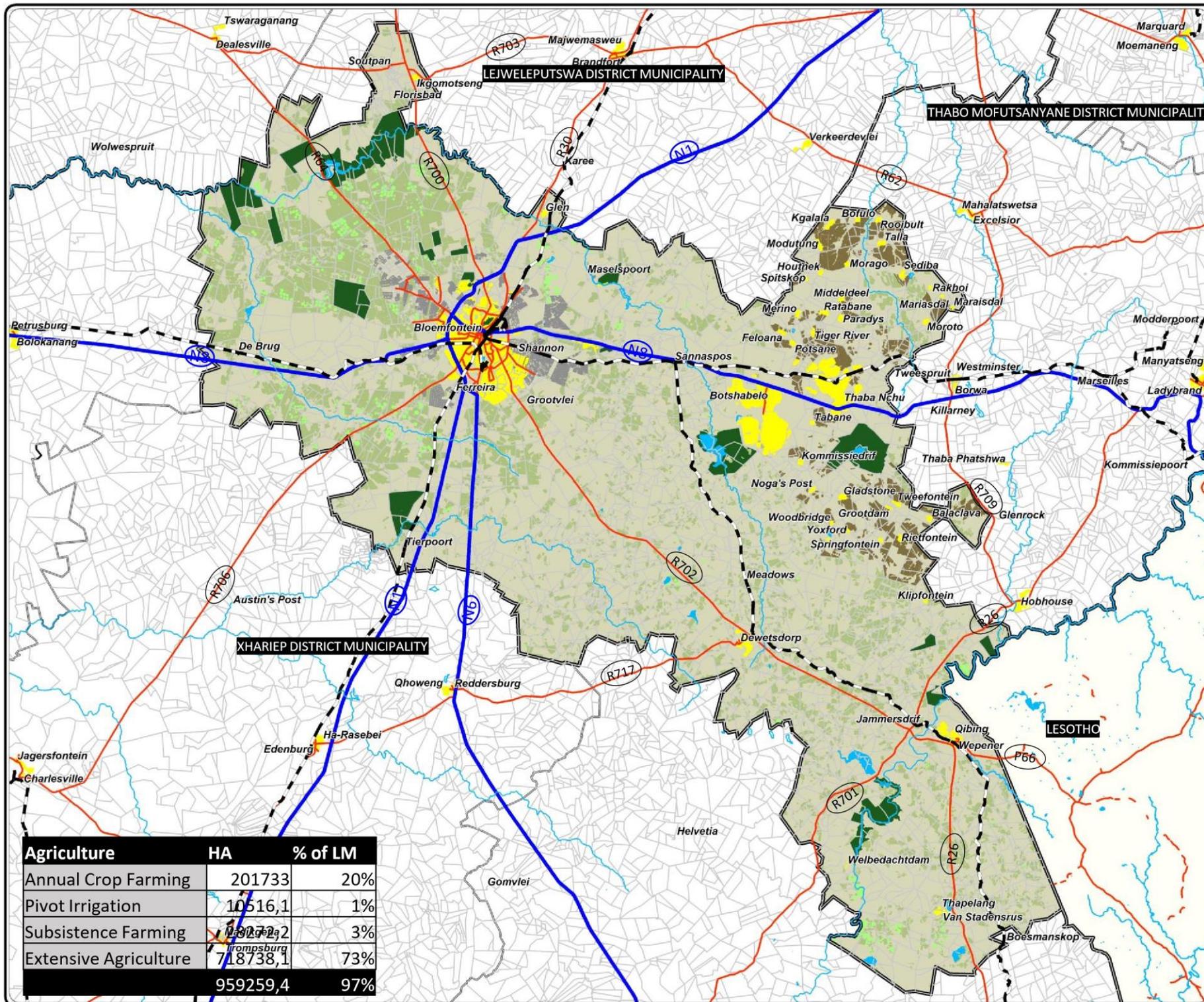


Figure 3:13



Agriculture	HA	% of LM
Annual Crop Farming	201733	20%
Pivot Irrigation	10516,1	1%
Subsistence Farming	23072,2	3%
Extensive Agriculture	718738,1	73%
	959259,4	97%



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 3:15** 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 Cereal 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 3:16** 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.

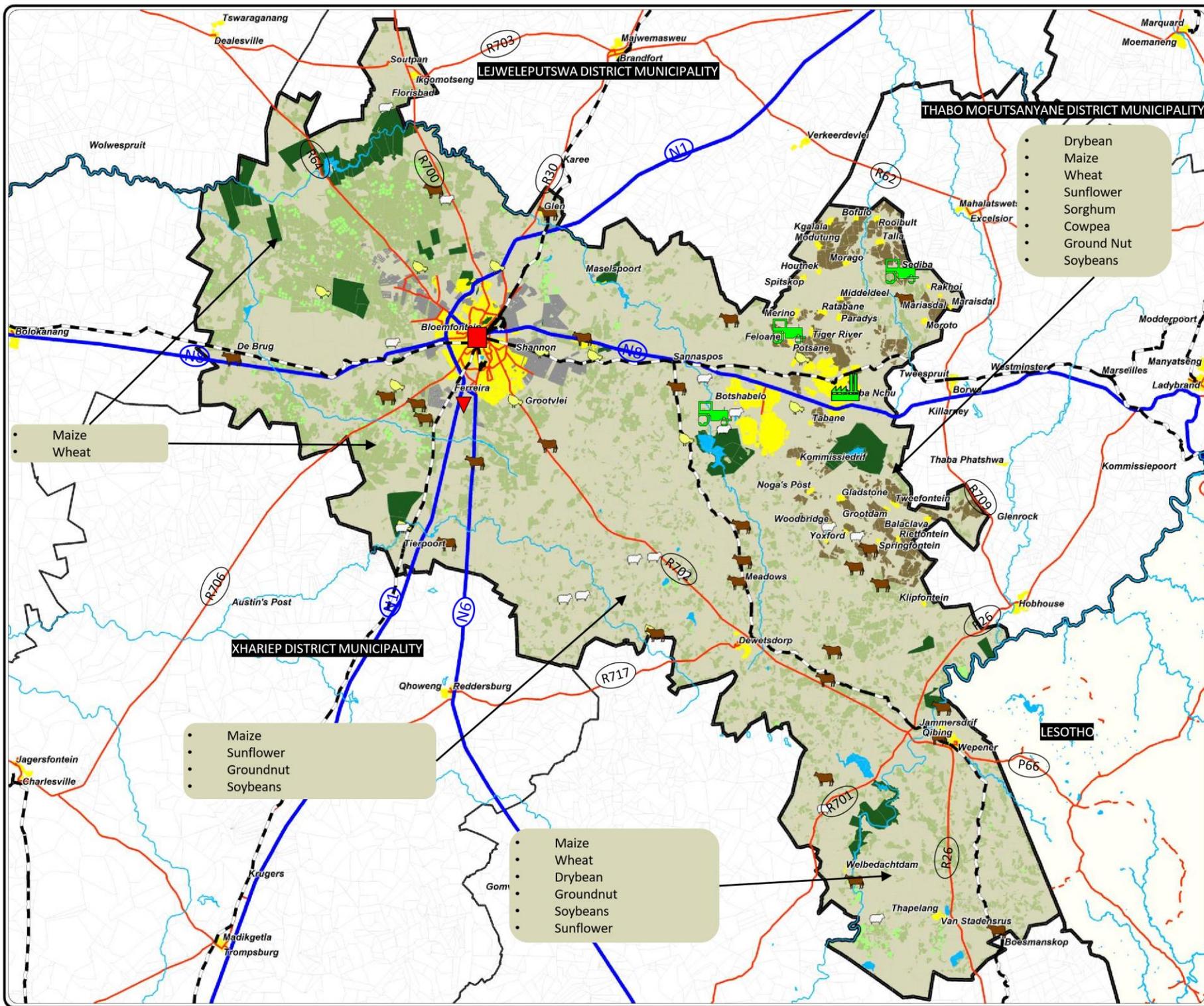
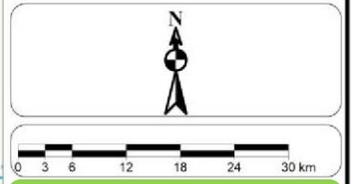
The central core area which covers about 50% of all agricultural land holds a Grazing Capacity of 6 ha/LSU while several areas in the far eastern parts of the municipality have relatively low grazing capacity (4-5 ha/LSU).

**Agriculture:  
Commodity  
Distribution**

**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; FSDESTE A



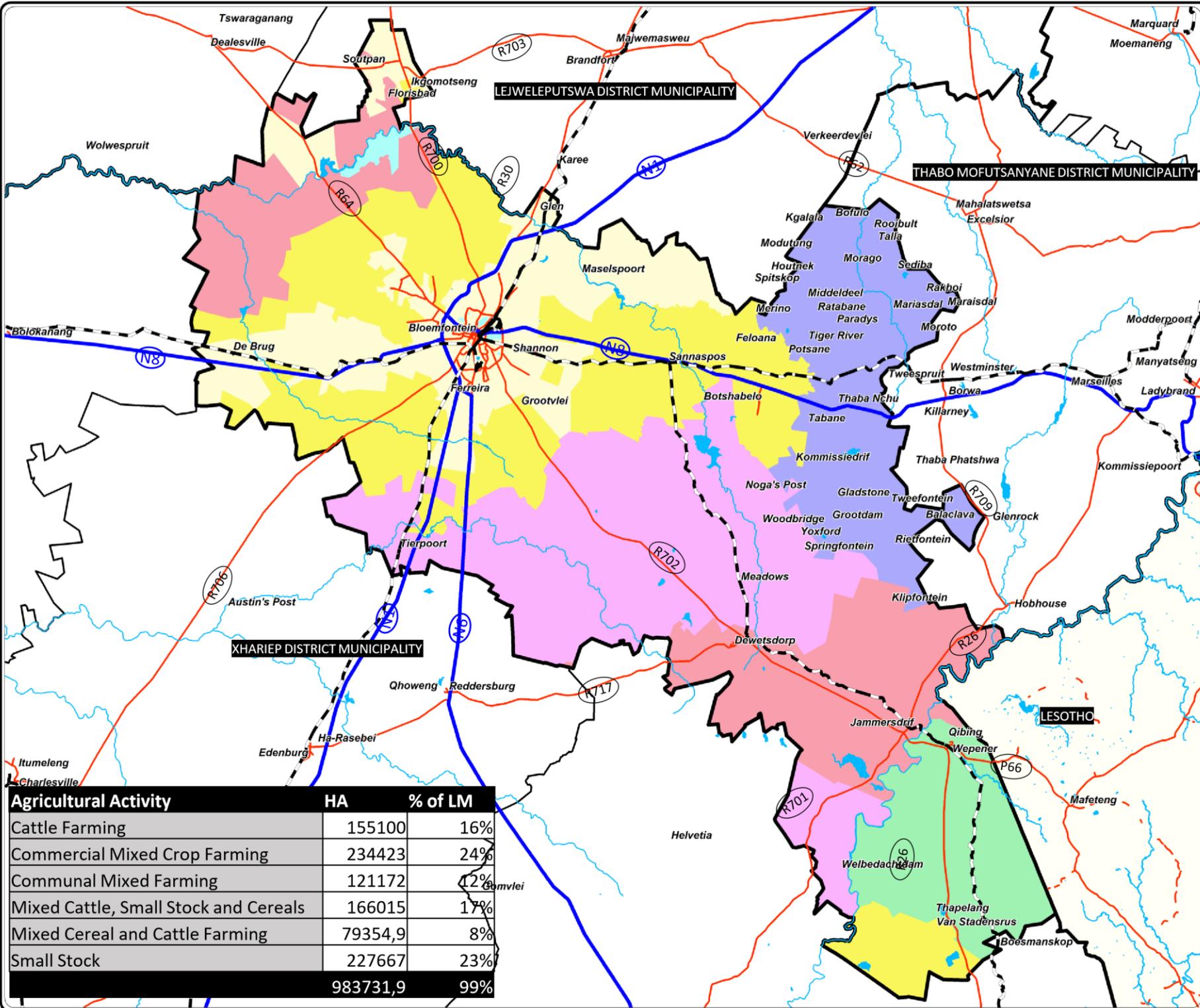
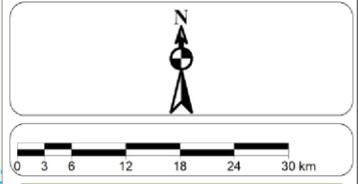
**Figure 3:14**

### Agriculture Activities

#### Legend

- Cattle Farming
- Mixed Cattle, Small Stock and Cereal
- Commercial Mixed Crop Farming
- Communal Mixed Farming
- Small Stock
- Mixed Cereal and Cattle Farming
- Other Local Municipalities
- Neighboring Countries
- National Roads
- Provincial Roads
- Railway Line
- Dams/Rivers

Source: FS AMP Vers 7



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%
<b>Total</b>	<b>983731,9</b>	<b>99%</b>

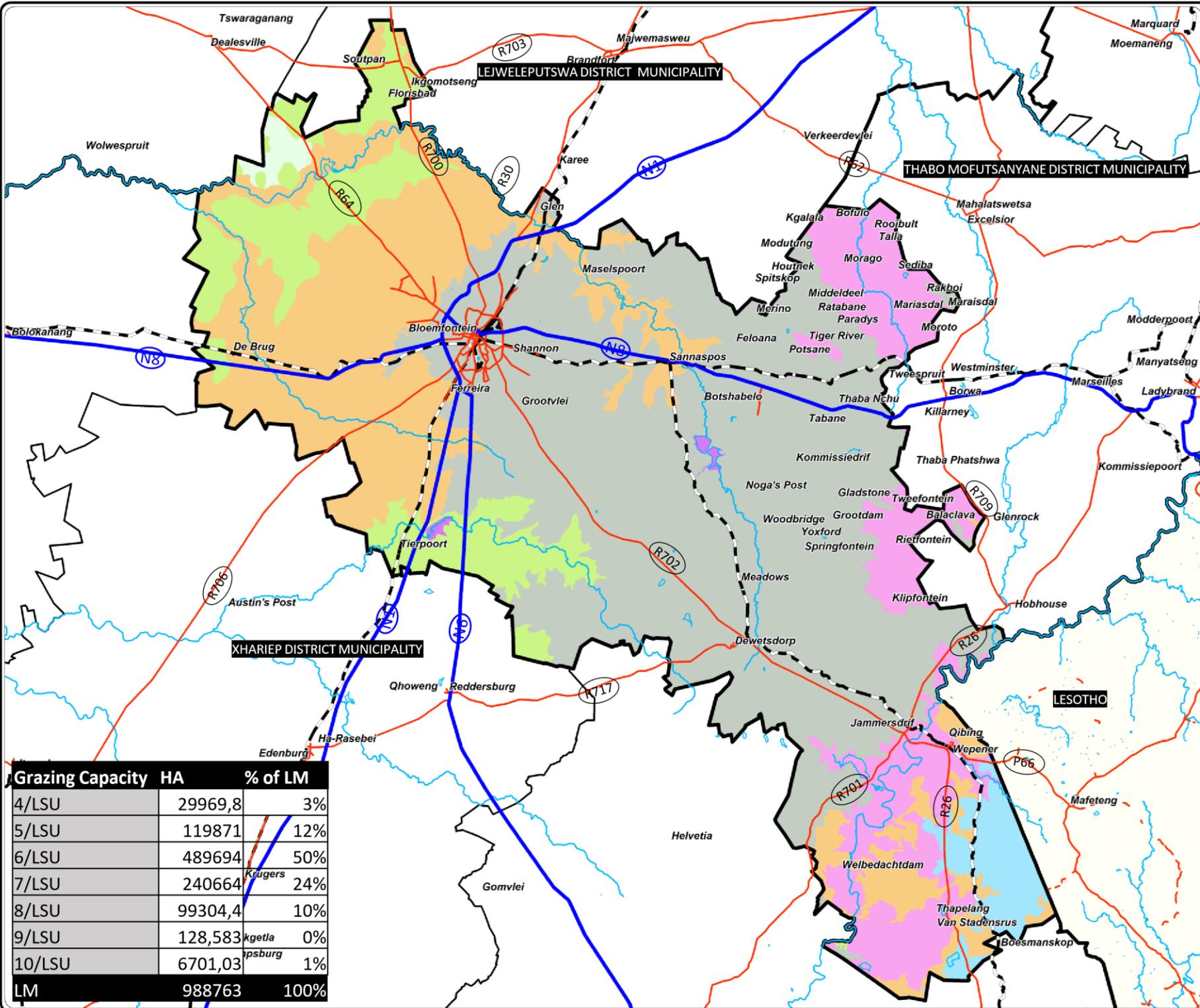
Figure 3:15

### Grazing Capacity (HA/LSU)

#### Legend

- 4 (ha/LSU)
- 5 (ha/LSU)
- 6 (ha/LSU)
- 7 (ha/LSU)
- 8 (ha/LSU)
- 9 (ha/LSU)
- 10 (ha/LSU)
- Other Local Municipalities
- National Roads
- Provincial Roads
- Railway Line
- Dams/Rivers

Source: FS AMP Vers 7



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%
<b>LM</b>	<b>988763 100%</b>

Figure 3:16

#### 3.4.3.4. Tourism

---

**Figure 3:17** 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

**Tourism**

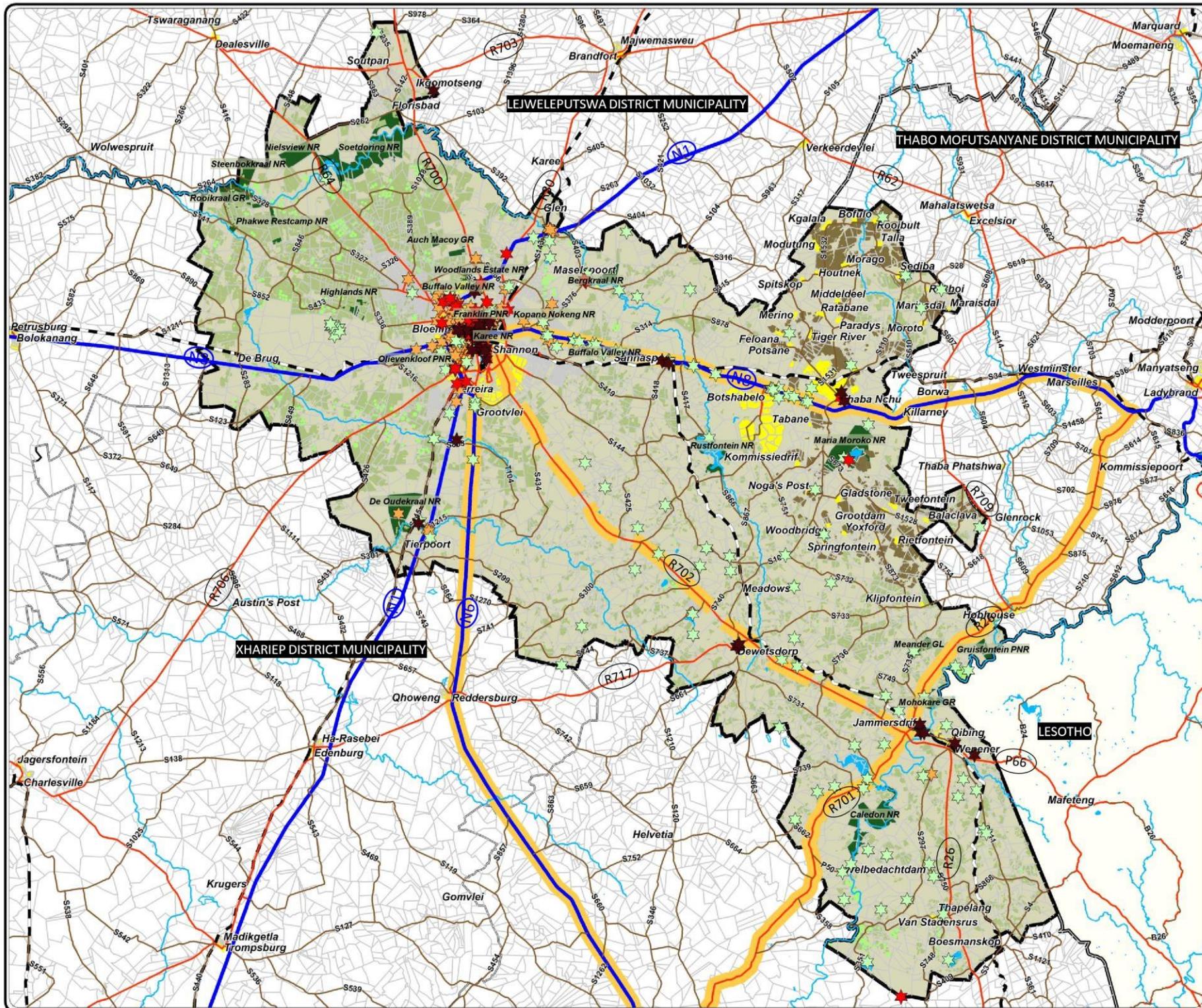
**Legend**

- 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;  
FSDESTA; FS SDF 2019; Naledi SDF 2013;  
sahra.org.za



**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

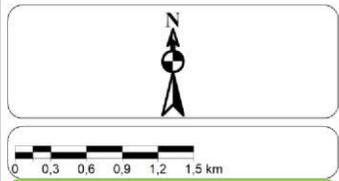
**Mangaung  
Informal Settlement**

**Legend**

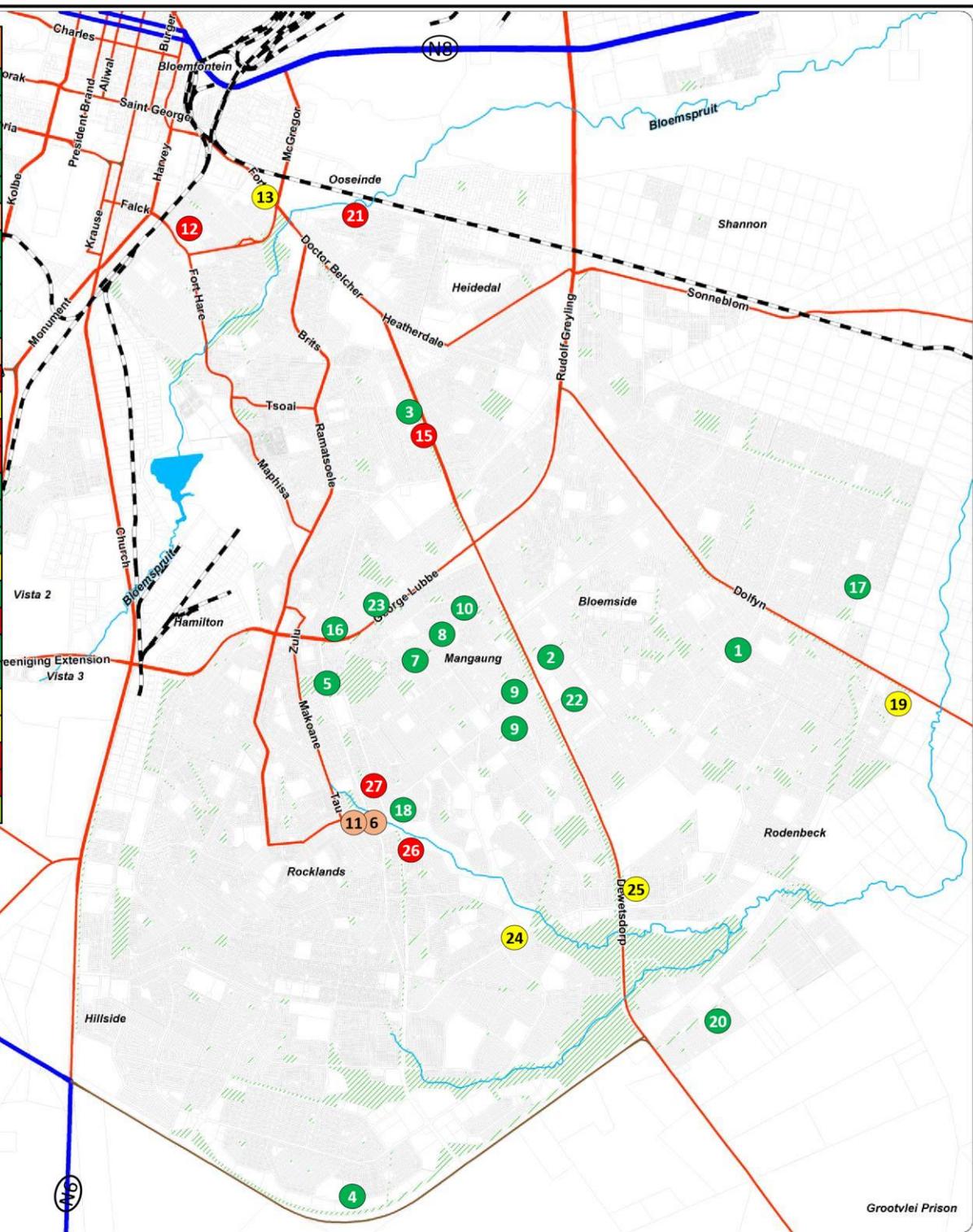
*Informal Settlements Classification:*

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

**Note:** No Location for BEPP Settlement 14



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	Carab Motshabi & Kgotso	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 (Khavelitsha)	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	Brankop ZCC	not listed	B1
25	Madithabela	not listed	B1
26	Winkie Direko	-	C
27	Abuyile	not listed	C
<b>Subtotal Bloemfontein/Mangaung</b>		<b>20 857</b>	



**Figure 3:18**



### 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

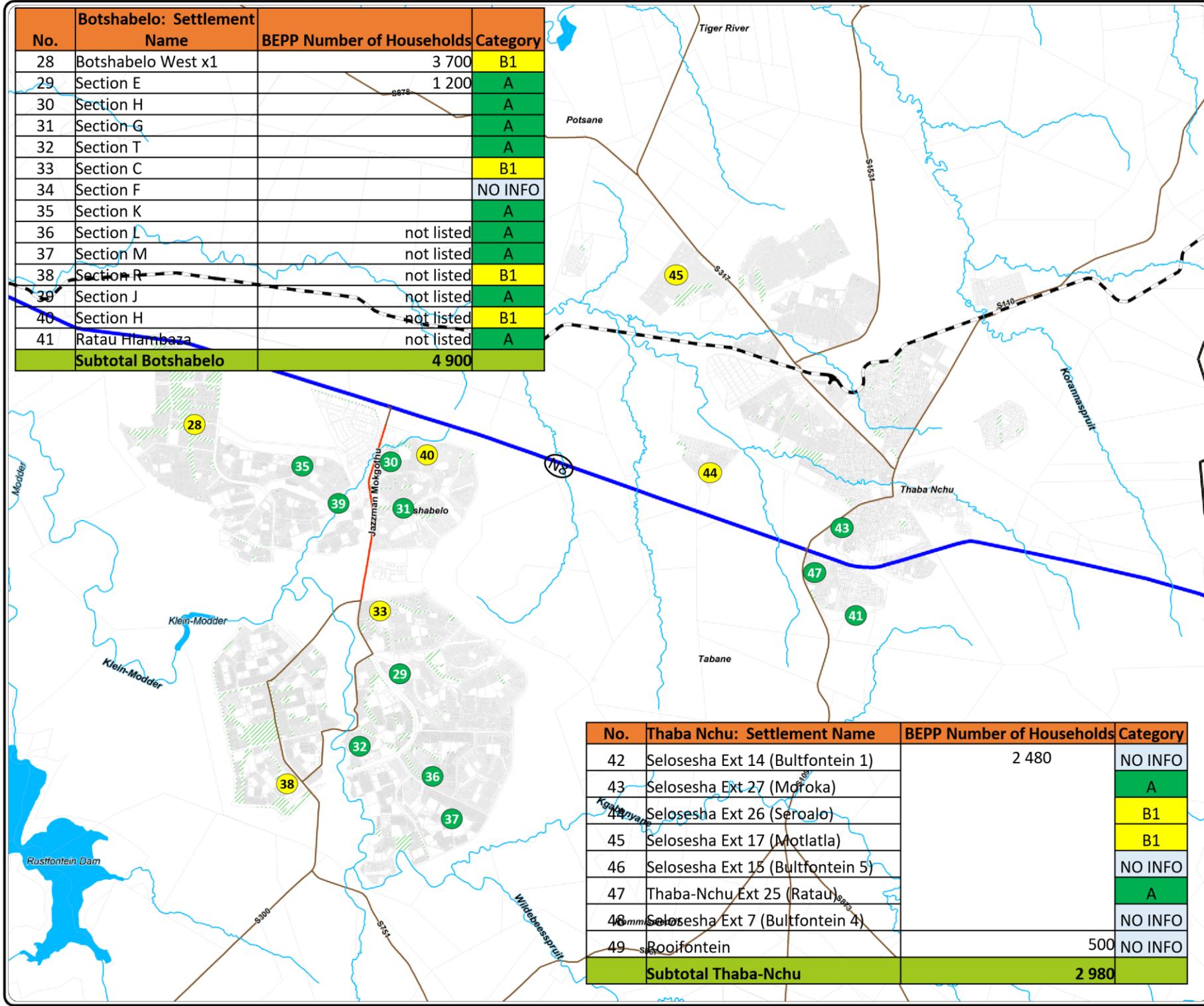


0 0.6 1.2 1.8 2.4 3 km

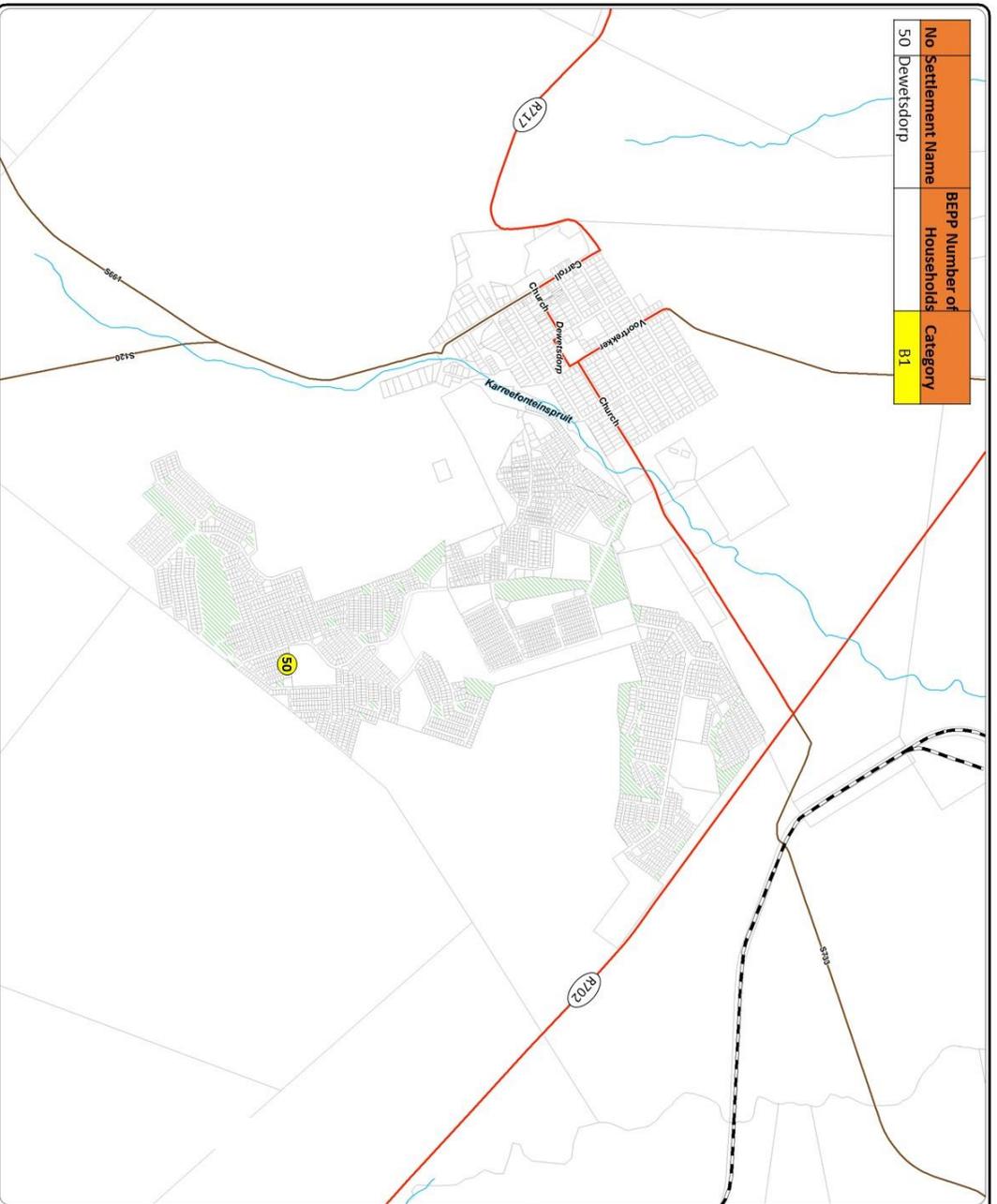
Figure 3:19

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
<b>Subtotal Botshabelo</b>		<b>4 900</b>	

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	Roofontein	500	NO INFO
<b>Subtotal Thaba-Nchu</b>		<b>2 980</b>	



No Settlement Name	BEPP Number of Households	Category
50 Dewetsdorp		B1



**Dewetsdorp**  
Informal Settlement

Legend

- Informal Settlements Classification:
- B1
  - Provincial Roads
  - Secondary Roads
  - Railway Line
  - Dams/Rivers

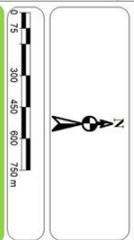
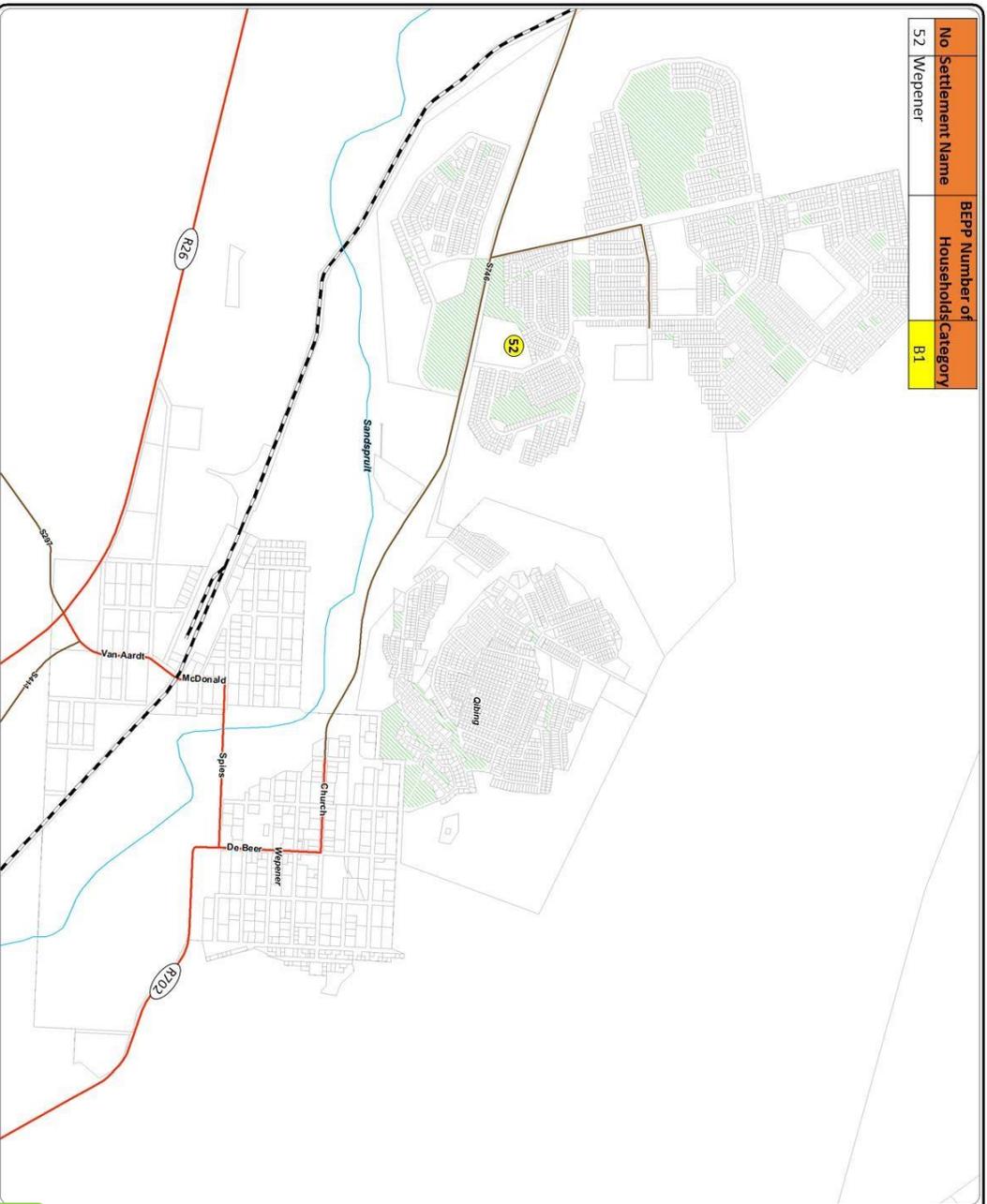


Figure 3:20

No Settlement Name	BEPP Number of Households	Category
52 Wepener		B1



**Wepener**  
Informal Settlement

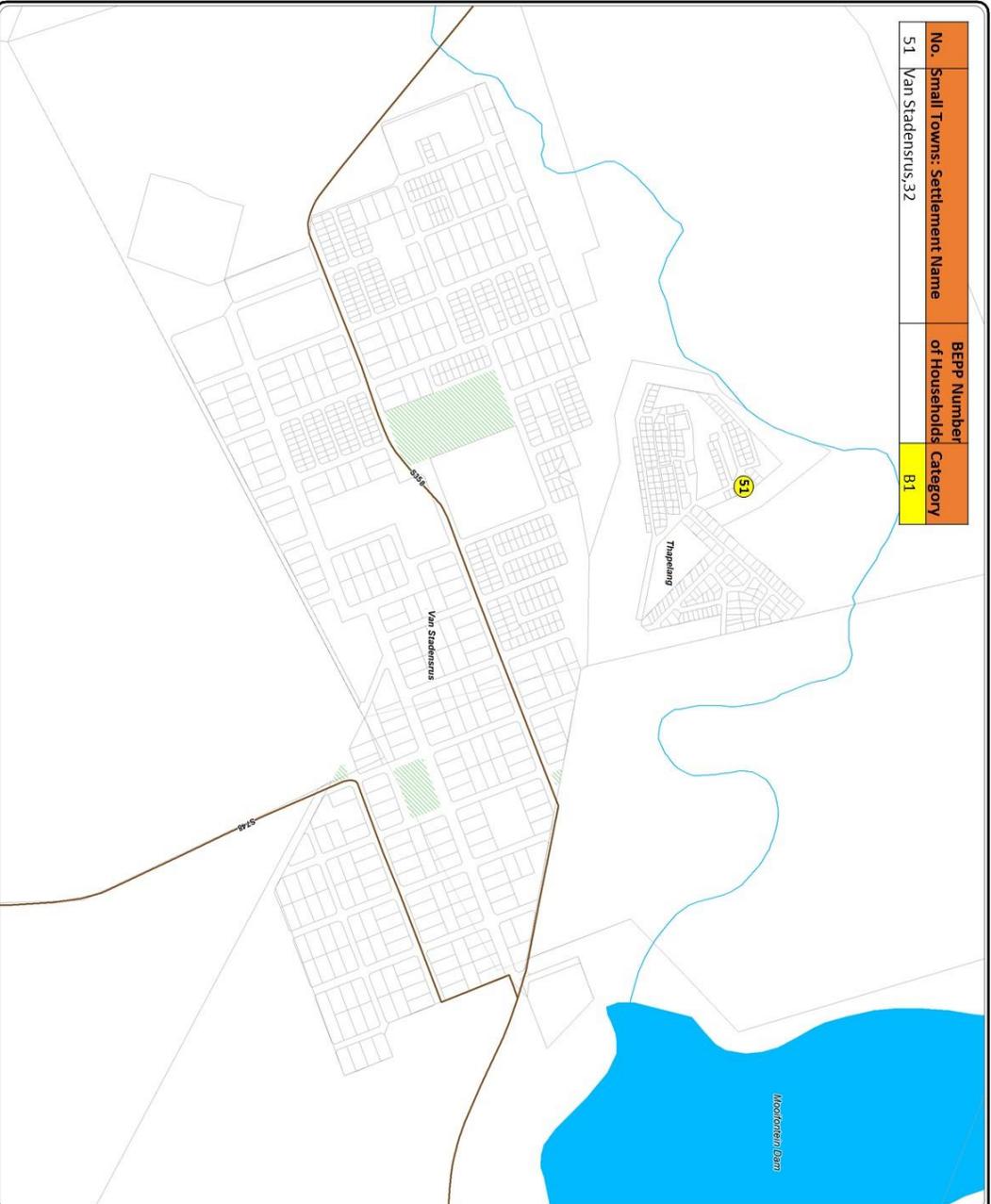
Legend

- Informal Settlements Classification:
- B1
  - Provincial Roads
  - Secondary Roads
  - Railway Line
  - Dams/Rivers



Figure 3:21

No. Small Towns: Settlement Name	BEPP Number of Households	Category
51 Van Stadenrus32		B1



**Van Stadenrus32  
Informal Settlement**

**Legend**

Informal Settlements Classification:

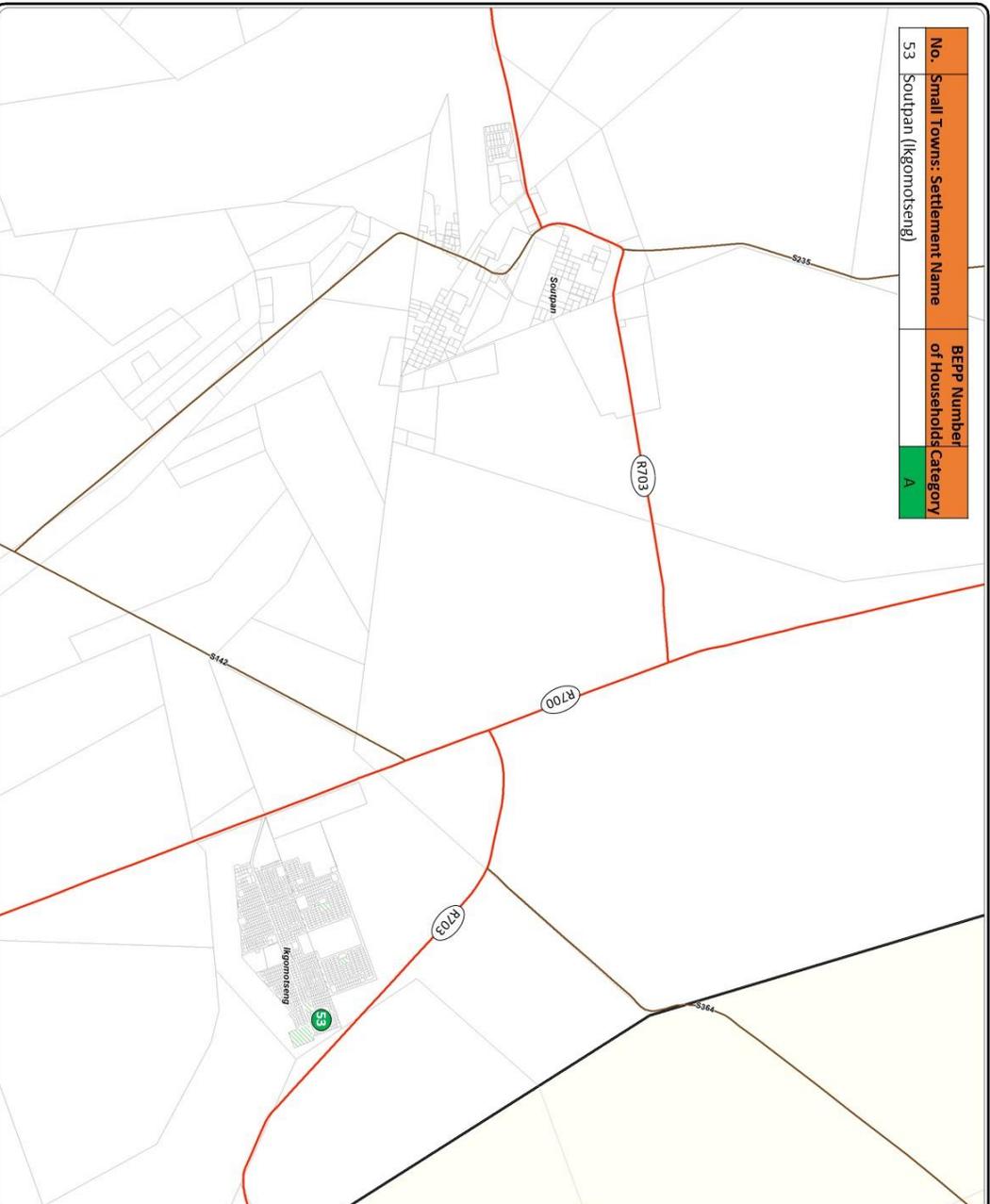
● B1

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



**Figure 3:22**

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



**Soutpan  
Informal Settlement**

**Legend**

Informal Settlements Classification:

● A

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



**Figure 3:23**

b) *Social and Economic Restructuring:*

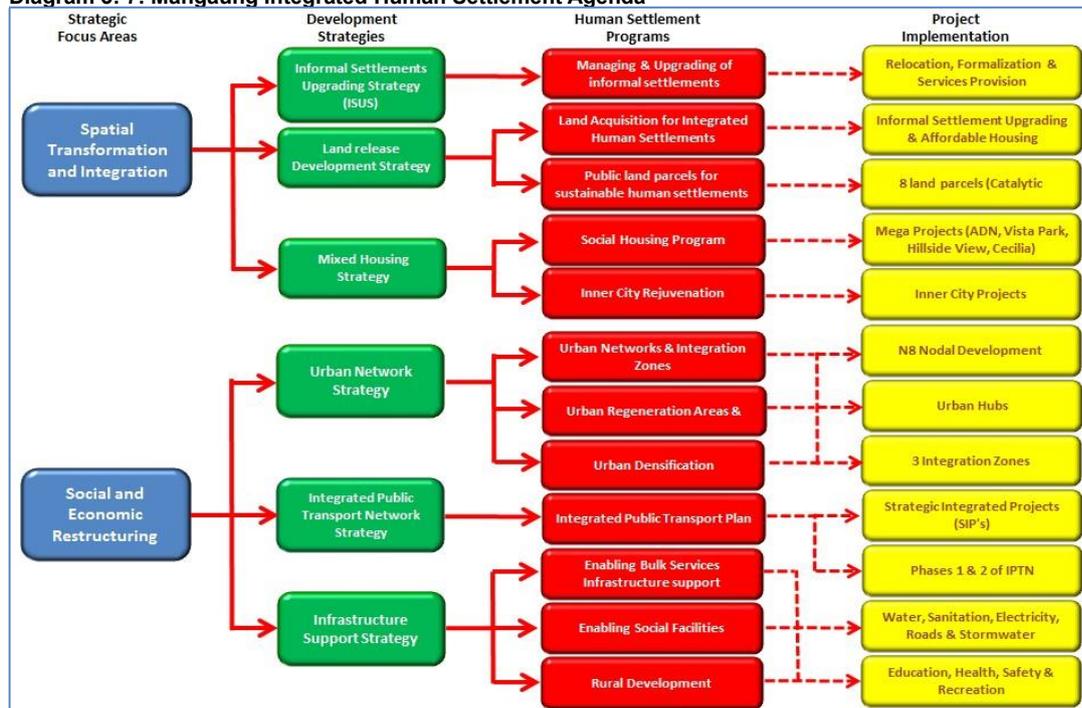
The MMM places a high priority on addressing the disintegration of development planning and ensuring a habitable built environment. The City intends contributing towards building more viable and safer communities through its commitment to ensuring social and economic restructuring. This overall focus 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 Seloshesha 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
<b>TOTALS</b>	<b>2001</b>						<b>24638</b>	<b>12.31</b>

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	✓	○	×	×	
2	Brandkop Race Track (Bfn 654)	140	7.86	1100	✓	○	×	×	
3	Pellissier Infill	22	9.09	200	✓	○	×	×	
4	Brandkop 702	285	9.47	2700	✓	○	×	×	
5	Vista Park 2 (Bfn 654)	155	36.13	5600	✓	✓	○	×	
6	Vista Park 3 (Bfn 654)	131	38.93	5100	✓	✓	○	×	
7	Hillside View (Rocklands 684)	85	48.29	4100	✓	✓	○	○	
8	ADN (Sunnyside 2620)	700	12.5	8700	✓	○	×	×	

(c) Mixed Housing Strategy

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

Project Description	Type of Development	Current Status
<b>1 Hillside View</b>	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
<b>Vista Park 2</b>	Phase 1 1400 CRU Units	Planning (Complete) Preliminary Designs (90% complete) Detail Designs (Refer to key milestones)
	Phase 2 1600 Social Housing	Tenders & Procurement (Refer to key milestones)
	Phase 3 1842 Bonded Housing	Construction (Refer to key milestones)
	Phase 4 442 BNG Housing	
	Phase 5 376 FLISP Housing	

<p style="text-align: center;">Phases 1 - 10</p> <p style="text-align: center;"><b>Vista Park 3</b></p>	<p>5135 GAP/BNG/Mixed Units</p>	<p>Planning (Complete)</p> <p>Preliminary Designs (90% complete)</p> <p>Detail Designs (Refer to key milestones)</p> <p>Tenders &amp; Procurement (Refer to key milestones)</p> <p>Construction (Refer to key milestones)</p>
---	---	---

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  341 units Completed.
		Phase 2 495 Rental Units	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 Qjbing	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.

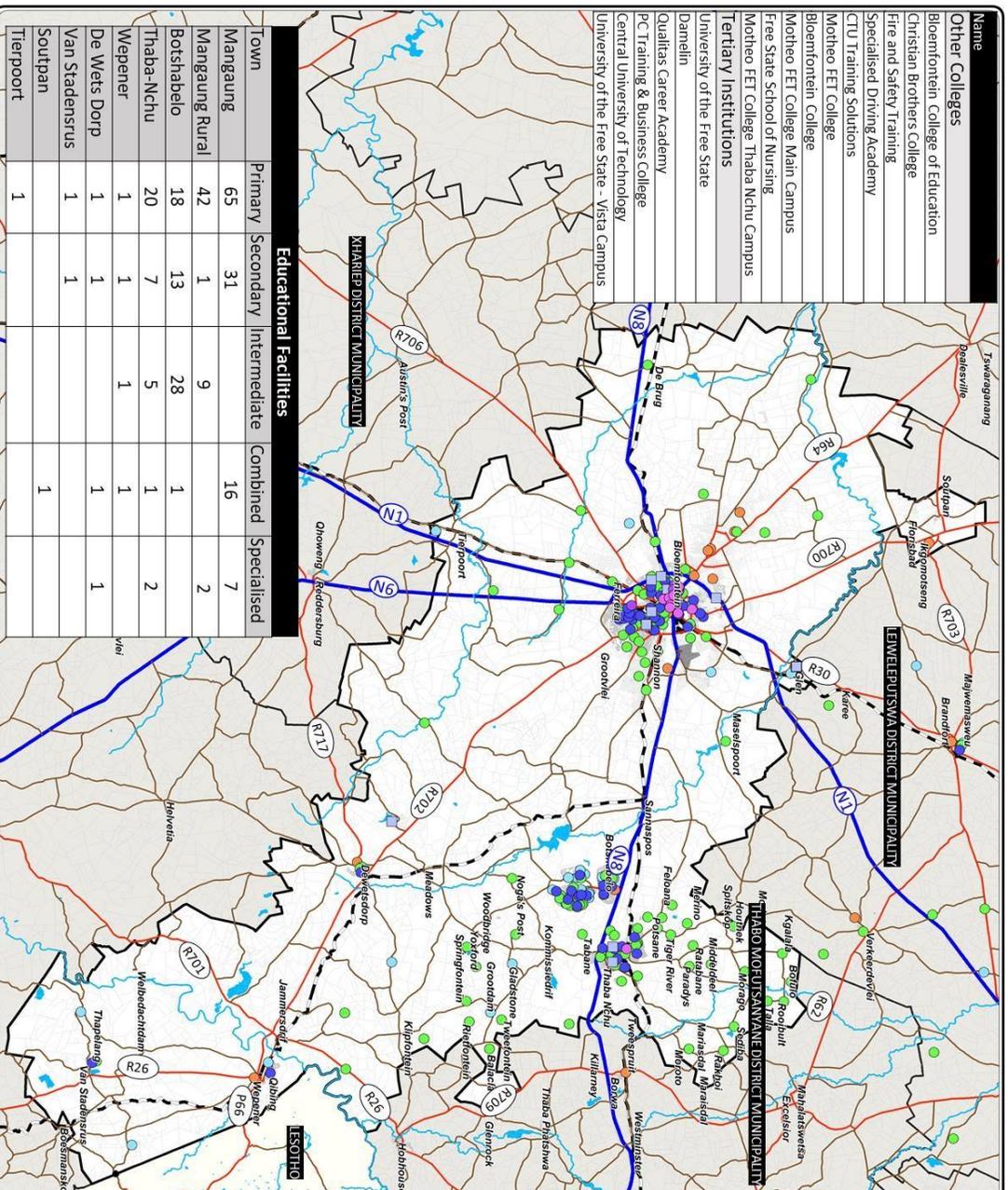
- **Education:**

**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 facilities 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.

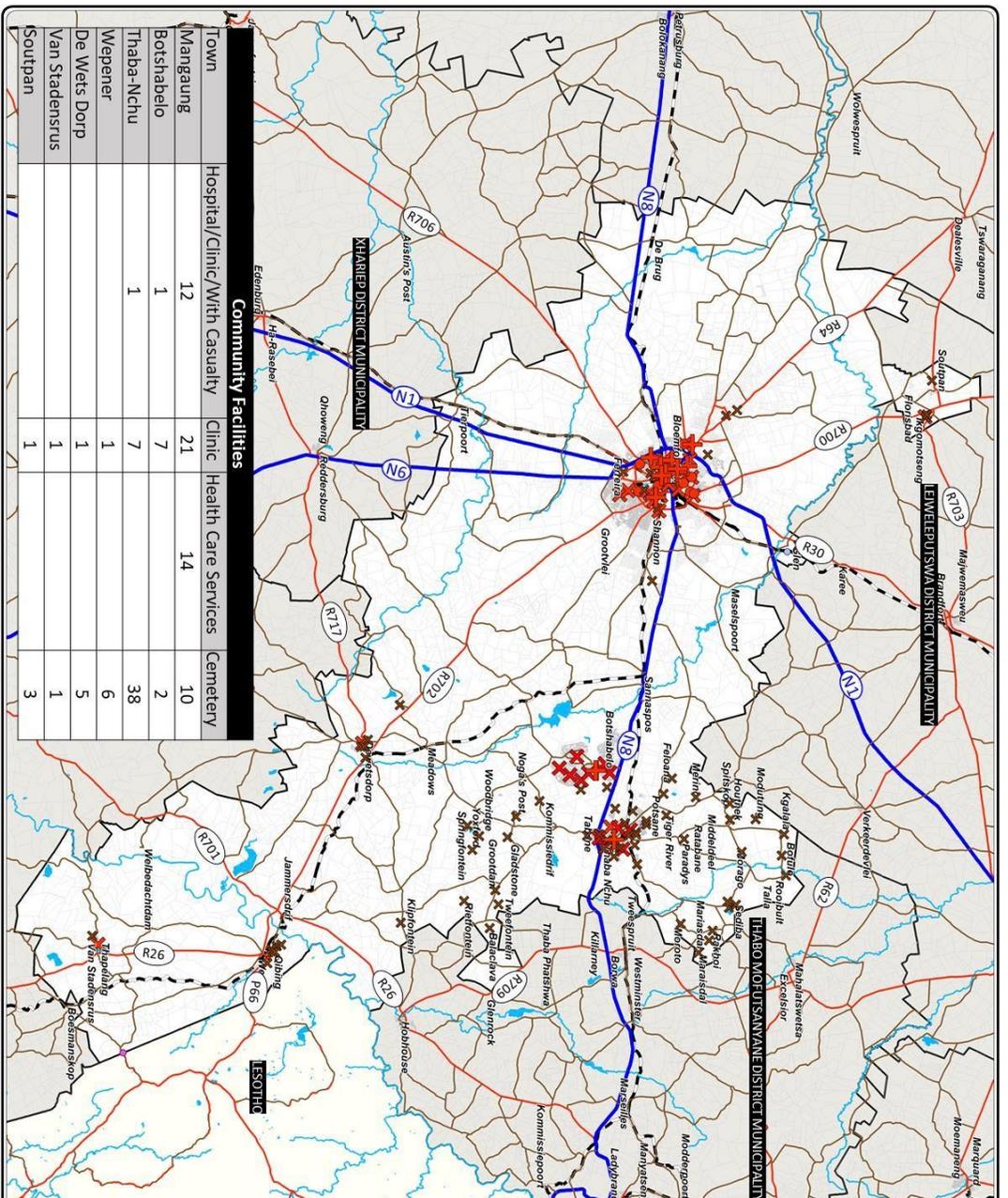


**Figure 3:24**

Source: Department of Education 2018

**Legend**

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



**Figure 3:25**

Source: Esri, DeLorme, GeoEye, IGN, AeroGRID, IGN, Esri, Swire

**Legend**

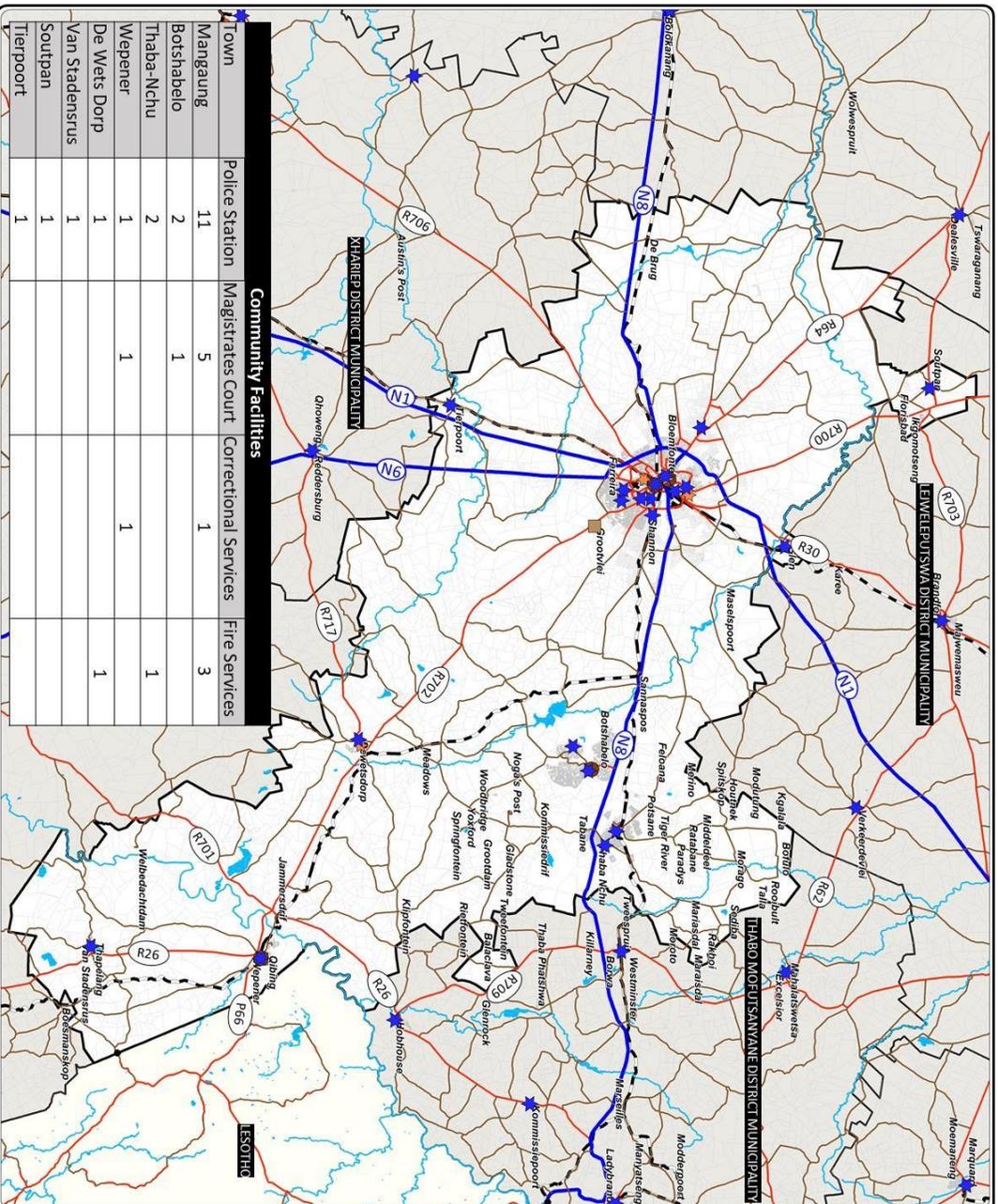
- Cadastral
- Hospital
- × Clinic
- × Health Care Services
- × Cemeteries
- National Roads
- Provincial Roads
- Other Roads
- Border Post
- Dams/Rivers

- **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**.



**MANGAUNG**  
AT THE HEART OF IT ALL

**Safety and Security**

**Legend**

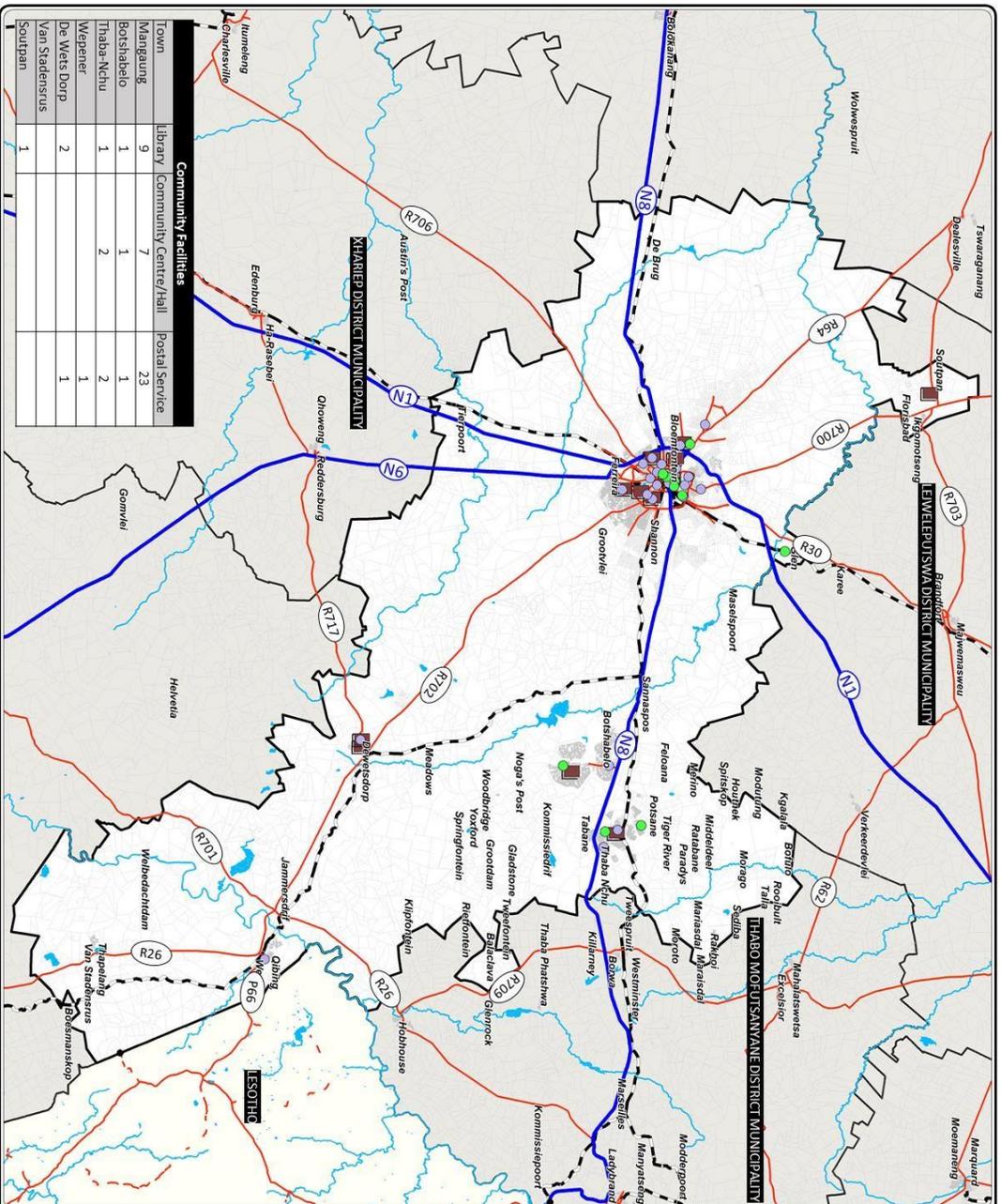
- Cadastral
- ★ Fire Brigade
- ★ Police Stations \*
- ★ Magistrates Court
- ★ Correctional Facility
- National Roads
- Provincial Roads
- Other Roads
- Border Post
- Dams/Rivers

**Figure 3:26**

Source: South African Police Service; Google, FS Mapsbooks

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

**Community Facilities**



**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

**Figure 3:27**

Source: South African Police Service; Google, FS Mapsbooks

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 Stadenrus			
Soutpan	1		

**Community Facilities**

### 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 (flushing 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.

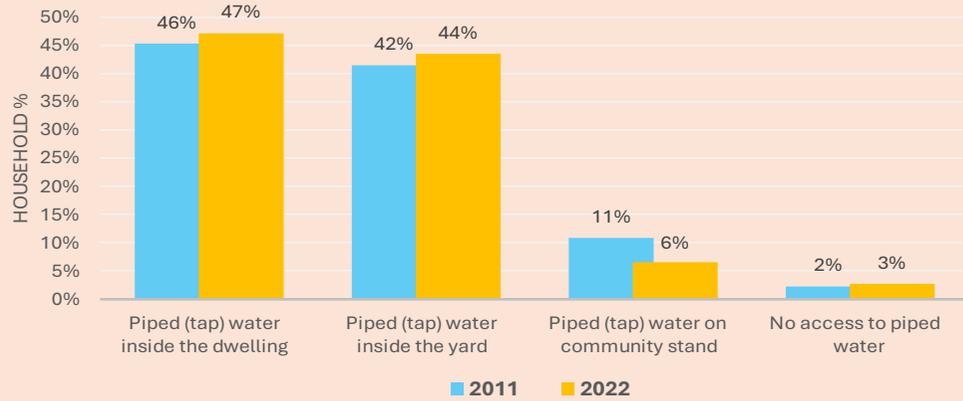
There are four main water sources for the municipality as summarised below:

- MMM as the WSA provide water services to seven areas, namely Bloemfontein, Botshabelo and Thaba Nchu, Dewetsdorp, Wepener, Vanstadensus 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

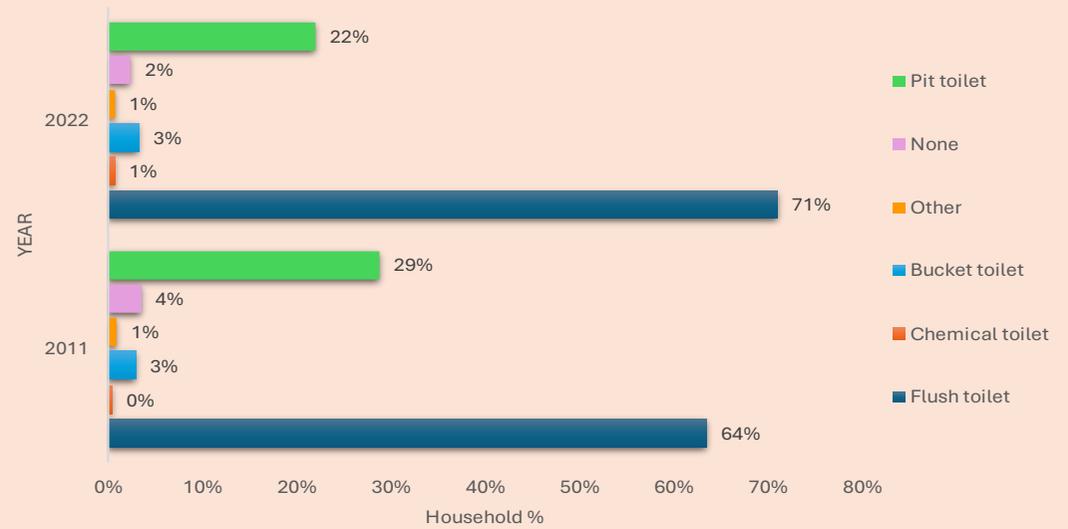
WTW which supplies the above-mentioned areas. Maselspoort WTW has a treatment capacity of 110ML/day and receives water from Mockes dam. It supplies water to northern areas of Bloemfontein.

- 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.

MMM SOURCE OF WATER



MMM MAIN TOILET FACILITIES



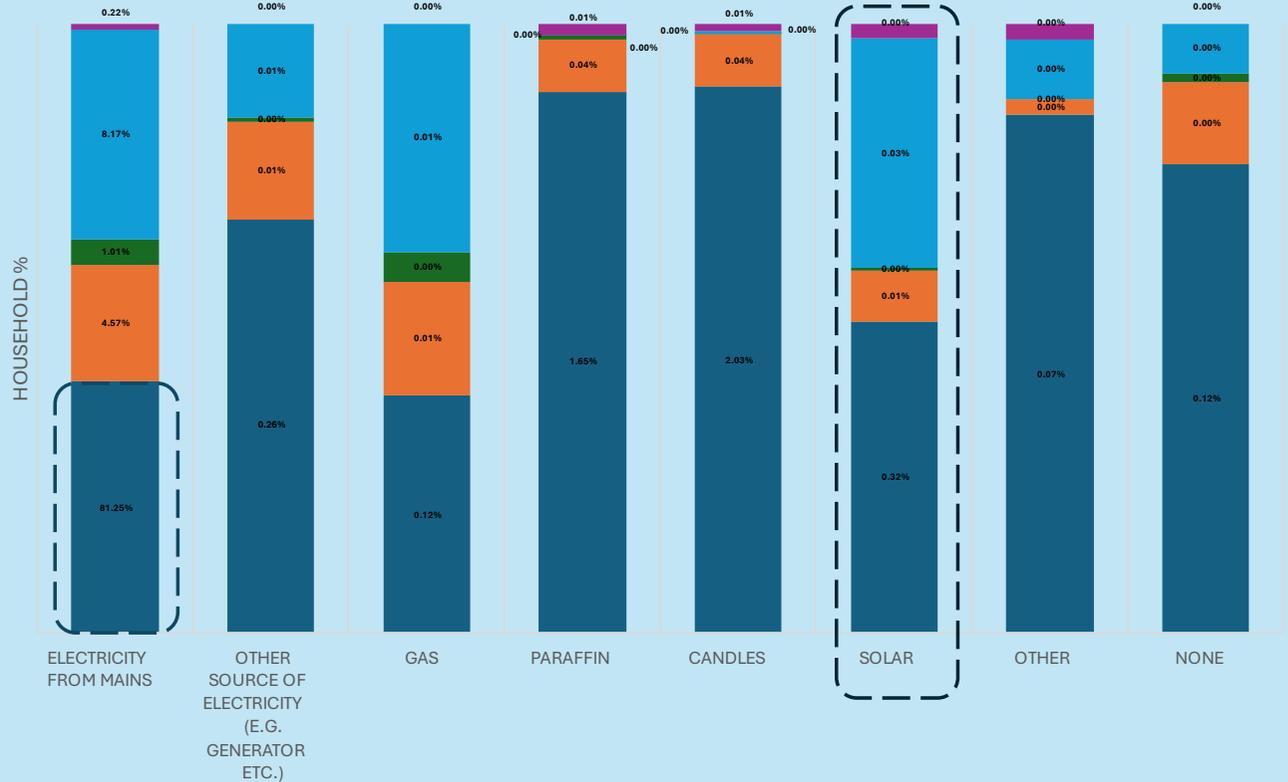
MMM REFUSE DISPOSAL





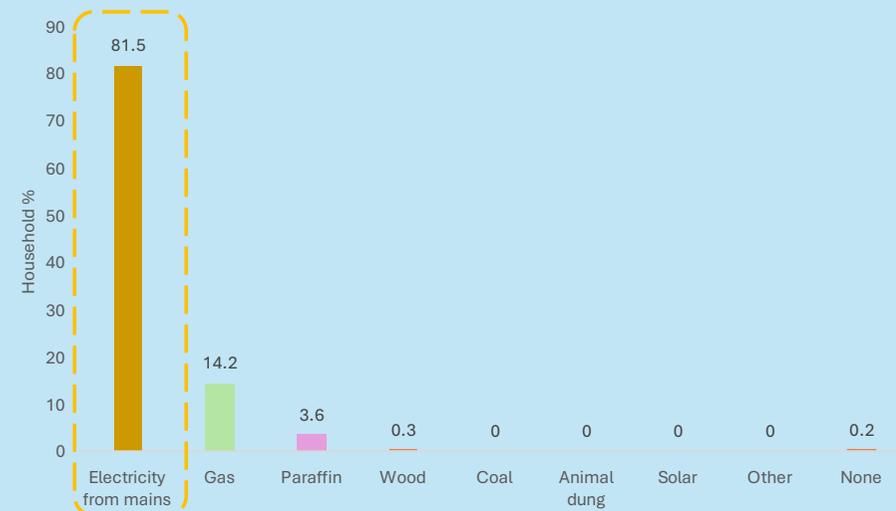
### MMM SOURCE OF ENERGY FOR LIGHTING

■ Black African ■ Coloured ■ Indian or Asian ■ White ■ Other



- 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 MM  
Water Services**

**Legend**

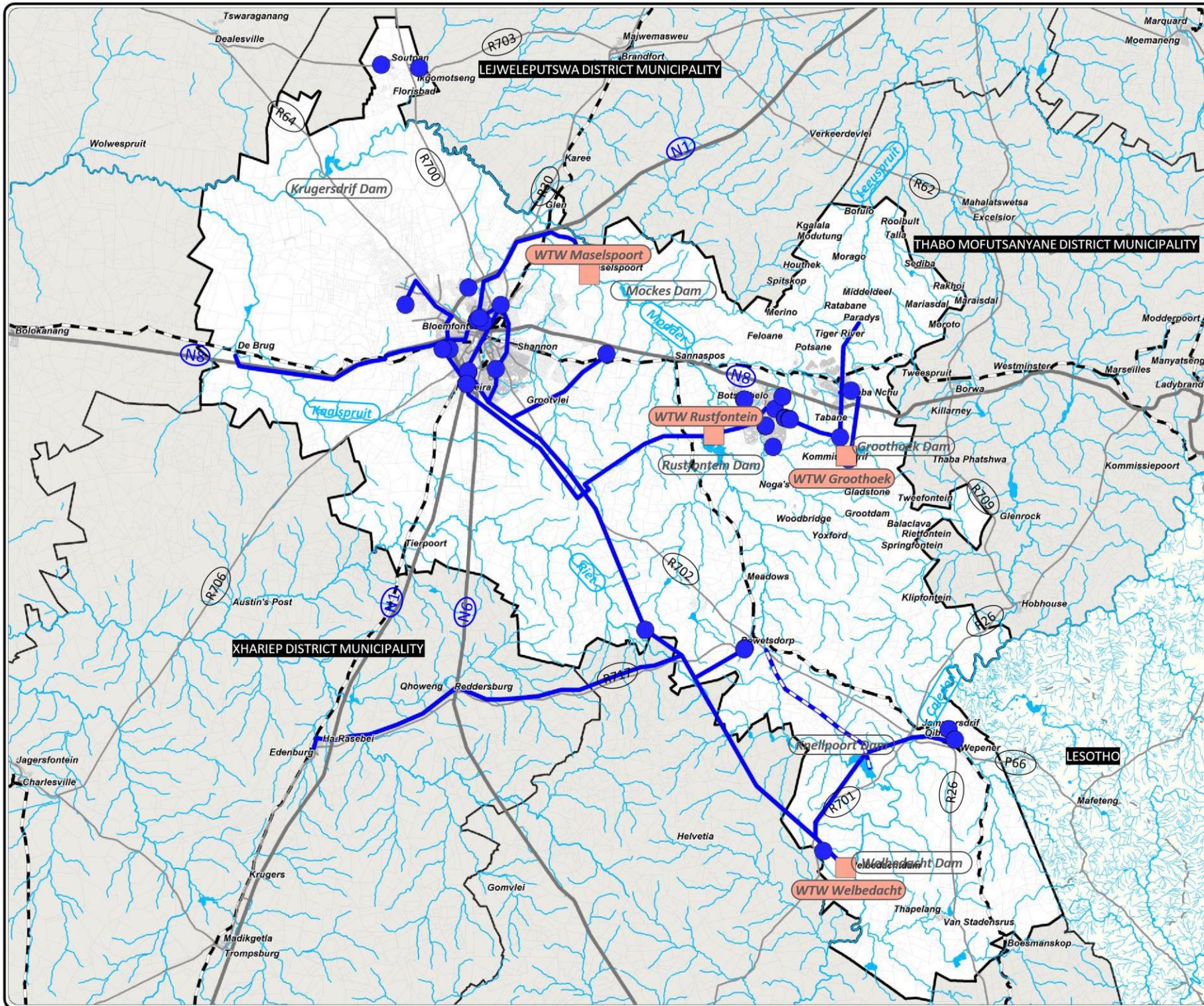
-  Cadastral
-  WTW
-  Reservoirs
-  Water Pipeline Transfer Scheme
-  National Roads
-  Provincial Roads
-  Border Post
-  Railway Line
-  Dams/Rivers

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
<b>Bloemfontein BloemSpruit (permit 842B)</b>	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.
<b>Bloemfontein Sterkwater (16/2/7/C522/D1/X)</b>	Class: C  Capacity: 10  Discharge CMA undetermined.	Unlicensed, Exemption: Application for integrated environmental authorisation submitted 24/10/2011  Undergoing extension (doubling of capacity)
<b>Bloemfontein Welvaart</b>	Class: C  Capacity: 6  Discharge CMA undetermined.	Existing Lawful Use:
<b>Bloemfontein Bainsvei</b>	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.
<b>Bloemfontein Northern Works (16/2/7/C522/D1)</b>	Class: B Capacity: 1  Orange, Caledon & Kraai.	General authorisation: Undergoing expansion

**Mangaung MM  
Sanitation**

**Legend**

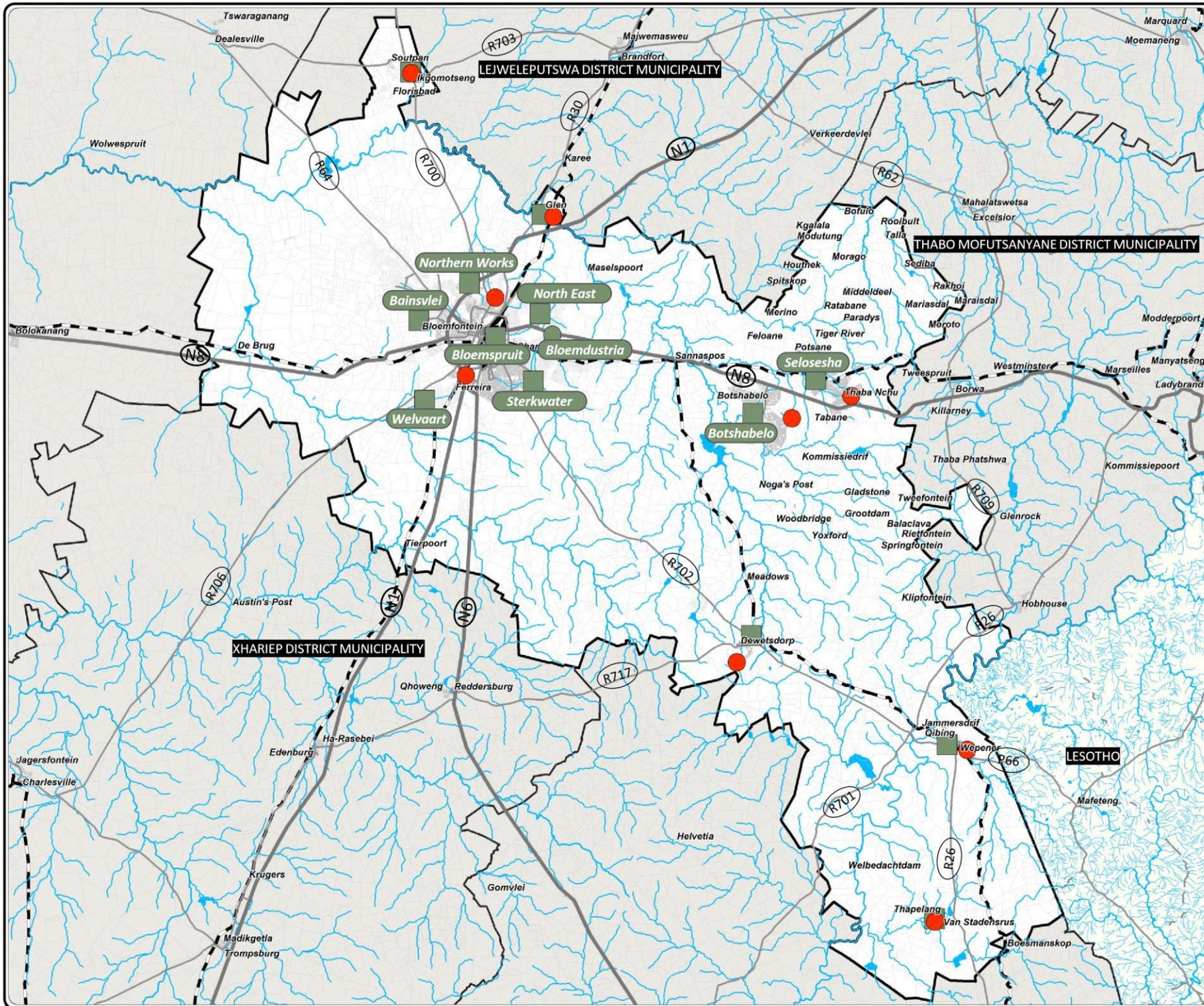
-  Cadastral
-  WWTW
-  Oxidation Ponds
-  Sewer Lines
-  Landfill Site
-  National Roads
-  Provincial Roads
-  Border Post
-  Railway Line
-  Dams/Rivers

Source: Mangaung MM



0 3 6 12 18 24 30 km

**Figure 3:29**



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

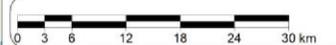
Network development plans (NDP) are updated every year in line with the latest approved energy sector plans (Developed by CENTLEC), reprioritized and approved IDP program for MMM.

**Electricity**

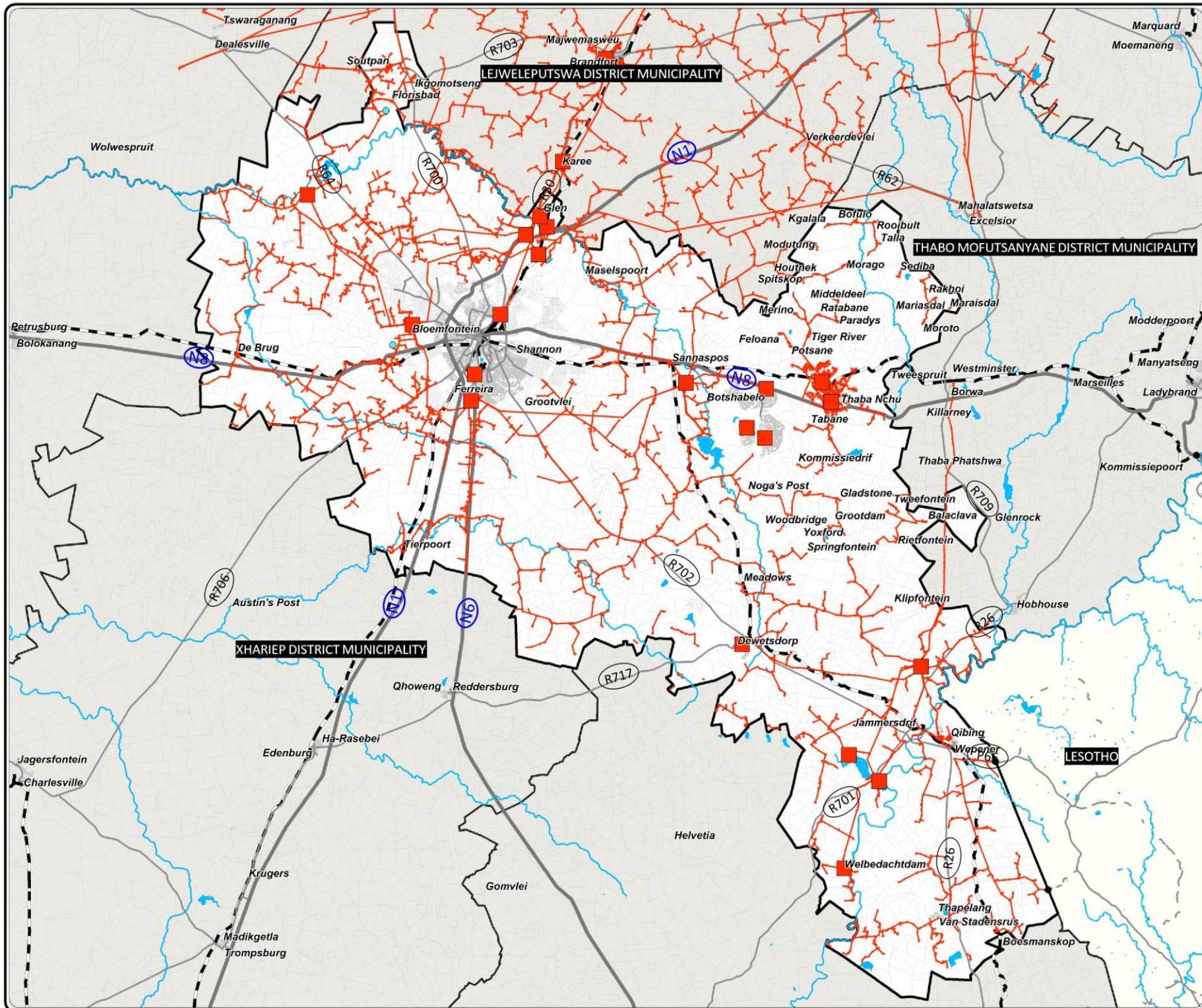
**Legend**

-  Cadastral
-  Eskom Lines
-  Sub-Stations
-  National Roads
-  Provincial Roads
-  Other Roads
-  Border Post
-  Railway Line
-  Dams/Rivers

Source: FS AMP Vers 7



**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 <sub>3</sub>	<b>Operational:</b> 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 <sub>3</sub>	<b>Operational:</b> 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	<b>Closed:</b> 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:  1 330 518 m <sub>3</sub>	<b>Operational:</b> 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	<b>Operational:</b> Major non-compliance with licence conditions.
Dewetsdorp solid waste disposal site (WML/BAR.25/2014) & (16/2/7/D203/D1/Z2/1)	Uncertain	<b>Operational:</b> 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	<b>Operational:</b> Major non-compliance with licence conditions.
Van Stadensrus waste disposal site (Not licensed)	Uncertain	<b>Operational:</b> 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

---

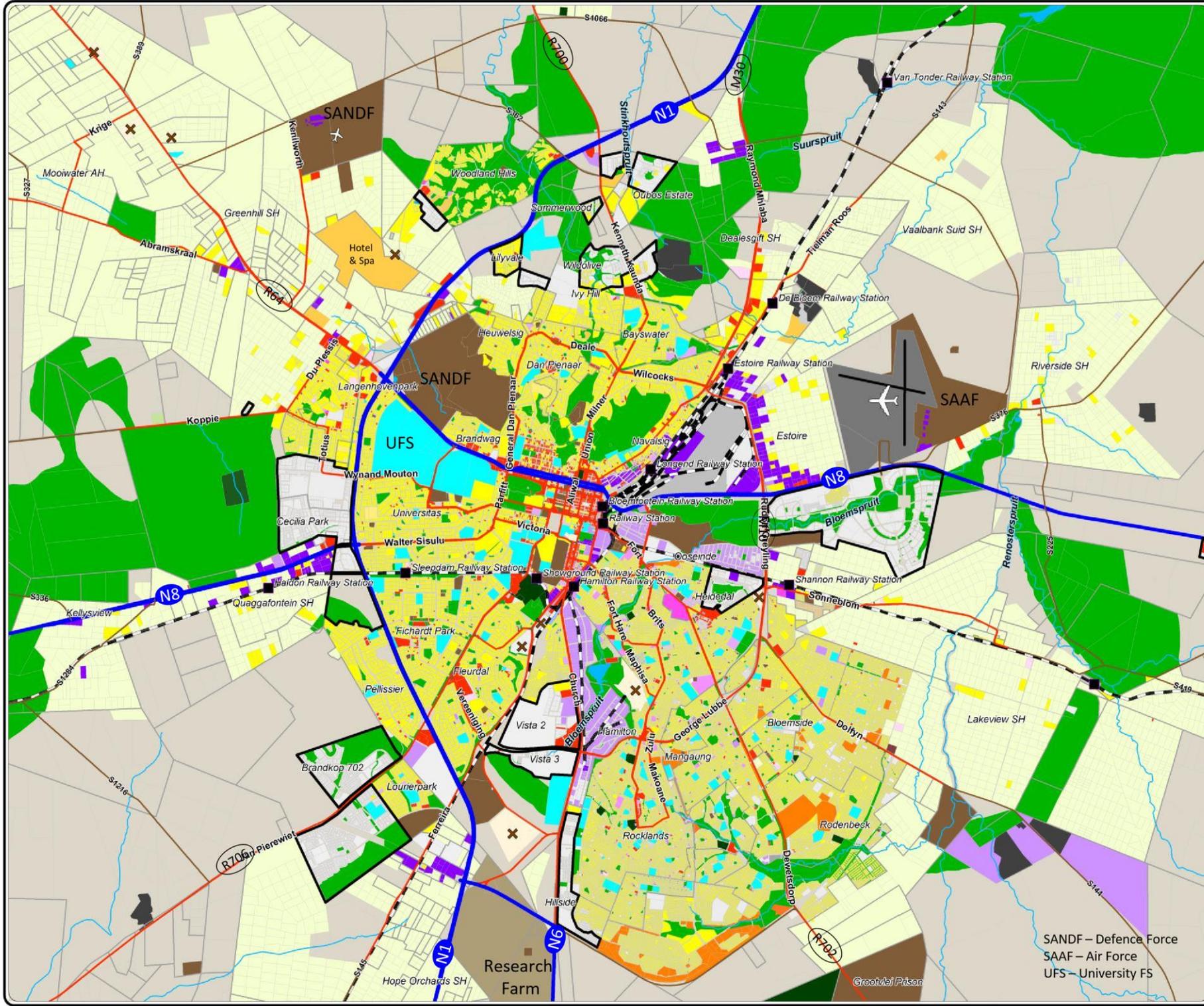
**Figure 3:31** illustrates the major land uses and spatial structure of Bloemfontein/Mangaung.

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 half 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 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





0 0.6 1.2 1.8 2.4 3 km

**Figure 3:31**

SANDF – Defence Force  
SAAF – Air Force  
UFS – University FS

- 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 ( $\pm$  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<sup>2</sup> 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<sup>2</sup>.
- 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 Bloemindustria/Highveld area.

Figure 3:32

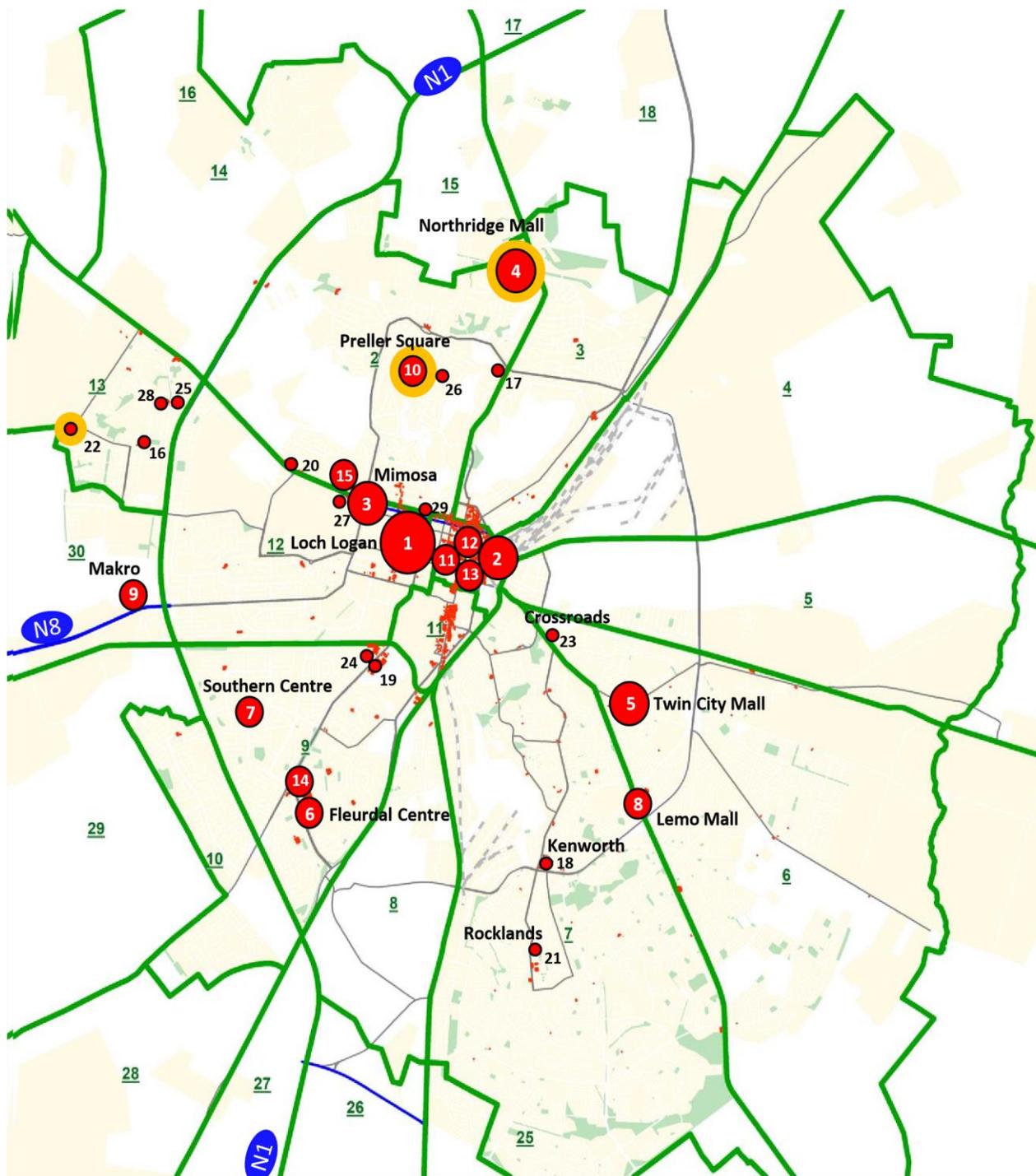
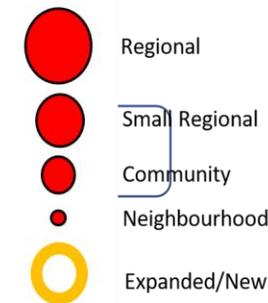
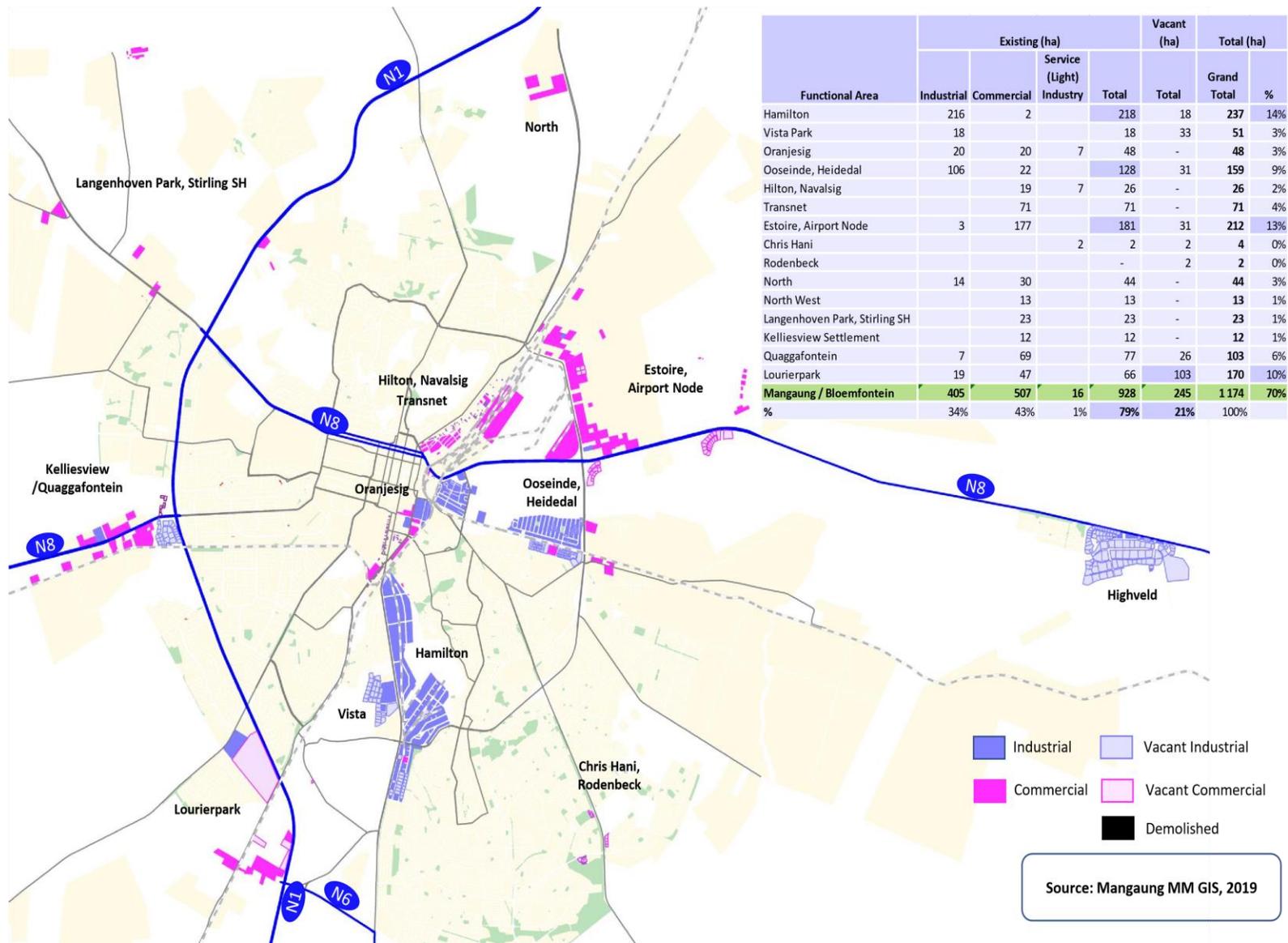


Table : Mangaung/Botshabelo /Thaba Nchu Shopping Centres by Macro Zone

Map nr	Shopping Centre	Macro Zone	Floor Area (m <sup>2</sup> ) 2015	Floor Area (m <sup>2</sup> ) 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	
<b>Total</b>			<b>449 808</b>	<b>462 703</b>		
<b>Difference 2015-2019</b>				<b>12 895</b>		



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



### 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 Welbedacht 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 Bloemspuit 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.

- 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.

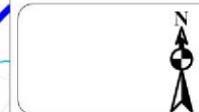


**Mangaung  
Water Services**

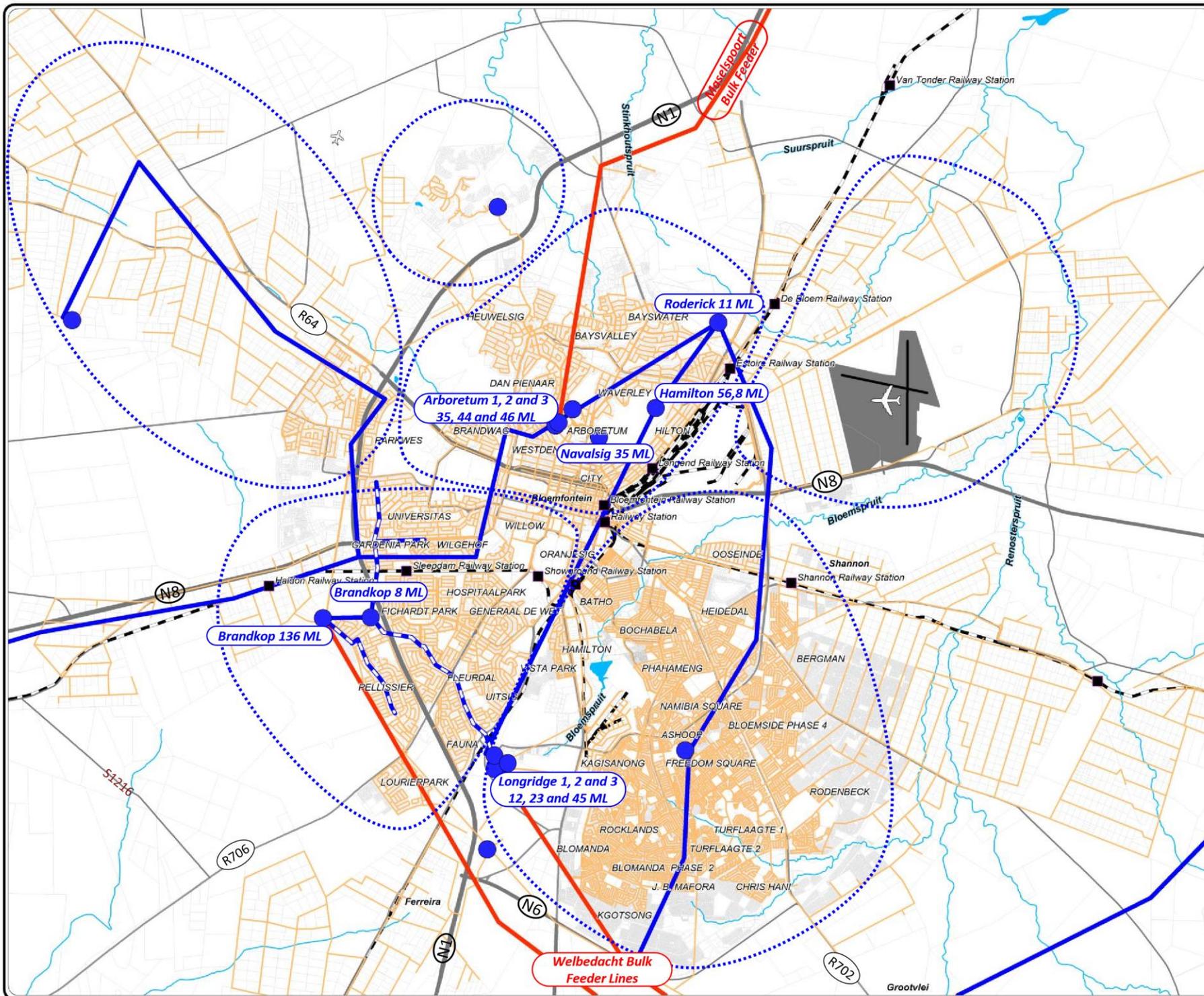
**Legend**

-  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



**Figure 3:34**

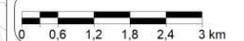


## Mangaung Sanitation

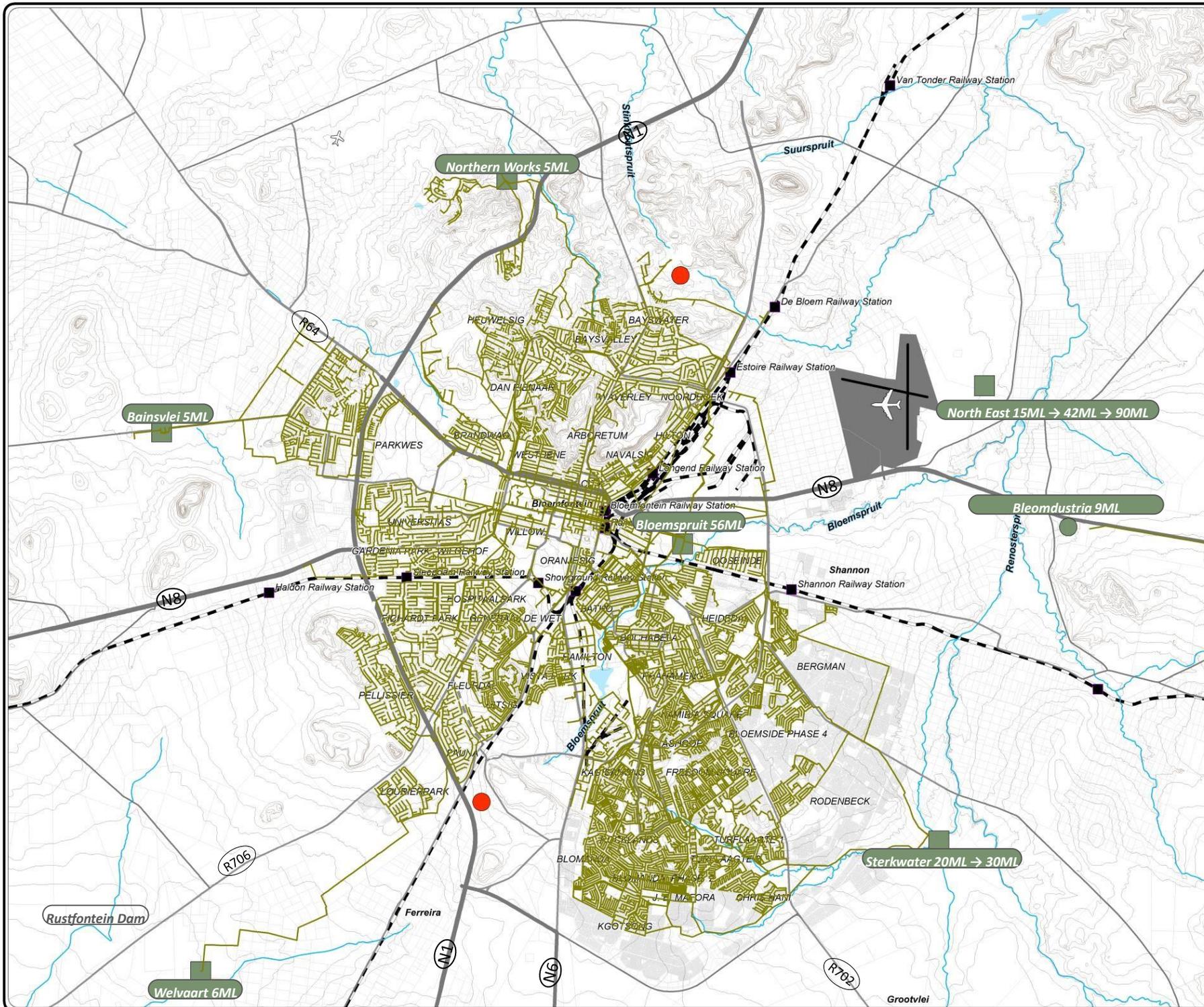
### Legend

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

Source: Mangaung MM



**Figure 3:35**



### 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.

### 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

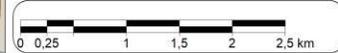
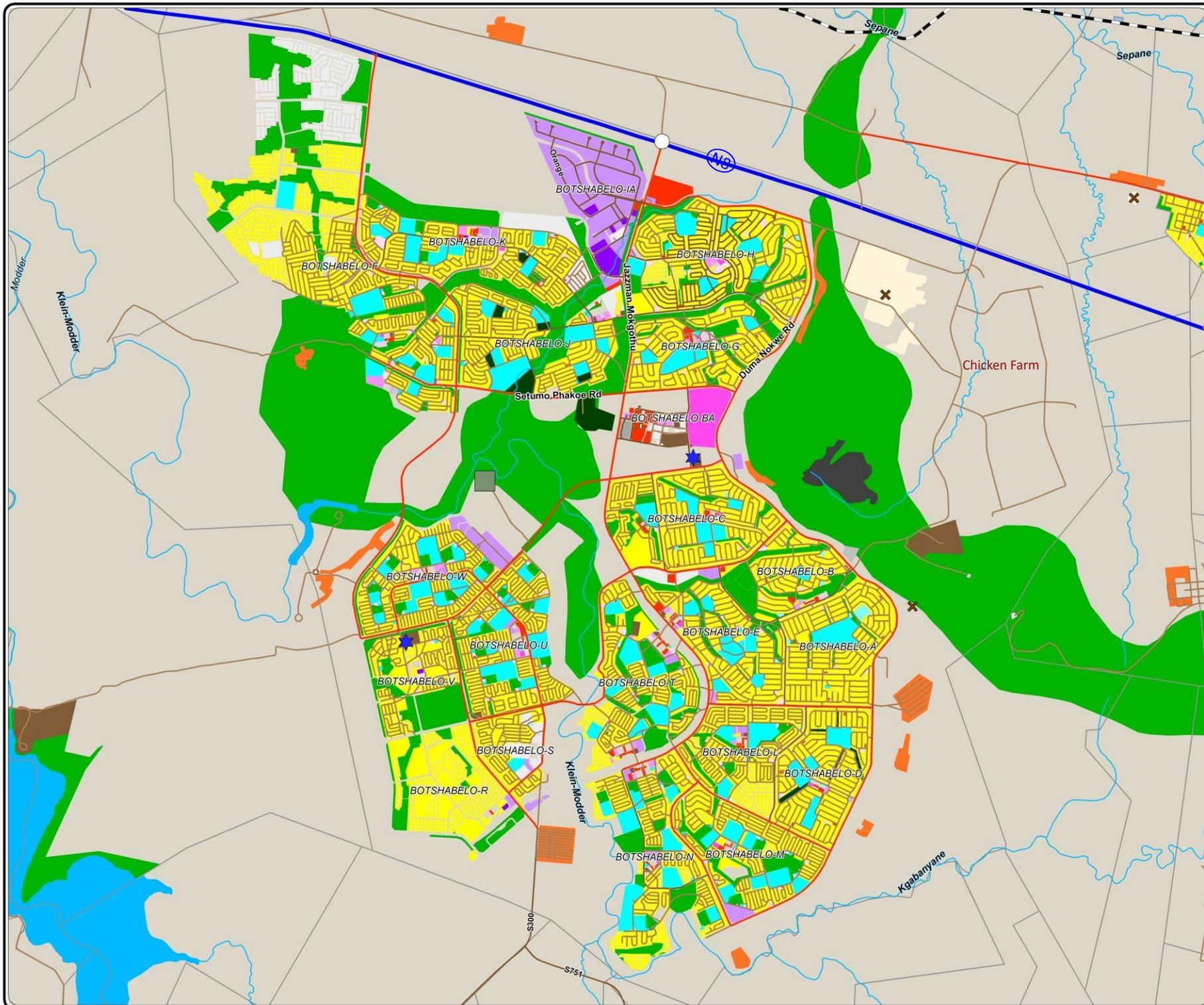


Figure 3:36



- 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<sup>2</sup> 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<sup>2</sup> and the RCM Complex an additional 7,438 m<sup>2</sup> (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<sup>2</sup>) 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.



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

**Botshabelo  
Industrial Area**



Figure 3:38



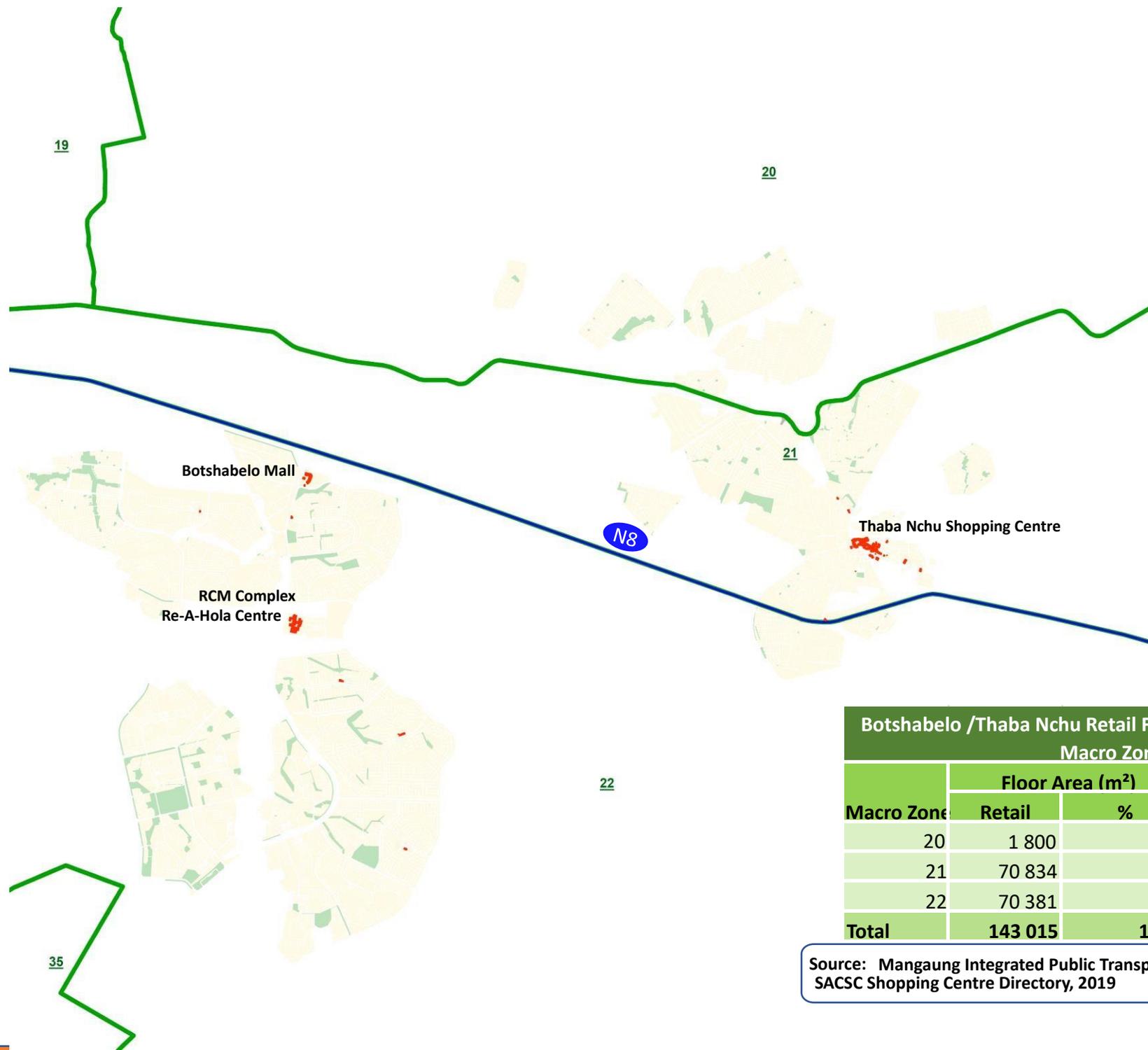
- Provincial Roads
- Secondary Roads

**Botshabelo  
CBD**



Figure 3:37





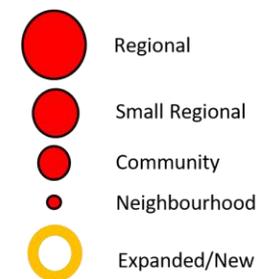
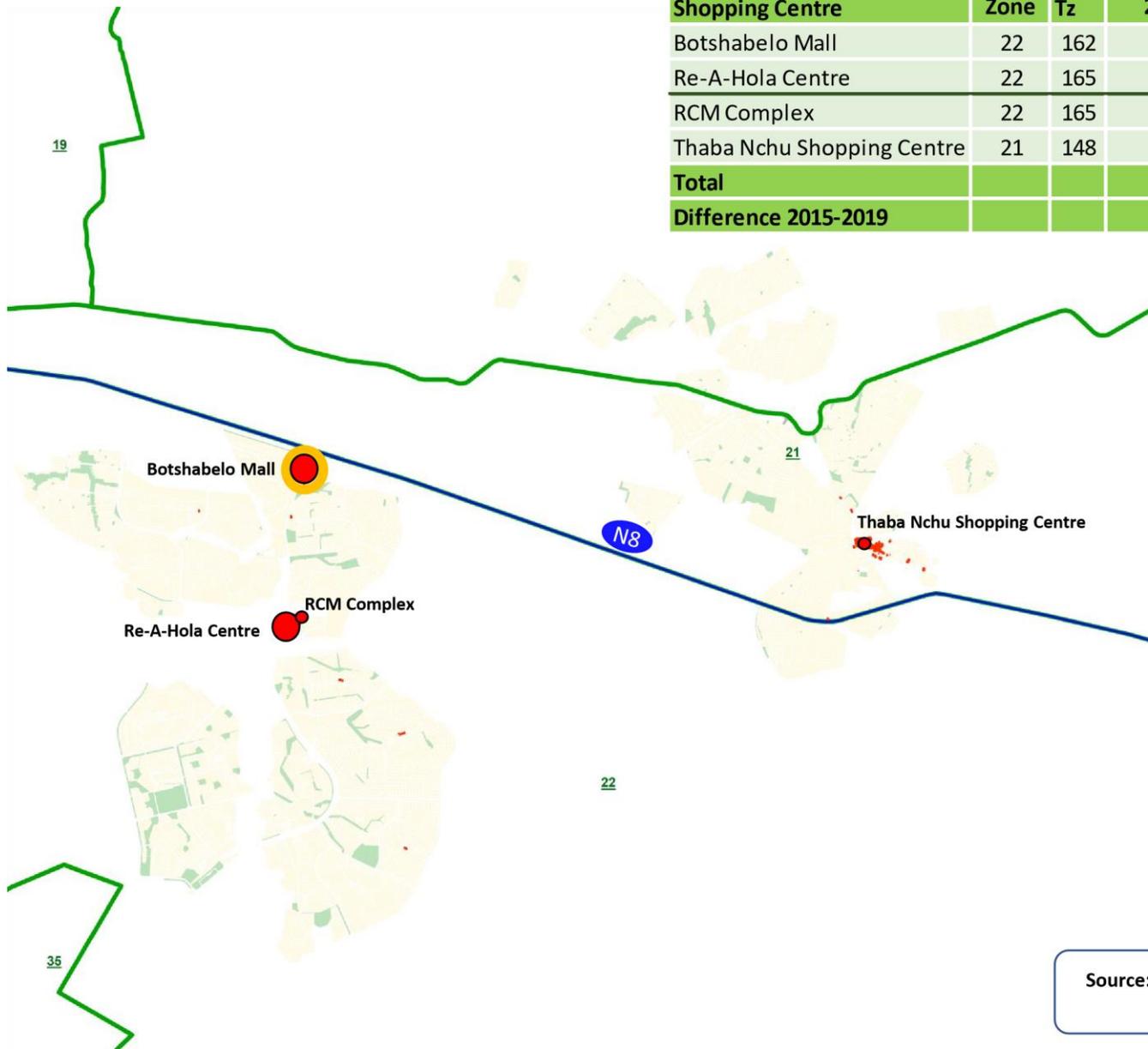
Botshabelo /Thaba Nchu Retail Floor Area and Workers by Macro Zone				
Macro Zone	Floor Area (m <sup>2</sup> )		Workers (m <sup>2</sup> )	
	Retail	%	Retail	%
20	1 800	1%	51	1%
21	70 834	50%	2 012	50%
22	70 381	49%	1 999	49%
<b>Total</b>	<b>143 015</b>	<b>100%</b>	<b>4 063</b>	<b>100%</b>

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	
<b>Total</b>			<b>28 328</b>	<b>50 996</b>		
<b>Difference 2015-2019</b>				<b>22 668</b>		

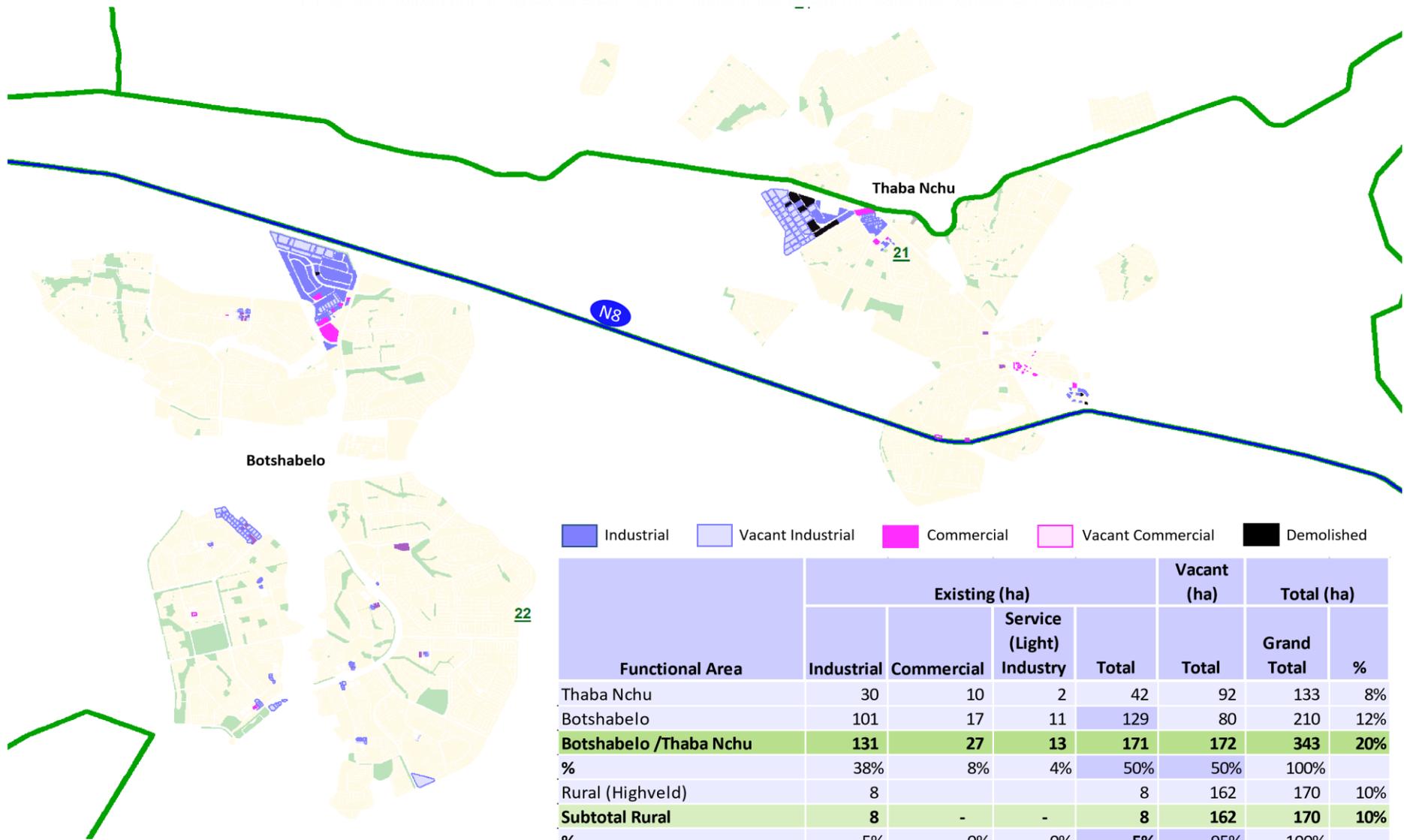


Source: Mangaung Integrated Public Transport Network, 2016  
SACSC Shopping Centre Directory, 2019

Figure 3:40

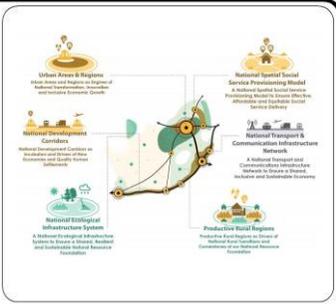
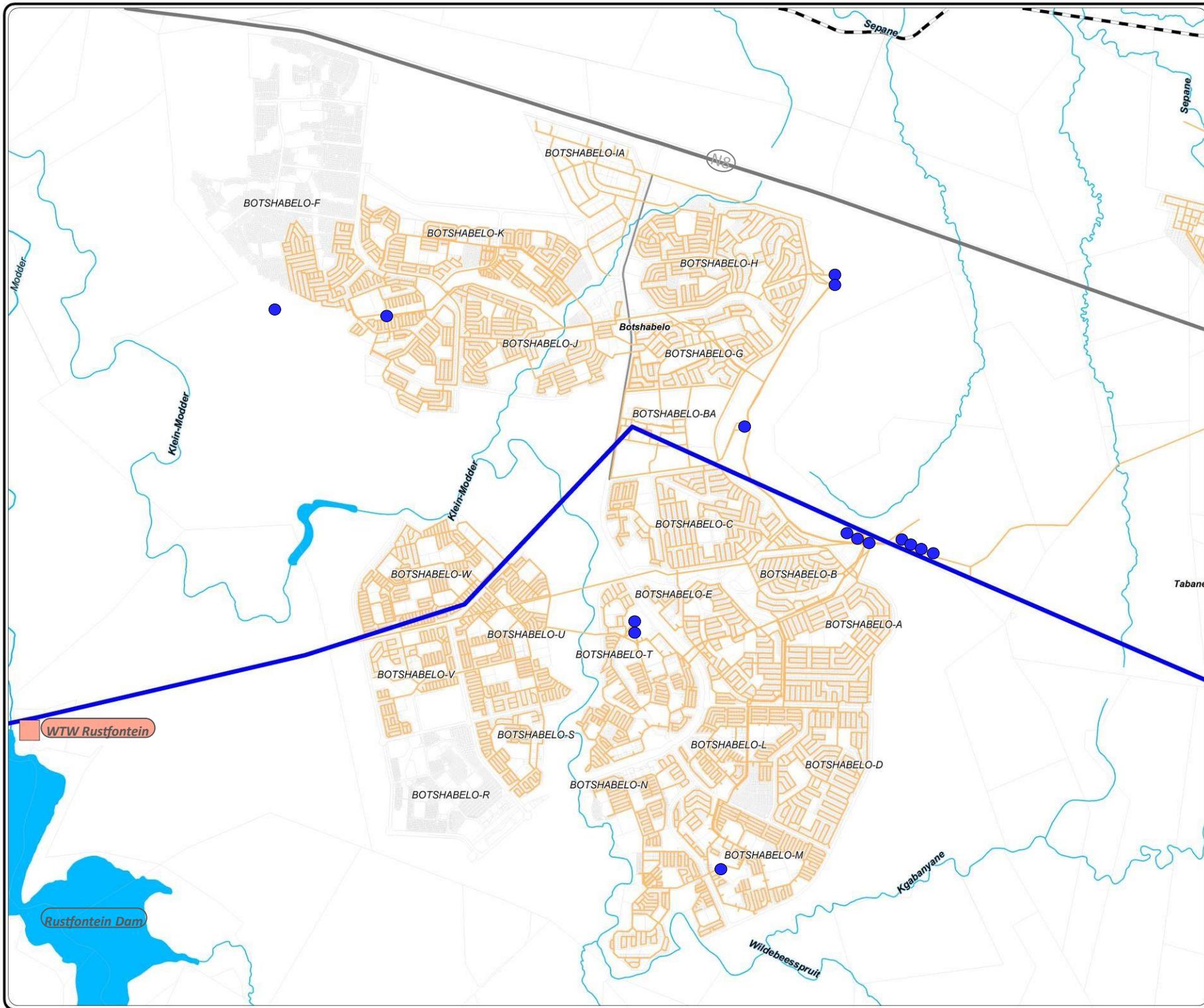


- The Botshabelo Industrial Area is located at the northern entrance into town along route N8 consists of about 138 warehouses with a total floor area of 200,000 m<sup>2</sup> (see **Figure 3:41**).
- The occupancy rate of this area stands at about 89% and it employs an estimated 6,000 workers.
- Several 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.



Source: Mangaung MM GIS, 2019

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

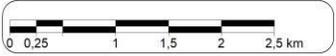


Figure 3:42

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

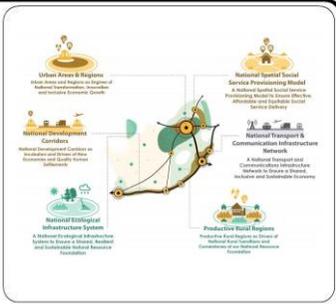
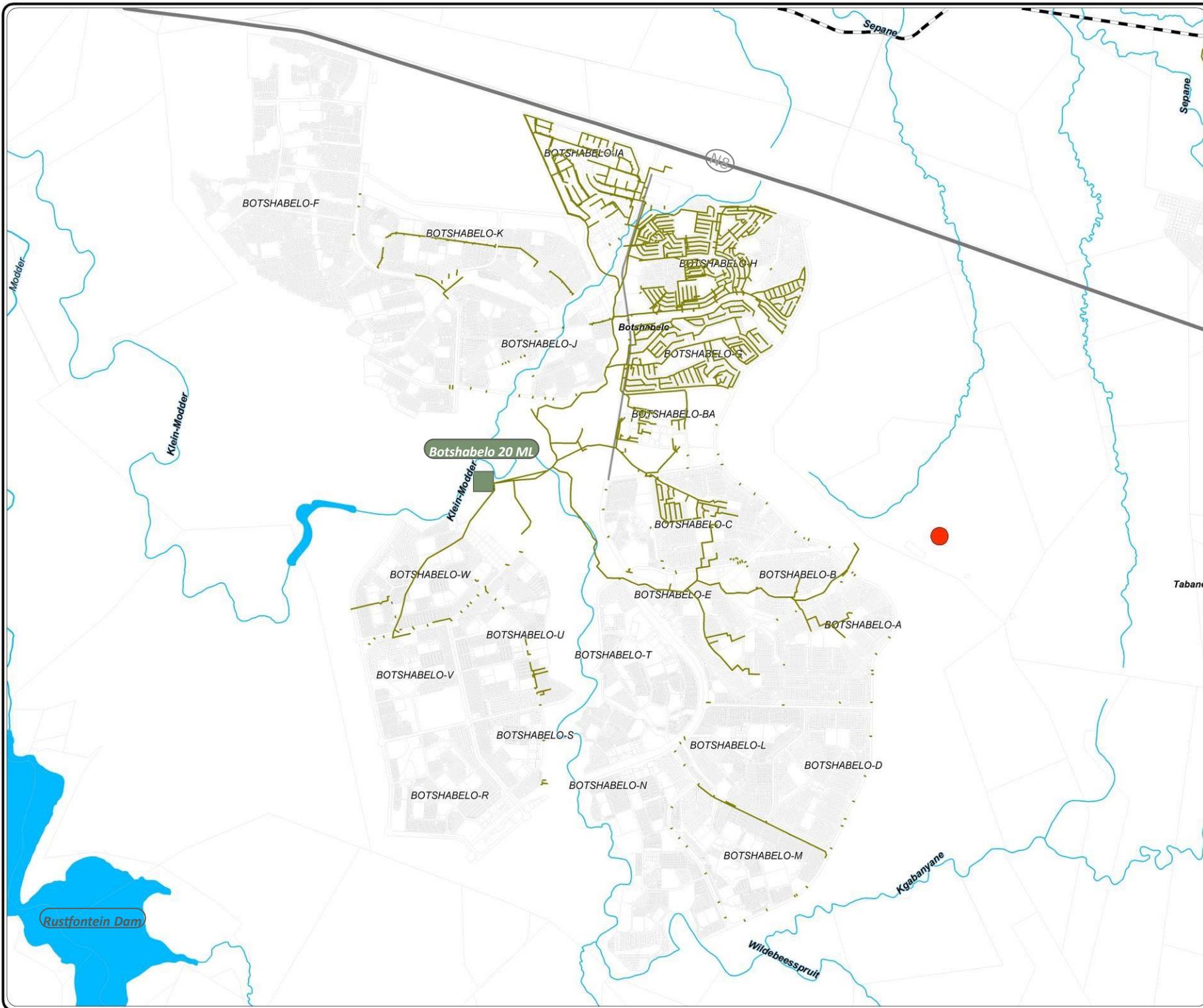
---

#### 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.



## Botshabelo Sanitation

### Legend

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

Source: Mangaung MM



**Figure 3:43**



- **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*

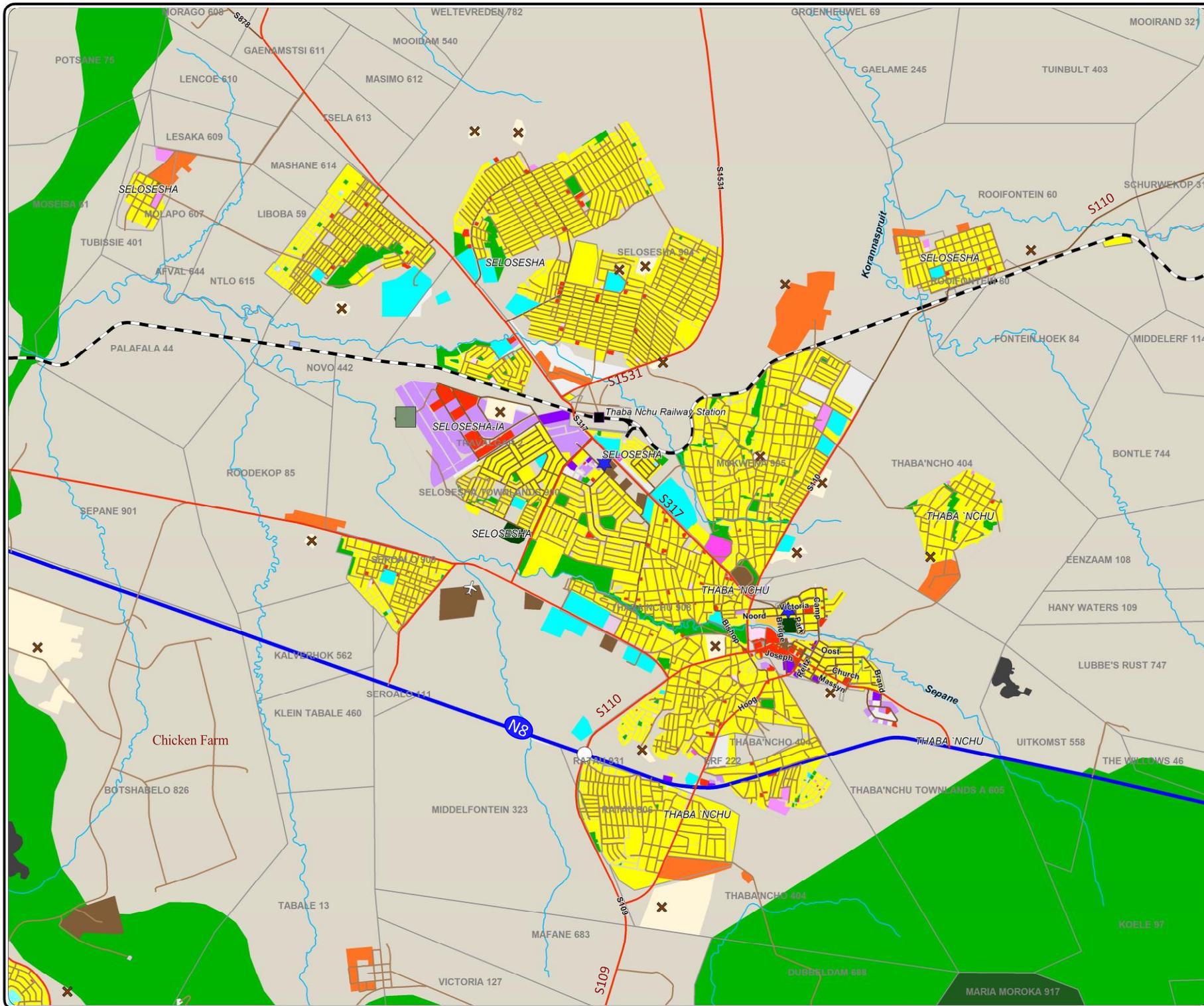
- The main business node in Thaba Nchu is the Thaba Nchu CBD which is located in the south-eastern parts of the town (see **Figure 3:45** and **Figure 3:46**).
- It is developed along Main/Market Street which acts as activity spine **and comprises a number of retail outlets, agricultural centre and a shopping centre** at the western end where it links up with route S110.
- The CBD comprises approximately 70,834 m<sup>2</sup> of retail space (refer to Zone 21 on **Figure 3:39**) with the Thaba Nchu Shopping Centre representing about 5,670 m<sup>2</sup> (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 3:47** is the large number of factory buildings ( $\pm$  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.

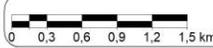


## Thaba Nchu Land Use



- 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



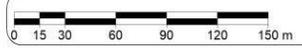


**Figure 3:45**



**Thaba Nchu  
CBD**

- Provincial Roads
- Secondary Roads
- Dams/Rivers



**Figure 3:46**



- Provincial Roads
- Secondary Roads
- Dams/Rivers

**Thaba Nchu  
Industrial Area 2**



0 50 100 150 200 250 300 m

Figure 3:48



- Provincial Roads
- Secondary Roads
- Dams/Rivers

**Thaba Nchu  
Industrial Area 1**



0 10 20 40 60 80 100 m

Figure 3:47

- 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 Seloshesha 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.

## Thaba Nchu, Water Services

### Legend

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

Source: Mangaung MM

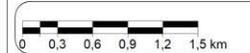
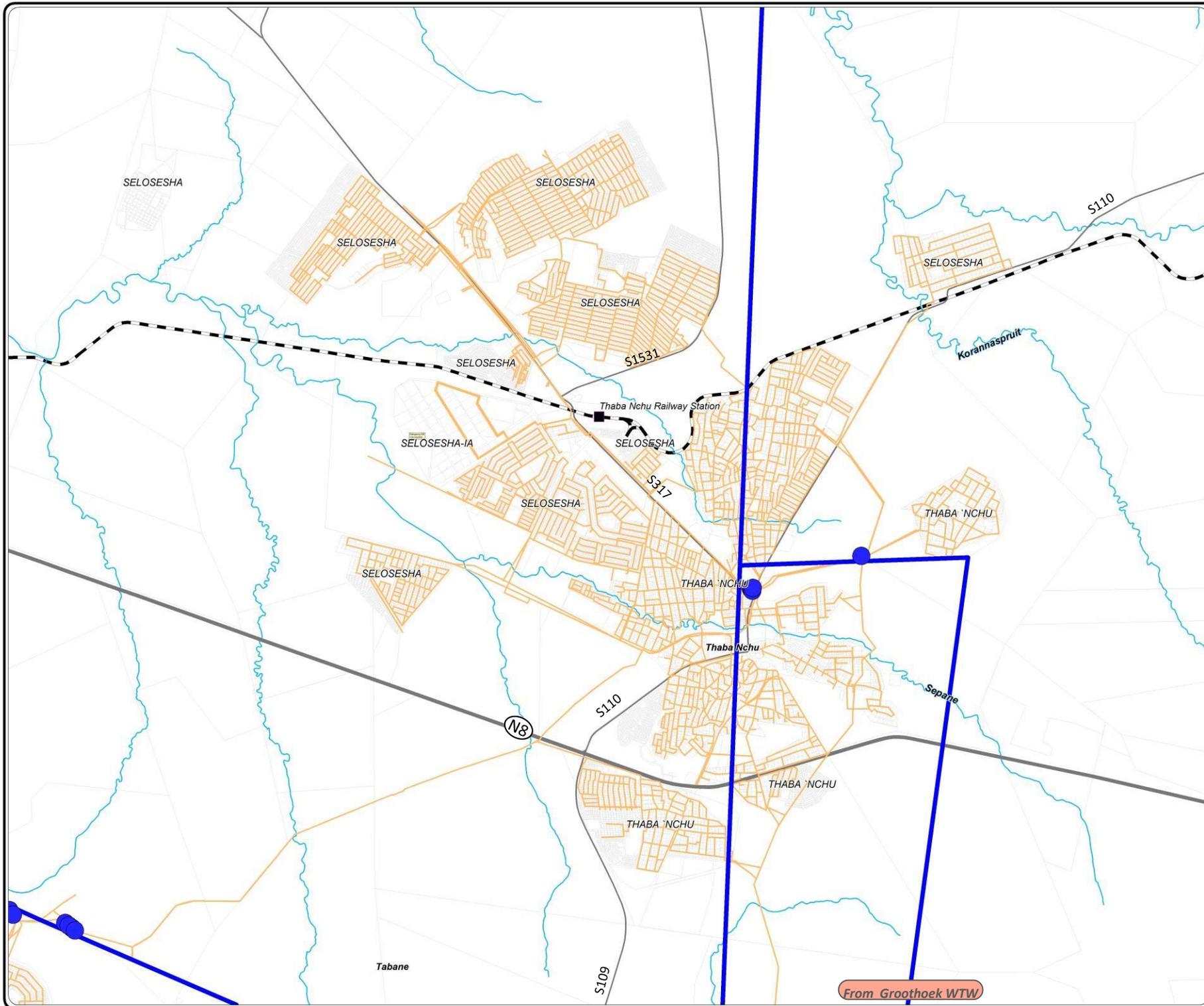


Figure 3:49



From Groothoek WTW

## Thaba Nchu Sanitation

### Legend

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

Source: Mangaung MM

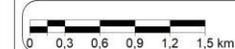
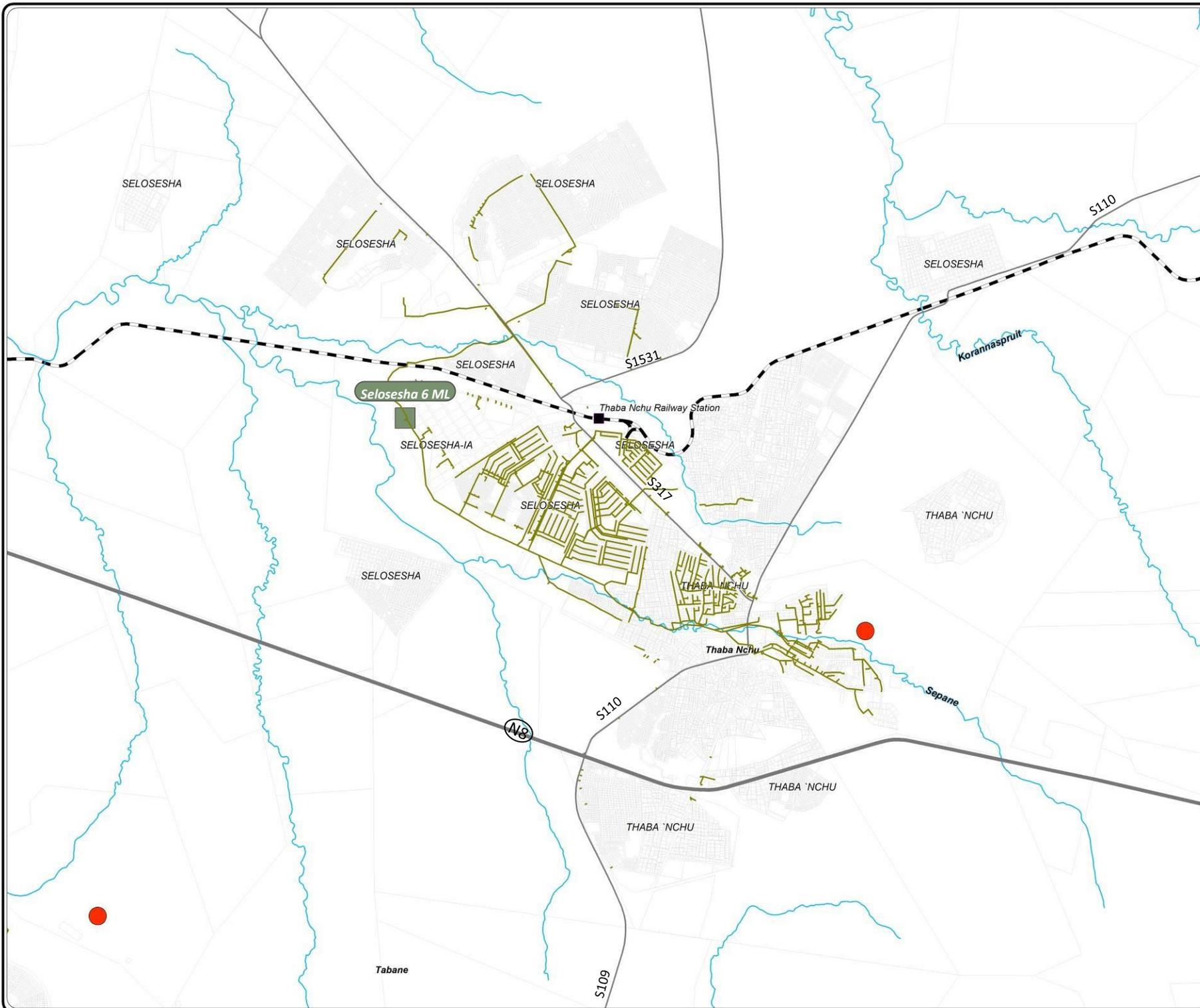


Figure 3:50



#### 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.

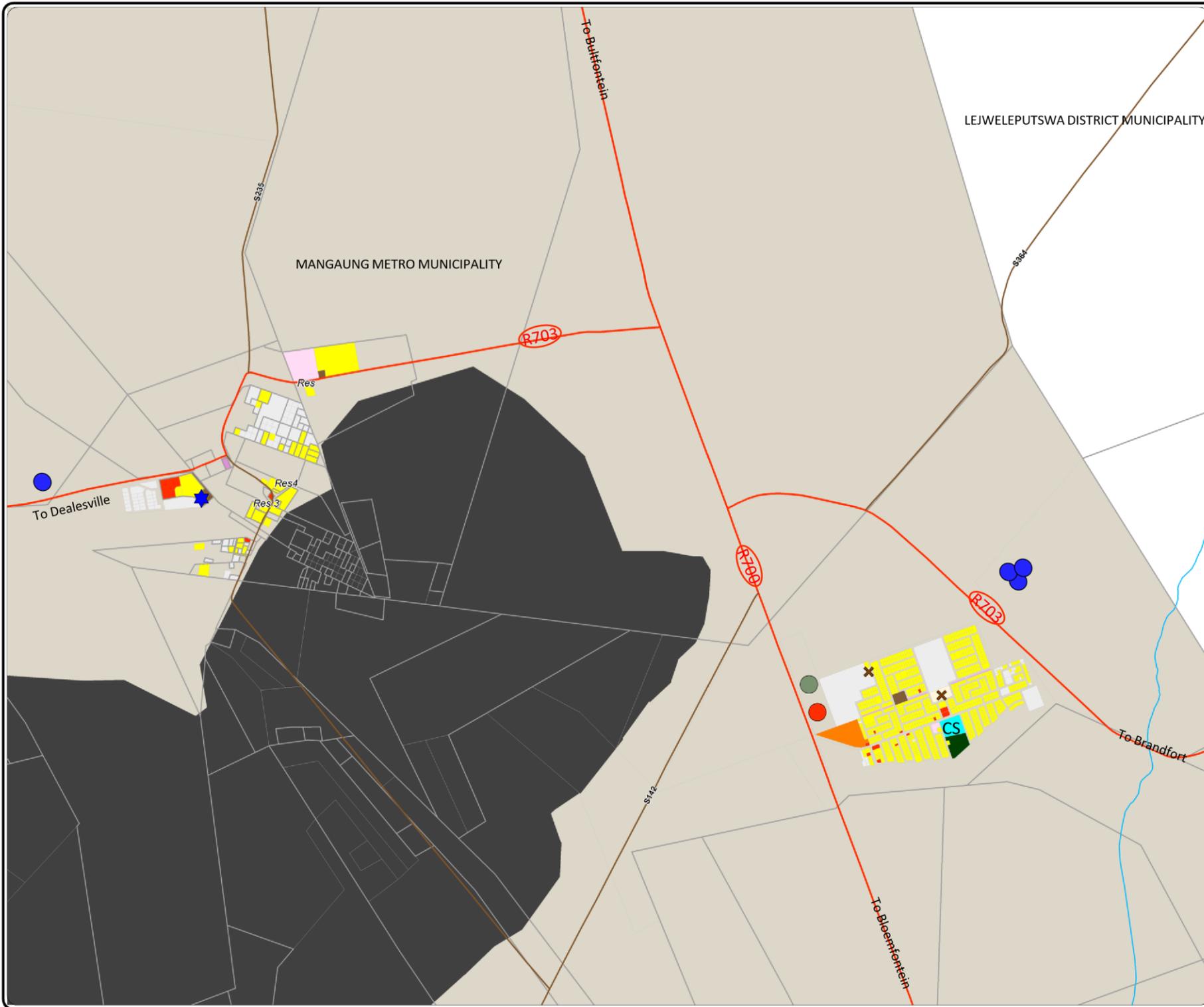
**Soutpan /  
Ikgomotseng  
Land Use**

- Business
- Municipal
- Community Facilities
- Church
- Educational
- Informal Settlement
- Residential
- Cemetery
- Sports and Recreation
- Vacant
- Open Space
- Salt Pans
- Police
- Clinic
- Library
- Oxidation Ponds
- Landfill Site
- Reservoir
- Provincial Roads
- Secondary Roads
- Dams/Rivers



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

**Figure 3:51**





e) *Engineering Infrastructure*

- Water is sourced from boreholes in the surrounding areas from where it is stored in one reservoir to the west of Soutpan and two reservoirs to the north-east of Ikgomotseng.
- The wastewater treatment works is located to the northwest of Ikgomotseng with the refuse disposal site directly adjacent to the south thereof.

### 3.4.7.5. Dewetsdorp

---

a) *Salient Features*

- Dewetsdorp is located on the farm Kareefontein approximately 75 km to the south-east of Bloemfontein along route R702. (Refer to **Figure 3:52**).
- The western part of the town represents the former Dewetsdorp while Morojaneng is located to the east thereof on the opposite side of the Kareefontein Spruit which flows through the town from south to north.
- The population of the town is about 10,595 people, representing an estimated 3,071 households.

b) *Movement Network*

- Route R702 from Bloemfontein to Wepener passes the town to the north-east.
- Links to Dewetsdorp are provided via two access routes:
  - Voortrekker Street to the north and Church Street (which is the main link into town) to the north-east. The Voortrekker access route runs parallel to the golf course from where it links into Dewetsdorp. It runs through the town's CBD and extends into Morojaneng across the Kareefontein Spruit from where it continues as Tsuene Street.
  - The second link road (Church Street) runs parallel to the north of Morojaneng along the Kareefontein Spruit flood line up to where it links into the Dewetsdorp CBD. To the north of route R702 it extends north-eastwards as route S733 towards Hobhouse, and it provides access to the Dewetsdorp railway station and the town's airstrip and sewer treatment works.
- The railway line runs parallel to the north of Route R702 but is not operational anymore.
- Route R717 from Reddersburg enters the town from the west while a gravel route (S120) from Smithfield links into the town from the south (runs parallel to the Kareefontein Spruit).

c) *Layout*

- The western part of the town (Dewetsdorp) comprises a grid layout pattern with long streets perpendicular to the contours to facilitate leading water from reservoirs above the town.
- Morojaneng to the east comprises a layout along curvilinear grids shaped by the surrounding topography. Essentially, it comprises a central core area directly opposite to the east of Dewetsdorp with an extension to the north up to route R702; and an extension towards the south aligned to the topographic constraints.
- Morojaneng is linked to Dewetsdorp via Voortrekker – Tsuene Street to the south, along Leteane Street next to the fire brigade; and Sefothelo Street further to the north, close to route R702.

*d) Economic Activity and Community Facilities*

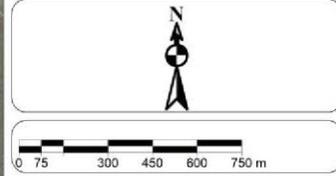
- The economic core (CBD) of the town is located in Dewetsdorp along Church Street and Voortrekker Street as illustrated on **Figure 3:52**.
- This business area also holds the municipal offices, police station, library, old age home, as well as the clinic.
- In the Morojaneng area business activities are scattered along Tsuene Street (the extension of Voortrekker Street); and Sefotlhelo Street further to the north (very limited).
- Morojaneng also has a clinic and library while licensing, public works and fire brigade services are located along Church Street at the Leteane Street intersection opposite to the east of the showgrounds.
- There are also two primary schools and one high school in Morojaneng while Dewetsdorp has a combined school located at the north-western end.

*e) Services: Engineering Infrastructure*

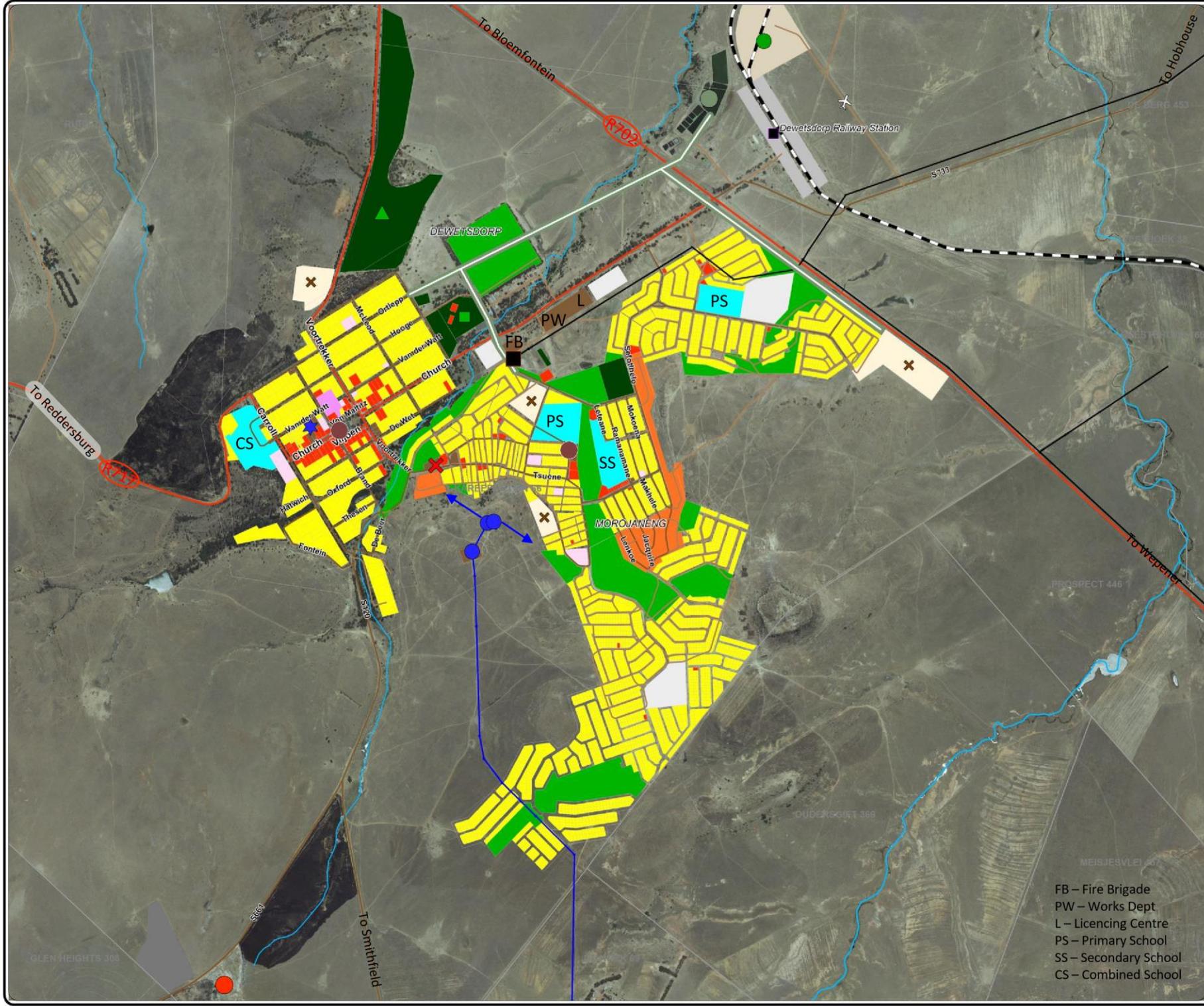
- There are four cemeteries in the town of which the one in Morojaneng next to route R702 is the largest.
- The landfill site is located about 2 kilometres to the south of the town (along route S661).
- Bulk water is stored in three reservoirs located on the hill bordering the town to the south. The bulk water feeder line runs parallel to the Kareefontein Spruit and the Smithfield Road from the south.
- Bulk electricity supply is provided from the north-east along the road reserves of the Hobhouse Road and route R702 to Wepener with the substation being next to the fire brigade.
- The bulk outfall sewer line runs parallel to the north of Church Street up to the sewer treatment works located next to the railway station. There are also two bulk sewer links into Morojaneng.

### Dewetsdorp/ Morojaneng Land Use

- Business
- Municipal
- Community Facilities
- Church
- Educational
- Informal Settlement
- Residential
- ✕ Cemetery
- Industrial
- Sports and Recreation
- ▲ Golf Course
- Show Grounds
- Vacant
- Silos
- Open Space
- ★ Police
- ✕ Clinic
- Library
- Oxidation Ponds
- Landfill Site
- Reservoir
- Provincial Roads
- Secondary Roads
- Railway Line
- Railway Station
- Dams/Rivers
- ✈ Airfield
- Electrical Line / Sub Station
- Bulk Water
- Bulk Sewer Outfall



FB – Fire Brigade  
 PW – Works Dept  
 L – Licencing Centre  
 PS – Primary School  
 SS – Secondary School  
 CS – Combined School



**Figure 3:52**

### 3.4.7.6. Wepener/Qibing

---

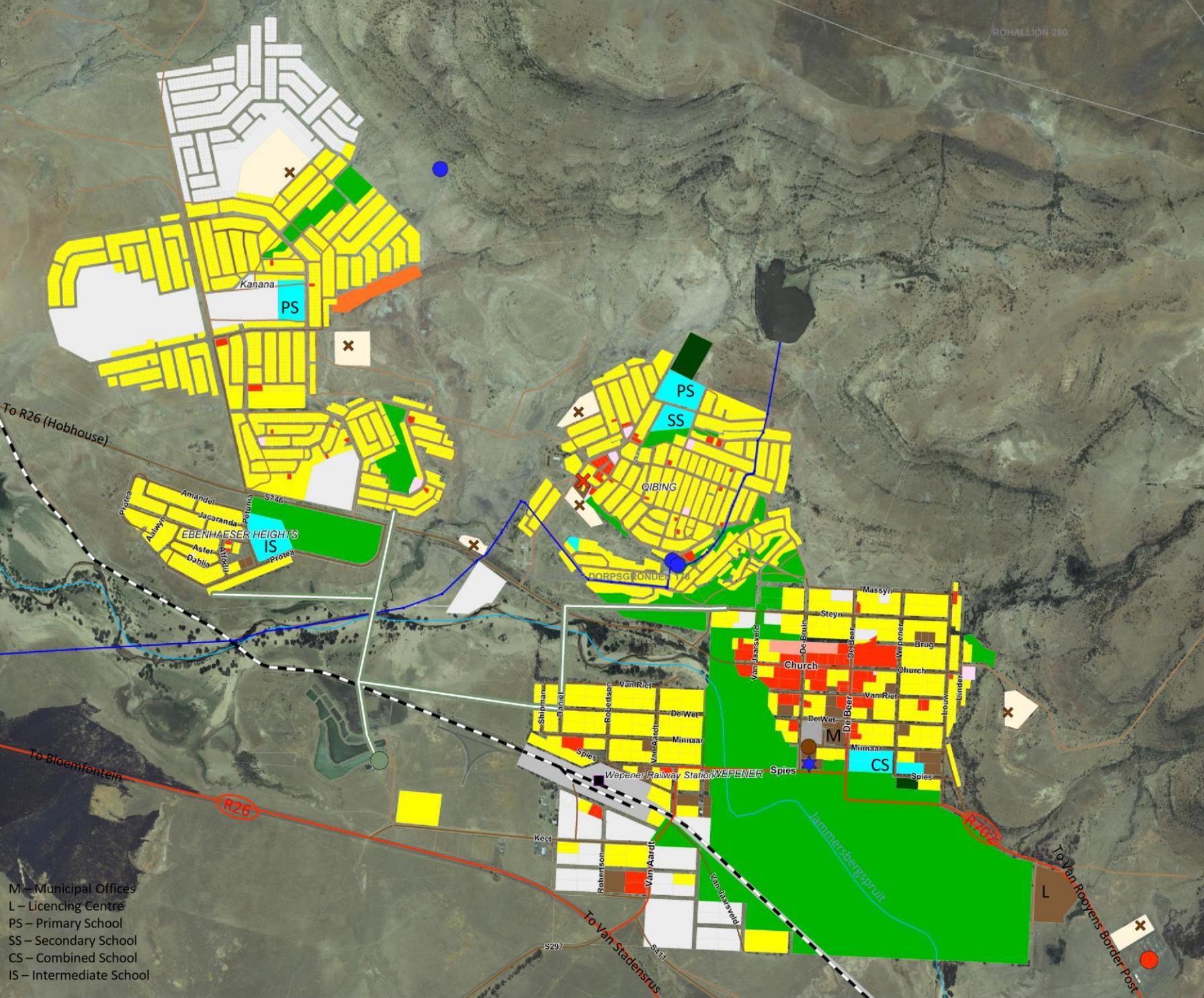
#### *a) Salient Features*

- Wepener is located about 120 kilometres south-east of Bloemfontein along route R26 to Zastron (see **Figure 3:53**).
- The Van Rooyens Gate Border Post to Lesotho is located about 8 kilometres to the east of the town along route P66/R702.
- The town was established along the banks of the Jammersberg Spruit which is a tributary of the Caledon River which passes about two kilometres to the west of the town.

The Jammersberg Spruit flows in an east-west direction and bisects the town into a northern and southern section. The river is characterized by a wide floodplain with frequent incidents of flooding being recorded.

### Wepener / Qibing Land Use

- Business
- Municipal
- Church
- Educational
- Informal Settlement
- Residential
- ✕ Cemetery
- Sports and Recreation
- Vacant
- Parking
- Open Space
- ★ Police
- ✕ Clinic
- Court
- Oxidation Ponds
- Landfill Site
- Reservoir
- Provincial Roads
- Secondary Roads
- Railway Line
- Railway Station
- Dams/Rivers
- Bulk Water Line
- Bulk Sewer Outfall



M – Municipal Offices  
 L – Licencing Centre  
 PS – Primary School  
 SS – Secondary School  
 CS – Combined School  
 IS – Intermediate School

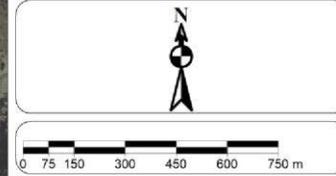


Figure 3:53

### *c) Layout*

- Wepener town represents the middle- and higher-income residential area and both the northern and southern portion comprise an open grid layout pattern.
- The southern part of Wepener was developed around the railway line with the (now defunct) Wepener railway station representing the central core of this precinct.
- Qibing is located directly adjacent to the north-west of Wepener (less than 1 kilometre away) and with the new extensions of Kanana being located about 1 kilometre further to the west. The northern extensions of Kanana are still vacant.
- Opposite to the south of Kanana is Ebenhaezershoogte (south of route S746).

### *d) Economic Activity and Community Facilities*

- The CBD of Wepener is L-shaped along Church Street and De Beer Street which represent the two main streets from the west and south into the town.
- Some business activity also established in the southern section of Wepener and specifically along Van Aardt Street between the intersection onto route R26 and the railway line. This includes, amongst others, a filling station.
- In Qibing, economic activity is limited to a small node around the clinic along the western access road into the township, and a number of home industries/spazas scattered throughout the remaining parts of the township. The same applies to Kanana where a few small businesses/spazas are scattered throughout the area.
- The police station and magistrate's court are located at the intersection between Spies and De Bruin Streets in Wepener, and with the municipal offices and town hall adjacent to the east thereof along De Beer Street.

### *e) Engineering Infrastructure*

- A bulk water feeder line enters the town along the Jammersberg Spruit from the west, and feeds into the two reservoirs located at the highest point in Qibing from where water is distributed throughout the town. This supply is augmented from the dam located to the north of Qibing.
- The bulk outfall sewer lines link up with Ebenhaesershoogte, Kanana, Qibing and Wepener respectively from where it converges at the sewer treatment works (5 ML capacity) located to the south-west of the town.
- Bulk electricity feeds into the town along the alignment of route R702/S746 from the west.
- The landfill site is located along route R702 to the south-east of town on the route to the border post.

## **3.4.7.7. Van Stadensrus**

---

### *a) Salient Features*

- The town was proclaimed in 1926 and is named after its founder M.H. Van Staden.
- It has a relatively small population of about 1,982 people with an estimated 651 families of which the majority (66%) fall in the low-income category.

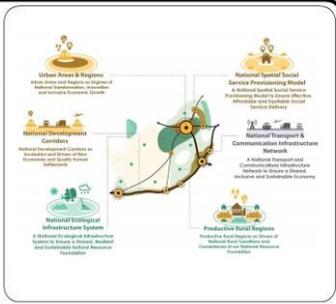
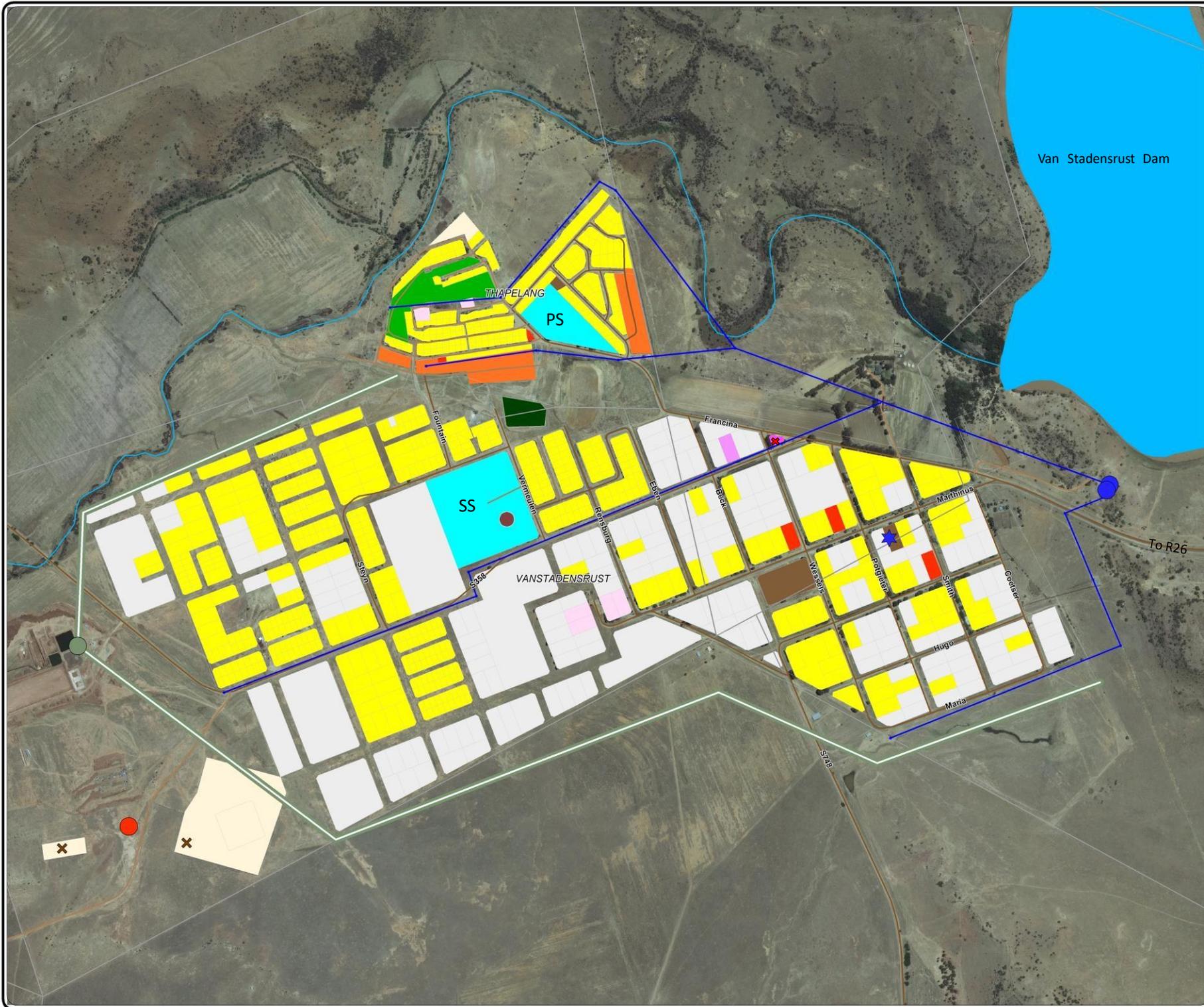
- The town has no economic base apart from the surrounding farming activities.

*b) Movement Network*

- Van Stadensrus is located along route R26 in the far south-eastern extents of the municipality and is accessed via Marthinus Street which links onto route R26 (see **Figure 3:54**).
- The street network is an open grid system with Francina and Fountain Streets providing access to the Thapelang area to the north.
- Road S358 continues to the west of Van Stadensrus leading towards Gelukwaarts.
- There is no railway infrastructure nor an airfield serving the town.

*c) Layout*

- The Van Stadensrus Dam is located to the north-east of the town and is the main source of water to the town.
- This dam forms part of the Nuwejaarspruit River which flows to the north of the town.
- The average plot size in the south-eastern and central parts of Van Stadensrus is about 2,000 m<sup>2</sup>/plot while a few blocks to the west and north-west comprise smaller erven averaging about 450 m<sup>2</sup>/plot.
- In Thapelang to the north the erven are significantly smaller at about 300 m<sup>2</sup>/erf while some incidences of informal settlement occur along the southern and eastern fringe of the town.
- From **Figure 3:54** it is evident that a significant number of erven in Van Stadensrus are vacant.



## Van Stadensrust/ Thapelang Land Use

- Business
- Municipal
- Community Facilities
- Church
- Educational
- Informal Settlement
- Residential
- ✕ Cemetery
- Sports and Recreation
- Vacant
- Open Space
- ★ Police
- ✕ Clinic
- Library
- Oxidation Ponds
- Landfill Site
- Reservoir
- Secondary Roads
- Dams/Rivers
- Water Feeder Line
- Outfall Sewer

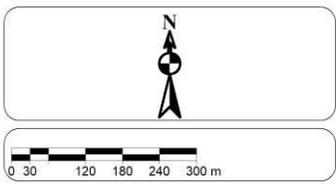


Figure 3:54



#### *d) Economic Activity and Community Facilities*

- As noted above there is no significant economic base in the town.
- Apart from about five small business activities (including an old closed down hotel) and small-scale agriculture on the individual plots, there are no signs of any economic activity. Two of these business uses are located in Thapelang.
- In terms of community facilities, there is a small police station, clinic, municipal office, library and secondary school in Van Stadensrus while a primary school is located in Thapelang.
- There are also a few churches in both areas and two cemeteries located to the south-west.
- A sports field complex is located between Van Stadensrus and Thapelang.

#### *e) Engineering Infrastructure*

- Water is sourced from the Van Stadensrus Dam from where it is pumped and stored in two reservoirs to the south-east thereof. From here water is distributed into the town via three feeder lines: the one running along the southern border of the town; the second running along route S358 through the central parts of town; and the third line serving Thapelang to the north.
- The wastewater treatment works is located to the west of town close to the Nuwejaarspruit with two outfall sewer lines feeding into it – one from Van Stadensrus and the other from Thapelang.
- The refuse disposal site of the town is located to the south-west between the two cemeteries.

### **3.5. KEY DEVELOPMENT ISSUES AND OPPORTUNITIES**

#### **a) National Context**

- The MMM is strategically located in the central part of the country between the three metropolitan areas in the economic heartland in Gauteng, and three coastal metropolitan areas with export harbours (East London/Buffalo City, Port Elizabeth/Nelson Mandela Bay and Cape Town).
- It also serves an east-west movement desire line between Upington, Kimberley and Maseru – the capital city of Lesotho.
- In line with its central location, it is linked to the national/N1 subcontinental corridor (road and rail) between Musina and Cape Town; the east-west N8 corridor (road and rail) between Kimberley and Maseru; and the Bram Fischer International Airport.
- The MMM acts as central place to an extensive agricultural region comprising part of the national Central Agricultural Heartland; the Agri Enterprise and Small-Scale Farming Resource Region; and the Arid-Agri Innovation Region.
- Linked to the above, the metro is well-positioned towards the promotion of “Green” industries; Agro-Processing and Transport, Freight and Logistics as industrial sectors.

#### **b) Provincial Context**

- Mangaung is the capital city of Free State Province, and apart from performing the associated administrative and legislative functions, it also represents about 28% of the provincial population and contributes an estimated 40,5% of the provincial GVA and around 270,000 job opportunities.

- Spatially, the MMM performs a similar central place function in provincial context as it does in national context.
- The most important regional development corridors to promote are the N8 corridor between Maseru and Bloemfontein and the N6-R26 tourism corridor which is not optimally utilized at this stage.
- The Agri Park initiative to be established around Thaba Nchu as the Agri Hub and three surrounding Farmer Production Support Areas could make a significant contribution towards rural development in the north-eastern parts of the MMM.

### **c) Municipal Context**

- Mangaung has a population of about 878,834 people representing around 285,385 households.
- Skills levels are relatively low and only about 10% of the population have any tertiary education/qualification. Linked to the lack of skills the MMM unemployment rate stands at 27,1%.
- An estimated 61% of the municipal households fall in the low-income bracket earning less than R 3,500 per month. This has serious implications in terms of people's ability to pay for services and also requires special measures to ensure that services are provided at an affordable level in order to enhance the financial viability of the municipality.
- There are extensive amounts of industrial land available along route N8 east at Bloemindustria, Botshabelo and Thaba Nchu (approximately 579 ha of land).
- A significant amount of land ( $\pm$  185,000 ha) is owned by any of the three spheres of government and could be utilized to promote spatial transformation.
- Bloemfontein, Dewetsdorp and Wepener act as central service centres to surrounding agricultural communities.
- Botshabelo and Thaba Nchu perform the same functions as the three areas mentioned above, but they serve the same functional area due to their close proximity to one another (including about 27 rural villages).
- This leads to the costly duplication of services and facilities in the two areas.
- The 27 rural villages in the areas surrounding Thaba Nchu are very costly to service and are too small to achieve the "critical mass" required to stimulate economic activity.
- The population/ households in most of the towns are disproportional to the number of job opportunities offered in these, e.g.:
  - Mangaung/Bloemfontein: 1 Household per job opportunity
  - Botshabelo / Thaba Nchu: 2,8 Households per job opportunity
  - Small Towns (Dewetsdorp/Wepener): 2,2 Households per job opportunity.
- As a result of the above, the urban dependencies of Botshabelo and Thaba Nchu on Bloemfontein is a significant challenge, requiring 13,000 commuters to travel daily along the N8 corridor.

### **C1. Bloemfontein**

- Although the N1 corridor stimulates economic development around the access interchanges as it passes through Bloemfontein, it distorts the spatial structure of the city and works against the spatial restructuring objectives to be achieved.

- The eastern parts of Bloemfontein are earmarked for large scale spatial transformation with specific focus on economic development and job creation.
- Although a few small business nodes have been established in this area over the past two decades, no significant changes have been recorded with regards to residential development. The landscape is still dominated by low-density, low-income housing with very limited progress in terms of GAP market and fully bonded higher income residential development.
- Higher income residential development, business and commercial development still favours the western parts of the city.

## **C2. Botshabelo**

- The southern extensions of Botshabelo are very isolated with very limited economic activity and poor access to middle and higher order community facilities. Economic activity favours locations closer to the N8 freeway and the latest residential townships are also located to the north-west (closer to Bloemfontein).
- The key question is whether Botshabelo should expand to the north of route N8 and towards Thaba Nchu or not.

## **C3. Thaba Nchu**

- In Thaba Nchu the key issue is to consolidate the fragmented urban structure and to enhance the economic viability of the existing industrial and business nodes in the area.
- Functional linkages (economic and social) to the surrounding rural villages also need to be enhanced and an economic base needs to be established in these areas (supplementary to the Agri Park initiative).

## **C4. Dewetsdorp**

- The spatial consolidation and integration of the various parts of the town need to be implemented.
- The scale of residential development should be in line with the economic development and job creation potential of the node.
- Tourism should be promoted in and around the town.

## **C5. Wepener**

- Access to the town (especially from route R26 west) needs to be enhanced and connectivity between the various townships needs to be improved.
- The scale of residential development should be aligned to the economic and job creation potential of the town.
- There is significant cultural-historic and environmental tourism potential in the town and surrounds which is not optimally utilized at present.

## **C6. Van Stadensrus/Soutpan/lkageng**

- The development potential of these settlements is very limited, hence infrastructure investment should be limited accordingly. The focus should purely be on meeting the very basic social needs of the communities and providing in the constitutionally mandated minimum levels of service to such.

### 3.5.1. Population Projections (2019 – 2036)

- **Table 3:15** indicates that the projected population for Mangaung by 2025 is about 943,270 people and that it will increase to about 1,045,391 people by 2036.
- This represents an increment of about 64,436 people (comprising 38,139 new households) for the period 2019-2025, and an additional 102,122 people (representing 50,927 households) up to 2036. (See household information in **Table 3:16**). Hence, the total incremental population for the MMM from 2019 to 2036 is 166,558 people representing 89,066 households.
- In terms of economic activity (Refer to **Table 3:17**) it is estimated that approximately 37,435 new job opportunities could be created in the MMM area of jurisdiction by 2036. (This is based on an extensive Socio-Economic Forecast conducted by the BMR as part of the Mangaung IPTN during 2016).
- The projected incremental population, households and job opportunities provide the basis for the Land Use Budget for Mangaung which in essence is an estimate of the amount of land required up to 2036 to accommodate the additional people, households and economic activities.
- However, it should be kept in mind that the Land Use Budget should also make provision to accommodate the existing housing backlog within the MMM, and include the land required for addressing the housing backlog into the Land Use Budget.

**Table 3: 15. MMM Population Projections 2019-2036**

Functional Area	Population						Incremental Population		
	2019	%	2025	%	2036	%	2019-2025	2025-2036	2019-2036
Mangaung / Bloemfontein	546 568	62%	605 205	64%	689 833	66%	58 637	84 628	143 265
Botshabelo /Thaba Nchu	290 055	33%	294 461	31%	308 797	30%	4 406	14 336	18 742
Rural	18 515	2%	19 239	2%	20 780	2%	725	1 541	2 265
Small Towns	23 696	3%	24 365	3%	25 980	2%	669	1 616	2 285
<b>Total</b>	<b>878 834</b>	<b>100%</b>	<b>943 270</b>	<b>100%</b>	<b>1 045 391</b>	<b>100%</b>	<b>64 436</b>	<b>102 122</b>	<b>166 558</b>

Source: Mangaung Integrated Public Transport Network, 2016

**Table 3:16: MMM Household Projections 2019-2036**

Functional Area	Households						Incremental Households		
	2019	%	2025	%	2036	%	2019-2025	2025-2036	2019-2036
Mangaung / Bloemfontein	184 560	65%	215 456	67%	256 193	68%	30 896	40 737	71 634
Botshabelo /Thaba Nchu	87 334	31%	93 314	29%	101 784	27%	5 980	8 470	14 450
Rural	6 059	2%	6 671	2%	7 508	2%	612	837	1 449
Small Towns	7 432	3%	8 082	2%	8 965	2%	650	883	1 533
<b>Total</b>	<b>285 385</b>	<b>100%</b>	<b>323 524</b>	<b>100%</b>	<b>374 451</b>	<b>100%</b>	<b>38 139</b>	<b>50 927</b>	<b>89 066</b>

Source: Mangaung Integrated Public Transport Network, 2016

**Table 3:17 MMM Job Opportunities Projections 2019-2036**

Functional Area	Job Opportunities (Formal Workers)						Incremental Job Opportunities		
	2019	%	2025	%	2036	%	2019-2025	2025-2036	2019-2036
Mangaung / Bloemfontein	179 000	79%	183 240	80%	212 535	81%	4 240	29 295	33 535
Botshabelo /Thaba Nchu	31 038	14%	31 203	14%	35 803	14%	166	4 600	4 766
Rural	12 121	5%	11 628	5%	11 110	4%	493	518	1 011
Small Towns	3 405	2%	3 415	1%	3 551	1%	10	136	146
<b>Total</b>	<b>225 564</b>	<b>100%</b>	<b>229 487</b>	<b>100%</b>	<b>263 000</b>	<b>100%</b>	<b>3 923</b>	<b>33 513</b>	<b>37 435</b>

Source: Mangaung Integrated Public Transport Network

### 3.5.2. Land Use Budget

- **Table 3:16** reflects the Land Use Budget for Mangaung Municipality for the period 2019 up to 2036.
- The total number of housing units to be catered for up to 2036 (including the existing backlog) is estimated at about 117,804 units, representing a population of around 251,040 people.
- These households comprise about 16,357 high income, 40,193 middle income, and 61,254 low-income families which would require an estimated 4,714 ha of land for housing purposes.
- Community facilities would require an additional 369 ha of land, industrial uses about 213 ha and business an estimated 122 ha. About 1,734 ha of land would be required for roads/street reserves. This brings the total additional land required for urbanisation purposes in Mangaung until 2036 to about 7,152 ha of land.
- An estimated 80% of this land (5,723 ha) is required in the Bloemfontein/Mangaung area; about 10% (711 ha) in Botshabelo; around 8% (568 ha) in Thaba Nchu, and about 2% (75 ha) in the remaining small towns.
- **LoA** in this document comprises the more detailed population, household and job opportunity projections (A.1), as well as the detailed land use budgets for the various urban areas (A.2) for reference purposes.

**Table 3: 16. Summary of Incremental Land Use Budget 2019-2036 (including Backlog)**

Facilities	Bloemfontein Nchu	Thaba Botshabelo	Small Towns	/Mangaung Thaba	Subtotal Urban	Rural	TOTAL
<b>Inc. Population</b>	<b>203 462</b>	<b>18 720</b>	<b>24 306</b>	<b>2 285</b>	<b>248 772</b>	<b>2 265</b>	<b>251 037</b>
<b>Inc. Number of Units</b>	<b>92 491</b>	<b>9 572</b>	<b>12 758</b>	<b>1 533</b>	<b>116 354</b>	<b>1 449</b>	<b>117 803</b>
High Income	15 200	457	350	114	16 119	238	16 357
Medium Income	33 064	2 913	2 834	694	39 505	688	40 193
Low Income	44 227	6 202	9 575	726	60 730	523	61 253
<b>Incremental Land Needed (ha)</b>							
Residential	<b>3 754</b>	<b>380</b>	<b>480</b>	<b>50</b>	<b>4 664</b>	<b>50</b>	<b>4 714</b>
High Income	1 216	30	23	6	1 274	24	1 298
Medium Income	1 653	146	142	24	1 965	17	1 982
Low Income	885	205	316	20	1 425	9	1 434
Business (Retail/Office)	106	7	7	1	121	1	122
Industrial	176	16	16	-	207	6	213
Community Facilities	300	27	35	3	366	3	369
Street	1 387	138	172	17	1 715	19	1 734
<b>TOTAL</b>	<b>5 723</b>	<b>568</b>	<b>711</b>	<b>71</b>	<b>7 072</b>	<b>79</b>	<b>7 152</b>

### 3.6. ALIGNMENT WITH NEIGHBOURING SDFS

The section seeks to address the alignment of the neighbouring SDF's with the SDF of the Mangaung Metropolitan Municipality. The Free State Province is situated between latitudes 26.6° S and 30.7° S and between longitudes 24.3° E and 29.8° E. It is South Africa's third-largest province with an area of around 129 825 km<sup>2</sup>, 10.6% of the country's land area (FSP, 2005; Davis et al., 2006). The province is administratively divided into 4 municipal districts (Davis et al., 2006): Fezile Dabi, Lejweleputswa, Thabo Mofutsanyana and Xhariep. The alignment will be done with the following local municipalities and the Karoo SDF;

- Mantsopa Local Municipality to the east
- Tokologo Local Municipality to the Northwest
- Kopanong to the Southwest
- Masilonyana Local Municipality to the Northeast
- Mohokare Local Municipality to the south
- Letsemeng Local Municipality to the west and
- The Karoo Regional SDF

Refer to **Figure 4:3** in Chapter 4.

#### 3.6.1. Urban – Rural Linkages

The linkages between the Mangaung municipality with the rural areas and smaller towns can be categorised into static and dynamic urban – rural linkages. The static urban – rural linkages refer to the infrastructure which link the various local municipalities and the rural settings through roads, rail, communication networks. The dynamic urban rural- linkages refer to the movement of goods, money, information, people between urban and rural settings and the smaller towns. The static urban-rural linkages make it possible to operationalize the dynamic urban- rural linkages.

##### a) *Static Urban – Rural Linkages*

The Region is serviced with a road network serviced by national roads authority (SANRAL), provincial roads and municipal roads. The region is mainly serviced with two main rail networks from the north to south linking the northern Provinces with the Western Cape and Eastern Cape (**Refer to Figure 3:10 and 3:11**). The other linkage is to link the Northern Cape with the Eastern Free State and Lesotho.

ROAD CLASSIFICATION	LINKAGES WITH NEIGHBOURING MUNICIPALITIES
N1	Mangaung, Masilonyana and Kopanong
N8	Mangaung, Mantsopa and Letsemeng
N6	Mangaung, Kopanong and Mohokare
R 64	Mangaung and Tokologo
R26	Mangaung and Mantsopa
R300	Mangaung and Masilonyana
RAIL NETWORK	PURPOSE AND FUNCTIONALITY
<b>North – South Rail Network</b>	Transportation of goods and people between Johannesburg and Cape Town and Eastern Cape
	Masilonyana, Mangaung, Kopanong Municipalities
	This is also a mainline to transport goods from industries in Gauteng with harbours at the coast.
<b>West – East Rail Network</b>	Mangaung , Masilonyana , and Kopanong with Sol Plaatje
	Transportation of goods and people between Sol Plaatje and Mangaung
	Transportation of goods between Mangaung, Eastern Free State and Lesotho

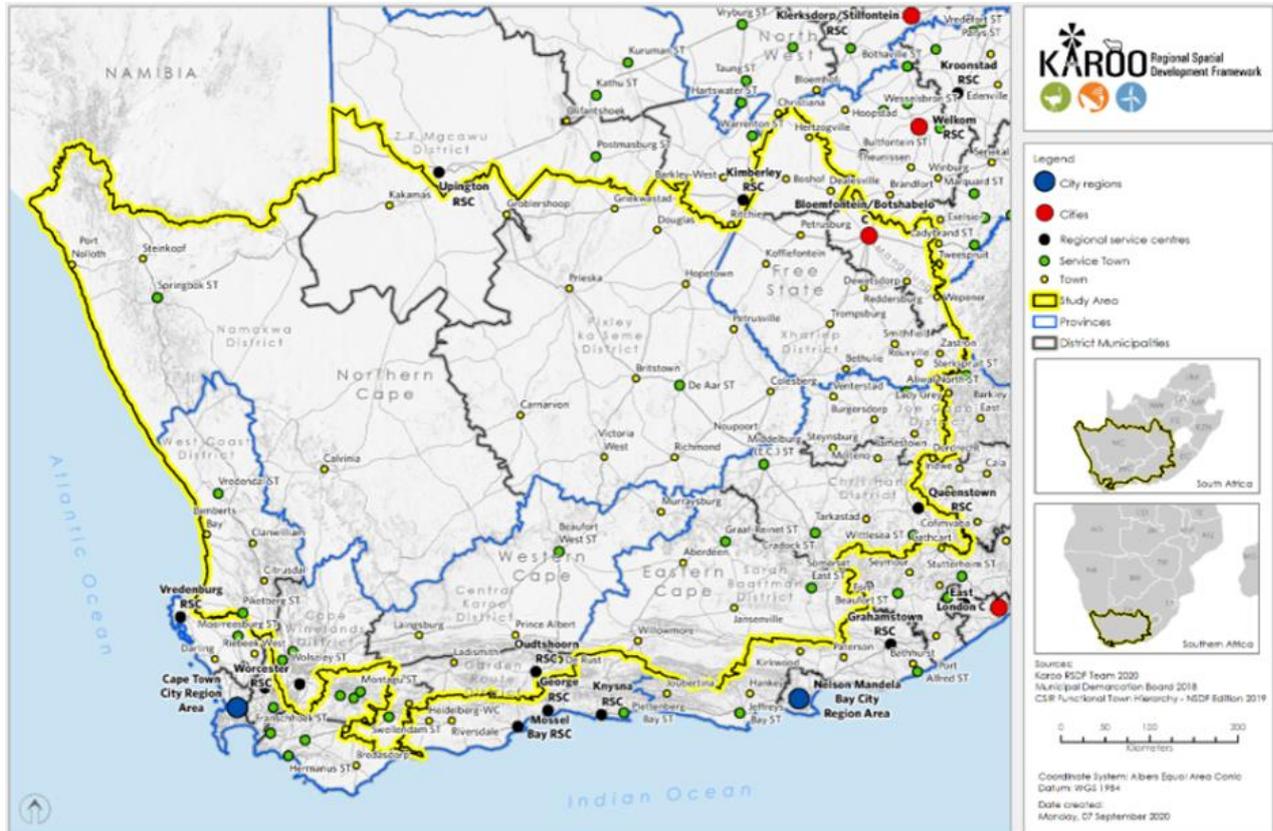
The other static urban – rural linkages are communication infrastructure like cell phone towers and electrical networks linking the urban and rural areas in the region and neighbouring municipalities. The Bram Fischer International airport serve as regional airport for the surrounding local municipalities (**Figure 3:11**). The MMM is in particular significant to the region based on the following services available in the metro;

- Financial Services
- Tertiary Educational Facilities like University of the Free State, Motheo College and Central University of Technology
- Skills training centres like Artisans Centres
- Medical Facilities like private hospitals, Academic University hospitals and Government Regional Hospitals
- Manufacturing hub in the sector of long-haul trailer manufacturing, motor and locomotive industries



### 3.6.2. The Karoo SDF.

Karoo SDF extends over three provinces to the west of the country (see **Figure 3:55**); the greater parts of the Northern, Western and Eastern Cape as well the western parts of the Free State. The whole of MMM forms part of the Karoo region.



**Figure 3: 55.** Karoo Region in context of South Africa.

The purpose of the Karoo SDF is to provide a regional perspective on the linkages with neighbouring municipalities and the development potential in the region as defined in the Karoo SDF.

#### 3.6.2.1. Agriculture

Agriculture is a significant and distinctive feature of the Karoo Region's economy, though it is not a strong sector in Mangaung. To ensure that this sector thrives, some regionally relevant aspects must be protected, managed, and maintained. Agriculture in the Karoo is based on the region's particular climate and vegetation. **Figure 3:56**, Agriculture Network shows the four essential geographic focal regions that must be managed and safeguarded to ensure the future of agriculture in the Karoo:

- The Karoo Region's unique vegetation areas support sheep farming and the Place of Origin product Karoo Lamb.
- There is a high-intensity crop farming area on the southwestern boundary, which includes a significant Rooibos farming area with international Place of Origin recognition.
- There is a high-intensity crop farming area on the eastern boundary, which contributes significantly to national agricultural production. The region's relevance will grow in the future, as the western

sections of the country will be increasingly affected by higher temperatures and lower rainfall owing to climate change;

- Irrigated agriculture regions contribute significantly to the regional agriculture market.



Figure 3: 56. Karoo Agriculture Network

The four focus areas are supported by a network of infrastructural elements and interconnected amenities. In addition to facility maintenance, roads/rail lines connecting these facilities to agricultural areas are vital;

- Markets:
- Abattoirs.
- Silos.
- Grai cellars.
- Ginners.
- Feedlots and
- Supportive facilities include Agri-Hubs and FPSUs.

In terms of cultivation, the onset-of-rains results clearly suggest that, for Thabo Mofutsanyane, eastern parts of Fezile Dabi, far eastern parts of Mangaung, and far eastern portions of Xhariep districts, planting can be done early, with onset occurring on or before the second decade of November in four of the five years. Rainfall in these areas ends relatively late. Rains do not begin as early in the western parts of Fezile Dabi, eastern parts of Xhariep, and the majority of Mangaung and Lejweleputswa as they do in the other regions.

### 3.6.3. Tourism

The following are specific issues emerging from the Free State PSDF:

- The **N1** route and the implications of this route on spatial development in the province;
- **The growth potential of towns** linked to their regional hinterlands.
- **Tourism links** with Eastern and Northern Free State, Lake Gariep tourism node and game farms/reserves. Tourism Routes: Active N8 Route, Battlefields Route, Bloemfontein, Botshabelo and Thaba 'Nchu Heritage Route, Diamond Route. Friendly N6 Route, Maluti Route, Mangaung
- Cultural Route, N5 Route, Riemland Wine Route;
- **Biodiversity** and protected areas;
- National and regional **energy transfers**, Northern Cape solar corridor extension, carbon credits, renewable energy. Xhariep Solar Region, Hydropower Corridor (this corridor corresponds with the border between the Free State and Northern Cape Province). Hydro Power Corridor (Vanderkloof and Gariep Dams)
- **Water scarcity/arid region**, irrigation schemes (e.g. Vaalharts), and the Upper Orange Water Management Area; and
- **Agricultural markets** (national and international).

Figure 3:57 below is a detailed Karoo tourism network that can be read together with the PSDF to enhance tourism sector in MMM.

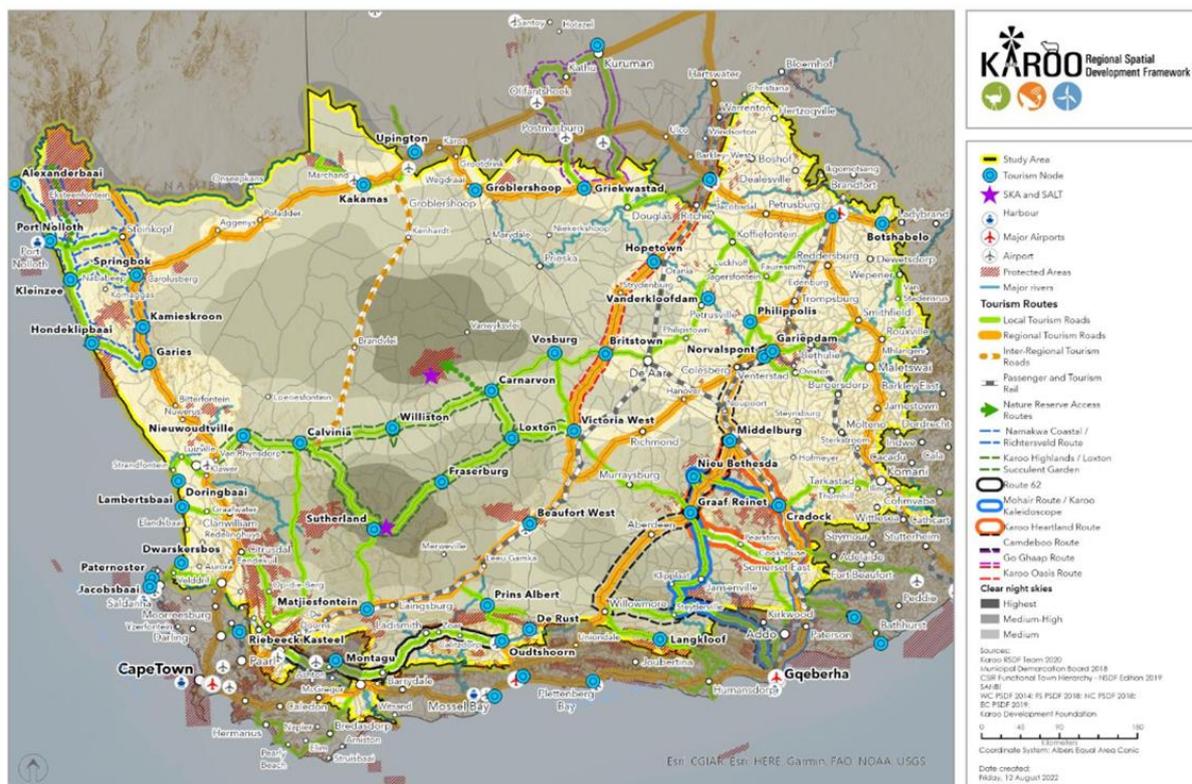


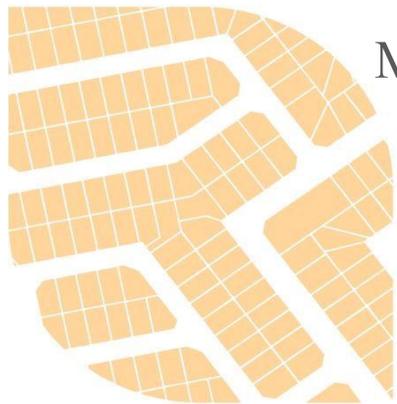
Figure 3: 57. Karoo tourism



# MANGAUNG METROPOLITAN MUNICIPALITY

## METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

### Chapter 4: Spatial Proposals and Strategies



FINAL  
REPORT

## TABLE OF CONTENTS

4. SPATIAL PROPOSALS AND STRATEGIES .....	1
4.1. SPATIAL VISION .....	1
4.2. METHODOLOGY .....	1
4.2.1. Moving from Vision to reality .....	1
4.2.2. Strategic Budget Outcomes and Analysis.....	1
4.2.3. Spatial Development Reforms .....	3
4.2.3.1. Shortened Land Use Processes .....	3
4.3 SPATIAL PROPOSALS .....	4
4.4. SPATIAL CONCEPT .....	7
4.5. SPATIAL STRATEGIES .....	11
4.5.1. Environmental Management .....	11
4.5.2 Spatial Targeting .....	19
4.5.3. Movement Network .....	23
4.5.4. Sustainable Human Settlements.....	27
4.5.5. Infrastructure .....	38
6.5.6. Economic Development and Job Creation .....	41
4.6. COMPOSITE METROPOLITAN SDF.....	47
4.6.1. SETTLEMENT SPATIAL STRUCTURE AND DEVELOPMENT PROPOSALS.....	47
4.6.1.1. Bloemfontein .....	47
4.6.1.1.1. Environmental Core .....	49
4.6.1.1.2. Urban Development and Spatial Transformation .....	49
4.6.1.1.3. Economic Activity .....	53
4.6.1.1.4. Community Facilities.....	54
4.6.1.1.5. Priority Housing Development Areas .....	57
4.6.1.2. Botshabelo .....	68
4.6.1.2.1 Environmental Core .....	68
4.6.1.2.2. Urban Development and Spatial Restructuring .....	68
4.6.1.3. Thaba Nchu .....	71
4.6.1.3.1. Environmental Core .....	73

4.6.1.3.2. Urban Development and Spatial Restructuring .....	73
4.6.1.4. Soutpan/ Ikgomotseng .....	75
4.6.1.5. Dewetsdorp/ Morojaneng .....	76
4.6.1.5.1. Environmental Core Landscape .....	78
4.6.1.5.2. Urban Development and Restructuring .....	78
4.6.1.6. Wepener/ Qibing .....	85
4.6.1.6.1. Environmental Core .....	86
4.6.1.6.2. Urban Development and Restructuring .....	86
4.6.1.7. Vanstadensrus/Thapelang.....	89
4.6.1.7.1. Environmental Core .....	89
4.6.1.7.2. Urban Development and Restructuring .....	89
4.7. Mangaung Rural Development Plan .....	91
4.7.1. Functional Regions .....	91
4.7.2. Strategic Focus Areas .....	91
4.7.1.1. Strategic Focus Area 1: Land Reform: .....	93
4.7.1.2. Strategic Focus Area 2: Agricultural Development:.....	94
4.7.1.3. Strategic Focus Area 3: Peri-Urban Agriculture .....	97
4.7.1.4. Strategic Focus Area 4: Economic Development.....	98
4.7.1.5. SAFETY NETS .....	102

## LIST OF FIGURES

Figure 4: 1. MMM Spatial vision/Concept .....	8
Figure 4: 2. MMM Biophysical Environment .....	15
Figure 4: 3. MMM Built Environment.....	22
Figure 4: 4. IPTN local Corridors.....	25
Figure 4: 5. Phase 1 Sub-Corridors for Implementation .....	25
Figure 4: 6. IPTN Phasing – Bloemfontein and Thaba Nchu and Botshabelo.....	25
Figure 4: 7. Bram Fischer Airport development upgrades. ....	25
Figure 4: 8. Integration of surrounding areas and light industrial areas (East End). ....	26
Figure 4: 9. Transwerk Heavy Industrial Node.....	27
Figure 4: 10. Dilapidated houses before renewal programme.....	30
Figure 4: 11. Houses and roads infrastructure after urban renewal.....	31
Figure 4: 12. Moshoeshoe/Maphisa Road Activity Corridor, Home Affairs and Rocklands Nodes.....	32

Figure 4: 13. Dark and Silver City Nodal Development.....	33
Figure 4: 14. Botshabelo Activity Corridor.....	94
Figure 4: 15. Thaba Nchu Nodal Development.....	35
Figure 4: 16. Waterfront/Stadium Sports Precinct.....	36
Figure 4: 17. Second Avenue Precinct.....	37
Figure 4: 18. N8/Est Development Precinct.....	38
Figure 4: 19. Logistic companies along N8 West of MMM.....	39
Figure 4: 20. Images from Navil Hill Pricinct.....	94
Figure 4: 21. Public Safety and Security Plans.....	30
Figure 4: 22. Urban Development Zones in Mangaung.....	31
Figure 4: 23. SMMEs Development Ideas.....	33
Figure 4: 24. Context and components of an inclusive smart city.....	34
Figure 4: 25. Proposals for NMT along the Vereeniging Road.....	35
Figure 4: 26. N1 Nodal Developments Proposals.....	36
Figure 4: 27. N8 Corridor.....	37
Figure 4: 28. Images of Flower market in Willows and Outdoor decorations in Fleurdal.....	45
Figure 4: 29. Industrial Revolution.....	46
Figure 4: 31. MMM SDF Composite.....	48
Figure 4: 30. MMM SDF Composite.....	48
Figure 4: 32. Bloemfontein SDF Movement Network.....	52
Figure 4: 33. Bloemfontein SDF Economic Activities.....	55
Figure 4: 34. Bloemfontein SDF Community Facilities.....	56
Figure 4: 35. Bloemfontein SDF Priority Housing Developments.....	58
Figure 4: 36. Composite SDF for Bloemfontein/Mangaung.....	66
Figure 4: 37. MMM Water Infrastructure Bulk Availability.....	67
Figure 4: 38. Botshabelo/Thaba Nchu Composite SDF.....	70
Figure 4: 39. Botshabelo/Thaba Nchu Priority Housing Developments.....	72
Figure 4: 40. Soutpan/Ikgomotseng Development Proposals.....	77
Figure 4: 41. Dewetsdorp/Morojaneng Development Proposals.....	80
Figure 4: 42. Wepener/Qibing Development Proposals.....	88
Figure 4: 43. Van Stadensrus/Thapelang Development Proposals.....	90
Figure 4: 44. Strategic Focus Areas.....	92
Figure 4: 45. Thaba Nchu Villages.....	101

---

## LIST OF TABLES

Table 4: 1. MMM SDF Structure.....	4
Table 4: 2. Correlation of Spatial Planning Categories.....	14
Table 4: 3. MMM Climate Change Adaptation and Mitigation Strategy.....	18

Table 4: 4. Settlement Typology (CSIR/SACN, 2015) .....	21
Table 4: 5. Bloemfontein/Mangaung: Development Potential (mainly Residential) .....	59
Table 4: 6. Bloemfontein/Mangaung: Development Potential (mainly Residential) .....	63
Table 4: 7. Botshabelo: Development Potential (mainly Residential). .....	71
Table 4: 8. Thaba Nchu: Development Potential (mainly Residential). .....	74
Table 4: 9. Botshabelo/Thaba Nchu Development Potential.....	75
Table 4: 10. Detail Strategies in respect of Land Acquisition and Support. ....	93
Table 4: 11. Intensive Farming Strategy .....	94
Table 4: 12. Detail Strategies in respect of Value-Adding and Distribution .....	95
Table 4: 13. Preferred Commodity Types in Mangaung .....	96
Table 4: 14. Detail Strategies in respect of Sector Development.....	98

---

## LIST OF DIAGRAMS

Diagram 4: 1. Strategic Outcomes Budget Analysis. ....	1
Diagram 4:2. The role of Capital Expenditure Framework (CEF) in relation to other internal processes.	2
Diagram 4: 3. Spatial Development Reforms .....	3
Diagram 4: 4. Spatial Strategies. ....	11
Diagram 4: 6. Municipality, private sector partnership diagram. ....	32

---

## LIST OF AMENDMENTS

4.2. Methodology (new additions)	
4.3. Spatial Proposals: Table 4:1 (Updated)	
4.5. Spatial Strategies: Introduction (new additions)	
Objective 3 (new additions)	
Objective 4 (new additions)	
Objective 5 (new additions)	
Objective 6 (new additions)	
4.6. Composite SDF (updated)	
4.7. Mangaung RDP: 4.7.1.5. Safety nets (New addition)	



## 4. SPATIAL PROPOSALS AND STRATEGIES

### 4.1. SPATIAL VISION

The overarching long term Spatial Development Vision for the Mangaung Metropolitan Area is:

*“To Be a Globally Safe, Attractive and Well Governed Municipality Where Growth is Spatially Just, Economically Viable and Environmentally Sustainable”.*

### 4.2. METHODOLOGY

#### 4.2.1. Moving from Vision to reality

The Methodology suggest that inputs should be gathered from departments and master plans (as depicted in **Diagram 4:2** below) which should be in line with the Spatial Plans and Priorities of the city. The city should have project prioritisation strategy which should affect the effect the conceptualisation of the budget. The Spatial Vision should be operationalised to effect the Spatial Transformation Agenda of the City with clear targets.

#### 4.2.2. Strategic Budget Outcomes and Analysis

The Strategic Outcomes Budget Analysis suggest the alignment between the budgets of the three spheres of government and SOE's. This would in essence culminate into the District Model.

**Diagram 4:1** shows the processes to follow when undertaking Strategic Outcomes Budget Analysis.

**Diagram 4: 1. Strategic Outcomes Budget Analysis.**

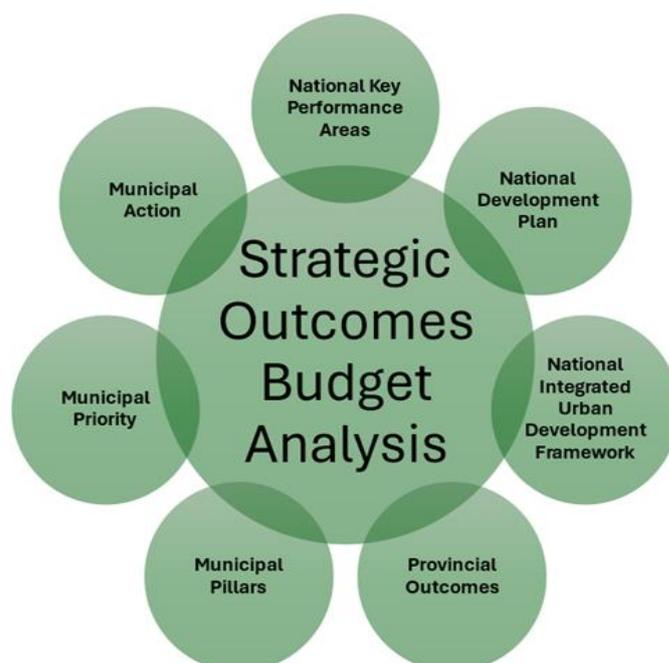
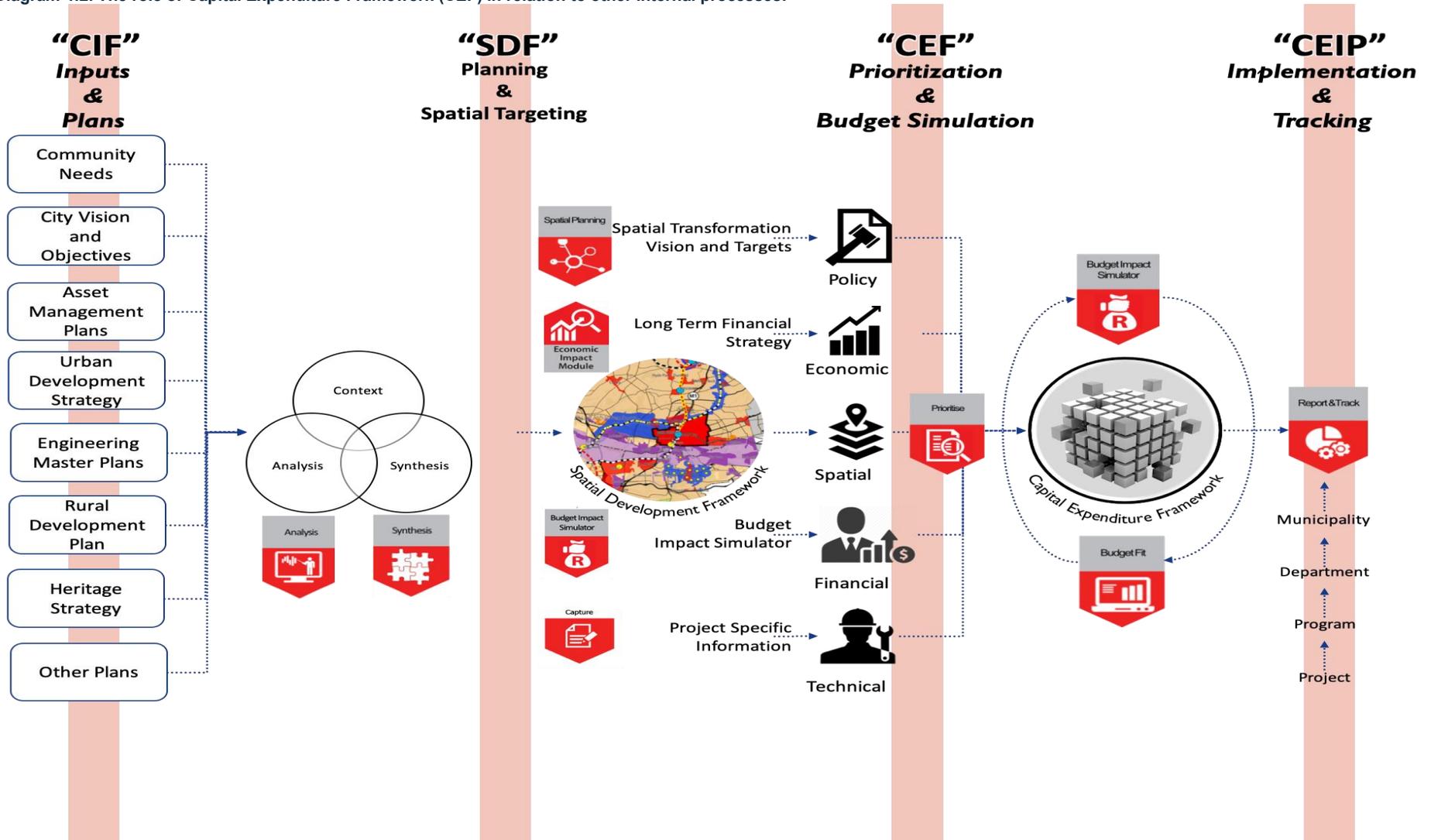


Diagram 4:2. The role of Capital Expenditure Framework (CEF) in relation to other internal processes.

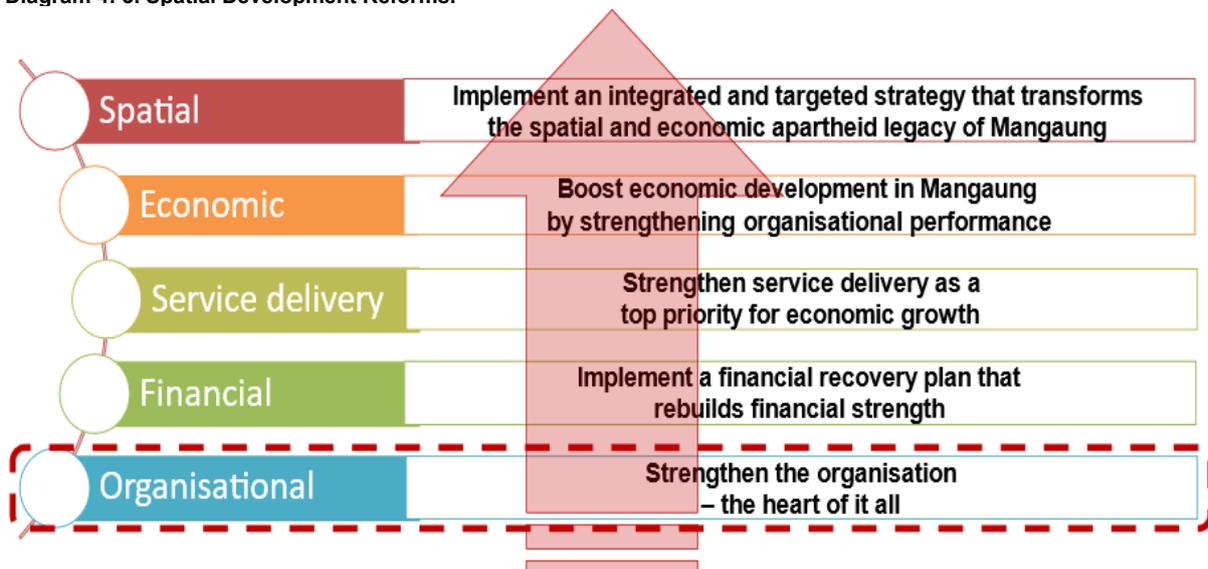


The Methodology to achieve the alignment of budgets should be developed by means of a process plan.

#### 4.2.3. Spatial Development Reforms

The Spatial Development Reforms (see **Diagram 4:3**) suggest that the Mangaung Metropolitan City should focus on the strengthening of the organisation by addressing issues of efficiency in service delivery to comply with the SPLUMA principles. Further to that the organisation should strengthen the financial sustainability of the city to make the less grant dependant. Therefor there should be a plan to move the city from grant dependency.

Diagram 4: 3. Spatial Development Reforms.



The SDR suggest that the city prioritize service delivery which tie in with the SPLUMA principles to effect efficiency in service delivery. This can be achieved to put controls monitor turnaround times in the processing of land use applications and monitoring and evaluations systems. The key service delivery units should also have operational procedures and introduce stats controls units to monitor turnaround times.

##### 4.2.3.1. Shortened Land Use Processes

The objective of strengthening service delivery should be viewed to boost the economy by enhancing turnaround times and facilitate development in the city. The policy regime of the city should support the objective to enhance development in the city. The SDR suggest that the Spatial Panning policy regime should facilitate an integrated and targeted approach to transform the spatial and economic apartheid legacy.

This would imply that there should be coordination and alignment with the other strategic plans of the city and ensure coordination and alignment within the three spheres of government.

The HOD Planning would be granted effective powers to determine shortened land Use Processes to enhance and fastrack priority public and private developments in coordination with the HOD Technical Services.

### 4.3 SPATIAL PROPOSALS

**Table 4:1:** graphically illustrates the structure and sequence of the main components representing the Spatial Proposals of the Mungaung SDF. It is briefly summarised as follows:

- **Section 4.1** defines the Spatial Vision for the Mungaung Metropolitan area which is aligned to the five SPLUMA Principles and translated into a number of outcomes to be achieved through strategic planning.
- **Section 4.2** translates the Spatial Vision into a more detailed Spatial Concept which is based on six main Development Objectives that serve as points of departure towards future development in the municipal area.
- **Section 4.3** unpacks the Spatial Strategies towards the realisation of the Spatial Concept and the six Development Objectives. This is done by means of a number of Actions per each of the six Development Objectives.
- These Spatial Strategies are consolidated into the Composite Metropolitan SDF with a 20-year and 5-year development perspective in **section 4.4**.
- Following from this a number of more detailed development guidelines in terms of Core Areas, Urban Restructuring and Urban Development are formulated as Local Area Plans for each of the major settlement areas and the rural parts of the Mungaung Metropolitan area. (**section 4.5**).

Detailed policies and guidelines relevant to either the Metropolitan SDF or the Local Area Plans are contained in annexure **B**.

- The Implementation Framework will be discussed in Chapter 5 of the document.

**MANGAUNG METROPOLITAN SDF STRUCTURE**

**SPATIAL VISION**

*"To Be a Globally Safe, Attractive and Well Governed Municipality Where Growth is Spatially Just, Economically Viable and Environmentally Sustainable"*

**SPLUMA PRINCIPLES**

**SPATIAL JUSTICE**

**SPATIAL SUSTAINABILITY**

**EFFEICIENCY**

**SPATIAL RESILIENCE**

**GOOD ADMINISTRATION**

**SPATIAL CONCEPT**

Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
Environmental Management	Spatial Targeting	Movement Network	Sustainable Human Settlements	Infrastructure Alignment	Economic Development and Job Creation

**SPATIAL STRATEGIES**

<ul style="list-style-type: none"> <li>▪ Climate Change Strategies</li> <li>▪ Open Space Framework Management of SPLUMA Applications</li> </ul>	<ul style="list-style-type: none"> <li>▪ CBD Renewal</li> <li>▪ Township Revitalization</li> <li>▪ Local Area Planning</li> <li>▪ Precinct Planning</li> <li>▪ Activity Corridors</li> </ul>	<ul style="list-style-type: none"> <li>▪ IPTN Network Planning</li> <li>▪ Roads Master Plan</li> <li>▪ Comprehensive Integrated Transport Plan (CITP)</li> <li>▪ Management of Transport and Traffic Management Plans</li> </ul>	<ul style="list-style-type: none"> <li>▪ Informal Settlement Upgrading</li> <li>▪ Social Housing</li> <li>▪ GAP Housing</li> <li>▪ FLISP</li> <li>▪ Private Sector Housing Development</li> </ul>	<ul style="list-style-type: none"> <li>▪ Engineering Bulk Infrastructure Master Plan and Implementation Plan</li> <li>▪ Management of Bulk Infrastructure Contributions</li> <li>▪ Roads Master Plan</li> </ul>	Business	Education	Industrial	Agriculture	Tourism
					<ul style="list-style-type: none"> <li>▪ CBD Renewal</li> <li>▪ Urban Development Zones</li> <li>▪ Township Nodal Development</li> <li>▪ Management of SMME 's</li> <li>▪ Private Sector Developments</li> <li>▪ Mining Activities (Salt, Sand and Quarrying)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Primary and Secondary Education</li> <li>▪ Tertiary Education</li> <li>▪ Skills Development Centres</li> <li>▪ Trade Schools</li> <li>▪ Early childhood developments</li> <li>▪ Special Needs Schools</li> </ul>	<ul style="list-style-type: none"> <li>▪ Thaba Nchu industrial Nodes</li> <li>▪ Botshabelo industrial Nodes</li> <li>▪ Bloemfontein Light industrial Nodes</li> <li>▪ Bloemfontein industrial Nodes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Educational Facilities</li> <li>▪ Cooperatives</li> <li>▪ Commercial Centres</li> <li>▪ Emerging Farming Programmes</li> <li>▪ Rural Development Programmes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Training Facilities</li> <li>▪ Tourism Infrastructure</li> <li>▪ Online Platforms</li> <li>▪ Game Reserves</li> <li>▪ Sports Tourism</li> <li>▪ Private Game Farms</li> <li>▪ Development of Tourism Routes</li> </ul>

**COMPOSITE MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK**

**Long Term –6 - 20 years**

**Short Term 5 years**

**URBAN CENTRES AND SMALL-TOWN SPATIAL DEVELOPMENT STRATEGIES**

Urban Centres			Small Towns				Rural Villages		
Bloemfontein	Botshabelo	Thaba Nchu	Wepener	Dewetsdorp	Soutpan	Van Stadensrus	Northern Thaba Nchu Rural Villages	Southern Thaba Nchu Rural Villages	



#### 4.4. SPATIAL CONCEPT

The main objective of the Mangaung Metropolitan Municipality is to achieve a balance between development and the environment and to ensure that growth is spatially just, economically viable and environmentally sustainable. The proposed Spatial Development Concept to achieve the above is graphically illustrated on **Figure 4:1** and is based on the following six Objectives (also refer to **Table 4:2**):

**Objective 1: Facilitate the protection and sustainable management of the natural environmental resources.**

The natural environmental resources of The MMM are fundamental to future economic development in the area as two key economic sectors to the municipality (tourism and agriculture) are both resource based. Hence it would be important to protect and conserve all important terrestrial, aquatic and high biodiversity habitats in the MMM as conceptually illustrated on **Figure 4:1**. This would require the containment of urban sprawl and efficient management of rural development in accordance with a coherent set of development guidelines.

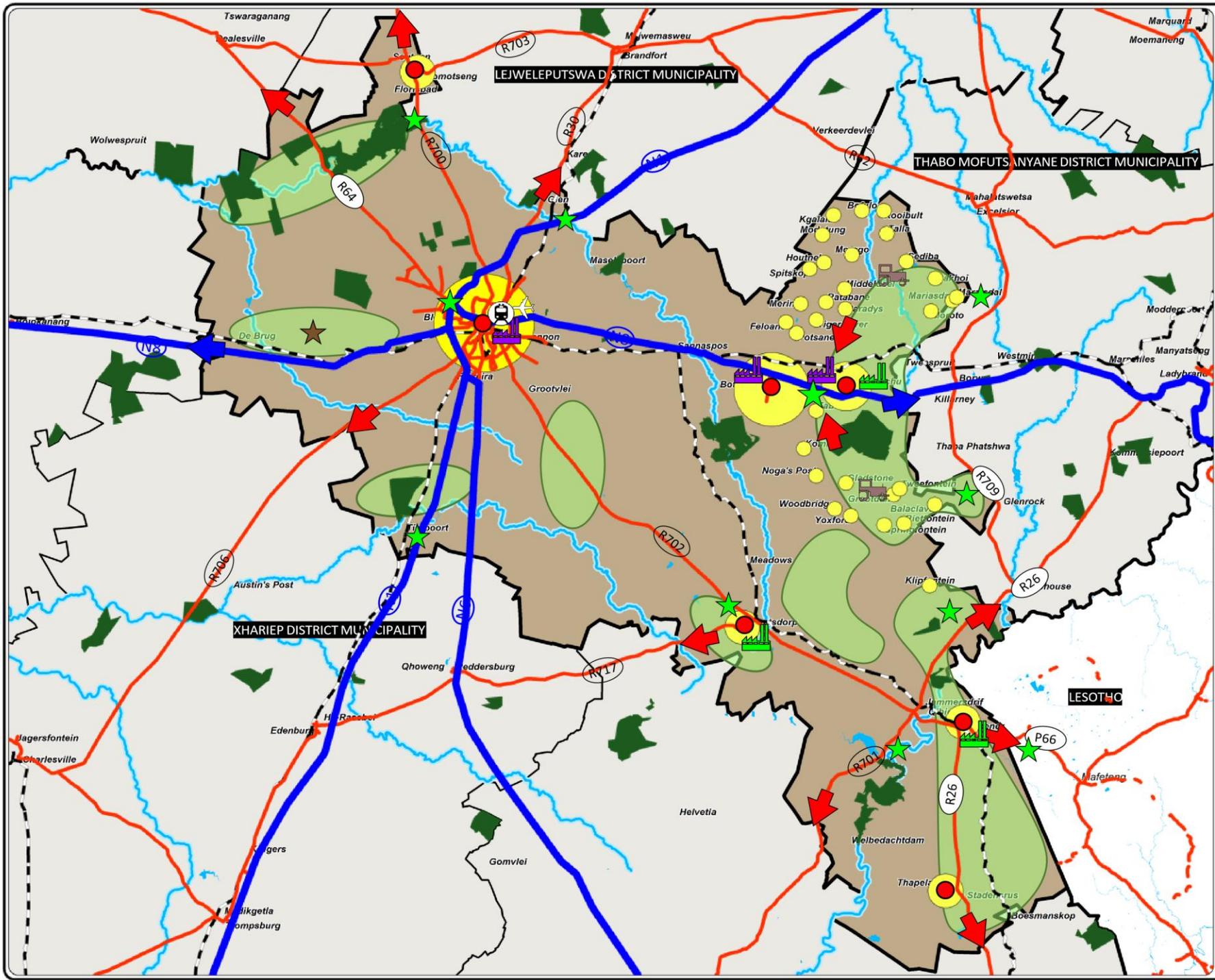
**Objective 2: Direct and align investment and growth to capacity, resources and opportunity in relation to a nodal settlement hierarchy.**

As illustrated on **Figure 4:1**, settlement development should be directed and consolidated (spatial targeting) in a number of functional nodes of which Bloemfontein is the highest order. Secondary nodes of significance include areas such as Botshabelo and Thaba Nchu while Soutpan, Dewetsdorp, Wepener and Van Stadensrus act as lower order central places serving surrounding rural areas with agriculture being the primary economic base.

Development in the rural settlements to the north and south of Thaba Nchu should be limited and rather be consolidated around one or two priority settlements earmarked for basic service delivery to the surrounding cluster of rural settlements within the nodes/settlements specific areas need to be identified to promote physical, social and economic integration by way of an intervention strategy which is based on a Theory of Change to be applied in the specific area.

**Objective 3: Optimise regional connectivity and mobility as well as local access and accessibility via a comprehensive movement network.**

Regional connectivity and mobility is provided by route N1, N8 and N6 which link the Metropolitan area to a number of important towns and cities in the South African context.



### Spatial Vision / Concept

- Municipal Boundary
- Protected Areas
- Critical Biodiversity
- Agriculture
- Settlement Hierarchy
- Business Nodes
- Industrial Nodes
- Agri Industry
- Agrarian Transformation
- Military
- Tourism Anchor
- Regional Connectors
- Local Connectors
- Railway Line
- Rail Hub
- Airport

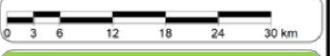


Figure 4:1



Route N1 acts as a link to the Gauteng City Region to the north and City of Cape Town to the south. Route N8 links the MMM to Kimberley to the west and Maseru (Lesotho) to the east (and indirectly to route N3 to Durban). Route N6 links Mangaung to three major harbour cities to the south-east: East London, Port Elizabeth and Mossel Bay.

The regional routes provide linkages to the following destinations in surrounding regions:

- Route R30 to Brandfort and Welkom;
- Route R700 to Bultfontein;
- Route R64 to Dealesville and Boshof further to the north-west;
- Route R706 to Jagersfontein to the south-west;
- Route R702 serves Dewetsdorp, Wepener and Vanstadensrus and from there southeastwards towards Zastron along route R26, and
- Route R701 towards Smithfield.

At local level access and connectivity should be enhanced in order to ensure optimal utilisation of economic opportunities and efficient service delivery in all parts of the municipality (urban and rural areas).

The Bram Fischer International Airport and the Mangaung Railway Precinct could also play a significant role towards future economic development (and spatial transformation) in the area – specifically in terms of logistics related industrial/ commercial development. An integrated public transport network should ensure that all communities have access to a wide range of economic activity areas and community facilities via various modes of transport.

**Objective 4: Facilitate the establishment of sustainable human settlements in all identified nodes.**

Settlement footprints should be contained at all cost in order to alleviate development pressure on the natural resources of the municipality and to optimise the efficient use of resources (e.g. land) and infrastructure (e.g. engineering services) within existing towns and settlements (Smart Growth Principles).

Hence, the MMM should generally promote higher density, compact, mixed land uses which will also enhance walkability within all settlements. Expansion of the urban footprint should be directed to strategically located priority development areas which should also contribute towards the overall consolidation of the currently fragmented urban footprint characterising the MMM. The development of a diverse range of housing typologies promoting integration of all income groups at low, medium and higher densities and offering a variety of tenure alternatives to all communities should also be a priority.

Linked to the principle of sustainable human settlement the MMM need to rationalise and cluster community facilities at strategically located and accessible points in all the identified settlement areas

within the municipal area. The clustering of such facilities should be aimed at providing one-stop services (especially to people dependent on public transport) and to add to the “critical mass” required to also stimulate local economic development around these areas.

**Objective 5: Align metropolitan infrastructure maintenance and construction programmes with spatial development initiatives.**

Engineering services (bulk and reticulation) maintenance and expansion programmes need to be aligned to land use development programmes focussing on new developments (greenfields) and upgrading/ maintaining services in existing areas (brownfields). The MMM should also incrementally promote the establishment of the Smart City Concept which focusses on utilising Information and Communication Technology (ICT) to advance economic development, safety and security, governance, environmental management, transport etc.

**Objective 6: Identify and optimally utilise economic development opportunities in a sustainable manner.**

From the situational analysis it was concluded that the most viable economic sectors within the MMM are; business; logistics based light industrial/service industries, tourism and agriculture/agri industries.

Tourism and agriculture are natural resource-based activities, hence it is important to align programmes towards the future development of these sectors with the spatial distribution of such resources (e.g. natural scenery, dams and areas of significant biodiversity). This should be done with due consideration to the environmental management programmes applicable to these areas via the relevant legislation as contained in the Mangaung EMF.

Business development should be promoted in appropriately located mixed use precincts in all settlements, with the existing Bloemfontein Central Business District being the primary business node in the metropolitan area. The MMM should also focus on the establishment of local service industries and logistics centres, agri industries and “green” industries (e.g. waste to energy) that are compatible with the agriculture, tourism and conservation focus of the municipality.

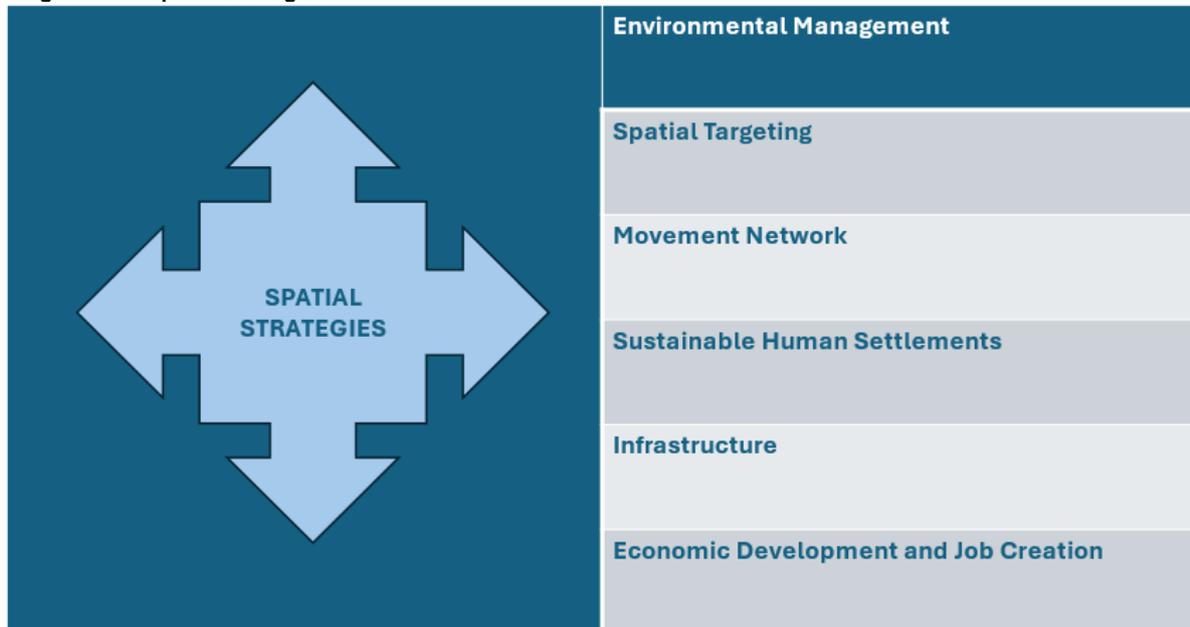
Special mechanisms are to be put in place to provide opportunity for emerging entrepreneurs to do “incremental economic up-scaling” to eventually become part of the mainstream economy of the municipality. Agrarian Transformation in the subsistence farming areas under traditional leadership around Thaba Nchu is very important in this regard. The establishment of the Mangaung Agri Park is an important initiative towards achieving agrarian transformation in this area.

Tertiary education and skills training should be aligned with the priority economic sectors within the MMM to optimally utilise local opportunities in these sectors.

## 4.5. SPATIAL STRATEGIES

This section unpacks the strategies towards achieving each of the six development objectives of the Mangaung Metropolitan Spatial Development Framework. This is done by way of a number of actions per development objective.

Diagram 4: 4. Spatial Strategies.



### 4.5.1. Environmental Management

**Objective 1: To facilitate the protection and sustainable management of the natural environmental resources.**

The Mangaung historical, cultural and ecological wealth is given recognition through the number of tourists that visit the area simply to experience its natural and cultural-historic beauty. The environmental and historical/cultural well-being of the MMM is therefore a key contributor towards its long-term economic sustainability.

### **Action 1.1: Contain urban development and manage rural areas through appropriate application of Spatial Planning Categories (SPCs)**

The Free State Biodiversity Plan, 2015 has identified Critical Biodiversity Areas (CBAs), Ecological Support Areas (ESAs), Other Natural Areas (ONAs) and Degraded/Transformed Areas for the whole of the Mangaung area (also refer to Figure 12 in this report). These categories are intended to inform decision-making regarding developments, their location and context and to guide planning, environmental assessments, authorisations and resource management within the Metropolitan area via the Mangaung Environmental Management Framework (EMF).

Supplementary to the above, the Free State Provincial Spatial Development Framework identified a number Spatial Planning Categories which collectively illustrate the desired matrix of land uses throughout the province. These SPCs are merely intended to clarify and facilitate standardized coherent decision-making throughout the province. A comprehensive set of sub-categories has been created to serve as a guide for more detailed land use planning at the municipal level, as depicted in **Table 4:2**, the said table also depicts the correlation/relationship between the Spatial Planning Categories (SPCs), of the FS PSDF; the Free State Biodiversity Plan Categories; and the Mangaung EMF Environmental Control Zones. These were used as basis for the Mangaung SDF.

Hence, the MMM adopts and recommends the application of the Free State SDF and the associated Spatial Planning Categories in the Metropolitan SDF. The following land uses are permitted per Spatial Planning Category as defined below.

**SPC A: Core/ Critical Biodiversity Areas 1:** These include habitats classified as highly irreplaceable, critically endangered, or endangered terrestrial (land) and aquatic (rivers, wetlands & estuaries). It also includes essential biological corridors vital to sustain their functionality. These areas must be regarded as no-go for development and must be kept in a natural state, with a management plan focused on maintaining or improving the state of biodiversity. There should be no further loss of natural habitat and degraded areas should be rehabilitated.

**SPC B: Buffer/ Critical Biodiversity Areas 2 and Ecological Support Areas 1 and 2:** These areas are primarily in private ownership, hence a key challenge is to address the conflicts that often occur between biodiversity conservation and consumptive agricultural practices. These areas may be degraded but still play an important role in supporting the functioning of ecosystems. These areas should be restored and/or managed to minimise impact on ecological infrastructure functioning; especially soil and water related services.

**SPC C: Agriculture/ Other Natural Areas:** Comprises of existing and potential intensive agricultural footprint (i.e. homogeneous farming areas made up of cultivated land and production support areas). It includes areas in which significant or complete loss of natural habitat and ecological functioning has taken place due to farming activities. Existing and potential agricultural landscapes should be consolidated and protected; sustainable agricultural development, land and agrarian reform, and food

security should be facilitated, and ecosystems must be stabilised and managed to restore their ecological functionality. **Figure 4:2** depicts the spatial distribution and extent of SPC A; B and C noted above as part of the Biophysical Environment of the MMM).

**SPC D: Urban Areas/ Transformed:** This category includes all existing cities, large and smaller towns and villages. Settlements are to be delineated by an urban edge and are the “engine rooms” that drive regional economic development and growth. The purpose is to develop and manage settlements on a sustainable basis (i.e. supportive of environmental integrity, human well-being and economic efficiency).

**SPC E: Industrial/ Transformed:** These represent the major areas identified for economic development and job creation. The objective is to provide the infrastructure and other requirements to enable the optimal development of such areas.

**SPC F: Surface Infrastructure/ Transformed:** An effective, competitive and responsive infrastructure network is imperative for ongoing economic development. Hence, sufficient provision should be made for the provision of such in line with the development objectives for the region.

#### **Development Guidelines for the development of Solar Farms:**

1. Solar Farms should not be located within the proximity of 300m from Provincial and National Roads.

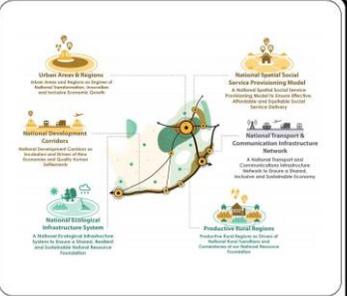
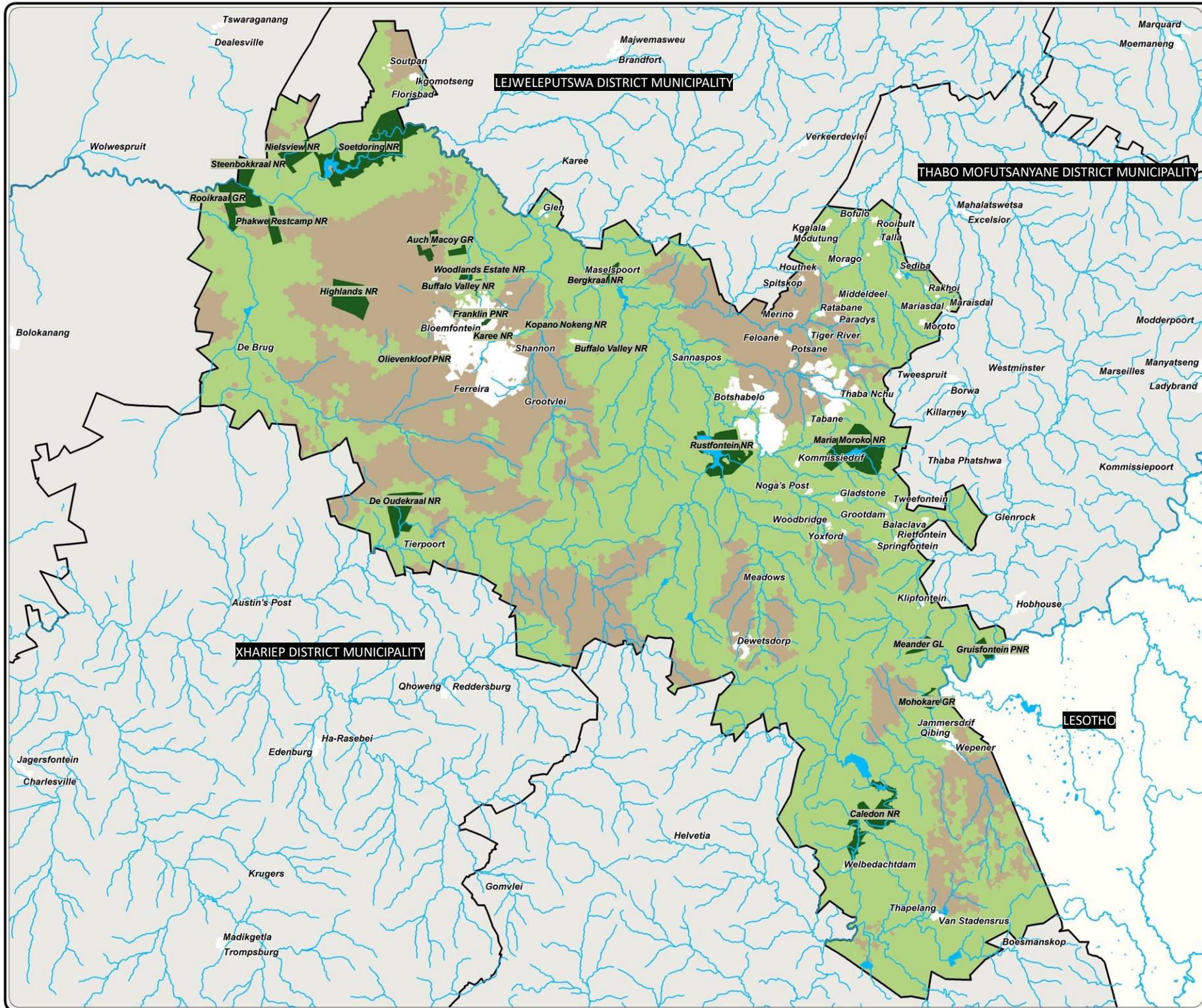
#### **.Action 1.2: Establish ecological corridors to protect continuous biodiversity patterns and to adapt to environmental changes.**

Informal conservation areas within the Mangaung boundaries include several Private Nature Reserves (PNR) and conservancies. Although not gazetted protected environments, it may be prudent to note conservancies/private nature reserves as areas that are voluntarily and cooperatively managed for their environmental integrity. Conservancies are also useful tools in the establishment and management of ecological corridors where willing landowners exist and where incentive schemes may be applied. Ecological corridors can create linkages between existing natural but fragmented landscapes, enabling the survival of plant and animal populations through the provision of safe migration routes between areas.

The principle of ecological corridors should also be incorporated into the urban setting to encourage a green space network that ties in with biodiversity corridors, promotes outdoor recreation, creates safe outdoor areas for tourists and locals to walk, and that creates riparian and wetland buffer zones in urban areas. As a general principle, large rivers should have a buffer zone of a minimum width of 150m, medium rivers a zone of 75m and smaller rivers a 32m buffer. No development should occur within 1:100 floodlines surrounding rivers. This will ensure that water quality and wildlife habitats are protected. In addition, it will aid in designating where settlements should be developed or expanded and will aid in preventing the dumping of waste and chemicals in rivers.

**Table 4: 2. Correlation of Spatial Planning Categories.**

FREE STATE PROVINCIAL SDF	FREE STATE BIODIVERSITY PLAN CATEGORIES						MMM ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF)
Spatial Planning Categories	CBA 1	CBA 2	ESA 1	ESA 2	DNA	Transformed	Environmental Control Zone
<b>SPC A : CORE</b>	A.a						E : Biodiversity
<b>SPC B : BUFFER</b>	B.b	B.a B.c	B.c	B.c			E : Biodiversity D : Agriculture
<b>SPC C : AGRICULTURAL</b>					C.a C.b		D : Agriculture C : General
<b>SPC D : URBAN</b>						C.b D.a - D.r	A : Urban
<b>SPC E : INDUSTRIAL</b>						E.a - E.e	A : Urban
<b>SPC F : SURFACE INFRASTRUCTURE</b>						F.a - F.l	B : Solar
<b>DETAILED SPATIAL PLANNING SUB-CATEGORIES</b>	<b>A : CORE</b>		<b>D : URBAN RELATED</b>		<b>E : INDUSTRIAL AREAS</b>		
	A.a	Statutory Protected Areas	D.a	Main Towns	E.a	Agricultural Industry	
			D.b	Local Towns	E.b	Industrial Development Zone	
			D.c	Rural Settlements	E.c	Light Industry	
	<b>B : BUFFER</b>		D.d	Tribal Authority Settlements	E.d	Heavy Industry	
	B.a	Non-Statutory Conservation Area B.b Ecological Corridors	D.e	Communal Settlements	E.e	Extractive Industry	
	B.c	Urban Green Areas	D.f	Institutional Areas D.g Authority Areas			
			D.h	Residential Areas	<b>F : SURFACE INFRASTRUCTURE &amp; BUILDINGS</b>		
			D.i	Business Areas	F.a	National Roads	
			D.j	Service Related Business	F.b	Main Roads	
<b>C : AGRICULTURAL AREAS</b>		D.k	Special Business	F.c	Minor Roads		
C.a	Extensive Agricultural Areas C.b Intensive Agricultural Areas	D.l	SMME Incubators	F.d	Public Streets		
		D.m	Mixed Use Development Areas	F.e	Heavy Vehicle Overnight Facilities		
		D.n	Cemeteries	F.f	Railway Lines		
		D.o	Sports Fields & Infrastructure	F.g	Power Lines		
		D.p	Airport and Infrastructure	F.h	Telecommunication Infrastructure		
		D.q	Resorts & Tourism Related Areas	F.i	Renewable Energy Structures		
		D.r	Farmsteads & Outbuildings	F.j	Dams & Reservoirs		
				F.k	Canals		
				F.l	Sewerage Plants and Refuse Areas		



## Mangaung SDF: Biophysical Environment

- ### Legend
- SPC A: Core (Protected Areas)
  - SPC B: Buffer (CBA 1,2 and ESA 1, 2)
  - SPC C: Agriculture (Other Natural Areas)
  - Other Municipalities
  - Neighbouring Countries
  - Dams/Rivers

Sources: egis.environment.gov.za; bgis.sanbi.org; FSDESTEA

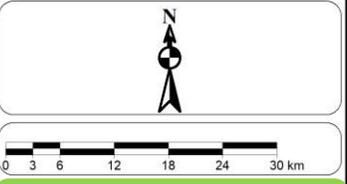


Figure 4:2

### Action 1.3: Implement Climate Change adaptation and mitigation measures.

The MMM is prone to a myriad of extreme climate events of which the most important are the following: increased temperature (1-3° Celsius) with increased number of very hot days, heat wave days and high fire-danger days, and irregular and below average rainfall which will have a major impact on the MMM as 60% of surface water in the MMM is used for irrigation purposes. In view of the above, the MMM Climate Change Adaptation and Mitigation Strategy proposes the following mitigation intervention measures, as listed in **Table 4:3**.

**Table 4: 3. MMM Climate Change Adaptation and Mitigation Strategy.**

Sector	Proposed Mitigation Interventions/ Projects	Details of the Interventions
Energy	Renewable Energy	Build Solar parks that will feed electricity to the National Grid, use of Solar in residential areas and industry
	Energy Efficiency (EE)	Refurbish MMM buildings (Government buildings, hospitals, clinics and schools with EE equipment)
		Refurbish street lights with LED lights
		Encourage EE by industry processes
Human Settlements	Insulate RDP Houses	To reduce heating and air conditioning needs for human comfort
	Renewable Energy	Install Solar Water Heaters or heat pumps in Residential areas (existing and new houses and RDP houses)
	Energy Efficiency	Refurbish residential areas with LED lighting
Agriculture	Smart Agriculture	Agricultural practices that reduce methane emissions
		Encourage organic farming (Introduce vermiculture – organic manure)
Transport	Public Transport – Bus Rapid Transport (BRT) system	Introduce BRT bus system (similar to Gauteng Province's Gautrain, 'Reya Vaya' and 'A re yeng' bus services)
	Introduce bicycle lanes	Encourage bicycle use
Waste	Waste to Energy	Convert Landfill gas to electricity
Management	Recycling	Use waste to generate biodiesel for MMM bus fleet and Biogas (Biofuels)
		Reduction, Recycling, Reuse of waste material
		Separation at Source
		Introduce Manufacturing Plant industries using Recycled materials to create jobs
Biodiversity	Plant indigenous trees to act as carbon emissions sinks	Remove invasive alien plant species and plant indigenous
	Protect parks and open spaces to maintain their role as carbon sinks	e.g. Municipal Open Space Services (MOSS) study is currently underway at the municipality
Commercial and Industry	Energy Efficiency	Encourage and incentivise EE initiatives by industries

**Flood Risks:** Land uses must be managed to reduce the risk of flooding and to protect human life and property in the case of extreme flooding. Where critical infrastructure and areas are located within flood risk areas, the resilience of these settlements in the instance of extreme events will be compromised.

Flood risk mitigation strategies must be integrated into the land use management and infrastructure master planning systems of the municipality. Sustainable urban drainage systems and ecologically sound rural practices must be adopted when planning new development and approving changes to



existing land uses. The design of new infrastructure, in particular stormwater systems, should consider the higher frequency of flooding associated with extreme weather conditions. New development should not be allowed to occur on slopes steeper than 1:4 as this new construction and land cleared for development increases erosion and stream siltation. Overlay zones should be developed for the most critical features noted above and incorporated into municipal planning systems.

**Fire Risk:** The Mangaung SDF recognises that veld fire is a natural ecological process that occurs in many parts of the region. However, if this is not managed or settlement patterns exacerbate the risk of veld fire, it places great risk to life and property at significant economic and social cost. The Mangaung Disaster Risk Management Department must oversee the management of veldfire risk which must also be integrated into the Planning By-Laws and the urban edge management of the Mangaung area.

**Waste:** Where illegal dumping is prevalent, a adopt a park programme should be instituted with schools or institutions in the vicinity.

#### 4.5.2 Spatial Targeting

**Objective 2: Direct and align growth to capacity, resources and opportunity in relation to a regional socio-economic hierarchy of settlements.**

**Action 2.1: Prioritise development and investment in accordance with the Mangaung settlement hierarchy.**

In order to minimise the impact on the natural environmental resources of Mangaung, it is essential that human settlement and economic activities be consolidated around a number of strategically located settlements/nodal points within the municipality as depicted on **Figure 4:3**. These settlements will become the focal points for social and economic investment (spatial targeting) by all spheres of government as well as the private sector. Each of these settlements should comprise a diverse range of urban land uses including housing, community facilities, economic activities (job opportunities), basic engineering services like water, sanitation and electricity, a comprehensive movement network and local open space system.

Consolidating and densifying the urban fabric around these settlements should result in high density mixed uses which not only enhance the viability of the public transport system, but also optimise the operational and financial efficiency of engineering and social infrastructure and services provided. Furthermore, it will significantly reduce travel costs/ distances within and between the various urban areas which is a major benefit to the poor. The size, function and associated range of land uses/ activities provided by the settlements would differ based on factors such as historic development, location, economic potential and environmental constraints as depicted on **Table 4:4**.

Mangaung is the first order node (Small Metro) which holds the largest population in the municipal area. Hence, it would also accommodate the higher order (national, provincial and metropolitan) public services and community facilities like the Civic Centre, Magistrates Court, Universities, Regional Police

Services, Regional Hospital, Fire Brigade and Emergency Services, etc. It also comprises the most comprehensive range of economic activities including retail, office, industrial, commercial, tourism etc. serving not only the local market, but also the region and even the national economy.

**Table 4: 4. Settlement Typology (CSIR/SACN, 2015).**

	Town	Hierarchy	Population Order	Community Facilities	Economic Activity
1	Mangaung	Small Metro	> 500,000	Higher Order	Comprehensive Regional/ National
2	Botshabelo	Large Town	> 200,000	Higher Order	Comprehensive Regional/ Local
3	Thaba Nchu	Medium Town	> 100,000	Middle Order	Limited Regional/Local
4	Dewetsdorp	Small Town	> 10,000	Middle Order	Limited Regional/Local
5	Wepener	Small Town	> 10,000	Middle Order	Limited Regional/Local
6	Van Stadensrus	Village	> 2,000	Middle Order	Local
7	Soutpan	Village	> ,000	Basic/Mobile	Local
8	Rural Villages	Remote Villages		Basic/Mobile Selected Service Delivery Centre	Agriculture

Botshabelo is classified as a Large Town and due to its high population ( $\pm$  200,000 residents), it also warrants the provision of higher order community facilities like a Magistrates Court, large Police Station, University Satellite campuses, etc. (which may be shared with Thaba Nchu).

Thaba Nchu holds a smaller population which warrants the provision of typical middle order community facilities (e.g. clinics, pre-schools, primary schools, high schools, community hall, library, municipal satellite office). It also has a limited range of economic activities predominantly serving the local needs (including the needs of the clusters of rural villages to the north and south thereof).

Dewetsdorp and Wepener are categorised as Small Towns qualifying for middle order community facilities and performing a limited range of economic functions mainly focused on the needs of the local population and surrounding farming communities.

The small towns of Van Stadensrus and Rural Villages have very small populations which would normally be served by way of periodic community services like a mobile clinic, library, post office or police station. Economic activity in these villages will mostly be focused on the basic natural resources available within the area, e.g. agriculture around Van Stadensrus and agriculture and small-scale salt mining around Soutpan. These nodal points should be carefully planned, maintained and managed as these represent the major areas of future population growth, service delivery and economic development within the MMM.

**Mangaung SDF:  
Built Environment**

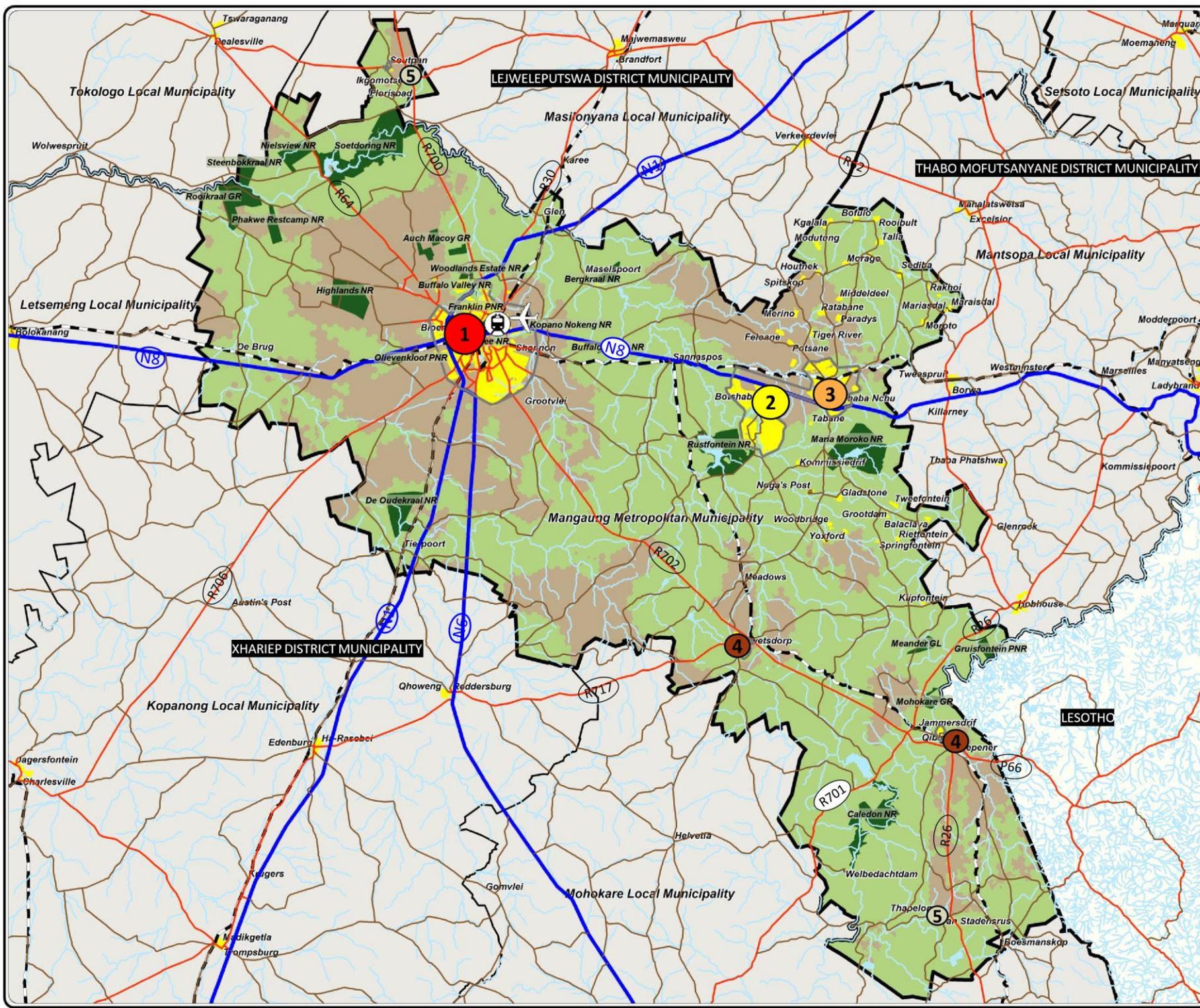
**Legend**

- Core (Protected Areas)
- Buffer (CBA 1,2 and ESA 1, 2)
- Agriculture (ONA)
- Settlement
- Other Municipalities
- Neighboring Countries
- National Roads
- Provincial Roads
- Secondary Roads
- Railways
- Railway Hub
- Airport
- Dams/Rivers
- Urban Edge
- 1 Small Metro
- 2 Large Town
- 3 Medium Town
- 4 Small Town
- 5 Village
- Rural Village

Sources: egis.environment.gov.za; bgis.sanbi.org; FSDESTE



**Figure 4:3**



The rural villages north and south of Thaba Nchu are primarily served by Thaba Nchu but it may be feasible to identify one or two of these villages to serve as local Service Delivery Centre, providing some basic community facilities/services within convenient distance to the surrounding cluster of villages. In the Northern Rural Villages serve as higher order Rural Centres providing services like Clinics. Primary and High Schools. The Rest of the Rural Villages are services by mobile clinics. It is essential to compile/maintain detailed Local SDF's to guide and direct the location, type, extent and phasing of development in these areas. Local SDF's should determine the future spatial structure, function and associated land use composition of these areas – not only to ensure orderly, cost efficient and sustainable development, but also to harness private investor confidence and to attract investment to these areas.

**Action 2.2: Identify Integration Zones and Catalytic Land Development Areas as part of a Growth Management/Intervention Strategy in major urban areas.**

The Mangaung SDF promotes radical settlement transformation in support of accessible, walkable, inclusive and liveable environments that offer multiple opportunities for all sectors of society. This approach firstly requires the identification of priority intervention areas (i.e. Integration Zones and Catalytic Land Development Areas) in the major settlement areas. The spatial restructuring/transformation is achieved through the implementation of a comprehensive Growth Management/Intervention Strategy in the Integration Zone; utilising a range of Growth Management Instruments at the disposal of the MMM, e.g. urban edge, bulk service contributions, grant funding, etc.

**Action 2.3: Manage development in rural and agricultural landscapes.**

Development in the rural and agricultural landscapes of the Mangaung area should be managed in line with the guidelines provided in the Free State SDF and the Mangaung Environmental Management Plan. By implication these guidelines indicate the type of land uses that can be developed, as well as the conditions applicable in different rural Management Zones/ Spatial Planning Categories outside the urban edge.

**4.5.3. Movement Network**

**Objective 3: Optimise metropolitan connectivity and mobility as well as local access and accessibility via a comprehensive movement network.**

The aim is to establish a comprehensive, multi modal movement network serving the urban and rural parts of the municipality, linking all the identified nodal areas to one another, and functionally linking the metropolitan area to surrounding regions and major destinations as depicted on **Figure 4:3**.

**Action 3.1: Capitalise on the economic opportunities posed by the national movement corridors traversing the metropolitan area.**

Routes N1, N8 and N6 are the most important national routes traversing the Mangaung area.

Route N1 has played a significant role in the development of the western extents of Mangaung and more specifically the promotion of nodal development around each of the access interchanges onto N1 in the urban area. The most prominent in this regard is the N1-N8 node, followed by the N1-R706 and N1-N6 activity nodes (refer to **Figures 4:3** in this report). It will, however, also be important to promote development along route N8, and specifically the eastern section of N8 between Mangaung (Bloemfontein) and Botshabelo–Thaba Nchu which is the priority area in terms of spatial restructuring and economic upliftment in the MMM.

The Free State PSDF branded this as the N8 Transnational Development Corridor. A key matter to be addressed as part of this initiative is the construction of an eastern bypass route (N1 east) to intersect with route N8 (east) and which would significantly enhance the development potential of the areas surrounding this intersection, including the Bram Fisher International Airport and the Mangaung railway precinct. The N8 and the N1 can be seen as priority development Corridors and Nodal Development can be promoted along these routes.

Route N6 represents the link between Mangaung and the Eastern Cape, and more specifically the Nelson Mandela and Buffalo City metropolitan areas which also have international harbours.

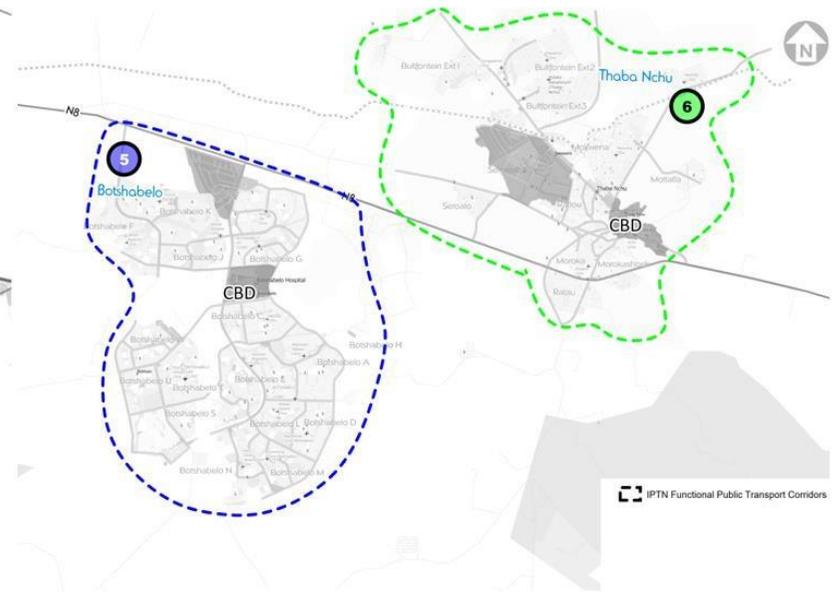
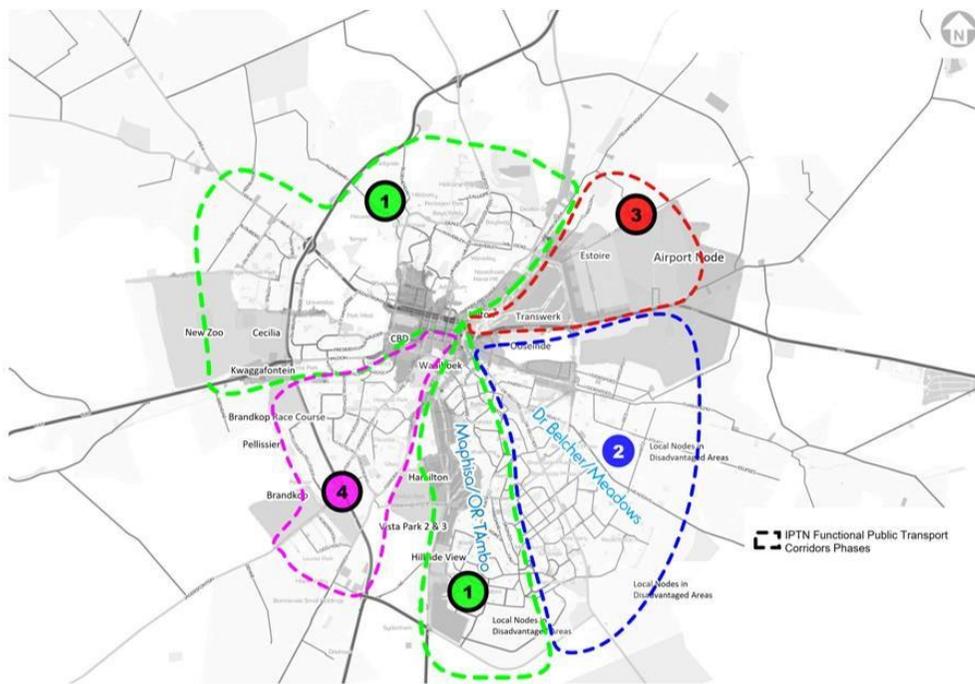
### **Action 3.2: Upgrade and maintain the secondary road network to enhance access to all areas in the Mangaung**

As illustrated on **Figure 4:3**, the following are the most important secondary routes in the Mangaung Metropolitan Area which provide linkages to prominent destinations in surrounding regions:

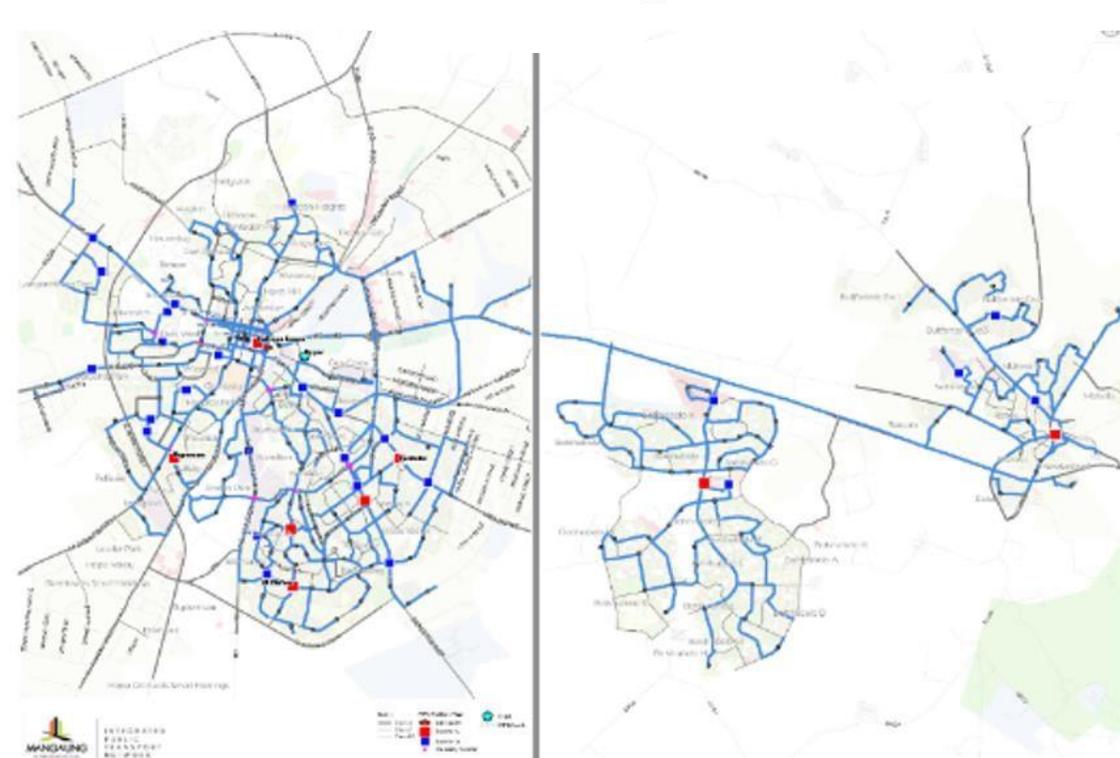
- Route R30 to Brandfort and Welkom;
- Route R700 to Bultfontein;
- Route R64 to Dealesville and Boshof further to the north-west;
- Route R706 to Jagersfontein to the south-west;
- Route R702 serving Dewetsdorp, Wepener and Vanstadensrus and southeastwards towards Zastron along route R26 and to Ladybrand eastwards and Lesotho (Maseru Border) and
- Route R701 towards Smithfield.

### **Action 3.3: Facilitate the establishment of a comprehensive public transport network which will serve as backbone to spatial restructuring and integration within the municipality.**

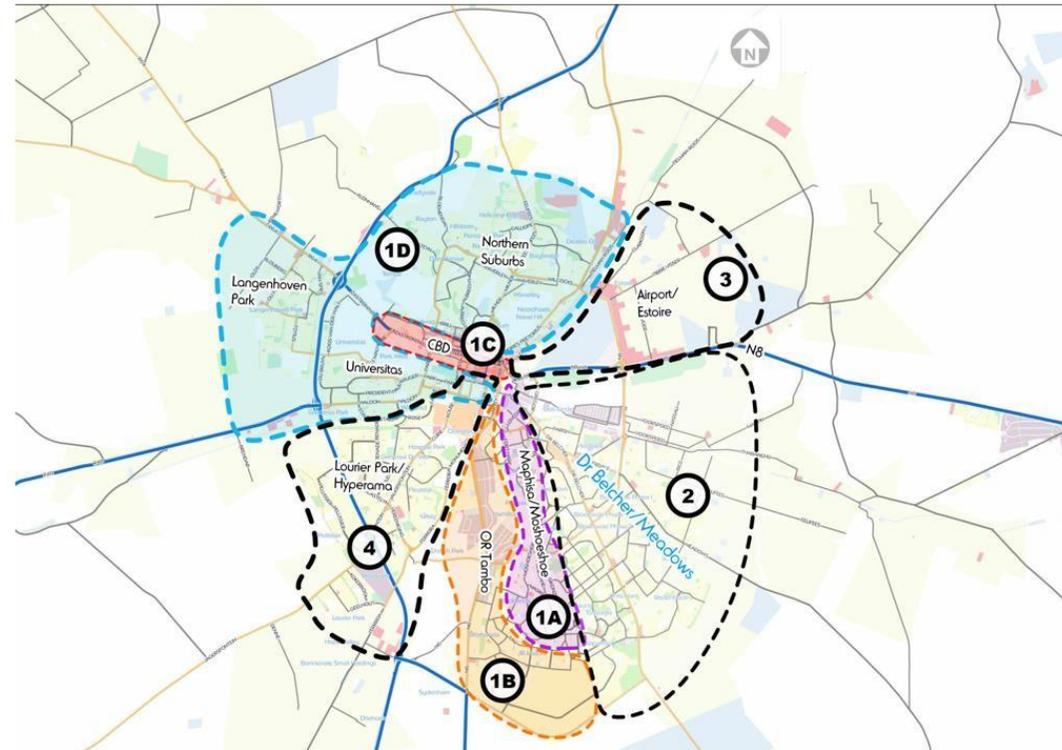
The Mangaung Integrated Public Transport Network is intended to provide high quality, safe and affordable public transport services within the metropolitan area. This includes a comprehensive public transport network within the Mangaung-Bloemfontein complex and the Botshabelo - Thaba Nchu complex respectively, and to cater for the long-distance commuting between these two areas. To this end, the City has developed a citywide *Hauweng* implementation plan that details the implementation of the integrated public transport network and system in the metropolitan area within the next 20 years as illustrated on **Figure 4:4 to Figure 4:6**.



**Figure 4:4 : IPTN Phasing - Bloemfontein and Thaba Nchu and Botshabelo**



**Figure 4:5 : IPTN Local Corridors**



**Figure 4:6 : Phase 1 Sub-Corridors for Implementation**

The *Hauweng* implementation plan divided the metropolitan area into local services areas and rural services areas. The local service areas are within Bloemfontein, Botshabelo and Thaba Nchu given the urban character and population density in these areas. Within these services areas, six functional public transport corridors were defined representing the primary public transport movement in the metropolitan area. Movement occurs within and between these defined corridors. Bloemfontein local service area is divided into four of the six corridors whereas Botshabelo and Thaba Nchu is divided into one corridor each. The six main corridors were divided into sub corridors that align with existing public transport service providers operational areas to optimise and streamline existing service rationalisation.

### Action 3.4: Upgrade the Bram Fischer International Airport as a means to stimulate local economic development.

The Bram Fischer International Airport will play an increasingly important role in the future development of Mangaung – not only in terms of serving tourist and business travellers, but also towards the development of the areas surrounding the airport, and more specifically the way in which these developments could contribute towards the spatial restructuring of the eastern parts of the metropolitan area. Development of the Airport will be facilitated through the Airport Master Plan and coordinated and implemented by ACSA.

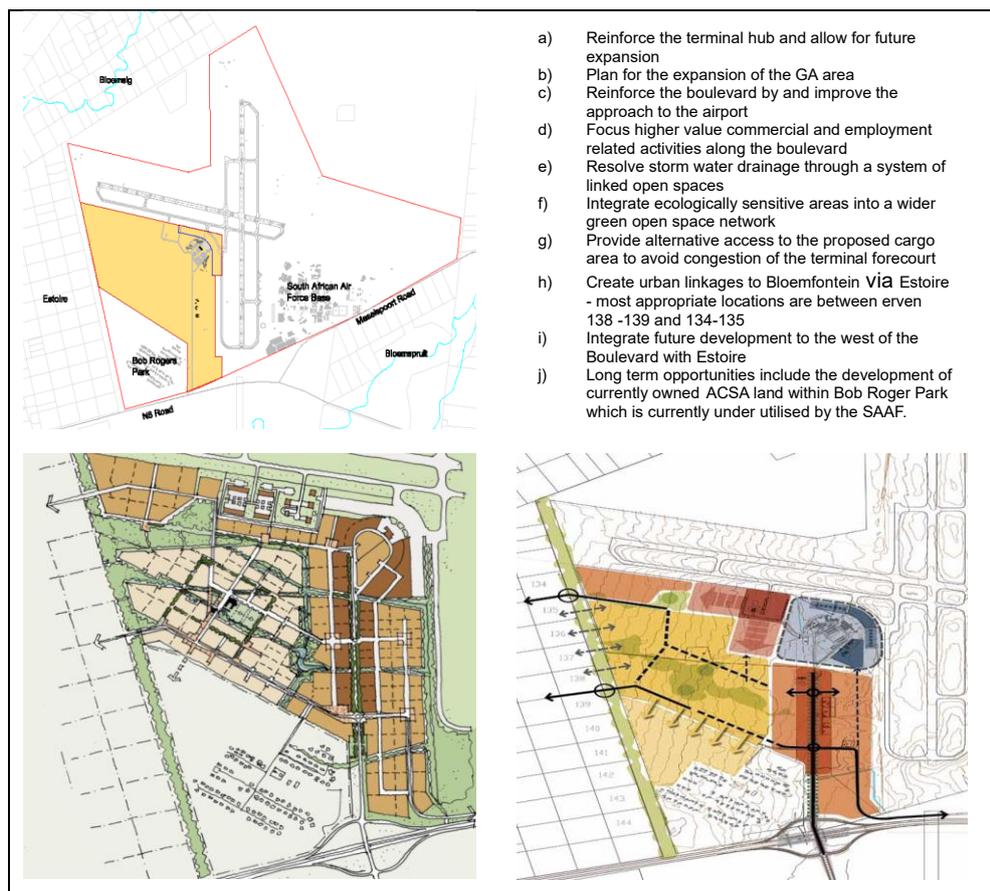


Figure 4: 7. Bram Fischer Airport development upgrades.

The Bloemfontein Airport node is located on the eastern quadrant of the City and to the north of the N8/Airport interchange. The Bloemfontein Airport Development Framework (2010) conceptually divides



the node into five precincts namely; (1) Terminal, (2) Boulevard, (3) General Aviation Expansion, (4) Airport Industria and (5) Grasslands (see **Figure 4:7**). The Boulevard Precinct will accommodate the immediate developments on the node, with land parcels fronting onto the Boulevard/Airport access road reserved for higher value commercial activities, offices and manufacturing uses. Lower value uses such as distribution, storage, warehousing, depots for car rental will be located further from the Boulevard. The Boulevard Precinct can accommodate approximately 400 000 of Gross Floor Area (GFA).

To ensure integration with surrounding areas as shown on **Figure 4:8**, the Development Framework proposes new road connections with Estoire to the west of the Airport. These linkages would ultimately connect with major roads such as the Rudolph Greyling Avenue and Raceway, Airport Development Node and Bloemspruit Areas. The land uses towards the west are ideal for hangering and airfreight warehousing which will interlink with the light industrial uses in Estoire.

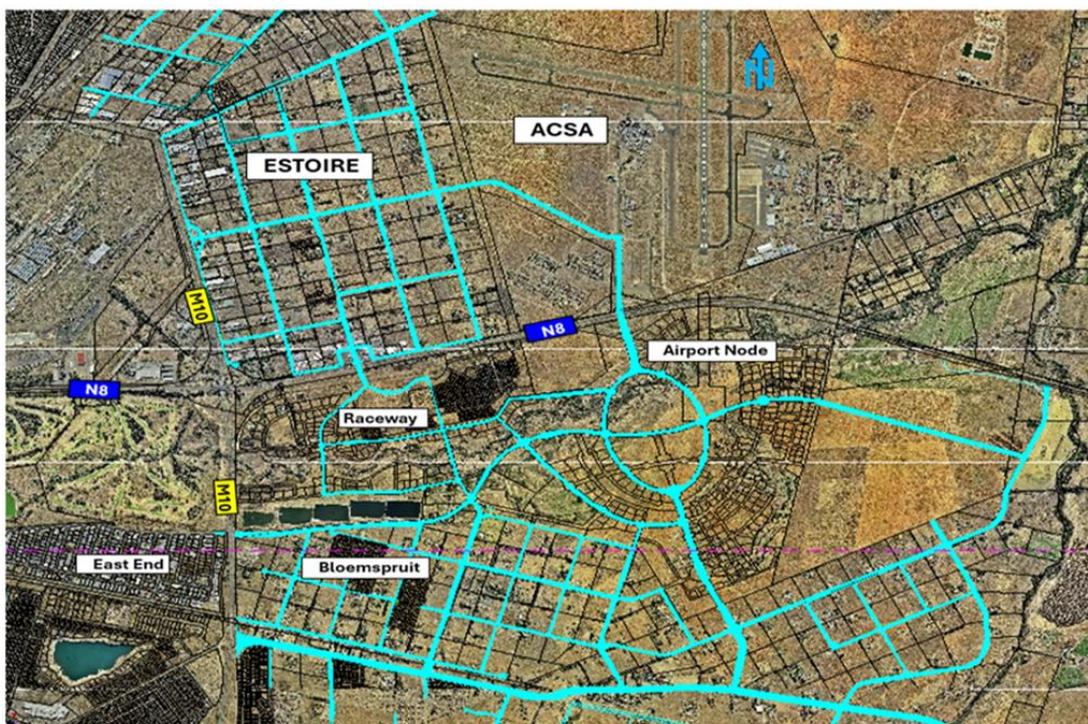


Figure 4: 8. Integration of surrounding areas and light industrial areas (East End).

### **Action 3.5: Enhance the functionality of the Spoornet Precinct as Industrial and rail logistics hub.**

The areas around the Spoornet precinct have attracted significant freight/ logistics related development over the past two decades. This positive trend needs to be harnessed and expanded towards the airport node located to the east thereof as part of a coherent drive to stimulate extensive economic development and job creation in the eastern parts of Bloemfontein, and more specifically the areas surrounding the Mangaung township. The Node is known for Locomotive and rail engineering and refurbishment. The Transnet Industrial offer various skills and trade centres which is significant for skills development in the Mangaung Metropolitan Area. The Transnet Engineering offer skills development in wagon building to transport minerals, grain and other rail mass transportation infrastructure as shown on **Figure 4:9**.



Figure 4: 9. Transwerk Heavy Industrial Node.

#### Proposals

- National Government should allocate more contracts to the Transnet Rail Engineering facility in order to build more capacity and create more jobs.
- National Government should assist the entity to secure more contracts in the African Market and developing countries to stimulate growth of the Node.
- The Bloemfontein Transnet Rail Engineering facility can play an important role in igniting and revitalisation of the Rail Transport industry in the Country especially with programmes of transportation of minerals from Northern Cape to the main harbours of South Africa at the West and East Coast.
- Web information: <https://www.transnet.net/>
- Incentive Packages should be developed to give Mangaung a competitive edge above other cities.
- Tax Incentives like tax breaks (Look at Chinese Tax Incentives) for foreign investors

#### 4.5.4. Sustainable Human Settlements

**Objective 4: Facilitate the establishment of sustainable human settlements in all identified settlement areas.**

**Action 4.1: Actively promote development aligned to Smart Growth Principles in all settlements.**

The focus areas for Human Settlements will be focussed on greenfield developments and brown field Developments.

**GREENFIELD DEVELOPMENTS**

- Private sector developments
- Catalytic project developments
- Social housing projects
- Informal settlements upgrading projects

**BROWN FIELD DEVELOPMENTS**

- Urban Renewal Projects
- Infill Planning Projects
- Township Revitalisation Projects
- CBD Renewal Projects

The following Smart Growth Principles should be applied in all settlements within the Mangaung Metropolitan Municipality:

- All human settlements should be based on integrated human settlements principles which provide for mix of different kinds of land uses, e.g. residential, retail, business, and recreational opportunities.
- Create well-designed, compact neighbourhoods where the different activities are in close proximity to each other.
- Provide a variety of transportation choices, including private, public and non-motorised transport opportunities that are safe.
- Create a variety of housing opportunities, i.e. in terms of function, form and affordability.
- Encourage growth in existing communities through infrastructure upgrade, urban renewal, new amenities and densification.
- Preserve open spaces, natural beauty, and environmentally sensitive areas.
- Protect and enhance agricultural lands and secure these as a productive land base for food security, employment, etc.
- Utilise smarter and cheaper infrastructure and green buildings and promote renewable and sustainable technologies.
- Foster a unique neighbourhood identity building on the unique and diverse characteristics of each community.
- Engage citizens to participate in community life and decision-making through land use planning Public Participation Processes.

**Action 4.2: Identify strategically located land as priority housing development areas.**

At present the estimated housing backlog (demand) in the Mangaung area stands at approximately 30,000 units. Furthermore, the projected incremental demand up to 2025 stands at 38,139 units and an additional 50,927 units by 2036. As a principle, the bulk of housing should be developed within the settlement areas identified in the municipality, and more specifically in Bloemfontein, Botshabelo, Thaba Nchu, Dewetsdorp and Wepener which represent the higher order nodes.

Rural housing based on the Rural Housing Subsidy Programme/ Peoples Housing Programme should be provided to the rural villages surrounding Thaba Nchu. Residents not qualifying/ contributing to the functionality of the Rural Nodes should preferably be accommodated in one of the higher order nodes where opportunities for sustainable livelihoods are significantly enhanced.

The non-qualifying families of informal settlements in urban areas should, in principle, be accommodated on pro-actively planned and serviced formal township stands. These stands can be made available by way of rental agreement, permission to occupy, or full ownership in the case of residents who would qualify for a subsidy but for which no subsidy is available at present.

The Priority Housing Development Areas earmarked to accommodate the bulk of future residential development within the municipality and discussed in greater detail in **section 4.5** of this document.

The following areas should form part of the priority housing development areas;

- All new informal settlements
- Informal settlements upgrading areas
- Catalytic Projects
- Social Housing Projects
- Township Revitalization Projects

It is important that these areas be functionally incorporated into the existing urban fabric in line with the Smart Growth Principles noted above.

**Action 4.3 Promote the development of a diverse range of housing typologies offering multiple choices in terms of affordability, density and tenure options.**

It is important to note that it is possible to do low, medium and high-density development for low income, middle income and high-income communities as graphically illustrated in **Annexure C1**. Unfortunately, low density typologies dominate the urban landscape in Mangaung (for all income groups) as is the case in most urban areas in South Africa. As a general principle, MMM should actively pursue strategies to promote medium and higher density residential development for all income groups in order to achieve an average density of not lower than 25 units/ha in new developments throughout the municipality (especially along the major public transport corridors).

In the case of low income, the subsidy scheme only makes provision for single residential full title BNG Units which normally result in densities around 20 units/ha. The only subsidised medium to higher density typologies is Community Residential Units (CRU) and Social Housing both of which only cater for the rental market. There are, however, several initiatives underway throughout South Africa to develop “RDP Flats” and/or medium density double storey row housing or semi-detached RDP units in order to increase density yields. The same principle would apply to middle- and high-income development where medium to high density typologies should be actively promoted especially around the business nodes and along major public transport routes in the metropolitan area.

**Action 4.4: Rationalise and cluster community facilities in highly accessible Multi-Purpose Community Centres (Thusong Centres)**

It is essential to continuously strive towards consolidating community facilities at strategic locations within the urban fabric in order to provide one-stop services. This follows from the nationally approved concept

of a multipurpose Thusong Centre. Preferably these community facility clusters should also be combined with local business areas in order to add to the “critical mass” required to maintain/enhance business activities in these areas. This concept is briefly described in **Annexure C2** and should be promoted in all mixed-use nodes within the various settlements in the MMM.

**Action 4.5: Locate regional community facilities at higher order nodes and ensure that all nodes are provided with services and facilities appropriate to nodal function and size.**

Community facilities should be provided to all human settlement areas in accordance with the CSIR Guidelines for the Provision of Social Facilities for small/ medium towns as stipulated in the **Table 1** in **Annexure C3**.

**Action 4.6: Develop Township Revitalisation Plans which will address the Apartheid Planning disparities.**

Central to Apartheid Planning are the prevalence of poor-quality housing and infrastructure of existing townships as shown on **Figure 4:10** below. The City must continue developing strategies to have township revitalisation which should be combined with urban renewal strategies. The strategy should focus on dilapidated houses and upgrading existing housing typologies. The strategy should also include upgrade of road infrastructure and stormwater channels examples in **Figure 4:11**.

This can be achieved through the USDG, HSDG, ISUPG and other financing instruments.



**Figure 4: 10. Dilapidated houses before renewal programme.**



Figure 4: 11. Houses and roads infrastructure after urban renewal.

#### Action 4.7: Develop Township Activity Corridors and Nodal Developments

Township activity corridors and nodal developments should be promoted along public transport routes and socio-economic amenities and facilities namely; Moshoeshoe/Maphisa road activity corridor and Dark and Silver city social housing in Mangaung, Botshabelo activity corridor and Thaba Nchu Nodal development.

##### a) *Home Affairs and Rocklands Nodes along Moshoeshoe/Maphisa Road Activity Corridor together*

Moshoeshoe/Maphisa Road Activity Corridor depicted in **Figure 4:12 (top left)** extends from Maphisa road in Bochabela, past Silver city and joins Moshoeshoe street at Vula Masango primary school junction, past Ha-Sechaba, Filling station, Kenworth shopping centre, home affairs, Petrus Molemela stadium, Rocklands (Shoprite) shopping centre, Police Station, Community Hall, Office, Post Office in Rocklands Mangaung and ends at Outdoor sports centre junction.

Along the Corridor, two nodal points exists i.e. a). Home Affairs node and b). Rocklands node. **Figure 4:12** (top right) shows location of the two nodes in proximity with one another.

##### **A1. Home Affairs Node**

**Figure 4:12** (bottom left) depicts the Home Affairs node and existing land uses that are found within the node. The figure also illustrates the long-term developments that are envisaged and of which can also be broken down into short, medium and long term. The node is very vibrant and is located along public transport route, it includes public institutions such as; the home affairs, stats SA and municipal office. Within the node exists the Kenworth shopping centre which accommodates variety of businesses

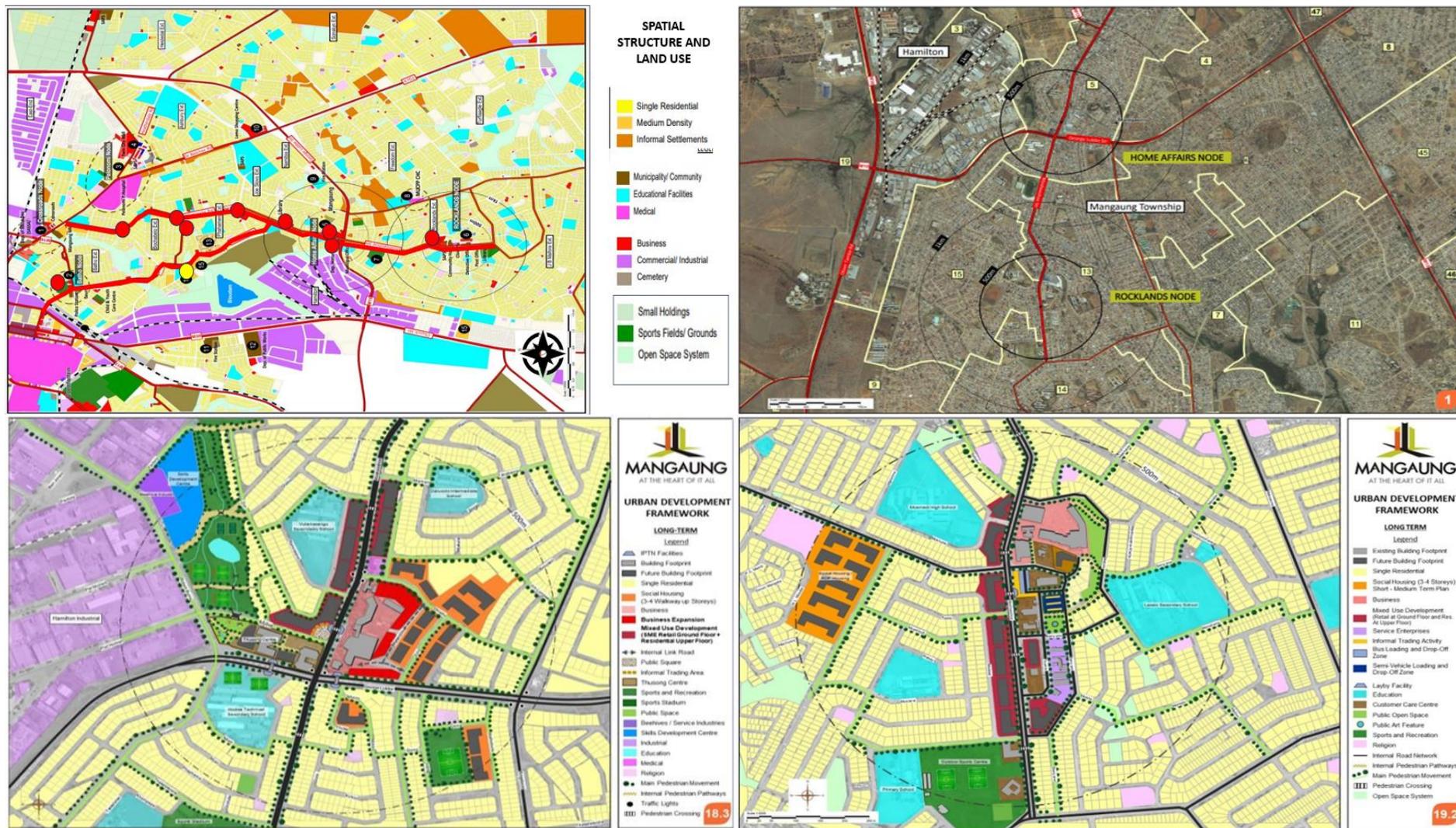


Figure 4: 12. Moshoeshoe/Maphisa Road Activity Corridor, Home Affairs and Rocklands Nodes.

From commercial banks, food outlets as well as retail stores. Petrus Molemela stadium is in close proximity as well as the Hamilton Industrial area.

## A2. Rockland Node

**Figure 4:12** (bottom right) illustrates developments that should happen in the long term on the Rocklands Node. The long-term developments, as mentioned above, are broken down into short and medium term as well as the long-term developments. The node offers social facilities such as the Police Station, community hall, the clinic, post office as well as the church. The shopping centre is composed of food outlets, commercial banks, retail outlets as well and the filling station. There is a lot of informal businesses found across the Rocklands shopping centre such as salons, street vendors, internet café, photocopy shop, etc. The node holds a huge potential for both the benefit of the informal and formal businesses within the node.

### b) Dark and Silver City Nodal Development

Dark and Silver City (**Figure 4:13**) is a social housing development in Silver City township. The social housing is meant to assist the low-income group to get adequate housing that can be affordable.



**Figure 4: 13. Dark and Silver City Nodal Development.**

#### Development Proposals

- Public Transport Bus Stop along Maphisa Road
- Pedestrian Crossings
- Cycling Routes along Maphisa Road

### c) Botshabelo Township Activity Corridor

The Botshabelo Activity Corridor consist of various nodes from the N8 Interchange and the Liberty Mall to the east and the Botshabelo Industrial Precinct to the west (see **Figure 4:14**).





**3D Project Concept Layout:**

to establish framework and opportunities for a safe and healthy densification of the BD and surrounding urban landscape

creating a city park with facilities for all to use

formalize and order existing informal activities

establish an urban landscape to provide for users of transport nodes

to create a quality streetscape as 'high street' of Botshabelo CBD

Mixed use  
Residential  
Medium density housing

**BOTSHABELO CBD UPGRADE:**

activities

**Proposed urban development framework**

Existing Mall  
Existing park  
Existing transport node  
Existing small node  
Existing public space  
Medium density housing  
Proposed central area  
Proposed city park  
Proposed city park

Street scene  
Activity street  
Retail complex

**MANGAUNG**  
AT THE HEART OF IT ALL

**BOTSHABELO CBD PROPOSED RE-DEVELOPMENT:**

plan

WETLAND GREEN SYSTEM

CIVIC CENTERS

CITY SQUARE WITH GREEN CITY PARK

RETAIL DEVELOPMENT

OPEN GREEN PARK FOR RECREATIONAL ACTIVITIES

MEDIUM DENSITY RESIDENTIAL AREA

Transportation hub  
Medium density housing

**MANGAUNG**  
AT THE HEART OF IT ALL

The Free State Development Cooperation is the biggest land owner of Industrial and Business sites in the Area. The FDC is also the land owner for the shopping mall in central part of the activity corridor. The Development Proposal include various land owners and suggest the revitalisation of the FDC Shopping Centre.

d) *Thaba Nchu Nodal Development*

**Figure 4:15** delineates Thaba Nchu Nodal Development demarcated in the Central Business District zone of the town.

## Thaba Nchu Central Business District



**Figure 4: 15. Thaba Nchu Nodal Development**

### Proposals

- The Thaba Nchu CBD require an incentive scheme to encourage property owners to renew their buildings.
- The Main Road from the Interchange through the CBD should be upgraded with pedestrian walkways.
- The Park to the north- east of the CBD should be upgraded for recreation purposes.
- The proposals of the Thaba Nchu Urban Revitalisation should be implemented.

### Action 4.8 Development of Nodal and Precinct Plans

The City should develop various development Nodes and Urban Precincts which will complement the activity corridor and public transportation routes. The following Precinct Plans should be developed for the city.

a) *Waterfront/Stadium Sports Precinct*

The Waterfront and Stadium Precinct (see **Figure 4:16**) is of special significance for the city in that the stadium precinct provide infrastructure for major sports events in the city.



Figure 4: 16. Waterfront/Stadium Sports Precinct.

#### Waterfront Stadium Precinct

The Precinct is known for a variety of land uses amongst other;

- Shopping Malls
- Sports Stadium
- Zoo land
- Advocates Chambers
- Tourism Centre
- Swimming Pool
- Rugby Stadium
- Cricket Stadium

#### Proposals

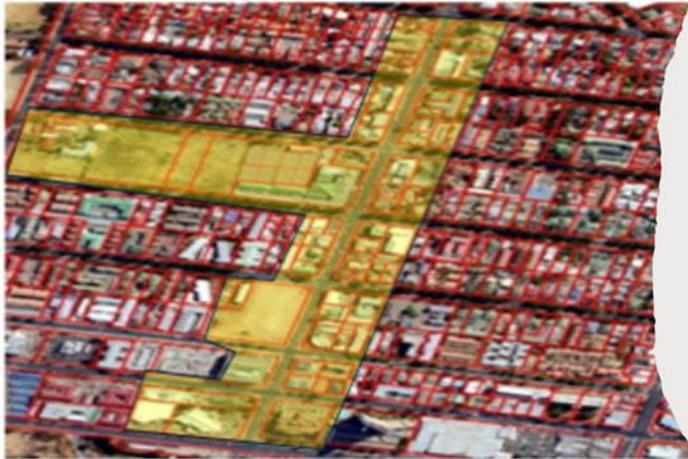
- Upgrading of Parking Area at Swimming Pool to host National Events
- A Scatting Ring to be developed
- Safety and Security Plans
- Waste Management Plans
- Development of a Pedestrian Bridge Over 1 st Avenue to Waterfront Mall
- Pedestrian Crossings
- Re-opening of the Zoo
- Development of Ablution Facilities at Flower Market for SMME's
- Upgrading and Redevelopment of the Tourism Centre
- Safety and Security around Tourism Centre
- Development of a Scatting Ring
- Development of a Pedestrian Bridge across First Avenue

#### b) Second Avenue Precinct

Second Avenue Precinct became significant to the city for entertainment. **Figure 4:17** presents demarcation of the 2<sup>nd</sup> Avenue Precinct together with its development proposals.

Based on the proximity to the waterfront would be suggested that the precinct be integrated with the waterfront precinct.

## Second Avenue Precinct



- Proposals for this precinct is ;
  - Pedestrian Walk Ways
  - Parking Zones
  - CCV Cameras for Safety and Security
  - Paving of Road at Strategic Intersections
  - Development of Street Art

Figure 4: 17. Second Avenue Precinct

### c) Hamilton Industrial Park Precinct



The Node is known for various heavy Industrial Engineering facilities. The Node hold one of the oldest industrial companies in South Africa within the sector of trailer manufacturing and skills development.

SA Truck Bodies is a Bloemfontein based company which expanded by having facilities in all major cities in South Africa amongst other Cape Town, Durban, Johannesburg,

Bothaville, East London. The company also have major facilities in numerous African Countries like Mozambique, Zimbabwe, Zambia, etc.

The Node play therefore a significant role in manufacturing and creating logistics infrastructure and components development in the country. Other industries in the Hamilton Node are;

Coca- Cola, South African Breweries, Paving Manufacturing, Motor Vehicle Manufacturing, Logistics Companies. Hestony Transport is one of the biggest logistics companies in the country. The company capitalise on the central location of Bloemfontein and the Agricultural Base of Mangaung and the province. The Node is ideally located because it is within walking distance from the Rocklands,

Phahameng townships and will in future also be in close proximity to Hillside, Vista Park 2 and 3 Catalytic Projects of the city.

#### Proposals

- That the Municipal Industrial Sites Hamilton the serviced and leased to the private sector
- That the Intersection at Vereeniging Extension and Oliver Tambo Road be upgraded.
- A Master Plan should be developed for the Node.

#### d) N8/West Development Precinct

The N8 west became significant based on its location where the N1 and N8 connect opening up for transport from the Northern Cape and the mining towns of Sishen and Kathu. This also provide opportunities for connecting traffic from Gauteng and the coastal cities.

## CECELIA PARK STRATEGIC ROADS UPGRADES

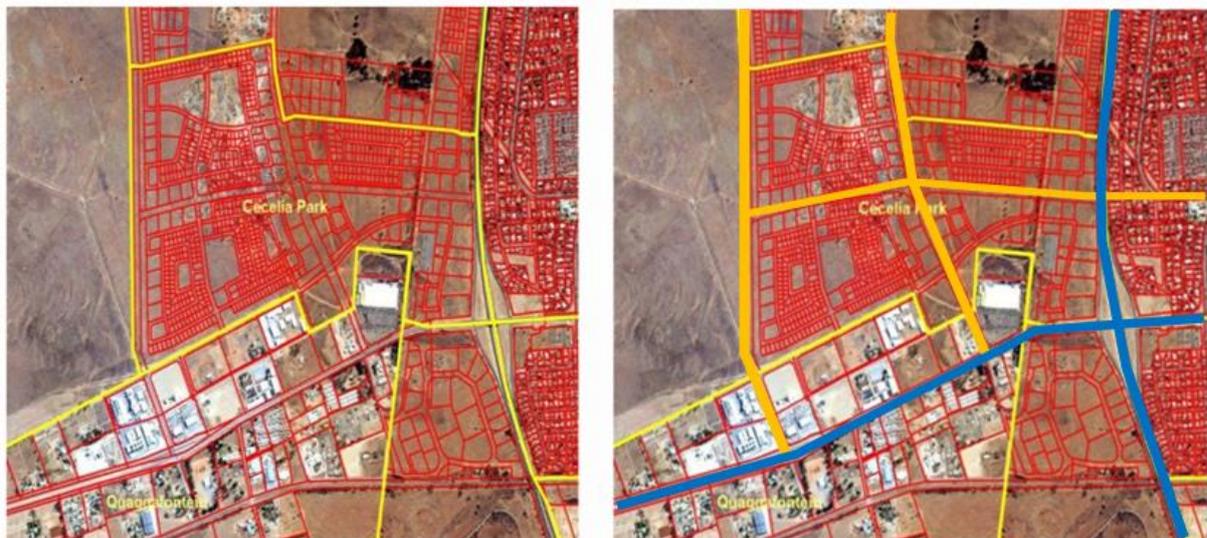


Figure 4: 18. N8/Est Development Precinct

The Development of Cecelia will be significant to effect the Spatial Transformation Agenda of the City, **Figure 4:18** above. Central to this will be significant to construct the connector Roads which link the N8 with Du Plessis Avenue and the connector road to link the N8 with Wynand Mouton Road. This will ignite the development of Cecelia Park development. The Industrial Node became significant as a Node on the N8 west and a node along the N1. The Node is specifically important for agro – processing, logistics and warehousing. There is also a strong footprint of courier companies which capitalise on the central location of the city by locating on the main national road arterials.



Further to this there is also a growing interest of logistics companies to locate along the N8 west as depicted below on **Figure 4:19**.



**Figure 4: 19. Logistic companies along N8 West of MMM.**

#### Proposals

- A Master Plan should be developed for development Kwaggafontein Industrial south of the N8.
- Collaboration on design criteria for Roads between the Provincial Government and SANRAL Should be established for design criteria for the Node
- Investigation should be made for Train Station at the Node that will link a passenger rail – network from the Bloemfontein CBD.
- A Public Transport Route should be developed to the Node from the Bloemfontein CBD.
- Construction of Roads at N8 and Du Plessis Avenue
- Construction of Roads connecting N8 west and Wynand Mouton Avenue.

#### e) *Naval Hill Tourism Precinct*

Naval Hill is a Nature Reserve within the Urban Settlement of the Urban Node Bloemfontein. This Precinct is a tourist attraction based on the elevation of the nature reserve in relation to the surrounding urban settlement (**Figure 4:20**). The nature reserve has viewing points to the south where you can view the city during the day and at night. The Nelson Mandela statue is located on the southern tip of the nature reserve and is very popular for visitors. The nature reserve also has a planetarium that is managed by the University of the Free State.

The nature reserve has several wild animals like giraffes, buck species that can be viewed by visitors. The nature reserve has walking trails and cycling routes which is popular for runners.

SECURITY GATE

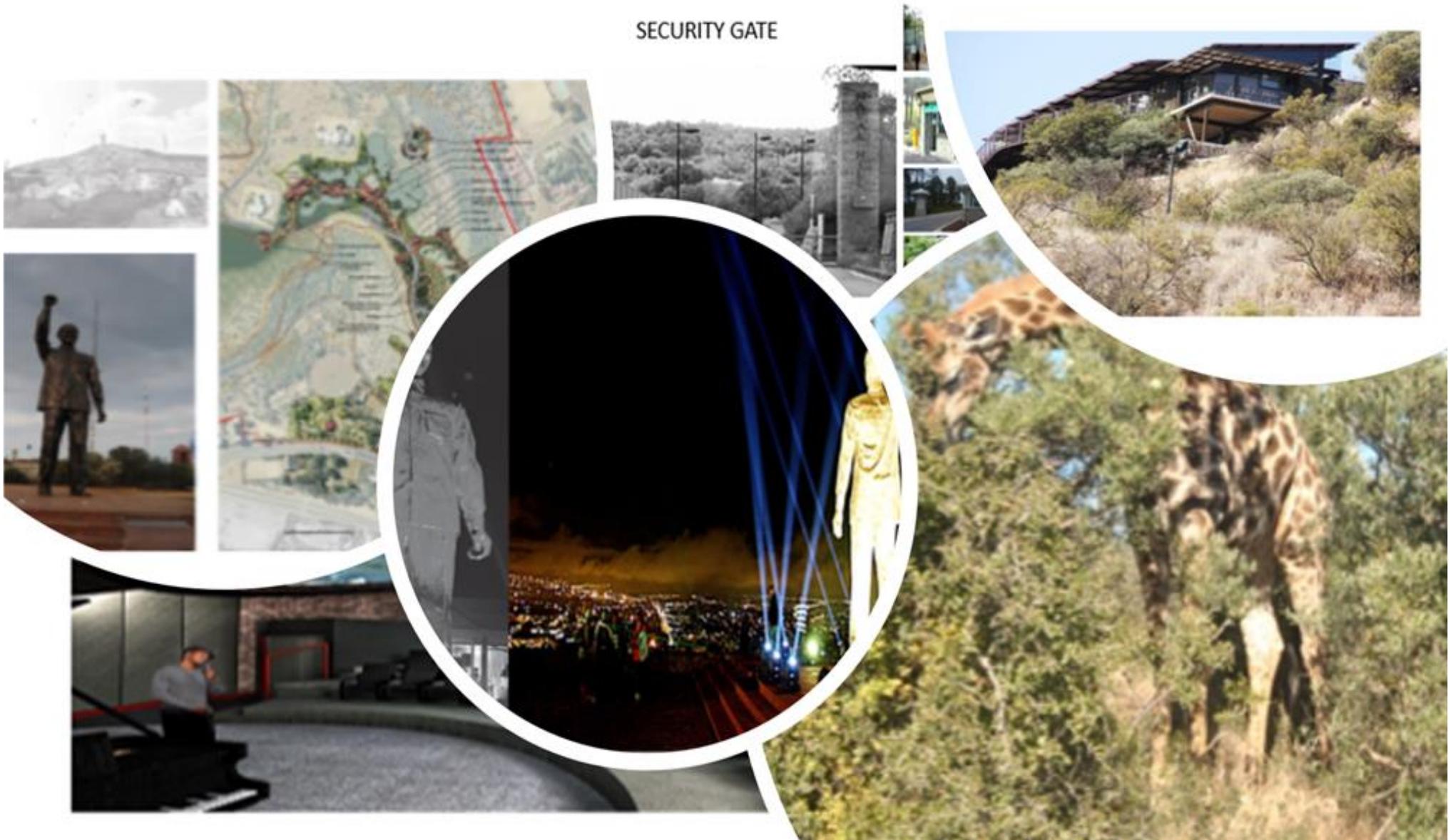


Figure 4-20. Images from Navil Hill Precinct.

### Development Proposals

- Naval Hill should keep its natural character and should be maintained.
- An Amphi – Theatre to be developed at the Restaurant

Alongside with the Nodal and Precinct plans should be developed.

- Land Use Maps and Zoning Maps
- Public Transport Plans
- Densification Plans
- Implementation Plans

### Action 4.9 CBD Renewal Strategies

Due to the fact that the CBDs play a significant role as the key economic centres of city which also form the main centres of employment and business. The city should have CBD urban renewal strategies which should be combined with an urban management plan. The CBDs of the City should have Urban Development Zones (UDZ) which form part of a Tax Incentive to renew Urban Centres. The City Should develop Urban Renewals Strategies which should include the following;

#### a) *Public Safety and Security Plans*



Figure 4: 21. Public Safety and Security Plans.

SMART City principles could be applied to manage security in the CBD like CCV Cameras and security patrols on the ground due to the day-to-day dynamics in the CBD. Security in the CBD requires coordination between Mangaung Security Officials, Traffic SAPS and Home Affairs as shown on **Figure 4:21**.



*b) Urban Development Zones*

The Urban Development Zones is an incentive package by the South African Revenue Service to enhance urban renewal in metropolitan cities. The incentive package became significant in urban renewal programmes of the cities.



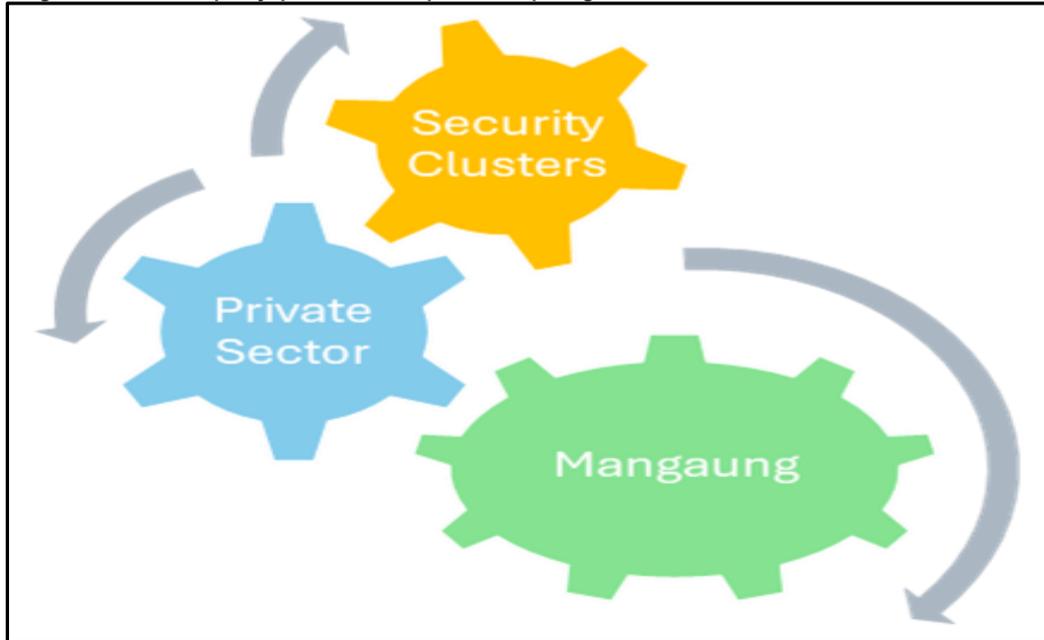
**Figure 4: 22. Urban Development Zones in Mangaung.**

The UDZ benefitted the Urban Renewal programmes of the city in that various private sector companies responded to this initiative as depicted on **Figure 4:22**. However, this incentive should be extended to Thaba Nchu CBD, Botshabelo and the rural towns of Wepener and Dewetsdorp.

*c) Partnerships with Private Sector*

Partnerships illustrated in **Diagram 4:6** below, are between the municipality and private sector is absolutely essential to manage Security, waste removal and sick buildings in the CBD. The Municipality should keep record of sick buildings in the CBD and engage owners by issuing notices to property owners.

Diagram 4: 5. Municipality, private sector partnership diagram.



d) *Public Transport Plans*

Public Transport Management is absolutely important in the CBD and areas for taxi stops should be demarcated with the said Transport Unions and Authorities. Hoffman Square plays an important role as open space and focal point for bus-stops in the City. A report should be developed how to make the Inter-modal facility functional or alternative use.

e) *SMME Development Plans*

The CBD Master Plan should demarcate zones in the CBD for informal trading. Permits for informal traders should be issued based on application received. The City should develop SMME Infrastructure and ensure effective policing and management plans. For example, Mobile Shops can be introduced with support from DESTEA, see **Figure 4:23** below.



Figure 4: 23. SMMEs Development Ideas.

f) *SMART City Development Strategies*

The City should implement SMART City principles according to the South African Smart City Framework (see **Figure 4:24**). For a smart South African city to be inclusive, it should adhere to six interdependent principles. These principles provide guidance when decisions have to be made regarding the identification, planning and implementation of smart initiatives and technologies. Each principle is expressed in the form of an objective that should be achieved to enhance the inclusiveness of a smart city initiative.

Decisions regarding the nature and purpose of a smart initiative or technology should be guided by the following principles:

- It should be smart for all.
- It should use technology as an enabler rather than a driver.
- It should be shaped by, and respond to, the local context.
- It should be informed by the real needs of the community.
- It should embrace innovation, partnerships and collaboration.
- It should be sustainable, resilient and safe.

### The Fourth Industrial Revolution

The Fourth Industrial Revolution, 4IR and Industry 4.0 are labels developed to apply to the era of cyber-physical systems that go beyond mere automation, with industries and systems that are decentralised but integrated and transparent, self-optimising, selfconfiguring and self-diagnosing.

Technologies and concepts that are commonly associated with 4IR and smart cities include the Internet of Things, Human Enhancement Technologies, Virtual Reality and Augmented Reality, Near Field Communication, Advanced Materials and Smart Materials, Speedy connectivity (5G and Wi-Fi 6), 3D Printing and Additive Manufacturing, Big Data, Distributed Ledger Technologies and Blockchains, smart electrical grids, bots, drones, satellite enablement, facial recognition, and autonomous or driverless vehicles.

“A city is not smart because it uses technology. A city is smart because it uses technology to make its citizens’ lives better.”

Smart Cities Council, 201560



Figure 4: 24. Context and components of an inclusive smart city

#### Action 4.10. Non-Motorised Access

The City should make provision for non- motorised transport along Public Transportation Routes and Main arterials as illustrated in **Figure 4:25**.



Figure 4: 25. Proposals for NMT along the Vereeniging Road.

#### Action 4.11 N1 Road Nodal Development

N1 runs west of Bloemfontein from Johannesburg to Cape Town as shown in **Figure 4:26**. The city is hence a bypass city located right at the centre of the country. Developments should thus be encouraged along the N1.

Pitt Stop Node	<ul style="list-style-type: none"> <li>The Node is known for a Petro Filling Station and Truck Stop. Further development will be considered in terms of the land use scheme.</li> </ul>
R64/ N1 Node	<ul style="list-style-type: none"> <li>The Node is known for mixed land uses.</li> <li>Proposals for further developments will be considered in terms of the Land Use Scheme.</li> </ul>
N8 / N1 Node	<ul style="list-style-type: none"> <li>The Node is significant because it is linking the Mangaung Municipality Northern Cape and the mines areas of Kathu, Sishen etc.</li> <li>This node became very significant for trucking, courier services, retail and agricultural processing plants due to the centrality of Bloemfontein.</li> <li>The node holds potential to expand.</li> <li>The development of Cecelia Park will become significant in order to provide accommodation closer to the place of employment.</li> <li>Public Transport to the area will also become significant.</li> <li>The development of a Train Station from the Inner City should also be investigated due to the available infrastructure.</li> </ul>

- The construction of a road connecting the R64 and N8 to enhance accessibility via Du Plessis Avenue in Langenhoven Park and Cecelia
- Casino Node
- The Node is known for entertainment. Further proposals will be considered

Below is the N1 Nodal Development image.



Figure 4: 26. N1 Nodal Developments Proposals.

#### Action 4.12. N8 Corridor Development

Corridor development has become popular in South Africa in the recent years as a means to integrate previously segregated communities. It requires thorough planning and large public investment in order to create an investor – friendly environment, but the potential benefits to the economic upliftment of the previously disadvantaged areas and the economic development of the entire area can be substantial. The challenge is to create an economic threshold that will ensure the success of the corridor.

The road between Bloemfontein, Botshabelo and Thaba-Nchu is arguably one of the busiest roads in the Free State after the N1 and N3. The question has always remained how the economic benefits of this road can be maximized. The Mangaung Metropolitan Municipality (MMM) has identified this road as a major asset for the municipality and has set the objective, namely: To facilitate the implementation of the corridor development along the N8. The N8 route links Kimberley in the Northern Cape Province with Bloemfontein and Maseru in Lesotho (See **Figure 4:27** below). The study area includes the area from the Bloemfontein Central Business District to the proposed Outer Ring Road. This area will be

indicated as phase 1 – Bloemfontein CBD to Fresh Produce Market and Phase 2 - Rudolph Greyling to Outer Ring Road.

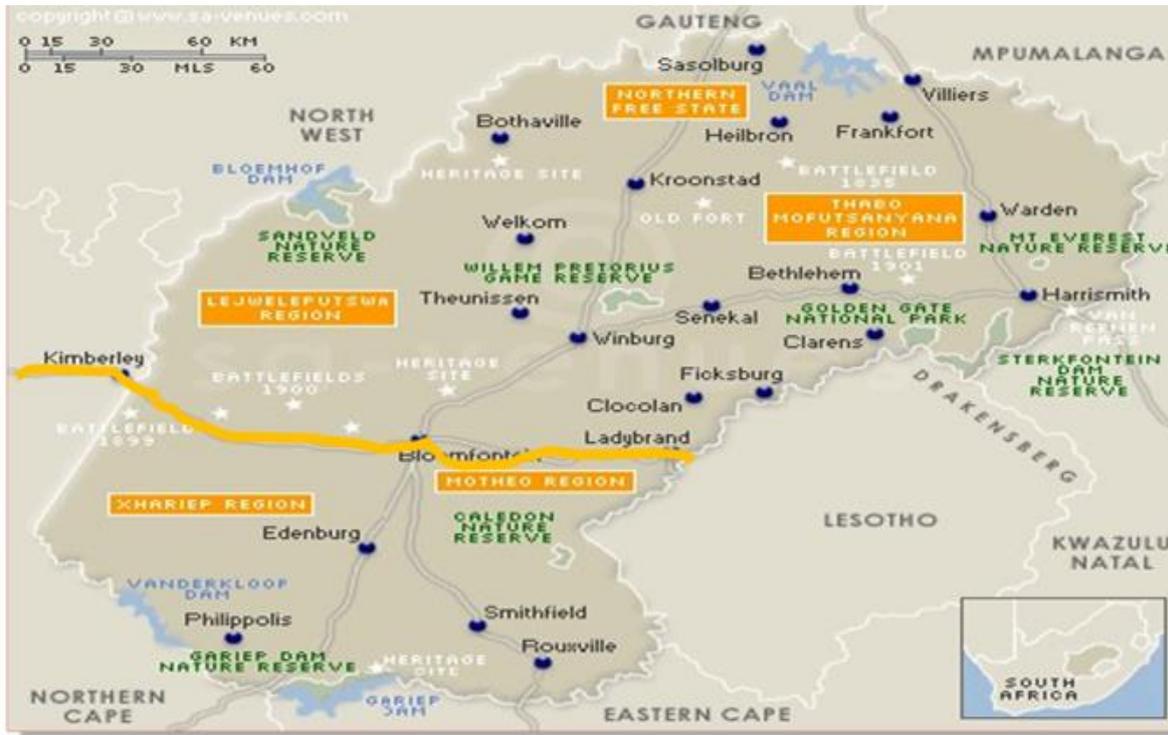


Figure 4: 27. N8 Corridor

Mangaung comprises of three urban centers and a surrounding rural area accommodating both commercial and communal mixed farming. The rural area of Thaba Nchu consists of 41 rural villages all with communal land. Major arterial routes traverse the area – N1, N6 and the N8.

The area is also serviced by an east/west and north/south railway line and an international and a municipal Airport. Another airstrip not currently in use is located in Thaba Nchu. The study area creates a linkage between the three urban nodes – Bloemfontein, Botshabelo and Thaba-Nchu.

Bloemfontein is the sixth largest city in South Africa and the capital of the Free State Province and represents the economic hub of the local economy. It is centrally located and serviced by the N1 which links Gauteng with the Western Cape. The N6 links Bloemfontein to the Eastern Cape and the N8 which links Lesotho in the east with the Northern Cape in the west. The north-south rail has induced an access barrier between the poor and employment opportunities. People travel from disadvantaged areas in the south-east of Bloemfontein, Botshabelo and rural areas of Thaba-Nchu to the CBD of Bloemfontein for employment opportunities.

A major relocation of services has taken place from the CBD to the suburbs, particularly to the west, which led to under- utilized office space in the CBD of Bloemfontein. The declining of manufacturing in the city is a matter of concern. The areas surrounding the CBD have developed as transgression areas with a mixed land use base. Several structure plans were developed to manage this problem (refer to Mangaung Spatial Development Framework).

For the purpose of this study several nodes have been identified along the Mangaung N8 Corridor, presenting the dominant focus areas. These are;

The CBD Bloemfontein, Botshabelo and Thaba-Nchu, Transwerk, Golf Course and Schoeman Park, Fresh produce Market and Abbatoir, Estoire, Bloemfontein International Airport, Racecourse and Farm Sunnyside, Airport Node, Mandela View, Bloemdundia, Rustfontein Dam, Botshabelo, Thaba Nchu, Maria Moroka/Protea Hotel Black Mountain, Kwaggafontein and N8 west.

#### **Proposal**

- A Detailed N8 Corridor Plan should be developed which should focus on Nodal Development along the N8.

#### **Action 4.13. Regulatory and Institutional Reforms**

- Transform all land use management policies to be more investor friendly.
- Transform the Traffic Engineering Department to keep up with trends in bigger metros in the country.
- Strengthen the capacity of Roads and Stormwater to fast-track comments and service level agreements.
- Develop monitoring systems on turnaround times in all sector departments involved in processing of land use applications.
- Create platforms of engagements to unlock major and priority projects that will enhance economic growth in the city.
- Strengthen the capacity of building inspectors in the city.
- Research on shortened land use processes in land use management.

#### **Action 4.14. Strengthen the Strategic Planning function.**

Strengthen the strategic planning function by appointing Urban Designers and Land Scape Architects

#### **4.5.5. Infrastructure**

#### **Objective 5: Manage regional infrastructure implementation and maintenance.**

#### **Action 5.1: Align infrastructure implementation and upgrading programmes with land use development programmes**

Engineering services are critical towards the establishment of sustainable human settlements and facilitating economic development and job creation. Hence, infrastructure investment within The MMM should be primarily directed towards serving the identified urban and rural nodes within the municipal area.



**Urban Areas are defined as:**

- Where existing township development exists within the Urban Edge;
- Extensions of existing urban development where development is contiguous (i.e. abutting) to existing municipal infrastructure services within the Urban Edge, and
- Resort and industrial developments outside of the Urban Edge where, by prior arrangement, service provision can be feasibly provided.

Developments in all other areas will be responsible for providing capital, operating and management costs, their own bulk (treatment plants), as well as link and individual services to the standards required by the Department of Water Affairs and the municipality.

**Action 5.2: Promote the development of “green technology/energy” and incrementally implement the Smart City Concept**

In line with the Smart City concept as illustrated in **Annexure C4**, The MMM should focus on the following important engineering services transitions over the short to medium term:

**a) Water**

- More stringent water conservation and demand-management initiatives;
- Increase water-use efficiency and equitable distribution through appropriate regional distribution schemes and incentives;
- Develop available groundwater resources;
- Adopt the re-use of wastewater effluent as standard practice, and
- Improve monitoring and reporting to ensure best practice and standards in water and wastewater management.
- Establish agreements into MOU with the University of the Free State on Underground Water Resource Management

**b) Energy**

- Promote and enable energy efficiency and demand side management;
- Promote the development of renewable energy plants;
- Enhance universal access to clean, renewable energy services.

**c) Transport**

- Invest in public transport and non-motorised transport (NMT), and
- Promote and enable low carbon transportation and shift transport patterns to reduce reliance on liquid fuels, and
- Shift freight traffic from road to rail along major routes.
- Facilitate Coordination between the spheres of government

- d) **Roads**
- Develop a Roads Master Plan and Implementation Plan
  - Align the Roads Master Plan with the SDF
  - Incorporate the Projects in the Roads Master Plan with IDP and SDF Implementation Plans
  - Facilitate coordination between the Municipal, Provincial and SANRAL Roads Authorities
- e) **Waste**
- Reduce waste volumes and increase recycling and re-use;
  - Introduce waste-to-energy initiatives in the longer term, and
  - Invest in clean technology and value adding to waste.
  - Develop partnerships with Private Sector regarding waste management and recycling
  - Create opportunities for Private Waste Recycling Companies
  - Establish partnerships and educations programmes with local communities for waste management and recycling
  - Develop Waste Management Infrastructure in disadvantaged areas and illegal dumping hotspots.
  - Investigate opportunities for waste to energy sources
- f) **Information and Communication Technology**
- Establish a strong broadband and fibre infrastructure network to ensure efficient communications and internet services.

### **Action 5.3 Ageing Infrastructure**

Property Plant and Equipment (PPE) are central to rendering services to the community. The quality of services rendered to the community can be directly linked to the age and condition of existing infrastructure. Aging infrastructure may result in frequent interruptions of service and/or result in lower quality of service, and demand higher expenditure on repairs and maintenance.

### **Action 5.4 Infrastructure Priority Investment Nodes**

As part of the Bulk Infrastructure and Roads Master Plan the city should identify priority investment nodes alongside with the national and provincial departments and private sector to ignite the economy of the city.

#### **Proposals**

- Main Roads Arterials at Cecelia and N8 – west to open development of Cecelia
- Upgrading of Lucas Steyn to ignite development around Roodam to expand the Tax Base
- Infrastructure Upgrading of Brandwag Area and properties along Paul Kruger Avenue to allow for densification along IPTN Routes
- Upgrade of Infrastructure in CBD to allow for densification.

- Redevelopment of M10 Roads from Moshoeshoe to N8 east
- Redevelopment of Dewetsdorp Road from Dr Belcher to Outer Ring Road
- Widening of Oliver Tambo Road
- Development of NMT along Vereeinging Extension, Maphisa and Moshoeshoe Roads

### 6.5.6. Economic Development and Job Creation

**Objective 6: Identify and optimally utilise economic development opportunities in a sustainable manner.**

**Action 6.1: Implement programmes aimed at promoting economic upscaling of emerging entrepreneurs as part of the “Township Economy”.**

There is a wide variety of economic activities that can be pursued in a “Township Economy” as listed in **Annexure D1**. The MMM should actively promote the establishment of as many as possible of these enterprises within the settlement areas in order to promote economic development and job creation.

There is also little support for the informal economy, while township economies are unable to retain local spending power. Many of the challenges are as a result of insufficient institutional capacity and lack of strong instruments for implementation.

(NDP)

Linked to the above, a variety of formalised informal trading structures should be encouraged at strategic locations within business areas and close to community facilities (Thusong Centres), public transport facilities and public open spaces within the MMM. Informal trading, skills training of informal traders, and proper management and regulation of designated informal trade areas should be dealt with as a consolidated programme in the MMM.

**Annexure D2** provides more detail about informal trade empowerment and upgrading and illustrates various ‘levels’ of informal trade. These range from traders operating without formalised informal trading structures in ‘level 1’ and up to ‘level 4’ where traders are incorporated into the formal economy within the retail and manufacturing/ service industry sectors.

Following from the above, it is vital that provision be made – both physically and institutionally – for a variety of entrepreneurial activities at all nodes. Initiatives to encourage and support entrepreneurship may include, amongst others, a variety of trade stalls at strategic locations (such as along major pedestrian movement lines of public transport transfer facility) within nodes and at major tourism destinations. It could also involve the establishment of an “LED Warriors Forum” to make potential entrepreneurs aware of the different opportunities available and to guide them towards establishing

themselves in the municipal economy. The Mangaung private sector could also provide mentorship assistance to emerging entrepreneurs in such programmes.

### **Action 6.2: Align tertiary education and skills development programmes to priority economic sectors**

The Free State University and Central University of Technology already provides courses, but there is significant scope to enhance skills in a range of programmes (also refer to the list of possible economic activities as part of a Township Economy as depicted in **Annexure D1**). Care should be taken that local skills development centres are established in each of the second order settlements.

### **Action 6.3: Promote business uses within strategically located mixed use nodes.**

Business activity should be promoted within each of the settlement areas in the municipality. The primary business node in Mangaung is the Bloemfontein Central Business District which provides the most comprehensive range of retail and office related services and facilities.

Apart from this, a number of secondary and lower order business nodes (community nodes) are proposed in all the major settlement areas within the MMM. More detail in this regard is provided in **section 4.5** of this document.

### **Action 6.4: Facilitate light industrial and commercial development at designated strategic locations**

There is scope for local industrial activity comprising light industries, service industries, and commercial activity. The existing industrial areas in Mangaung accommodate a range of these activities but it is almost fully developed.

Hence, it is proposed that Council commences with a process towards the expansion of industrial/commercial activity in the Estoire area between the Spoornet railway yard and the Bram Fischer International Airport. More details are included in section 4.5.1 of this report.

Provision is also made for increased light industrial activity and the establishment of agri-industries in Thaba Nchu as part of the Mangaung Agri Park Initiative. Action 6.5: Promote agriculture focusing on priority commodities in four functional areas

- There are four functional agricultural areas within the Mangaung area:
- The northwestern areas around Bloemfontein which also include the bulk of irrigated areas;
- The agricultural communities around Dewetsdorp in the central southern parts;
- The agricultural communities around Wepener/Van Stadensrus in the far-southern parts, and

- The subsistence farming communities around the rural villages in the areas under traditional authorities to the north and south of Thaba Nchu and which has been earmarked for Agrarian Transformation.

Agriculture related interventions should be aimed at optimising agricultural production and downstream beneficiation in line with the most suitable commodity value chains relevant to each of the areas noted above.

#### **Action 6.5: Incrementally implement the Agri Park initiative in the Mangaung municipal area**

The Mangaung Agri Park Business Plan identified potential for the establishment of an Agri Hub (agri-processing industries) at Thaba Nchu and three Farmer Production Support Units (FPSUs) in the surrounding areas. The priority FPSUs are to be established at Sediba and Feloane to the north and Botshabelo to the south of route N8.

The proposed Rural Urban Marketing Centre (RUMC) is to be located in Mangaung/Bloemfontein and could be consolidated with the existing Fresh Produce Market forming part of the Spoornet industrial area along Rudolph Greyling Avenue.

Agricultural training and skills development can be undertaken at the existing Glen Agricultural Research Centre to the north of Bloemfontein and at Lengau to the south where the University of Free State proposed the establishment of such facility.

#### **Action 6.6: Utilise precision farming to minimise the impact of agriculture on natural resources**

Against the backdrop of the limited water resources available in the region and in line with the “Smart Development” concept which aims to use ICT as a means to advance development, it is furthermore recommended that The MMM promotes the introduction of Controlled Environment Farming/ Precision Farming in the municipal area.

This approach optimises the use of resources such as water, energy, and space, and could provide a means of income to a number of emerging/ small farms in the municipality. It also poses the opportunity to promote agri tourism. (Refer to **Annexure D3** for more detail in this regard.)

**Controlled Environment Agriculture** is a technology-based approach toward food production including hydroponics, aquaculture, and aquaponics. The aim of CEA is to provide protection and maintain optimal growing conditions throughout the development of the crop which takes place within an enclosed growing structure such as a greenhouse or building. CEA optimises the use of resources such as water, energy, space, capital and labour.

It is important that emerging farmers be supported in the Mangaung area as a means to contribute towards poverty alleviation, enhancing food security, and establishing sustainable livelihoods. This can be achieved by way of implementing a number of measures as defined in the Emerging Farmer Upscaling Model illustrated in **Annexure D4**.

The Thaba Nchu area could serve as a pilot project in the Mangaung area to promote the establishment of successful emerging farmers.

**Vertical Farming** is the practice of producing food in vertically stacked layers, such as in a skyscraper, used warehouse, or shipping container. The modern ideas of vertical farming use indoor farming techniques and controlled-environment agriculture (CEA) technology, where all environmental factors can be controlled. These facilities utilise artificial control of light, environmental control (humidity, temperature, gases ...) and fertigation. Some vertical farms use techniques similar to greenhouses, where natural sunlight can be augmented with artificial lighting and metal reflectors.

*"We believe strongly that vertical farming can be a driver for sustainability in cities, but it's a young emerging industry with a very green face, focused on growing local, pesticide-free food, using less water, and creating potentially green jobs". (Henry Gordon-Smith, vice chair of AVF).*

#### **Action 6.7: Support emerging farmers to become part of the mainstream economy**

It is important that emerging farmers be supported in the Mangaung area as a means to contribute towards poverty alleviation, enhancing food security, and establishing sustainable livelihoods. This can be achieved by way of implementing a number of measures as defined in the Emerging Farmer Upscaling Model illustrated in **Annexure D4**.

The Thaba Nchu area could serve as a pilot project in the Mangaung area to promote the establishment of successful emerging farmers.

### **Action 6.8: Promote a comprehensive range of tourism activities based on the key characteristics of the identified functional tourism areas**

A number of potential functional tourism routes and precincts have been identified for the Mangaung area as depicted on **Figure 4:**. These include the following:

- Bloemfontein and surrounds hold the largest concentration of tourism attractions and facilities in the form of cultural-historic sites and buildings, scenery, sports and recreation, and hotels, conference facilities and guesthouses. A large component of this market is overnight accommodation for travellers along the N1 corridor between Gauteng and the Western Cape;
- Route R702 with several natural and cultural historic features along the route, and more specifically around Dewetsdorp and Wepener and from there into Lesotho;
- Route R701/R26/R709 which runs parallel to the west of the Maluti escarpment and which offers natural scenery and cultural-historic features, and
- Route N8 which links eastwards into Maseru in Lesotho, and which provides access to a wide range of (largely untapped) cultural-historic, scenery and accommodation and recreational facilities in and around the Botshabelo-Thaba Nchu complex.

Through proper planning, branding and signage these four areas should be developed individually but also to contribute towards the collective tourism vision and strategy for the municipality. This strategy should aim to fully exploit opportunities related to agri-tourism, eco-tourism and adventure tourism (cycling, hiking, rock climbing, horse riding, etc.). The planning should be based on inputs from the local stakeholders (formal and informal) and should be aimed at optimising the tourism value chain (experiences/ activities) within each of the precincts based on the local resources available.

### **Action 6.9. Identify nodes for SMME's and supporting infrastructure**

The city needs to identify nodes for SMME development and a management system to provide for emerging business people in the city. An example is the successful flower market which was established along Park Road and incorporated as part of the Park Road IPTN project.



**Figure 4: 28. Images of Flower market in Willows and Outdoor decorations in Fleurdal**

**Proposals**

- Strategic Informal Trade Nodes should be identified in conjunction with GIS to stimulate SMME development in the city.

**Action 6.10. Innovation and Technology**

South Africa faces high unemployment rates and the promise of the 5th Industrial Revolution (5IR). To tackle these challenges, the country needs innovative solutions that can boost economic growth, transform industries, revitalise skills, and create high-quality jobs in large numbers.

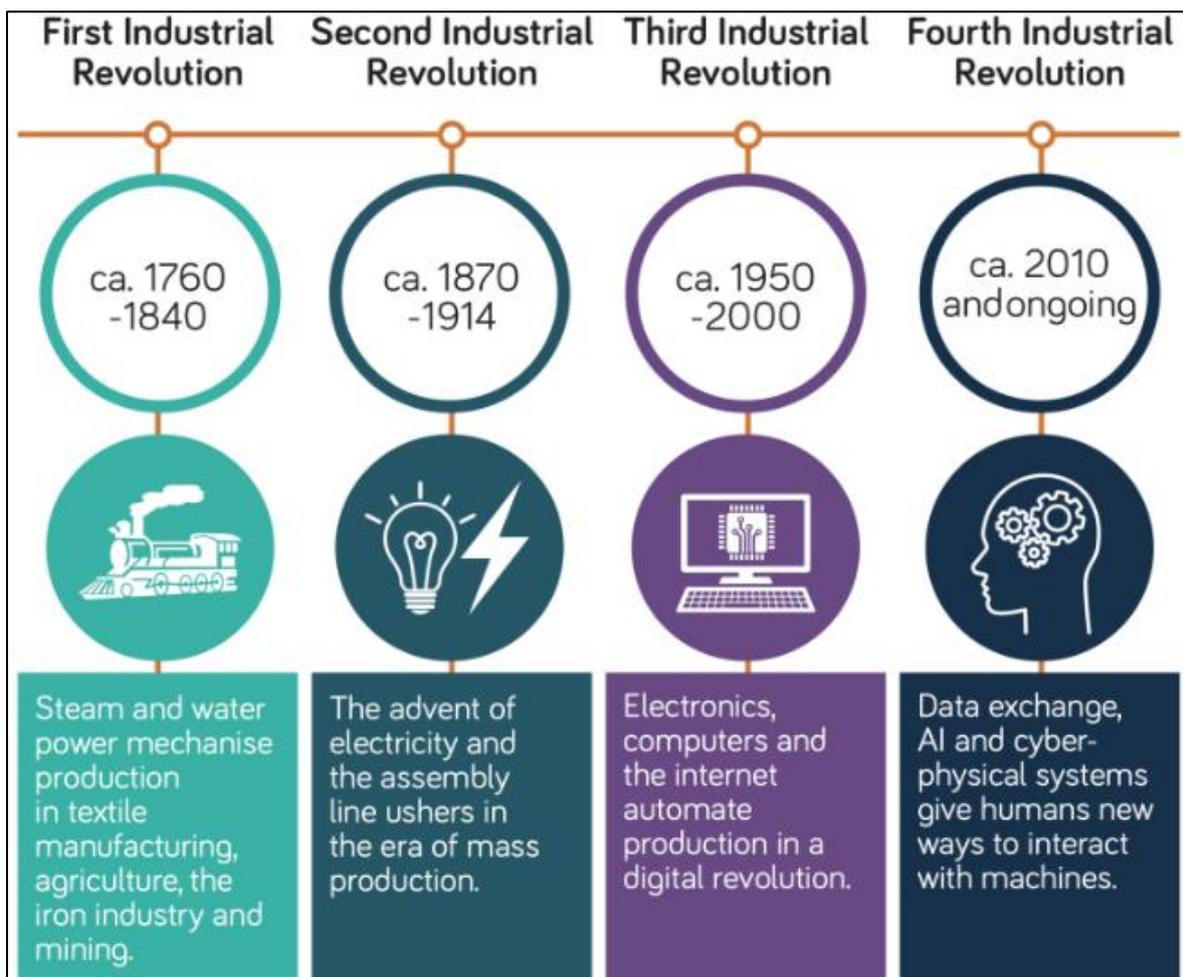


Figure 4: 29. Industrial Revolution.

To ensure the growth of digital industries, Mangaung must prioritise the building of a strong digital infrastructure that provides consistent and inexpensive access to high-speed internet throughout the country. It is also critical to rebuild the educational system to prioritise STEM disciplines (Science, Technology, Engineering, and Mathematics) from early childhood to higher school. Collaboration between educational institutions and the private sector can help curriculum meet the changing needs of the job market. Encouraging innovation hubs, incubators, and startup accelerators can also help to develop domestic talent.



## 4.6. COMPOSITE METROPOLITAN SDF

**Figure 4:30** represents the Composite Metropolitan SDF for Mangaung emanating from the Spatial Vision, Spatial Concept and Spatial Strategies as defined in **sections 4.1, 4.2 and 4.3** above.

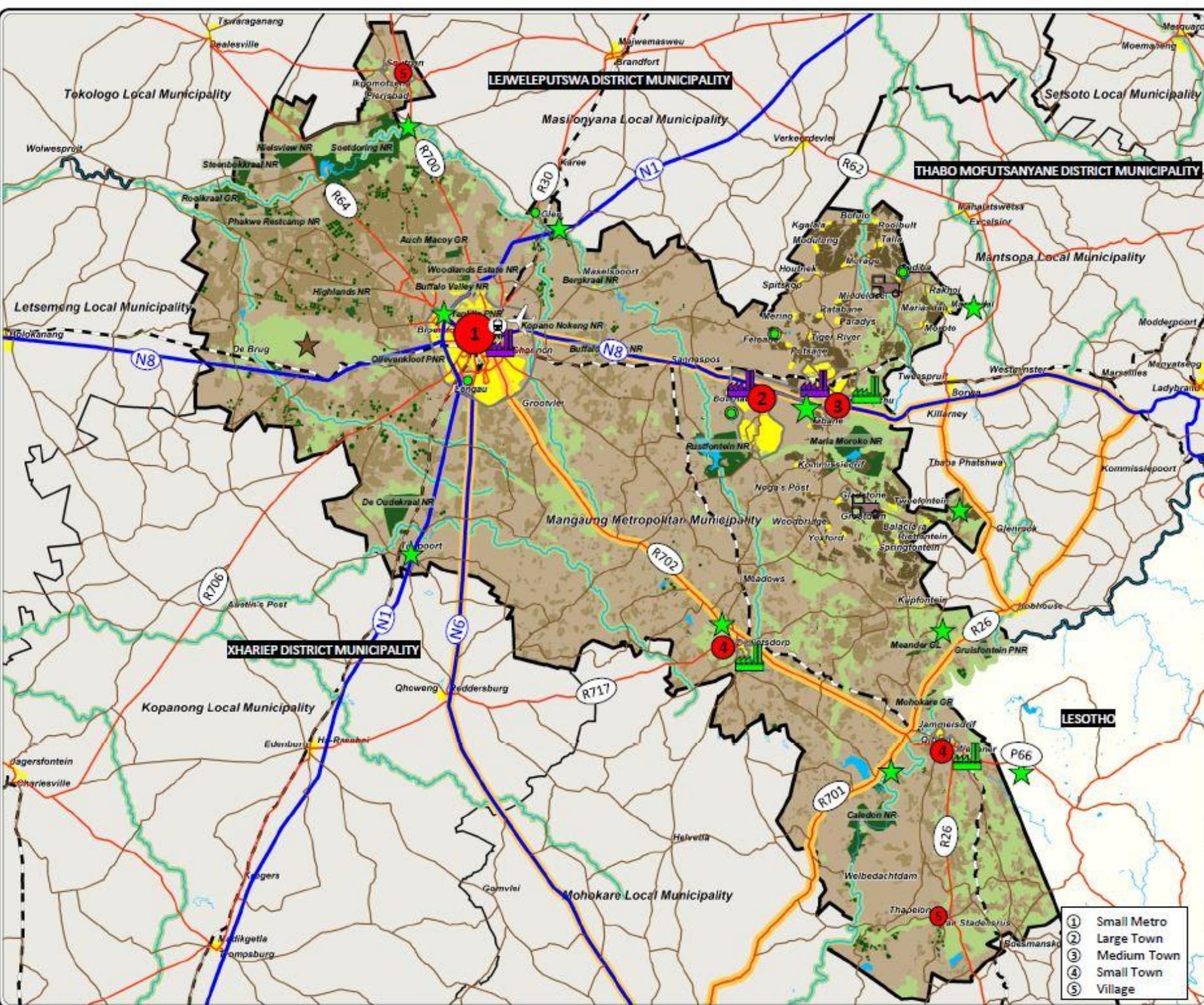
### 4.6.1. SETTLEMENT SPATIAL STRUCTURE AND DEVELOPMENT PROPOSALS

The following section provides some more details pertaining the proposed spatial structure and associated development proposals for each of the settlement areas in the Mangaung Metropolitan area.

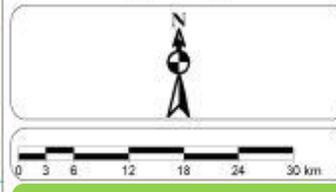
#### 4.6.1.1. Bloemfontein

Development Rationale
<p>Bloemfontein is centrally located in South African context and is the Capital City of the Free State Province. It comprises the widest range of economic activity (business, commercial, industrial, agriculture and tourism) in the province and represents the largest concentration of job opportunities.</p> <p>It also holds the biggest concentration of people, housing typologies and high, middle and lower order community facilities serving a functional community in excess of 2 million people in a radius of 300 kilometres around the city.</p> <p>The overall aim is to incrementally develop this urban complex into an integrated, efficient and sustainable metropolitan area.</p>

**Mangaung SDF:  
Composite**



- Core (Protected Areas)
- Buffer (CBA 1,2)
- Ecological Corridors
- Extensive Agriculture
- Crop Farming
- Irrigated Crop Farming
- Subsistence Farming
- Town/Settlement
- Rural Village
- Other Municipalities
- Neighboring Countries
- National Roads
- Provincial Roads
- Railways
- Railway Hub
- Airport
- Dams/Rivers
- Urban Edge
- Business Node
- Industrial Node
- Agri Industry
- Agrarian Transformation
- FPSU
- Agri Training
- Tourism Focus Areas
- Tourism Corridors
- Military (De Brug)



- 1 Small Metro
- 2 Large Town
- 3 Medium Town
- 4 Small Town
- 5 Village

Figure 4:30

Sources: eGIS.environment.gov.za; bGIS.sanbi.org; PSDES/TEA

#### 4.6.1.1.1. Environmental Core

---

**Figure 4:31** represents the proposed Metropolitan Open Space System (MOSS) for Bloemfontein and surrounds. Essentially, this system includes a number of protected areas like Naval Hill, Signal Hill, Grant's Hill, the Free State National Botanical Gardens and a number of parks and open spaces within the urban fabric. These open space areas are connected by way of a network of rivers and streams acting as ecological corridors.

This Metropolitan Open Space System needs to be protected, maintained and managed in line with the MOSS guidelines adopted by Council.

#### 4.6.1.1.2. Urban Development and Spatial Transformation

---

##### a) Movement Network

**Figure 4:32** graphically illustrates the existing movement network for Bloemfontein, as well as proposals towards the expansion/ enhancement thereof. The following are the most notable in this regard:

It is recommended that the construction of the N1 eastern bypass route be prioritised in order to unlock the economic development potential of the eastern parts of Bloemfontein around Mangaung township. This road reserve needs to be demarcated and protected at all cost.

The Spoornet rail precinct and the Bram Fischer International Airport are strategically located in the eastern areas of Bloemfontein. with the Estoire smallholdings between these two precincts holding significant development potential National route N8 links these two precincts to one another and to the existing route N1 (the main north-south transport corridor in South Africa), and it links up with the proposed N1 eastern bypass.

As shown on **Figure 4:32** an additional bypass is also planned to the west of Bloemfontein, but it is a long-term prospect which will only be necessitated by the future expansion of the city in this direction (beyond the year 2036).

The radial road network leading into Bloemfontein was historically well-developed and serves the city well. The only exception is the north-eastern quadrant where it is recommended that a radial link be established along the existing Tibbie Visser Avenue from Rudolph Greyling Avenue up to the proposed future N1 eastern bypass.

This link road will open up the development potential of the northeastern parts of Estoire and the Bloemsig area to the north of the airport. (The possible future extension of the airport runway across this alignment as illustrated on **Figure 4:32** can be resolved by way of a subway underneath the

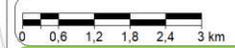
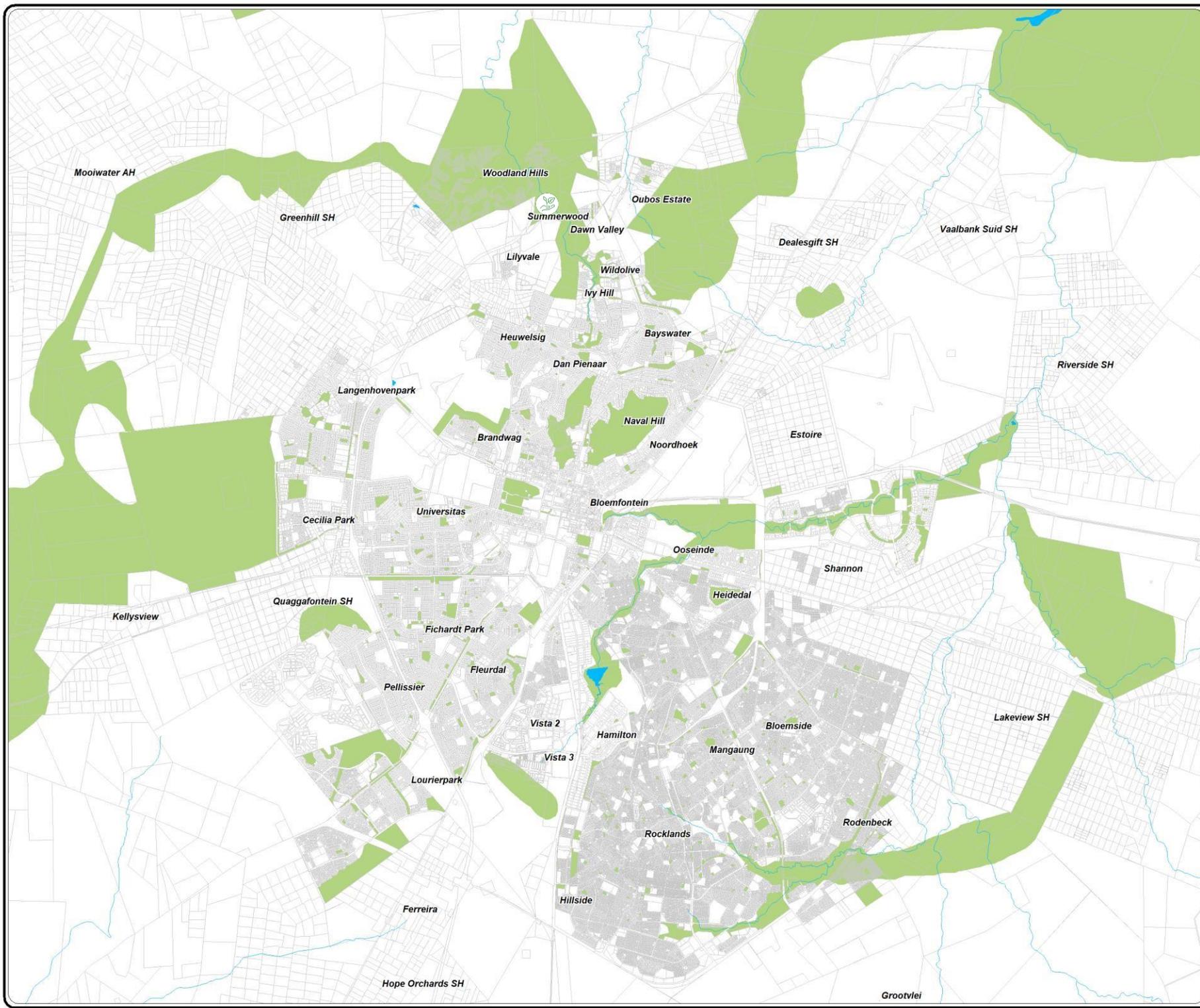
extended runway). The concentric movement network in the north-eastern quadrant also needs to be enhanced in order to open up this area for future development and to link to the existing radial routes in surrounding areas including route N8, M30 (Andries Pretorius Street) and Tielman Roos Road (S143). In the western parts of the city the development of a continuous road parallel to the west of existing route N1 from Lilyvale in the north up to Lourierpark in the south is key to the successful development of all the new townships planned for this part of the city (providing access to various strategic development areas).

The creation of lower order east-west links across route N1 to facilitate local movement and interaction between communities to the east and west of the N1 freeway is also essential. It will also alleviate pressure on the existing access interchanges along route N1 as it will separate regional traffic from local traffic.

- In the Mangaung township area the main focus was historically to cater for the radial movement of residents from the township area to the CBD and surrounds – hence the radial network was well established.
- However, the concentric movement network which extends from route M30 in the south-west (Hillside) up to route N8 to the north (Airport Development Node) needs to be significantly strengthened as only route M10 currently performs this function. Historically,
- In future the focus will be on economic development and job creation along route N8 in the Estoire area between the Spoornet railway precinct and the Bram Fischer International Airport, and (to a lesser extent) the areas around the N1-N6 intersection at the southern end of Bloemfontein. Hence, it is essential to put measures in place to cater for the movement of residents to these two areas.
- This is especially relevant along the outer perimeter of the township where the Upgrading of Informal Settlements Programme (UISP) was extensively rolled out during the past few years without a Roads Master Plan informing the main movement network to be reserved in support of the extensive informal settlements in this area.
- **Figure 4:32** illustrates how this concentric movement network could link up with route M30 to the west and with the airport node (across the railway line) to the north in the vicinity of route N8 – thereby improving access to these areas for residents from Mangaung township.
- The Bloemfontein Integrated Public Transport Network as depicted on Figure 56 in this report is a key component to the spatial restructuring of the urban environment and officially forms part of the Bloemfontein SDF. As a principle, residential densification and mixed-use development should be promoted and prioritised along this network and around the proposed transfer facilities.

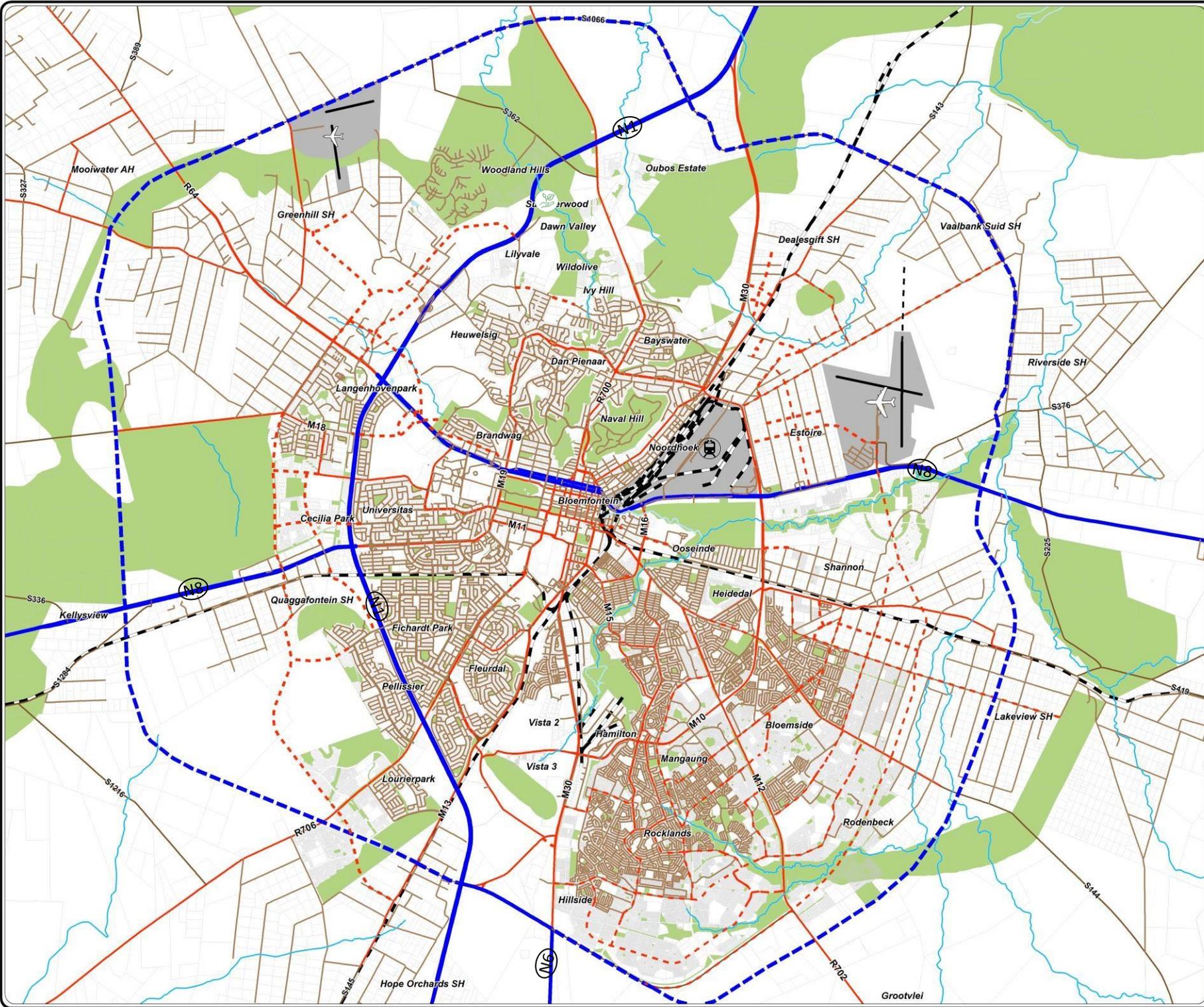
**Bloemfontein SDF:  
Open Space**

-  Cadastral
-  Open Space (Protected, MOSS)
-  Rivers
-  Water Areas
-  Botanical Gardens

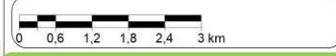


**Figure 4:31**

**Bloemfontein SDF:  
Movement  
Network**



-  Cadastral
-  Open Space (Protected, MOSS)
-  River
-  Water Areas
-  Botanical Gardens
-  Airport
-  National Roads
-  New N8 Alignment
-  Provincial Roads
-  Future Roads
-  Secondary Roads
-  Other Roads
-  Railways
-  Railway Hub



**Figure 4:32**

#### 4.6.1.1.3. Economic Activity

**Figure 4:33** graphically depicts the proposed hierarchy of higher order business nodes in Bloemfontein, as well as the existing and proposed future industrial/ commercial footprint. The following represents the most salient features in this regard:

- The Bloemfontein CBD is the first order business node<sup>(B<sup>1</sup>)</sup> with the redevelopment of the Waaihoek precinct to the south thereof serving as a functional extension of the CBD. (Refer to **Annexure F1** which provides a summary of proposals towards the future development/ redevelopment of the CBD and Waaihoek areas respectively).
- The CBD serves the city as a whole, and even the communities Economic Development and Empowerment of these communities, from as far as Botshabelo and Thaba Nchu to the east and Dewetsdorp and Wepener to the south-east. number of existing and proposed future secondary business nodes<sup>(B<sup>2</sup>)</sup> aimed at serving the needs of surrounding neighbourhoods to a radius of about 5 kilometres are also proposed.
- It is important to note that most of these secondary nodes are located at strategic intersections between the radial and concentric road network of the city. These include the Northridge Mall, Preller Square, Mimosa Square, Fleurdal, Vista (proposed), Home Affairs and Twin City nodes which are broadly located along the M10-M19 circular route.
- There are also two emerging secondary nodes at access interchanges along route N1 at the N1-R64 intersection at Langenhoven Park and the N1-N8 interchange in the vicinity of Cecilia Park.
- A secondary business node has also been provided for within the Phase 1 Airport Development Node to the south of route N8. As illustrated on **Figure 4:33** it is also proposed that provision be made for a number of third order business nodes<sup>(B<sup>3</sup>)</sup> within the urban fabric in order to serve the basic retail needs of residents at convenient distance within neighbourhoods.
- Specific effort should be made to promote the development of such lower order nodes in the vicinity of the new southern and southeastern extensions of the Mangaung township area where very few business nodes exist.
- Apart from serving the retail needs of these communities, such nodes would also provide opportunities for Local especially if it is combined with modal transfer facilities at these points as part of the integrated public transport network.
- As far as industrial/ commercial development is concerned, it is recommended that the following areas be targeted: The N1-N8 node in the vicinity of Cecilia Park which attracted significant industrial and commercial development over the past few years;
- The N1-N6 interchange node to the south in the vicinity of Lourierpark (and which is also served by the national railway line between Gauteng and Cape Town);
- The existing Hamilton Industrial area along route M30 to the south of the CBD; the Ooseinde industrial area to the east of the CBD; The Hilton area bordering onto the Spoornet precinct to the north of Ooseinde;

- The Estoire industrial/ commercial strip which developed along the northern section of Rudolph Greyling Road (M10) over the past number of years (and which is served with an access interchange onto route N8);
- It is furthermore recommended that the remainder part of Estoire up to the airport be earmarked for future commercial/ industrial development (with possible focus on freight logistics and agri industries (production and processing)) as this represents a very strategic location (served by national road, rail and air transport facilities).
- Kruger Avenue could serve as the central north-south spine along which the future development of this area can be sports and recreational facilities around Loch Logan next to the structured (parallel to the east of Rudolph Greyling Street).
- In the longer-term industrial uses may expand to the Vaalbank area to the north of the airport along Tibbie Visser Avenue towards the proposed N1 eastern bypass as illustrated on **Figure 4:32**.

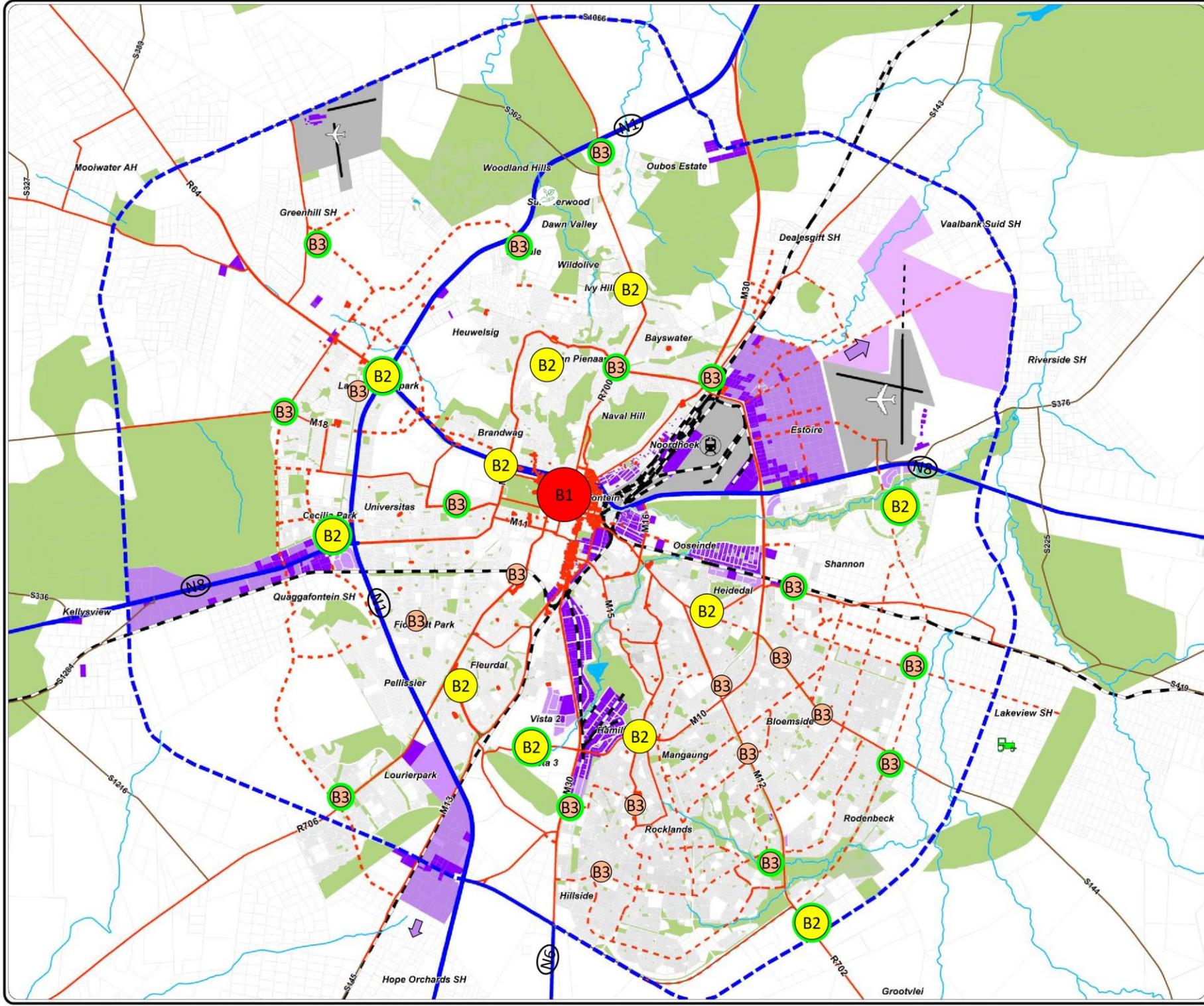
#### 4.6.1.1.4. Community Facilities

**Figure 4:34** illustrates the distribution of existing and proposed major municipal and/or government uses which in many instances also represent community facilities. The following should be noted:

- The SANDF Tempe military base and landing strip located in the northwestern parts;
- The SAAF base to the east of the Bram Fischer International Airport;
- Grootvlei Prison to the south-east along route R702;
- Tertiary educational precincts which include the Free State University; Central University of Technology and Nurses College to the south thereof; Vista Campus of Free State University and Motheo TVET College to the south along route M30; and the Lengau Agricultural Research Farm and proposed Agricultural Training Facility further to the south along route N6;
- Several Wastewater Treatment Works, a number of cemeteries and two regional refuse disposal sites to the north and south of Bloemfontein respectively.
- The National Botanical Garden in the vicinity of Summerwood to the north and the National Zoological Garden to the west of the CBD; Zoological Gardens; the Schoemanpark Golf Course to the west along route N8; the Agricultural Showgrounds and Womans Memorial to the south of Oranjesig; and the Dr. Rantlai Petrus Molemela Stadium in Mangaung.



**Bloemfontein SDF:  
Economic Activities**



- Cadastral
- Open Space (Protected, MOSS)
- River
- Water Areas
- Botanical Gardens
- Business
- Industrial / Commercial
- Proposed Industrial
- Long Term Industrial
- Communal Farming
- Airport
- National Roads
- New N8 Alignment
- Provincial Roads
- Future Roads
- Secondary Roads
- Railways
- Railway Hub
- 1<sup>st</sup> Order
- 2<sup>nd</sup> Order
- Future 2<sup>nd</sup> Order
- 3<sup>rd</sup> Order
- Future 3<sup>rd</sup> Order



N



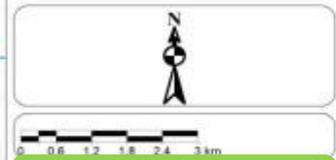
0 0.6 1.2 1.8 2.4 3 km

**Figure 4:33**



### Bloemfontein SDF: Community Facilities

-  Cadastral
-  Open Space (Protected, MOSS)
-  River
-  Water Areas
-  Botanical Gardens
-  Existing Residential
-  In-situ Formalisation Areas
-  Business
-  Industrial / Commercial
-  Proposed Industrial
-  Long Term Industrial
-  Educational
-  Municipal/Government
-  Community Facilities
-  Cemetery
-  Landfill Site
-  WWTW
-  Communal Farming
-  Airport
-  National Roads
-  New N8 Alignment
-  Provincial Roads
-  Future Roads
-  Secondary Roads
-  Railways
-  Railway Hub
-  1<sup>st</sup> Order
-  2<sup>nd</sup> Order
-  3<sup>rd</sup> Order



SANDF – Defence Force  
 SAAF – Air Force  
 UFS – University FS  
 CUT – Central University of Technology  
 VU – Vista Campus  
 TVET – Motheo TVET College

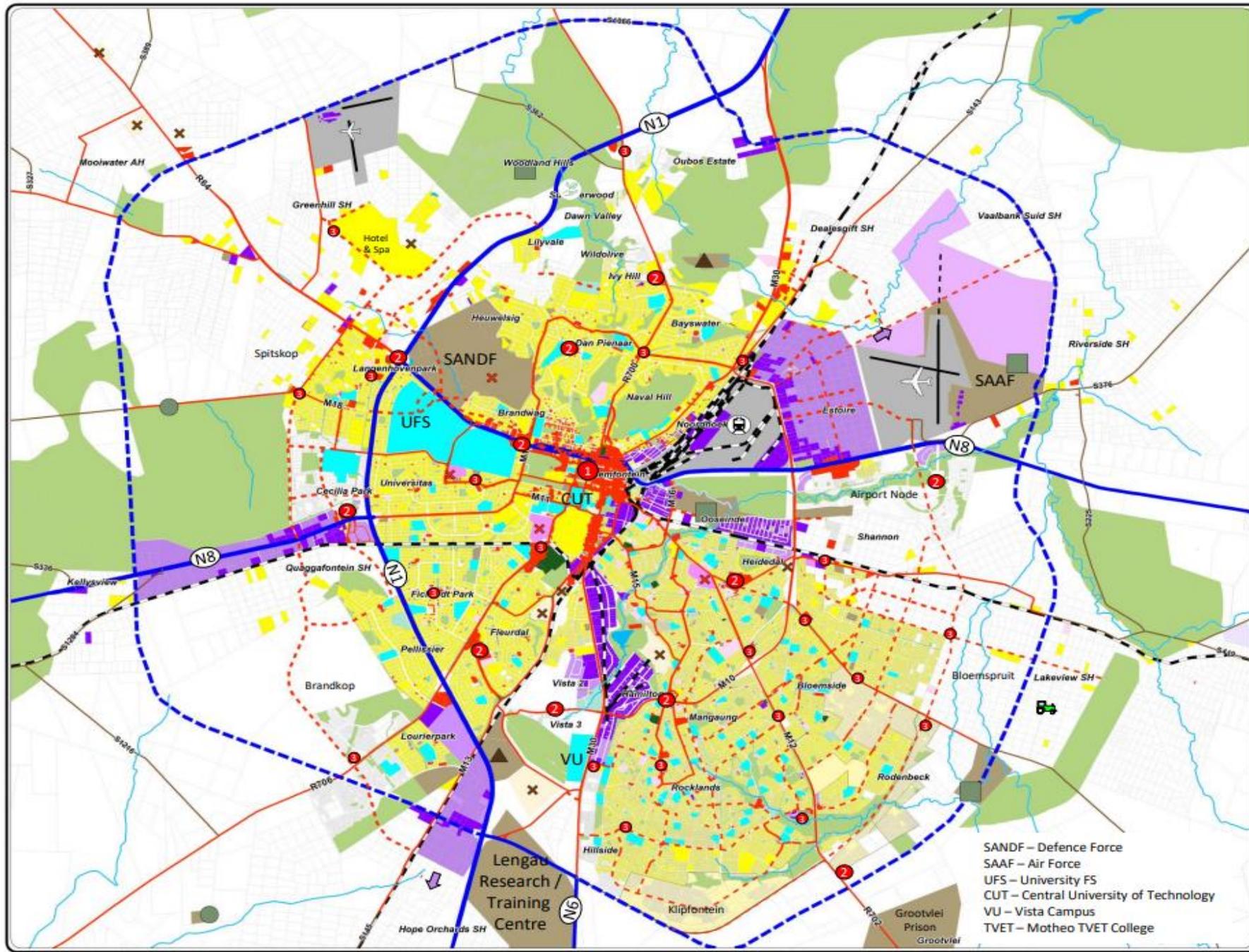


Figure 4:34

#### 4.6.1.1.5. Priority Housing Development Areas

##### a) Land Supply and Demand

From **Table 4:** in **Annexure A** it is evident that up to the year 2036 an estimated 3,337 ha of land is required to accommodate the projected 71,634 additional households in Bloemfontein (excluding the existing backlogs/informal settlements).

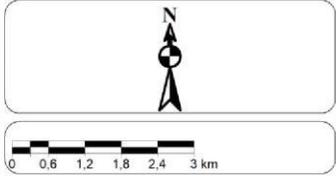
**Figure 4:35** and **Table 4:5** reflect the Priority Housing Development Areas identified in Bloemfontein to serve this need. The Priority Housing Development Areas are mainly located to the north; to the south-west; and to the south-east of the City. Each of these expansion areas comprise a number of smaller functional clusters as depicted on **Figure 4:35**. These are briefly summarised as follow:

#### NORTHERN EXTENSIONS:

- **Cluster 1** represents the land parcels south of route N1 and up to the existing urban fabric between Tempe, Heuwelsig and Heliconhoogte. It includes areas like Lilyvale and Rayton and several land parcels on both sides of route R700 up to the Shell filling station at the N1-R700 intersection. About 785 ha of land with potential to yield approximately 9,622 residential units form part of this cluster.
- To the east thereof and bordering Bayswater to the north is **Cluster 2** which comprises about 625 ha of land with potential to accommodate around 8,750 units on both sides of route M30.
- **Cluster 3** is located to the north-west (outside) of route N1 and represents several land parcels around Langenhovenpark and adjacent to the north of route R64 (Spitskop, Vredenhof, Groenvlei, etc.). This cluster totals about 1,207 ha of land with a potential yield of around 7,627 units.
- **Cluster 4** represents a number of land parcels to the north of Woodland Hills and route N1 which collectively comprise about 1,141 ha of land with an estimated residential yield of around 5,706 units.
- Collectively, the four clusters in the northern extensions area of Bloemfontein cover about 3,758 ha of land which can accommodate an estimated 31,705 residential units.

**Bloemfontein SDF:  
Priority Housing  
Development Areas**

-  Cadastral
-  Open Space (Protected, MOSS)
-  River
-  Water Areas
-  Botanical Gardens
-  Existing Residential
-  Priority Housing Development Areas (PHDAs)
-  In-situ Formalisation Areas
-  Business
-  Industrial / Commercial
-  Proposed Industrial
-  Long Term Industrial
-  Educational
-  Municipal/Government
-  Community Facilities
-  Cemetery
-  Landfill Site
-  WWTW
-  Communal Farming
-  Airport
-  National Roads
-  New N8 Alignment
-  Provincial Roads
-  Future Roads
-  Secondary Roads
-  Railways
-  Railway Hub
-  1<sup>st</sup> Order
-  2<sup>nd</sup> Order
-  3<sup>rd</sup> Order



**Figure 4:35**

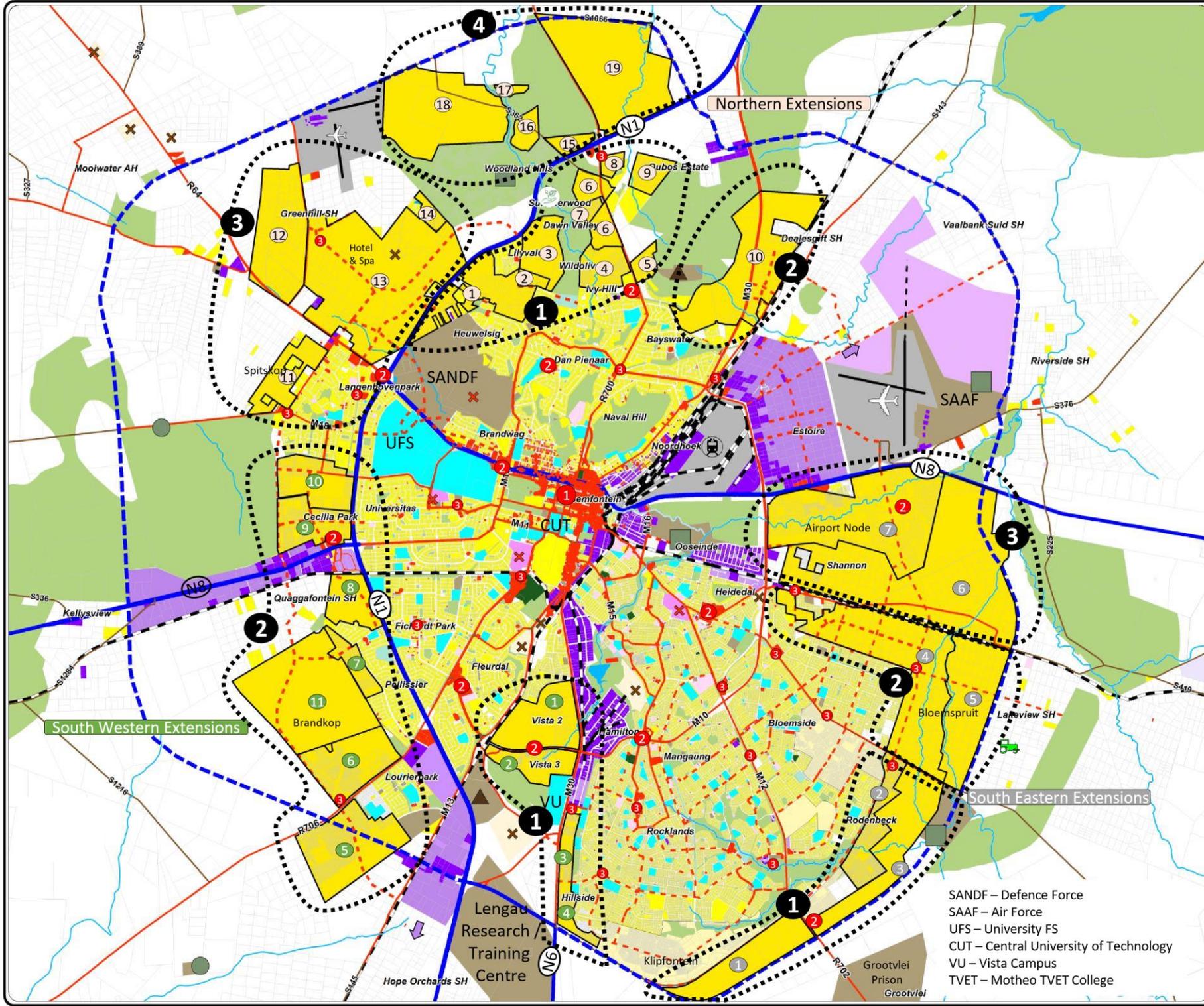


Table 4: 5. Bloemfontein/Mangaung: Development Potential (mainly Residential)

NORTHERN EXTENTIONS					
Cluster	#	Location	Area (ha)	Number of Units	Units per ha
N1	PEA1	NW - Inside Ring road	241	3 377	14
N2	EVT6	NW - Inside Ring road	23	322	14
N3	PEA2	NW - Inside Ring road	139	1 946	14
N4	EVT1	NW - Inside Ring road	110	1 540	14
N5	EVT2	NW - Inside Ring road	40	556	14
N6	PEA3	NW - Inside Ring road	113	1 582	14
N7	EVT3	NW - Inside Ring road	19	90	5
N8	EVT4	NW - Inside Ring road	27	80	3
N9	EVT5	NW - Inside Ring road	73	129	2
<b>Northern Cluster 1</b>			<b>785</b>	<b>9 622</b>	<b>12</b>
N10	PEA17	NE - Inside Ring road	625	8 750	14
<b>Subtotal Northern Cluster 2</b>			<b>625</b>	<b>8 750</b>	<b>14</b>
N11	PEA11	SW - Outside Ring road	145	2 030	14
N12	PEA9	NW - Outside Ring road	965	4 824	5
N13	PEA10	NW - Outside Ring road	65	325	5
N14	EVT7	NW - Outside Ring road	32	448	14
<b>Subtotal Northern Cluster 3</b>			<b>1 207</b>	<b>7 627</b>	<b>6</b>
N15	PEA5	NW - Outside Ring road	40	198	5
N16	PEA6	NW - Outside Ring road	52	258	5
N17	PEA7	NW - Outside Ring road	16	81	5
N18	PEA8	NW - Outside Ring road	443	2 215	5
N19	PEA4	NW - Outside Ring road	591	2 955	5
<b>Subtotal Northern Cluster 4</b>			<b>1 141</b>	<b>5 706</b>	<b>5</b>
<b>Subtotal North</b>			<b>3 758</b>	<b>31 705</b>	<b>8</b>
SOUTH - WESTERN EXTENTIONS					
Cluster	#	Location	Area (ha)	Number of Units	Units per ha
SW1	Vista 2	SW - Inside Ring road	146	3 500	24
SW2	Vista 3*	SW - Inside Ring road	127	5 123	40
SW3	Hillside x 34 (Rocklands 684)*	SE - Inside Ring road	40	2 000	50
SW4	Hillside x 35 (Rocklands 684)*	SE - Inside Ring road	40	2 100	53
<b>Subtotal South Western Cluster 1</b>			<b>353</b>	<b>12 723</b>	<b>36</b>
SW5	Lourier Park*	SW - Outside Ring road	365	2 789	8

SW6	Ptn 5 Brandkop 702	SW - Outside Ring road	258	1 851	7
SW7	Pelissier Infill*	SW - Outside Ring road	80	200	3
SW8	Brandkop Race Track (Bfn 654)	SW - Outside Ring road	136	100	8
SW9	Cecilia Park	SW - Outside Ring road	46	1 900	42
SW10	EVT8	SW - Outside Ring road	195	5 850	30
SW11	Brandkop 5 Villages	SW - Outside Ring road	608	5 435	9
<b>Subtotal South Western Cluster 2</b>			<b>1 688</b>	<b>19 125</b>	<b>11</b>
<b>Subtotal Southwest</b>			<b>2 041</b>	<b>31 848</b>	<b>16</b>
<b>SOUTH - EASTERN EXTENTIONS</b>					
SE1	Klipfontein	SE - Inside Ring road	247	3 458	14
SE2	Rodenbeck Extensions 1-6 (R/ Farm 2972)*	SE - Inside Ring road	51	968	19
SE3	Rodenbeck Extensions	SE - Inside Ring road	344	4 816	14
<b>Subtotal South - Eastern Cluster 1</b>			<b>642</b>	<b>9 242</b>	<b>14</b>
<b>Cluster</b>	<b>#</b>	<b>Location</b>	<b>Area (ha)</b>	<b>Number of Units</b>	<b>Units per ha</b>
SE4	Bloemspruit	SE - Inside Ring road	658	9 212	14
SE5	Bloemspruit Extensions	SE - Inside Ring road	375	5 250	14
<b>Subtotal South - Eastern Cluster 2</b>			<b>1 033</b>	<b>14 462</b>	<b>14</b>
SE6	Shannon	SE - Inside Ring road	1 131	15 834	14
SE7	Airport Development Node	SE - Inside Ring road	740	4 400	6
<b>Subtotal South Eastern Cluster 3</b>			<b>1 871</b>	<b>20 234</b>	<b>11</b>
<b>Subtotal South East</b>			<b>3 546</b>	<b>43 938</b>	<b>12</b>
<b>TOTAL Bloemfontein/ Mangaung</b>			<b>9 344</b>	<b>107 490</b>	<b>12</b>

\*Short term

Note

EVT: Existing Vacant Township  
PEA: Possible Expansion Areas

## SOUTH- WESTERN EXTENTIONS

- The south-western extensions broadly represent the area from Cecilia Park up to Lourierpark, as well as Vista 1 and 2 and Hillside to the south.
- **Cluster 1** comprises Vista 1 and 2, as well as Hillside x34 and x35. This area can accommodate an estimated 12,723 residential units and covers an area of about 353 ha of land.
- **Cluster 2** includes all the land parcels identified for development which are located to the west of route N1 (outside). The estimated residential yield for this cluster is about 19,125 units and it includes areas like Lourierpark, Brandkop, Pellissier and Cecilia Park.
- The south-western extensions can accommodate a total of about 31,848 residential units on about 2,041 ha of land identified.

## SOUTH - EASTERN EXTENTIONS

- The south-eastern extensions include all priority development areas located to the south and east of the Mangaung township area and up to the proposed future N1 eastern bypass road. It is divided into three clusters.
- **Cluster 1** represents the southern extensions which include Klipfontein and the Rodenbeck extensions and with potential to accommodate about 9,242 residential units (591 ha of land).
- **Cluster 2** includes the Bloemspruit extensions up to the railway line to the north and the proposed N1 eastern bypass alignment to the east. It covers an area of about 1,033 ha of land and the estimated residential yield is 14,462 units.
- **Cluster 3** represents the land area between the railway line and route N8. It includes the Shannon smallholdings and the southern Airport Development Node (ADN) with a total land area of 1,871 ha. The estimated residential yield on this land is about 20,234 units as depicted on **Table 4:5**.
- The total land identified in the south-eastern extensions amounts to about 3,495 ha which can be developed into an estimated 43,938 units.

## CONCLUSIVE SUMMARY

The Priority Housing Development Areas identified on **Figure 4:35** can accommodate a total of approximately 107,500 residential units compared to the estimated demand of 71,634 units up to 2036. This implies a surplus supply of about 35,856 (about 33% of the land identified) which will only be required after the year 2036.

b) *Proposed Phasing of Priority Housing Development Areas*

- Phasing of developments of the various Priority Housing Development Areas identified in Bloemfontein indicates the priority areas for development in the short term (2020 – 2025); the medium-term priority areas (2025 – 2036); and the areas which will only be required in the long term (after 2036).
- **Table 4:5 and 4:10** indicates the estimated residential yields per phase in the various areas. Following is a brief summary of the most salient features in this regard.
- The phasing of development is based on availability of bulk infrastructure as illustrated on **Figure 4:37**.

<b>Short Term Priority Housing Development Areas:</b>
---

- To the north it is recommended that priority be given to the land parcels bordering onto the existing urban fabric and which is located to the south of route N1. The development of these areas represents incremental expansion of the urban footprint with the associated cost-efficient expansion of the existing engineering infrastructure network to the immediate surroundings (as opposed to costly leapfrog development).
- It also includes the Spitskop area<sup>(11)</sup> which forms part of the broader up to the proposed N1 eastern bypass, and part of Bloemspuit in Langenhoven Park development area and which already the north. Collectively these three areas can accommodate about experiences significant development pressure. 14,996 residential units which is sufficient to deal with the projected.
- This cluster can accommodate about 11,652 residential units which demand up to 2025. is sufficient to meet the estimated demand for this market up to the total residential yield for land parcels earmarked for 2025 (estimated at 6,585 units) development in the short term is 38,860 units compared to the To the west and south-west the short term priorities (up to 2025) projected demand of 30,896 units (surplus short term supply = include Vista 3, Hillside, Pellissier Infill and Lourierpark which 5,934 units). collectively hold potential for development of about 12,212 residential units.
- In the south-eastern extensions the priority housing development areas are Rodenbeck x1-6, the Rodenbeck Extensions more or less. Up to the proposed N1 eastern bypass, and part of Bloemspuit in the north. Collectively these three areas can accommodate about 14,996 residential units which is sufficient to deal with the projected demand up to 2025.

The total residential yield for land parcels earmarked for development in the short term is 38,860 units compared to the projected demand of 30,896 units (surplus short term supply = 5,934 units).



Table 4: 6. Bloemfontein/Mangaung: Development Potential (mainly Residential)

NORTHERN EXTENTIONS						
Cluster	#	Location	Area (ha)	Number of Units	%	Units per ha (gross)
N1	PEA1	NW - Inside Ring road	241	3 377		14
N2	EVT6	NW - Inside Ring road	23	322		14
N3	PEA2	NW - Inside Ring road	139	1 946		14
N4	EVT1	NW - Inside Ring road	110	1 540		14
N5	EVT2	NW - Inside Ring road	40	556		14
N6	PEA3	NW - Inside Ring road	113	1 582		14
N7	EVT3	NW - Inside Ring road	19	90		5
N8	EVT4	NW - Inside Ring road	27	80		3
N9	EVT5	NW - Inside Ring road	73	129		2
N11	PEA11	SW - Outside Ring road	145	2 030		14
<b>Subtotal Short Term</b>			<b>930</b>	<b>11 652</b>	<b>37%</b>	<b>13</b>
N12	PEA9	NW - Outside Ring road	965	4 824		5
N13	PEA10	NW - Outside Ring road	65	325		5
N14	EVT7	NW - Outside Ring road	32	448		14
<b>Subtotal Medium Term</b>			<b>1 062</b>	<b>5 597</b>	<b>18%</b>	<b>5</b>
N10	PEA17	NE - Inside Ring road	625	8 750		
N15	PEA5	NW - Outside Ring road	40	198		
N16	PEA6	NW - Outside Ring road	52	258		
N17	PEA7	NW - Outside Ring road	16	81		
N18	PEA8	NW - Outside Ring road	443	2 215		
N19	PEA4	NW - Outside Ring road	591	2 955		
<b>Subtotal Long Term</b>			<b>1 766</b>	<b>14 456</b>	<b>46%</b>	<b>8</b>
<b>Subtotal North</b>			<b>3 758</b>	<b>31 705</b>	<b>100%</b>	<b>8</b>
SOUTH - WESTERN EXTENTIONS						
SW2	Vista 3*	SW - Inside Ring road	127	5 123		40
SW3	Hillside x 34 (Rocklands 684)*	SW - Inside Ring road	40	2 000		50
SW4	Hillside x 35 (Rocklands 684)*	SE - Inside Ring road	40	2 100		53
SW7	Pelissier Infill*	SW - Outside Ring road	80	200		3
SW5	Lourier Park*	SW - Outside Ring road	365	2 789		8
<b>Subtotal Short Term</b>			<b>652</b>	<b>12 212</b>	<b>39%</b>	<b>19</b>
SW6	Ptn 5 Brandkop 702	SW - Outside Ring road	258	1 851		7
SW1	Vista 2	SW - Inside Ring road	146	3 500		24
SW9	Cecilia Park	SW - Outside Ring road	46	1 900		42
SW10	EVT8	SW - Outside Ring road	195	5 850		30
SW11	Brandkop 5 Villages	SW - Outside Ring road	608	5 435		9
<b>Subtotal Medium Term</b>			<b>1 253</b>	<b>18 536</b>	<b>58%</b>	<b>15</b>
SW8	Brandkop Race Track (Bfn 654)	SW - Outside Ring road	136	1 100		8
<b>Subtotal Long Term</b>			<b>136</b>	<b>1 100</b>	<b>3%</b>	<b>8</b>

<b>Subtotal South West</b>			<b>2 041</b>	<b>31 848</b>	<b>100%</b>	<b>16</b>
<b>SOUTH - EASTERN EXTENTIONS</b>						
SE2	Rodenbeck Extentions 1-6 (R/ Farm 2972)*	SE - Inside Ring road	51	968		19
SE3	Rodenbeck Extentions	SE - Inside Ring road	344	4 816		14
SE4	Bloemspruit	SE - Inside Ring road	658	9 212		14
<b>Subtotal Short Term</b>			<b>1 053</b>	<b>14 996</b>	<b>34%</b>	<b>14</b>
SE1	Klipfontein	SE - Inside Ring road	247	3 458		14
SE5	Bloemspruit Extensions	SE - Inside Ring road	375	5 250		14
SE7	Airport Development Node	SE - Inside Ring road	740	4 400		6
<b>Subtotal Medium Term</b>			<b>1 362</b>	<b>13 108</b>	<b>30%</b>	<b>10</b>
SE6	Shannon	SE - Inside Ring road	1 131	15 834		14
<b>Subtotal Long Term</b>			<b>1 131</b>	<b>15 834</b>	<b>36%</b>	<b>14</b>
<b>Subtotal South - East</b>			<b>3 546</b>	<b>43 938</b>	<b>100%</b>	<b>12</b>
<b>TOTAL Bloemfontein/Mangaung</b>			<b>9 344</b>	<b>107 490</b>		<b>12</b>

<b>TOTAL BLOEMFONTEIN/MANGAUNG</b>						
<b>Subtotal Short Term</b>			<b>2 634</b>	<b>38 860</b>	<b>36%</b>	<b>15</b>
<b>Subtotal Medium Term</b>			<b>3 677</b>	<b>37 241</b>	<b>35%</b>	<b>10</b>
<b>Subtotal Long Term</b>			<b>3 033</b>	<b>31 390</b>	<b>29%</b>	<b>10</b>
<b>TOTAL Bloemfontein/Mangaung</b>			<b>9 344</b>	<b>107 490</b>		<b>12</b>

\*Short term

Note EVT: Existing Vacant Township  
PEA: Possible Expansion Areas

### Medium Term Priority Housing Development Areas:

In the northern parts of the city the priority areas for development in the medium term (2025 – 2036) are the land parcels to the north of Langenhoven Park and route R64. It is estimated t these areas can result in the development of approximately 5,597 units compared with the demand estimate of 8,615 units (It should be kept in mind that there is also a significant surplus from the short term (± 5,000 units). In the south-western expansion areas the priority projects to be developed in the medium term (2025 – 2036) include Brandkop, Vista 2, Cecilia Park and existing vacant township, the land parcel between Cecilia Park and Langehoven Park. These five projects could yield an estimated 18,536 units during this period. In the south-eastern parts of the city the priority projects during this period (2025 – 2036) should be Klipfontein, Bloemspruit extensions up to the proposed eastern bypass and the Airport Development Node which could yield an estimated 13,108 units collectively.

The total yield to the south-west and south-east during this period is about 31,644 units compared to the estimated demand of around 32,122 units. In total, the medium-term project areas can yield about 37,241 residential units (estimated demand = 40,737).

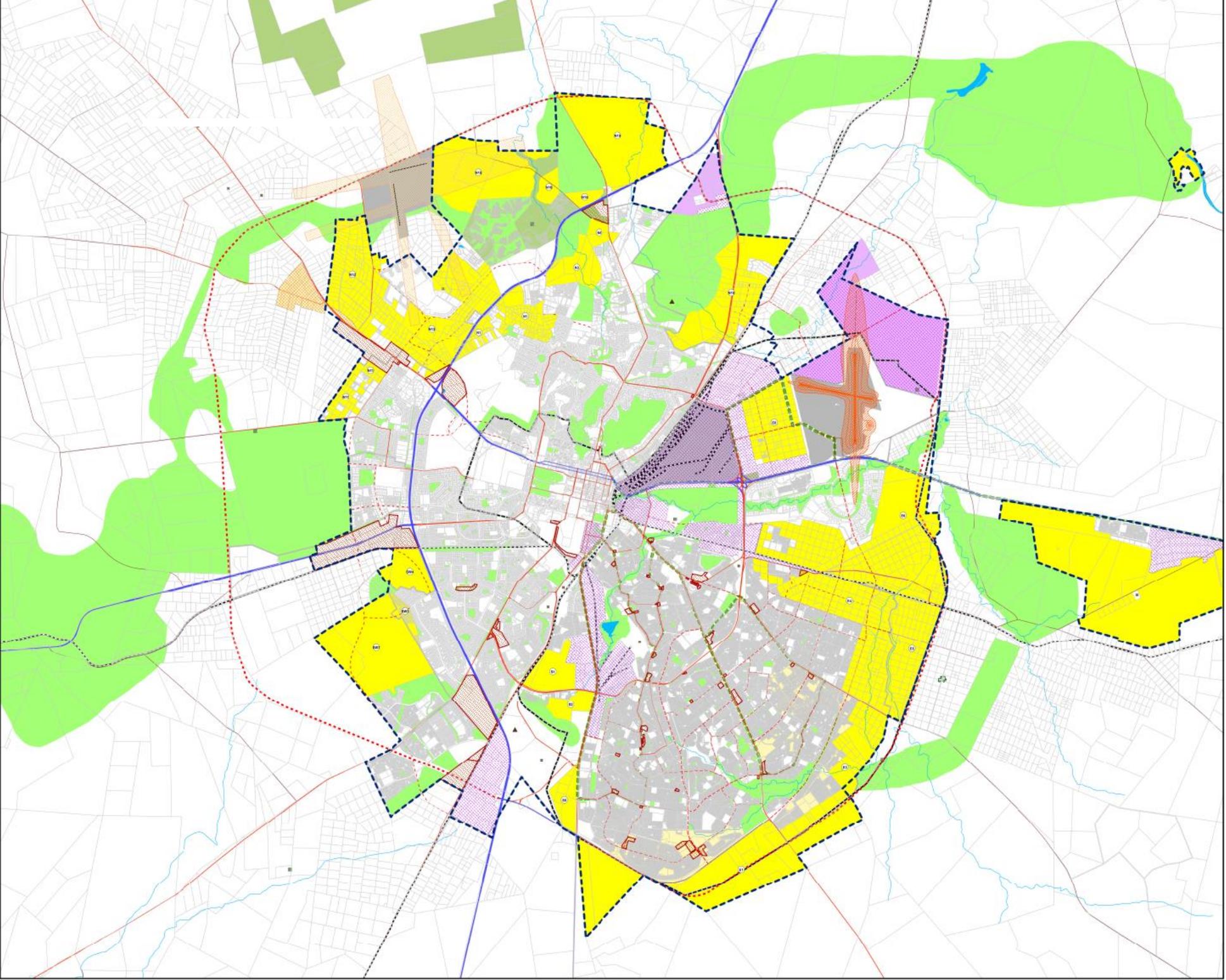
**Long Term Priority Housing Development Areas:**

The areas earmarked for development in the long term mainly comprise the cluster to the north of the N1 freeway (7,627 units); the area to the north-east around route M30 (8,750 units); the Brandkop Race Track (1,100 units) and the Shannon area with potential for about 15,834 units (Total = 31,390 units). The development of the area around route N10 and the Shannon area could coincide with the development of the northern parts of Estoire and the areas north of the airport (second phase of proposed industrial/ commercial expansion along Tibbie Visser Avenue).

Bloemfontein Composite SDF 2025 and 2036

**Figure 4:36** depicts the Composite SDF for Bloemfontein with the proposed urban edge and the Bulk Infrastructure Map (**Figure 4:37**) depicts the availability of Bulk Infrastructure in the short, medium and Long Term.

**Bloemfontein SDF**



**Legend**

- Agricultural Business Node
- Mixed Use With Industry
- Mixed Use Without Industry
- MMM\_Centre

**ROADS**

- SEC
- MAJOR
- MAIN
- RAILWAYS

**MMM Future Road Network**

- Road
- Future Roads
- NB Ring Road

**MMM SDF Infrastructure**

- Refuse Site
- WWTW
- MMM SDF Urban Network Area
- Urban Edge
- Growth Management Boundary
- MMM Cemeteries
- MMM Communal Farming
- MMM Refuse Sites
- Dams
- Integration Zone Corridors
- Bloem Airport Runway Extension
- Bloem Airport Runway
- Rivers
- Secondary Airport Landing Strip
- Bloem Airport Area
- Future Residential
- MMM SDF In Situ SDA
- Railway Precinct
- Secondary Airport
- Moss (Refined)
- MMM Economic Proposals FUTURE
- SAPAD
- BfIA Noise Contours
- Tempe Safety Zone



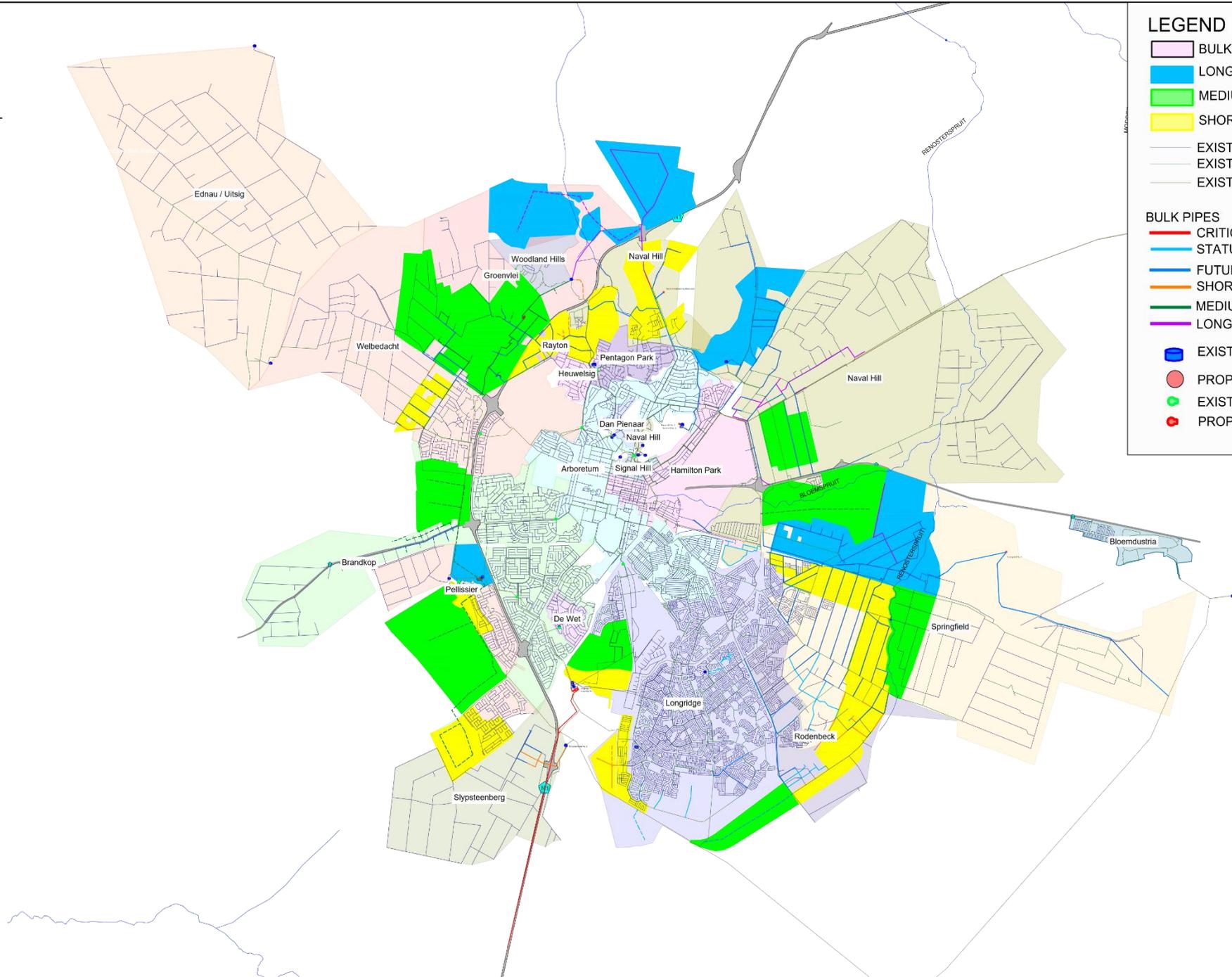
**Figure 4:36**



### LEGEND

- BULK RESERVOIR ZONE
- LONG TERM DEVELOPMENT
- MEDIUM TERM DEVELOPMENT
- SHORT TERM DEVELOPMENT
- EXISTING <150mm NETWORK
- EXISTING >200-500mm NETWORK
- EXISTING >500mm NETWORK

- | BULK PIPES   |                     | INTERNAL PIPES  |  |
|--|---------------------|---|--|
| <span style="display: inline-block; width: 20px; height: 2px; background-color: red;"></span>    | CRITICAL            | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed red;"></span>    |  |
| <span style="display: inline-block; width: 20px; height: 2px; background-color: blue;"></span>   | STATUS QUO BACKLOGS | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed blue;"></span>   |  |
| <span style="display: inline-block; width: 20px; height: 2px; background-color: blue;"></span>   | FUTURE TERM UPGRADE | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed blue;"></span>   |  |
| <span style="display: inline-block; width: 20px; height: 2px; background-color: orange;"></span> | SHORT TERM SUPPLY   | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed orange;"></span> |  |
| <span style="display: inline-block; width: 20px; height: 2px; background-color: green;"></span>  | MEDIUM TERM SUPPLY  | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed green;"></span>  |  |
| <span style="display: inline-block; width: 20px; height: 2px; background-color: purple;"></span> | LONG TERM SUPPLY    | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed purple;"></span> |  |
- 
- EXISTING RESERVOIR
  - PROPOSED RESERVOIR
  - EXISTING PUMPS
  - PROPOSED PUMPS

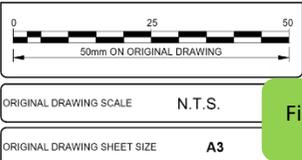


www.bigengroup.com  
 2 Chen Fozha Street  
 Woodbine  
 Bloemfontein  
 Phone + 27 (0) 51 430 1423  
 bloomfontein@bigengroup.com

VERSION			
No.	DATE	DESCRIPTION	AUTH.

PROJECT TITLE:  
**BLOEMFONTEIN  
 INFRASTRUCTURE BULK WATER  
 MASTER PLAN**

DRAWING TITLE:  
**FUTURE INFRASTRUCTURE  
 RESERVOIR ZONE WITH  
 FUTURE SDF**



SURVEYED	DESIGNED K MOKOENA
DRAWN KL SMITH	CHECKED G KRUGER

**Figure 4:37**

3458.01.00.GZA.05.S002

#### 4.6.1.2. Botshabelo

##### Development Rationale

The long-term vision is for the Botshabelo area to be spatially and functionally consolidated into a single, sustainable urban cluster with Thaba Nchu to the east thereof.

This urban cluster should provide a comprehensive range of low, middle and higher order community facilities to the local residents and residents from the surrounding rural villages.

Job creation should be paramount with the main focus being on business, light industrial and commercial (including agri-industries), agriculture and tourism development orientated towards the N8 development corridor.

##### 4.6.1.2.1 Environmental Core

The major environmental features of the area include the ridge series running along the eastern edge of Botshabelo and then eastwards passing Thaba Nchu to the south; as well as the northbound drainage system of the Klein-Modder River passing through Botshabelo. (Refer to **Figure 4:38**).

Combined with the parks and open spaces provided for in the layout plans of individual townships, this open space system must be actively managed and maintained in line with guidelines provided in the Mangaung Environmental Management Framework.

Open spaces should be utilised as active and passive open space systems which will encourage the utilisation of these areas as recreational areas.

##### 4.6.1.2.2. Urban Development and Spatial Restructuring

Business development should be consolidated in the existing Central Business District of Botshabelo. Based on current development trends (recently developed shopping centre),

It is recommended that the land to the east of Jazzman Mokgothu Street at the entrance to Botshabelo be earmarked to develop as a secondary business node. It is strategically located serving the bulk of traffic entering the township area and having visual exposure to traffic along route N8. The existing shopping centre in this area can be supplemented with a number of additional business and commercial facilities.

Further to the south a number of smaller, third order business nodes have been identified. Most of those nodes are located along the main road network of Botshabelo (see red network on **Figure 4:38**) which also serve as priority public transport routes (refer to **Figure 4:38**).

These third order business nodes should be prioritised for informal trade upscaling initiatives and economic empowerment as discussed in **Annexure D1 and D2** of this document.

Industrial and commercial activity should be consolidated within the existing Botshabelo Industrial Area which holds significant potential to be expanded to the east along route N8 in future (not before 0236 at least).

Several Priority Housing Development Areas have been identified within and around Botshabelo indicated on **Figure 4:39** and listed in **Table 4:7**

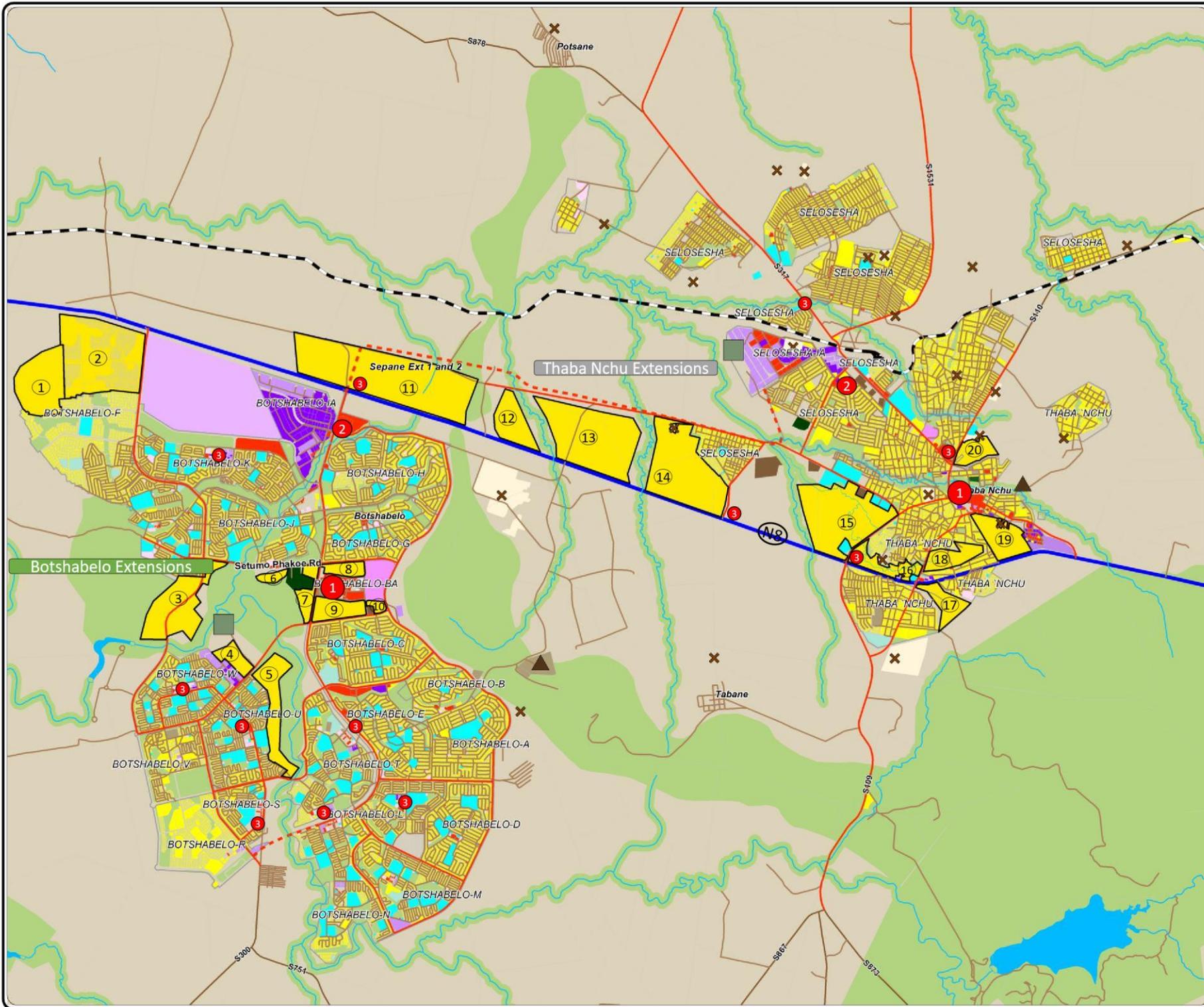
Collectively, these areas total about 678 ha of land which could yield an estimated 9,796 units compared to the estimated demand of 9,206 units up to 2036.

**Figure 4:39** indicates that the priority areas for development in the short term include Area 2 (Remainder of Portion 826) with potential for 2,000 units, as well as Area 8 and 9 around the Botshabelo CBD which could be utilised for the development of about 1,830 medium density residential units (2 – 3 storey walk-ups) in support of the CBD. (Demand between 2019 – 2025 = 3,736 units).

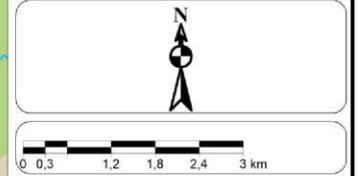
In the medium term (2025 – 2036) the focus should be on infill development within the existing urban footprint of Botshabelo (Areas 3, 4, 5, 6, 7 and 10) which could yield about 4,384 units which is sufficient to deal with the projected demand of 4,123 units during this period.

Areas 1 holds potential for about 1,582 units to be developed after 2036 (long term).

**Botshabelo and Thaba Nchu SDF: Composite**



-  Cadastral
-  Open Space (Protected, MOSS)
-  River & Buffer
-  Water Areas
-  Botanical Gardens
-  Existing Residential
-  Priority Housing Development Areas
-  In-Situ Formalisation Areas
-  Business
-  Industrial / Commercial
-  Proposed Industrial
-  Long term Industrial
-  Educational
-  Municipal/Government
-  Community Facilities
-  Cemetery
-  Landfill Site
-  WWTW
-  National Roads
-  Provincial Roads
-  Future Roads
-  Secondary Roads
-  Railways
-  1<sup>st</sup> Order
-  2<sup>nd</sup> Order
-  3<sup>rd</sup> Order



**Figure 4:38**



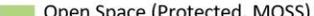
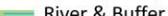
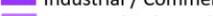
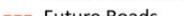
**Table 4: 7. Botshabelo: Development Potential (mainly Residential).**

<b>BOTSHABELO</b>				
<b>Cluster</b>	<b>Location</b>	<b>Area (ha)</b>	<b>Number of Units</b>	<b>Units per ha</b>
1	Botshabelo West	113	1582	14
2 (Rem 826)	Botshabelo West	237	2000	8
3	Botshabelo Infill	122	1708	14
4	Botshabelo Infill	26	364	14
5	Botshabelo Infill	79	1106	14
6	Botshabelo CBD	10	300	30
7	Botshabelo CBD	23	690	30
8	Botshabelo CBD	21	630	30
9	Botshabelo CBD	40	1200	30
10	Botshabelo CBD	7,2	216	30
<b>Subtotal Botshabelo</b>		<b>678</b>	<b>9 796</b>	<b>14</b>

#### 4.6.1.3. Thaba Nchu

<b>Development Rationale</b>
<p>The long-term vision is for the Thaba Nchu area to be spatially and functionally consolidated into a single, sustainable urban cluster with Botshabelo to the west thereof.</p> <p>This urban cluster should provide a comprehensive range of low, middle and higher order community facilities to the local residents and residents from the surrounding rural villages.</p> <p>Job creation should be paramount with the main focus being on business, light industrial and commercial (including agri-industries), agriculture and tourism development orientated towards the N8 development corridor.</p>

**Botshabelo and Thaba Nchu SDF:  
Priority Housing Development Areas  
Time Frame**

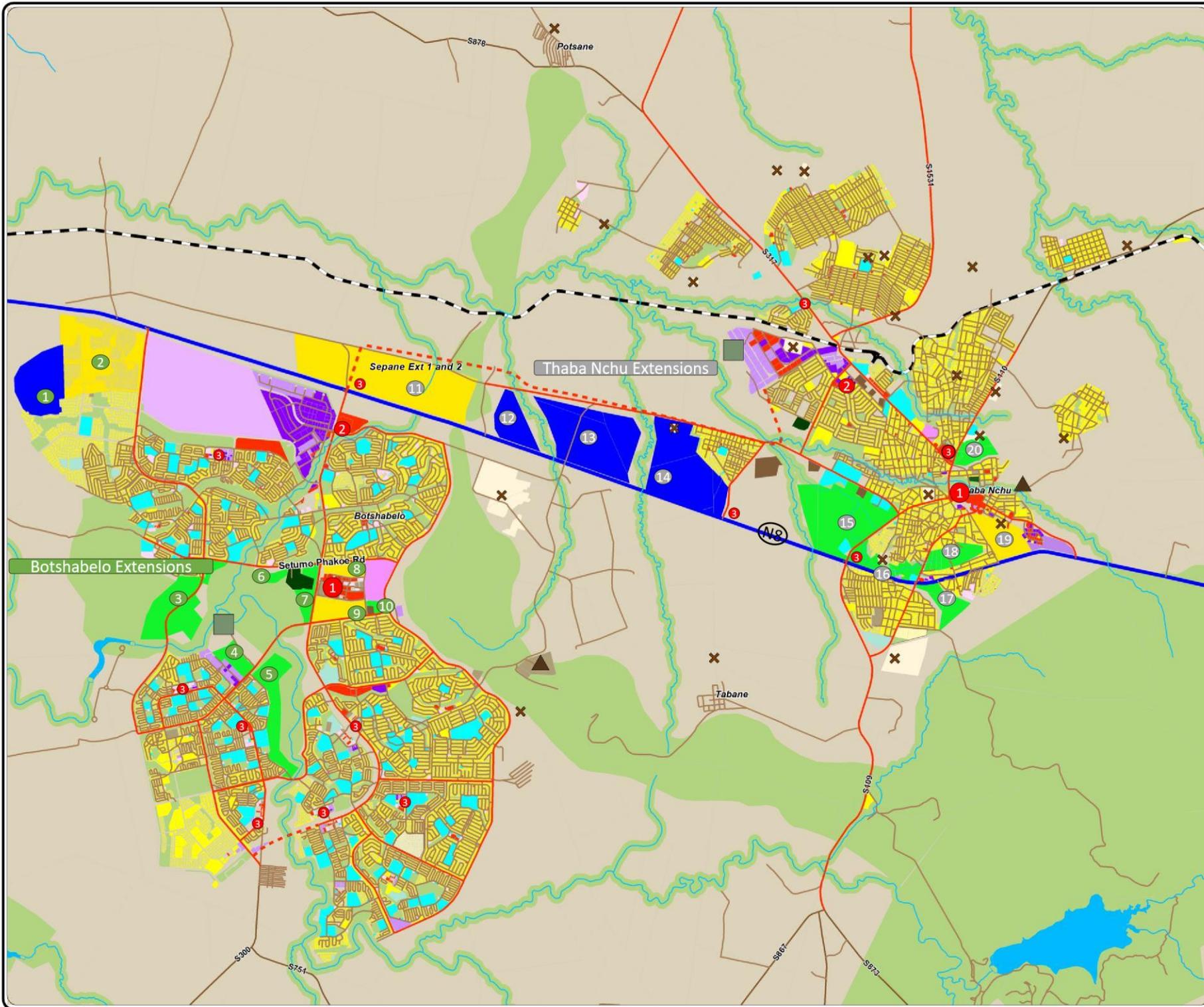
-  Cadastral
-  Open Space (Protected, MOSS)
-  River & Buffer
-  Water Areas
-  Botanical Gardens
-  Existing Residential
-  Business
-  Industrial / Commercial
-  Proposed Industrial
-  Educational
-  Municipal/Government
-  Community Facilities
-  Cemetery
-  Landfill Site
-  WWTW
-  National Roads
-  Provincial Roads
-  Future Roads
-  Secondary Roads
-  Railways
-  1<sup>st</sup> Order
-  2<sup>nd</sup> Order
-  3<sup>rd</sup> Order

- Time Frame:**
-  Short Term
  -  Medium Term
  -  Long Term



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

**Figure 4:39**



#### 4.6.1.3.1. *Environmental Core*

The major environmental features of the area are the ridge series running along the eastern edge of Botshabelo and then eastwards passing Thaba Nchu to the south; as well as the northbound drainage system of the Koranna Spruit passing through the Thaba Nchu area. (Refer to **Figure 4:38**)

Combined with the parks and open spaces provided for in the layout plans of individual townships, this open space system must be actively managed and maintained in line with guidelines provided in the Mangaung Environmental Management Framework.

Open spaces should be utilised as active and passive open space systems which will encourage the utilisation of these areas as recreational areas.

#### 4.6.1.3.2. *Urban Development and Spatial Restructuring*

The Thaba Nchu CBD should be consolidated and strengthened as it is the primary business node within Thaba Nchu. (See **Figure 4:38**).

The small concentration of business uses further to the north just to the south of the Selosesha industrial area should be consolidated to become a secondary business node to Thaba Nchu – specifically serving the needs of the broader Selosesha township areas (and the rural villages to the north thereof).

As illustrated on **Figure 4:38** a number of smaller third order business nodes can be established at strategic intersections throughout the area.

These third order business nodes should be prioritised for initiatives to promote informal trade upscaling and economic empowerment in line with the guidelines provided in **Annexure D1 and D2** in this document.

Industrial development should be consolidated in the existing Selosesha industrial area and the Thaba Nchu industrial area to the south (which has been earmarked to become the Agri-Hub in the Mangaung Agri Park initiative). The latter industrial area is also better located adjacent to the N8 development corridor.

Future residential development should be prioritised in a number of Priority Housing Development Areas as illustrated on **Figure 4:39**. The first objective is to consolidate the urban fabric around the Thaba Nchu CBD by way of infill development on Areas 15 to 20.

The second objective is to promote development along route N8 in order to achieve the long term goal of functionally linking Thaba Nchu and Botshabelo as one urban area. The development of Areas 12 to 18 will all contribute towards the achievement of this objective.

**Table 4:8** below shows that areas 15 to 20 around Thaba Nchu hold potential to yield about 3,544 units while the four land parcels along route N8 (11 – 14) can accommodate an estimated 9,419 units.

The total estimated yield of these Priority Housing Development Areas is about 12,963 units which is almost double the estimated demand for Thaba Nchu up to 2036 which is about 6,592 units.

In the short term it is recommended that Area 11 (Sepane) and Area 19 (closest to the CBD and Thaba Nchu industrial area) be earmarked for development. (Total capacity = 3,609 units compared to the short-term demand of 2,244 units). It should, however, also be kept in mind that Sepane will also serve demand from Botshabelo.

In the medium term the focus should be on infill development and more specifically areas 15, 16, 17, 18 and 20 around Thaba Nchu CBD. (Total capacity = 2,690 units compared to estimated demand of 4,347 units).

The remaining parts of the strip could add approximately 6,664 units (Areas 12, 13 and 14) in future.

**Table 4: 8. Thaba Nchu: Development Potential (mainly Residential).**

THABA -NCHU				
Cluster	Location	Area (ha)	Number of Units	Units per ha
11 (Sepane x1,2)	Thaba - Nchu Strip	337	2 755	8
12	Thaba - Nchu Strip	60	840	14
13	Thaba - Nchu Strip	216	3024	14
14	Thaba - Nchu Strip	200	2800	14
15	Thaba - Nchu Infill	187	935	5
16	Thaba - Nchu Infill	43	215	5
17	Thaba - Nchu Infill	37	518	14
18	Thaba - Nchu Infill	41	574	14
19	Thaba - Nchu Infill	61	854	14
20	Thaba - Nchu Infill	32	448	14
<b>Subtotal Thaba - Nchu</b>		<b>1 214</b>	<b>12 963</b>	<b>11</b>
<b>TOTAL BOTSHABELO/THABA -NCHU</b>		<b>1 892</b>	<b>22 759</b>	<b>12</b>

**Table 4:9** summarises the total development potential per phase for the Botshabelo- Thaba Nchu area as a whole.

**Table 4:9** Botshabelo/Thaba Nchu: Development Potential (mainly Residential)

**Table 4: 9. Botshabelo/Thaba Nchu Development Potential**

<b>BOTSHABELO/THABA -NCHU</b>					
<b>Cluster</b>	<b>Location</b>	<b>Area (ha)</b>	<b>Number of Units</b>	<b>%</b>	<b>Units per ha</b>
2 (Rem 826)	Botshabelo West	237	2000		8
8	Botshabelo CBD	21	630		30
9	Botshabelo CBD	40	1200		30
11 (Sepane x1,2)	Thaba - Nchu Strip	337	2 755		8
19	Thaba - Nchu Infill	61	854		14
<b>Subtotal Short Term</b>		<b>696</b>	<b>7 439</b>	<b>33%</b>	<b>11</b>
3	Botshabelo Infill	122	1708		14
4	Botshabelo Infill	26	364		14
5	Botshabelo Infill	79	1106		14
6	Botshabelo CBD	10	300		30
7	Botshabelo CBD	23	690		30
10	Botshabelo CBD	7,2	216		30
15	Thaba - Nchu Infill	187	935		5
16	Thaba - Nchu Infill	43	215		5
17	Thaba - Nchu Infill	37	518		14
18	Thaba - Nchu Infill	41	574		14
20	Thaba - Nchu Infill	32	448		14
<b>Subtotal Medium Term</b>		<b>607</b>	<b>7074</b>	<b>31%</b>	<b>12</b>
1	Botshabelo West	113	1582		14
12	Thaba - Nchu Strip	60	840		14
13	Thaba - Nchu Strip	216	3024		14
14	Thaba - Nchu Strip	200	2800		14
<b>Subtotal Long Term</b>		<b>589</b>	<b>8 246</b>	<b>36%</b>	<b>14</b>
<b>TOTAL BOTSHABELO/THABA -NCHU</b>		<b>1 892</b>	<b>22 759</b>	<b>100%</b>	<b>12</b>
<b>TOTAL BOTSHABELO/THABA -NCHU</b>					
<b>Subtotal Short Term</b>		<b>696</b>	<b>7 439</b>	<b>33%</b>	<b>11</b>
<b>Subtotal Medium Term</b>		<b>607</b>	<b>7 074</b>	<b>31%</b>	<b>12</b>
<b>Subtotal Long Term</b>		<b>589</b>	<b>8 246</b>	<b>36%</b>	<b>14</b>
<b>TOTAL BOTSHABELO/THABA -NCHU</b>		<b>1 892</b>	<b>22 759</b>	<b>100%</b>	<b>12</b>

**4.6.1.4. Soutpan/ Ikgomotseng**

<b>Development Rationale</b>
Both settlements developed as a result of the existence of the salt mine in the vicinity.
Development potential is very low, hence infrastructure investment should be undertaken only to serve the constitutionally mandated basic needs of the community.

The economic anchor of the two settlements is the mining activity associated with the salt deposits in the area. The two settlements are almost four kilometres apart which makes it virtually impossible to

consolidate in future (see **Figure 4:40**). Here the proposed approach is to consolidate development around Soutpan and Ikgomotseng respectively.

In Soutpan the development of the existing vacant erven should be promoted and new township development outside the existing footprint should be limited as far as possible.

In Ikgomotseng the focus should be to accommodate new development on the two large vacant properties which form part of the existing settlement footprint before any expansion of the footprint is considered.

Economic activities should be consolidated along Martin Street which provides access to the village and which may provide visual exposure to traffic passing along route R700.

Apart from the salt mining activity, the potential for economic development mostly lies in agriculture/ agri-processing and, to a lesser extent, in tourism associated with the salt mining and proximity of the Florisbad Anthropological Centre.

#### **4.6.1.5. Dewetsdorp/ Morojaneng**

##### **Development Rationale**

Dewetsdorp/ Morojaneng acts as a service centre to an extensive farming community in the south-eastern extents of the Mangaung Metropolitan Municipality. Its economic base is farming related services, business and tourism and route R702 is a key element to the economic sustainability of the town.

Dewetsdorp and Morojaneng was historically developed as two separate towns with a large buffer strip along the Kareefonteinspruit representing the divide between the towns.

The short to medium term vision is to physically consolidate these two towns and to enhance the economic sustainability of this area.

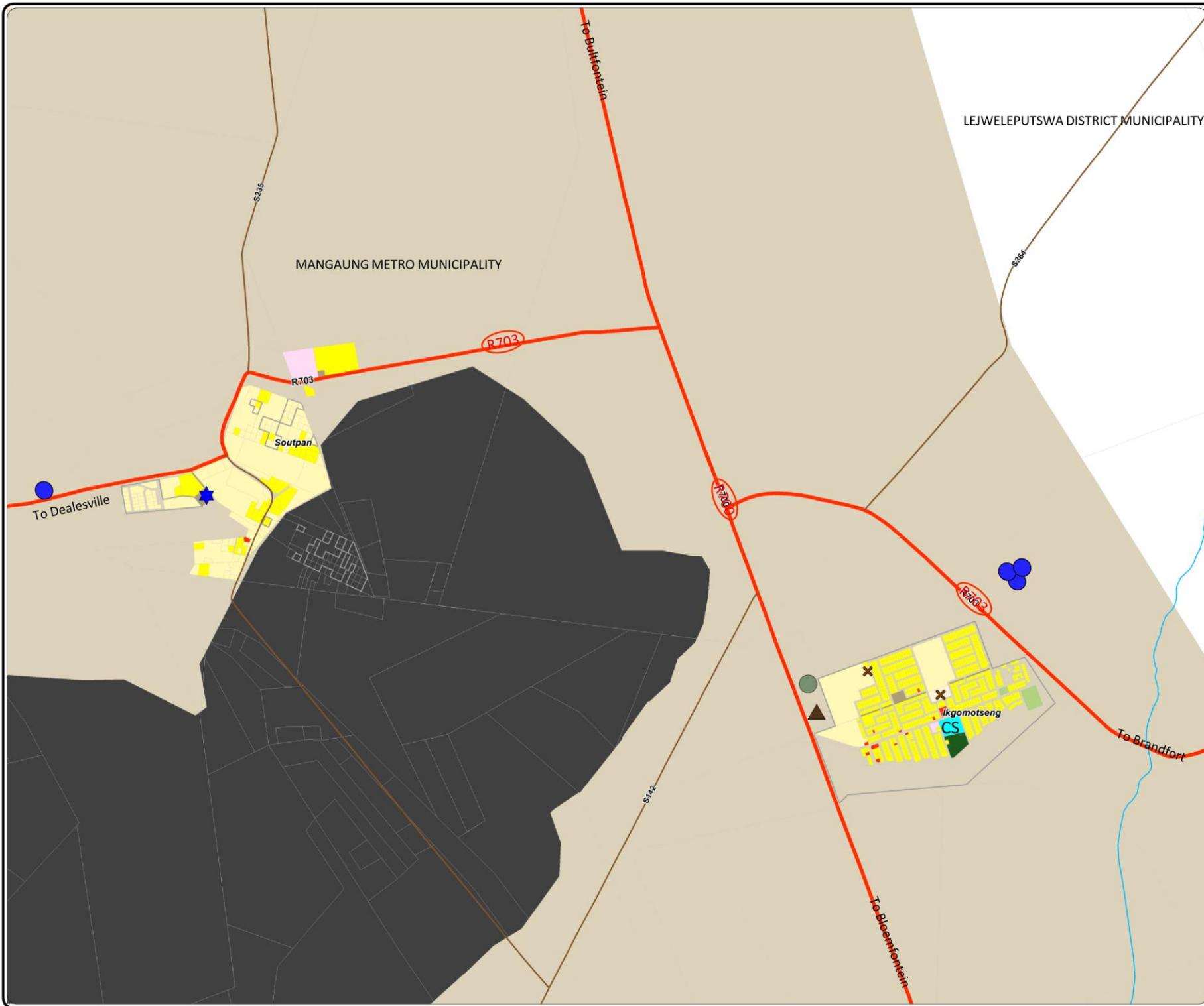
**Soutpan / Ikgomotseng  
Development Proposals**

- Business
- Municipal
- Church
- Educational
- Residential Infill/Consolidation
- Residential
- ✕ Cemetery
- Sports and Recreation
- Open Space
- Salt Pans
- ★ Police
- Oxidation Ponds
- ▲ Landfill Site
- Reservoir
- Provincial Roads
- Secondary Roads
- Dams/Rivers



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

**Figure 4:40**



**Figure 4:41** depicts the development concept and associated proposals for this town, summarised as follow:

#### *4.6.1.5.1. Environmental Core Landscape*

The Kareefonteinspruit running through the town should be protected as part of the open space network to a minimum of 32m on both sides of the spruit.

The allocated open spaces in the town should be maintained as sport and recreational areas for tourists (including the golf course).

Church Street, Voortrekker Street, Tsuene Street, Leteane Street and Sefotlhelo Street represent the master movement network in the town and should be lined with existing and newly planted trees in order to enhance the legibility of this formgiving element.

#### *4.6.1.5.2. Urban Development and Restructuring*

Church Street represents the central spine along the “Integration Zone” which should be the focus area for consolidating the two towns. It extends from the church to the west right up to route R702 (and could even extend up to the railway station if/when it is operational again.

All developable land parcels along this road (north and south) should be utilised for a mix of land uses including residential, business and public services.

Public services should as far as possible be consolidated in the area around the existing Fire Brigade, Licensing Department and Public Works.

The two link roads between Dewetsdorp and Morojaneng should be upgraded in order to enhance movement of people, goods and services between the two areas.

Business activity within the existing CBD should be maintained as this is the primary business node<sup>(B1)</sup> within the town.

In Morojaneng there is potential to establish some business activity<sup>(B2)</sup> in the vicinity where Leteane Street and Sefotlhelo Street link into Church Street.

As illustrated on **Figure 4:41** there are also several occurrences of business activity (including Spaza shops) within Morojaneng. This can be retained as it provides a means to sustainable livelihoods for many local residents, and it is within convenient walking distance.



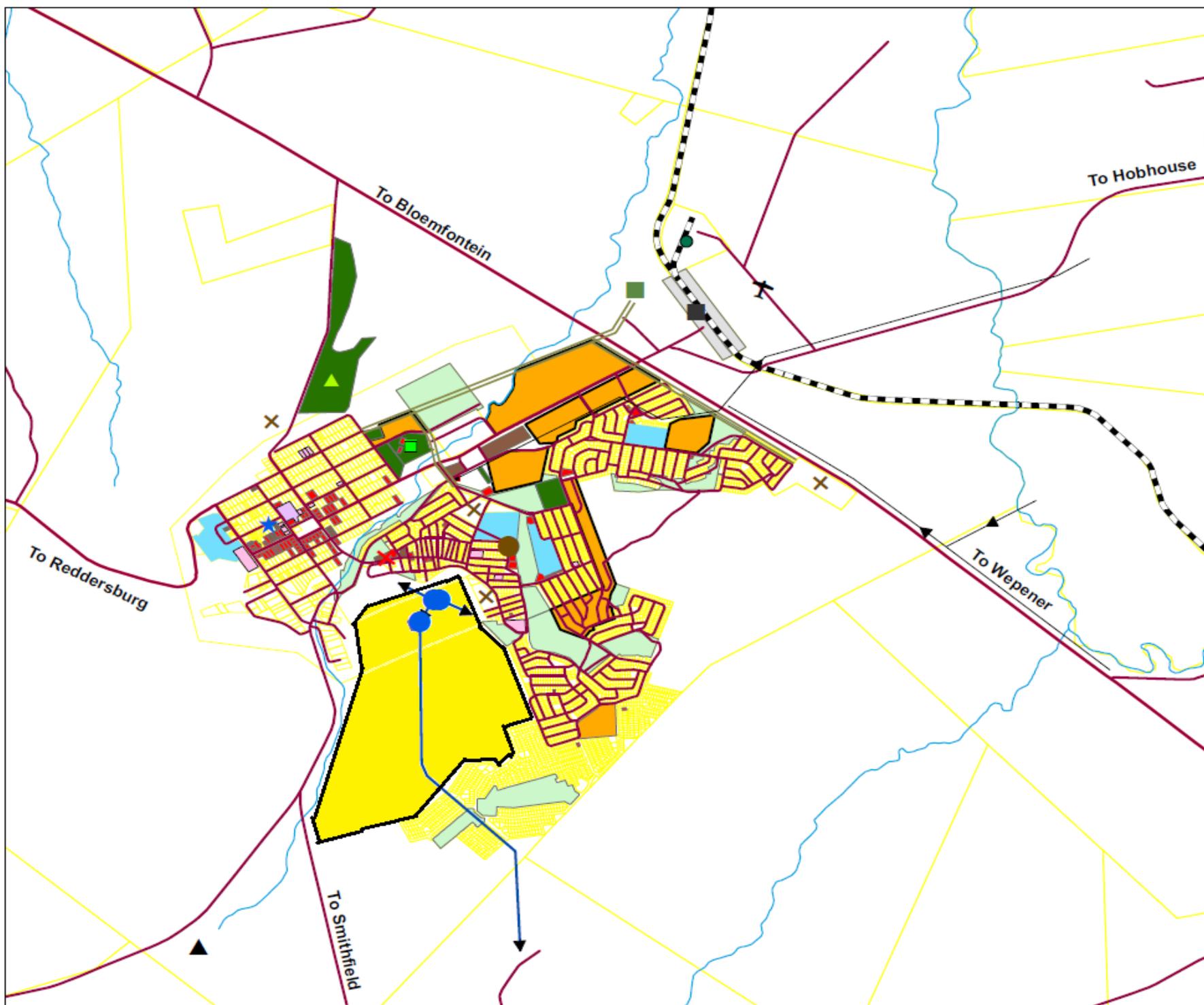
Future residential development should be consolidated around the following areas, as reflected on **Figure 4:41**.

**Area A** which is an infill area between the existing residential areas of Morojaneng and the Public Works and Licensing Departments. It covers an area of approximately 61,71 ha of land;

**Areas B, C and D** represent functional precincts in the Integration Zone to the north and south of Church Street and right up to route R702. It holds approximately 28,3 ha of land and should be used for residential purposes (BNG Gap and



**Dewetsdorp/Morojaneng Development Proposal**



- Business
- Municipal
- Community\_Facilities
- Church
- Educational
- Density
- Priority\_Housing\_Areas
- Open\_Space
- Sports\_Recreation
- Golf
- Police
- Clinic
- Library
- Cemetery
- Show\_Grounds
- Oxidation\_Ponds
- Landfill\_Site
- Silos
- Airfield
- Railway\_Station
- Reservoir
- Electrical\_Line
- Bulk\_Water
- BulkSewer\_Outfall
- Station

**Figure 4:41**

Social Housing) combined with small businesses and even small service industries (where such need/opportunity exists);

**Area E** next to the primary school in the eastern extents of Morojaneng (5 ha for possibly BNG Housing);

**Area F** which is an existing informal settlement area and which is proposed to be formalised in-site (12,2 ha), and

**Area G** in the northern extents of the town which could be developed for GAP market purposes (2,37 ha).

The seven areas noted above collectively represent about 54,61 ha of land which could accommodate an estimated 1,000 housing units which is sufficient to deal with the demand up to the year 2036.

Once these land parcels are fully developed, the future expansion of residential development to the north (towards the golf course and/or expansion to the east across route R702 towards the railway station and the airfield could be considered.

#### 4.6.1.6. Wepener/ Qibing

<b>Development Rationale</b>
<p>Wepener/Qibing functions as a service centre to surrounding farming communities in the far south-eastern extents of the Mangaung area of jurisdiction. It also represents one of only a few points of entry into Lesotho via the Van Rooyens Gate.</p> <p>The economic base of the town is farming related services, business and cultural tourism because of a strong Sotho and Boer history.</p>

<p>Wepener, Qibing, Ebenhaesers Heights and Kanana represent a significantly fragmented settlement structure with the Jammersbergspuit and steep topography being significant formgiving elements.</p> <p>The short to medium term objective is for the town to enhance its functionality as a rural service centre and to improve on the efficiency of its spatial structure.</p>
--

**Figure 4:42** illustrates the development concept and proposals for Wepener/ Qibing which is briefly summarised as follow:

#### 4.6.1.6.1. Environmental Core

The Jammerspruit/ Sandspruit and tributary network running through the Wepener/Qibing areas represent the backbone of the open space system for the town and should be sufficiently protected and incorporated as part of the stormwater management system for the town.

No development to be permitted within 32 meters on both sides of the spruit.

Route S746/ Church Street, as well as De Beer and Spies Streets and up to Van Aardt Street represent the master movement network in the town and should be lined with existing and newly planted trees and equipped with appropriate signage in order to enhance the legibility of this very strong formgiving element.

The mountains and ridges to the north-east form an important backdrop to the town and need to be properly protected and maintained.

#### 4.6.1.6.2. Urban Development and Restructuring

Church Street, De Beer Street, Spies Street and Van Aardt Street functionally links all the settlement areas to one another and to regional routes R26 to Hobhouse, R702 to Lesotho and R26 to Mangaung and Van Stadensrus. It also provides access to each of the individual settlements.

The primary business node<sup>(B1)</sup> is the Wepener CBD which should be maintained and strengthened as far as possible.

There is potential to establish a secondary business node<sup>(B2)</sup> at the R26Van Aardt intersection which is the most direct access into town. Service industries can also be incorporated into this node which already holds a filling station.

It is important to also facilitate the establishment of lower order business nodes<sup>(B2)</sup> at convenient distance within the various residential townships. Such business activity could also include Spaza shops and informal track stalls to support economic empowerment initiatives of the MMM.

In Qibing a number of areas already function as lower order business nodes and, as illustrated on **Figure 4:42**. There is potential to establish similar activity in Ebenhaeser Heights and Kanana to the north.

Future residential development should be consolidated in the following areas, as illustrated on **Figure 4:42**

**Area A** to the north of Kanana which is an existing township which is vacant (38 ha);

**Areas B** (8,77 ha) and **C** (4,15 ha) which represent small opportunities for infill development between Ebenhausers Heights and Kanana and in close proximity to Church Street extension.

**Area D** (9,99 ha) to the north of Wepener which functionally links Wepener to Qibing;

**Area E** (14,73 ha) to the south of the route R702 and Combined School in Wepener and up to the Licensing Centre, and

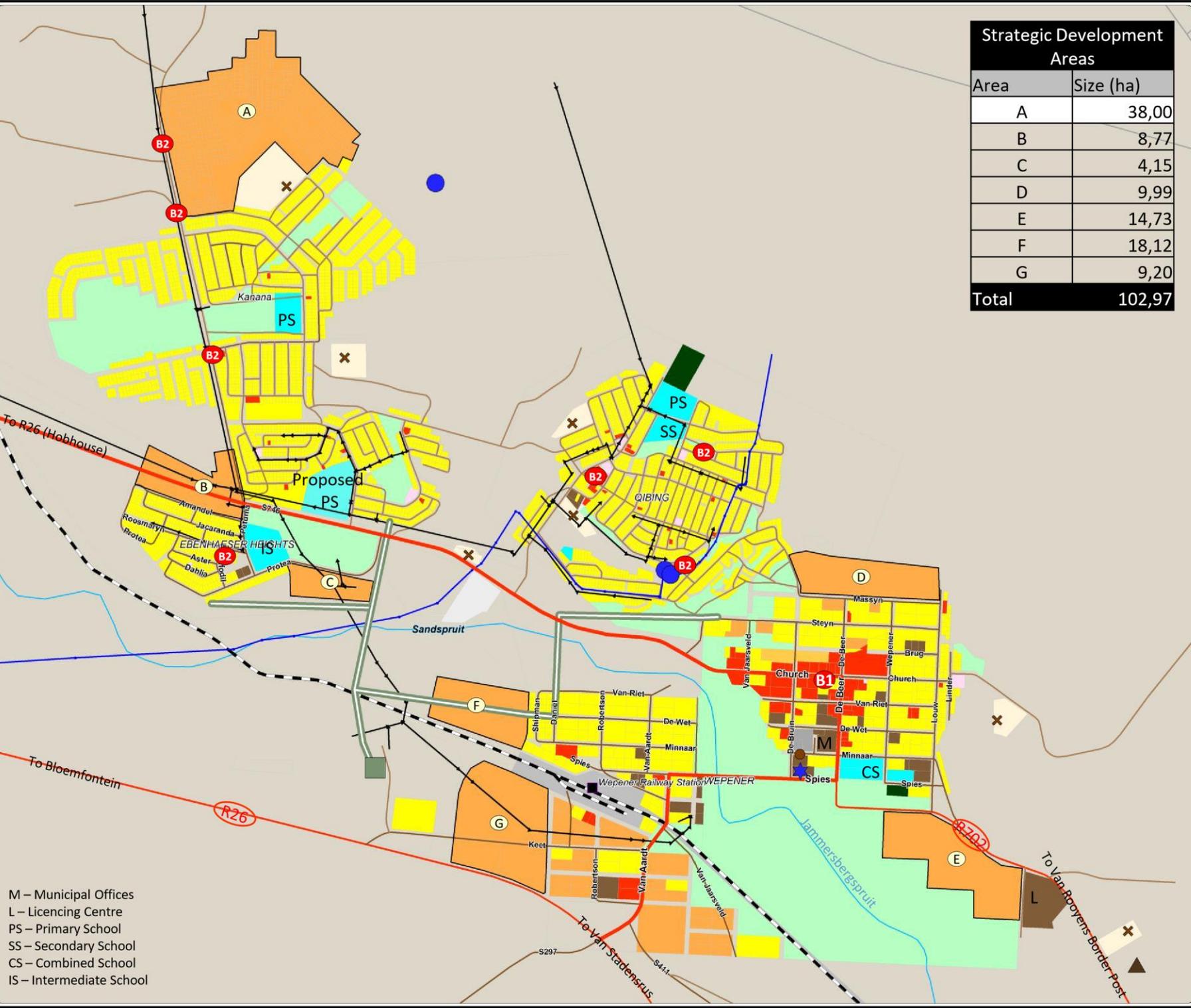
**Areas F** (18,12 ha) and **G** (9,20 ha) to the south and north of the railway line next to route R26 at the main entrance into town.

These seven areas collectively represent about 102,97 ha of land which is estimated to have capacity to accommodate around 2,000 units.

**Wepener / Qibing  
Development  
Proposals**

Strategic Development Areas	
Area	Size (ha)
A	38,00
B	8,77
C	4,15
D	9,99
E	14,73
F	18,12
G	9,20
<b>Total</b>	<b>102,97</b>

- Business
- Municipal
- Church
- Educational
- Residential
- Densification
- D Priority Housing Areas
- Open Space
- Sports and Recreation
- Parking
- ★ Police
- ✕ Clinic
- ✕ Cemetery
- Court
- Oxidation Ponds
- ▲ Landfill Site
- Reservoir
- Provincial Roads
- Secondary Roads
- Railway Line
- Railway Station
- Dams/Rivers
- Bulk Water Line
- Bulk Sewer Outfall



M – Municipal Offices  
L – Licencing Centre  
PS – Primary School  
SS – Secondary School  
CS – Combined School  
IS – Intermediate School

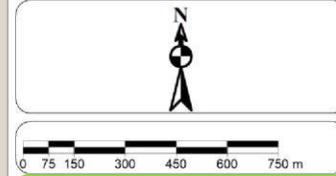


Figure 4:42

#### 4.6.1.7. Vanstadensrus/Thapelang

Development Rationale
<p>This is a very small rural settlement with limited growth potential which is main centered around agriculture and tourism.</p>
<p>The main focus should be to consolidate the spatial structure of the settlement and not to allow any further expansion of the settlement footprint until the existing footprint is fully developed.</p>
<p>The settlement could offer potential as a model land reform or sustainable eco-village given the amount of food gardening and irrigation activity already occurring and this could be linked to a periodic market facility that accommodates mobile government services and is also designed to attract tourists from route R702.</p>

##### 4.6.1.7.1. Environmental Core

**Figure 4:43** illustrates the development concept and proposals for Van Stadensrus/Thapelang which is briefly summarised as follows:

There should be no ploughing or urban development within 32m of the banks of the Nuwejaarspruit to the north of Thapelang

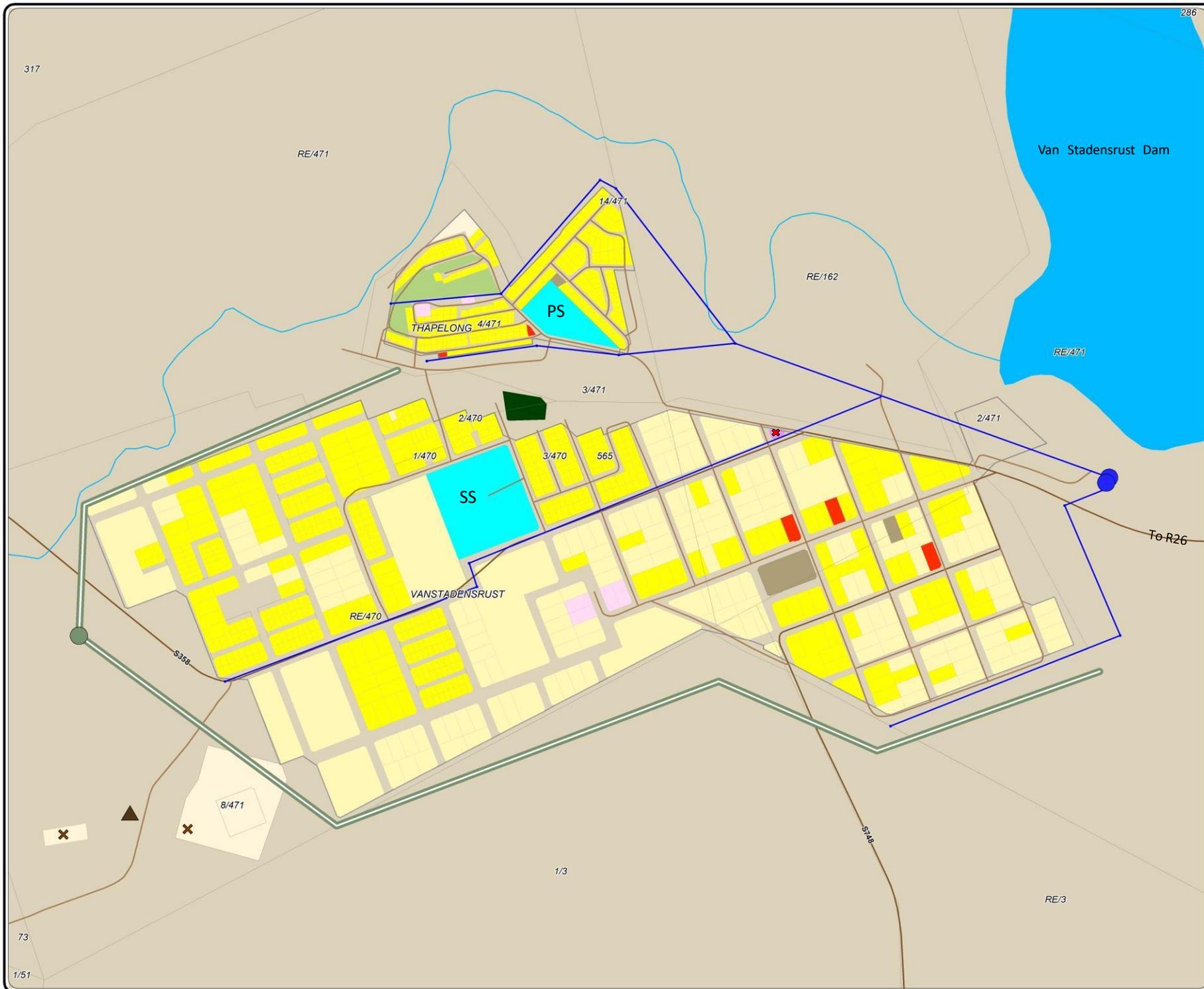
The cultivation of arable land should be promoted, and it should not be allowed to lie fallow unless as part of a crop rotation system or converted to urban development, and

The Van Standensrus Dam could be utilized as a source for irrigation and as a tourism attraction.

##### 4.6.1.7.2. Urban Development and Restructuring

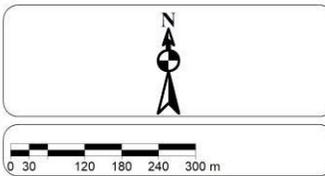
The current size of the settlement, its low population growth and limited economic prospects suggest that in terms of the NSDP and NDP that public investment should be limited to social development programs rather than investment in physical infrastructure, including housing;

- This would mean that the settlement would be largely left to develop its own resources relying on ad-hoc government funding to incrementally develop residential units, community and associated facilities.



### Van Stadensrust/ Thapelong Development Proposals

- Business
- Municipal
- Community Facilities
- Church
- Educational
- Residential Infill
- Residential
- ✕ Cemetery
- Sports and Recreation
- Vacant
- Open Space
- ✕ Clinic
- Oxidation Ponds
- ▲ Landfill Site
- Reservoirs
- Secondary Roads
- Water Feeder Line
- Outfall Sewer
- Dams/Rivers



**Figure 4:43**



## 4.7. Mangaung Rural Development Plan

The following information comprises a brief summary of rural development proposals as defined in the Mangaung Rural Development Plan, 2020:

### 4.7.1. Functional Regions

The Mangaung Rural Development Framework is depicted on **Figure 4:44** and it identified the following functional regions.

#### **Functional Region 1:**

This region is classified as a Mining Region with the focus on potentially revitalizing the salt mining industry.

#### **Functional Region 2:**

This region is classified as an **Intensive Agriculture Region** with the focus on optimizing good soil for Commercial Farming Purposes.

#### **Functional Region 3:**

This region is classified as a Catalytic Intervention Region with the focus on several factors throughout the entire region. These include the designation of Thaba Nchu as an economic growth point, development of the Agri-Hub, strengthening of Farmer Production Support Units at Sediba and Woodbridge, tenure reform and the improvement of rural villages to serve as more effective service centres.

#### **Functional Region 4:**

This region is classified as a **Priority Land Reform Region** with the focus on the N8 development corridor as well as the cluster of projects and state-owned land in the vicinity unlocking investment potential.

#### **Functional Region 5:**

This region is classified as a **Tourism Region** with the focus especially on the Caledon Nature Reserve, however, other aspects in this region also contributes to the tourism industry, being the aesthetic views, historical monuments and border post.

### 4.7.2. Strategic Focus Areas

Four Strategic Focus Areas have been identified towards the implementation of the Rural Development Plan as summarised below.

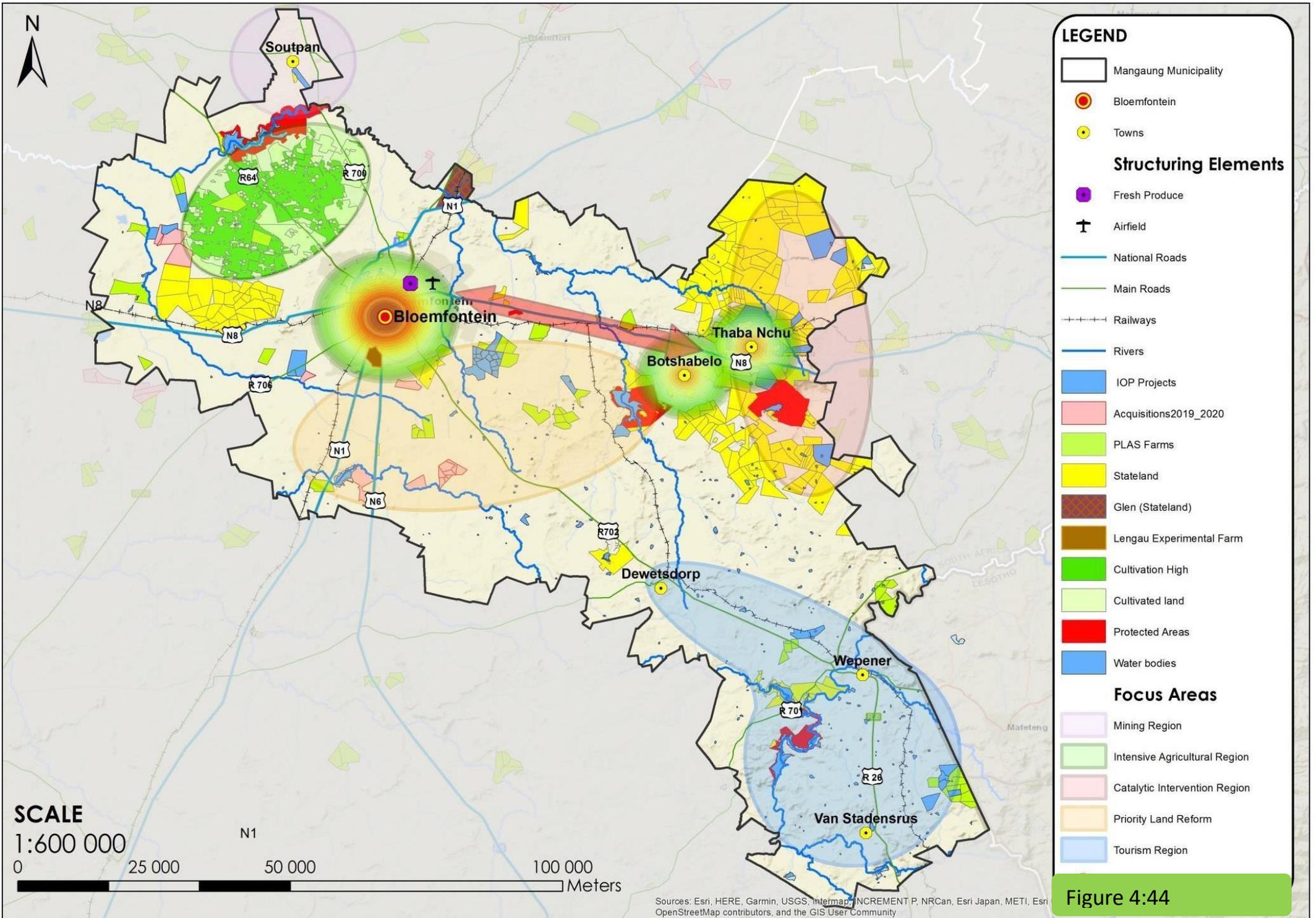


Figure 4:44

#### 4.7.1.1. Strategic Focus Area 1: Land Reform:

The various strategic directives and related strategies associated with land acquisition and development support are indicated in the diagram below.

Two strategy directives relate to this focus area. (**Table 4:10**).

**Table 4: 10. Detail Strategies in respect of Land Acquisition and Support.**

Strategy Directives	
<b>Rural Intervention Areas:</b>	Firstly, the Thaba Nchu area possesses unique cultural historical tenure options that need to be corrected. These exist on two levels, namely on governing level (Traditional Council), and community level (individual ownership).
<b>Priority Land Reform:</b>	This strategy directive suggests that land reform takes place on three levels, namely: <ol style="list-style-type: none"> <li>transfer of state owned land,</li> <li>tenure upgrading,</li> <li>the acquisition of land within the appropriate functional area.</li> </ol>
Targeted Regions	Implementation Strategy
<b>Functional Region 3:</b>	<ul style="list-style-type: none"> <li>Facilitate the transfer of communal land in Thaba Nchu if and when appropriate legislative guidance is received from Government.</li> <li>Assist with formalisation (surveying) of existing tribal villages in order to make tenure upgrading possible when supported by all role-players.</li> </ul>
Strategy Directives	
<b>Functional Region 4:</b>	<ul style="list-style-type: none"> <li>Create a database of potential land within the functional region, including land with high agricultural potential.</li> <li>Assist farmers who received grants under the Comprehensive Agricultural Support Programme (CASP) to obtain land ownership, especially farmers around the N8 Corridor.</li> <li>Acquire high potential agricultural land with access to resources.</li> <li>Assist qualifying beneficiaries with skills, infrastructure and other requirements.</li> </ul>
General strategies	Implementation Strategy
<b>All Functional Regions:</b>	<ul style="list-style-type: none"> <li>Assist existing land reform beneficiary with support with post settlement support in order to make provision for both infrastructure and operational expenditure.</li> <li>Provide training to all land reform beneficiaries in respect of business and farming skills.</li> <li>Identify and assist with tenure upgrade in all supporting settlement areas.</li> </ul>
<b>Institutional arrangements:</b>	<ul style="list-style-type: none"> <li>Compile a comprehensive database reflecting potential beneficiaries of land reform.</li> <li>Inform beneficiary communities of the various land reform programs and assist potential participants with applications in accordance with the correct protocol.</li> </ul>

	<ul style="list-style-type: none"> <li>• Create a standardised and simplified business plan format to improve the evaluation of applications.</li> </ul>
--	--

#### 4.7.1.2. Strategic Focus Area 2: Agricultural Development:

Four main sub-focus areas have been identified with the collective aim of creating an enabling environment and markets for distribution of produce, including:

##### a) Intensive Farming and Mentoring:

Detail strategies in respect of Intensive Farming and Mentoring are summarised in **Table 4:11 below:**

**Table 4: 11. Intensive Farming Strategy**

Strategy Directives	
<b>Intensive Farming:</b>	Intensive farming in the Bainsvlei area should be used as a tool to improve production capacity and guarantee food security
<b>Rural Intervention Areas:</b>	Due to the diverse settlement patterns and communal farming practices in Thaba Nchu, this functional region must be transformed. to create positive economic growth.
<b>Resource Protection:</b>	Farming is dependent on water and soil resources. Farming practices and mechanisms should thus consider these resources and be implemented responsibly
Targeted Regions	Implementation Strategy
<b>Functional Region 2:</b>	<ul style="list-style-type: none"> <li>• Assist commercial farmers to increase production volumes and capacities by implementing more intensive production. systems and streamlining inputs, including the use of fertilisers, specialised infrastructure and optimisation of resources.</li> <li>• Utilize appropriate research mechanisms to improve agricultural production.</li> <li>• Identify and develop niche markets such as organic farming, hydroponics, etc.</li> </ul>
<b>Functional Regions 3 &amp; 4:</b>	<ul style="list-style-type: none"> <li>• Crop production must be encouraged parallel to livestock, as it is considered as a means of increasing job opportunities, spurring economic growth and increasing the competitive advantage of the functional region;</li> <li>• The production of high value crops must be considered rather than the crops traditionally produced within the region such as maize and wheat. Such high value crops include cotton, dry beans, soya beans, pomegranate, antephora, pubescens, garlic, panicum, squash and pumpkin.</li> </ul>
General strategies	Implementation Strategy

<b>All Functional Regions:</b>	<ul style="list-style-type: none"> <li>Supply resource-poor farmers and cooperatives with appropriate farmer support through existing land reform and agricultural related programmes.</li> </ul>
<b>Institutional arrangements:</b>	<ul style="list-style-type: none"> <li>Develop Mentorship guidelines and encourage the development of more detailed mentorship plans to be implemented;</li> <li>Establish an internal Municipal database where willing beneficiary groupings with specific needs can be matched with available expertise and knowledge, or where mentors can be identified and linked with needful recipients of mentorship assistance;</li> <li>Assist Mentors and outcome based programs financially through grants;</li> <li>Retain existing commercial farmer expertise through equity schemes and mentorship arrangements.</li> </ul>

#### b) Value Adding and Distribution:

The establishment of more value-adding and distribution throughout the Municipal Area will play a positive role in assisting emerging farmers with the processing of their products. The establishment of such facilities should be made attractive through a process of incentivising potential investors.

The following detail strategies in **Table 4:12** are being proposed in relation to this sub-focus area:

**Table 4: 12. Detail Strategies in respect of Value-Adding and Distribution**

<b>Strategy Directives</b>	
<b>Transport Corridor:</b>	The Corridor links production and consumer markets and should be targeted to stimulating establishment of value chains and distribution functions.
<b>Economic Development:</b>	This strategy directive suggests that Botshabelo and Thaba Nchu have stagnant economies and depend greatly on Bloemfontein. In order to promote economic development and ensure self-sufficiency, agricultural related industries and businesses must be directed towards of these areas.
<b>Rural Intervention Areas:</b>	The Agri-Hub together with farmer production support units and other agricultural related projects will create economic upliftment of the area.
<b>Targeted Regions</b>	<b>Implementation Strategy</b>
<b>Functional Regions 2, 3 and 4:</b>	<ul style="list-style-type: none"> <li>Create an enabling environment by pro-actively incentivising the establishment and expansion of value adding facilities and distribution centres within the functional regions, but especially along the N8 corridor.</li> <li>Use existing business plans to ring-fence commodities within the agricultural value chain to encourage local processing of raw material.</li> <li>Continuously promote further investment for expanding the Agri-Hub to facilitate development of the local agricultural processing industry.</li> </ul>

	<ul style="list-style-type: none"> <li>Integrate additional processing facilities with the Bloemfontein Fresh Produce Market to generate additional employment opportunities around the City.</li> </ul>
<b>General strategies</b>	<b>Implementation Strategy</b>
<b>All Functional Regions:</b>	<ul style="list-style-type: none"> <li>Identify and incentivise opportunities for the processing of raw materials and the establishment of value-adding and distribution facilities.</li> </ul>
<b>Institutional arrangements:</b>	<ul style="list-style-type: none"> <li>Continuously seek opportunities and ways to improve specific product lines through participatory processes and research.</li> <li>Compile a data-base of available land along the N8 corridor and other strategic locations.</li> </ul>

### c) Commodity Selection:

The specific commodity types that were identified are indicated in the following table (**Table 4:13**):

**Table 4: 13. Preferred Commodity Types in Mangaung**

Commodity Region	Commodity	Commodity Prioritisation Notes
<b>Protein</b>	Red meat	High potential for extensive (good grazing) and intensive (relative proximity to grain and other feedstock sources) beef and mutton sheep production. Most suitable cattle breeds include Angus, Bonsmara, and Taurus.
	Dairy	Proximity to feedstock and fairly favourable climate for dairy production makes the district competitive at local and possibly regional level, but not national level for large-scale dairy production. It is important to note that competition at the local level dairy market is already strong.
	Poultry	There is already a big footprint of poultry farms in Mangaung, but it remains a versatile and important product since it provides subsistence farmers and rural communities with a source of quality protein.
	Wool sheep	High production potential for wool sheep.
<b>Fruit &amp; Vegetables</b>	Potatoes	High to very high suitability from an agronomic and food security perspective.
	Cabbage	High to very high suitability from an agronomic perspective.
	Onions	High suitability from an agronomic perspective.
	Asparagus	Suitable from an agronomic perspective, whilst it is rich in vitamins A, B6, C, E and K and also contains high levels of folate, calcium, iron and protein.
	Spinach	Extremely suitable from an agronomic perspective, which is considered a very healthy superfood, as it's loaded with nutrients and antioxidants in a low-calorie package.

		Beetroot High to very high suitability from an agronomic and food security perspective.
	Beetroot	High to very high suitability from an agronomic and food security perspective.
<b>Cereals</b>	Wheat	Parts of the district are very suitable for winter wheat production under irrigation (note that water for irrigation is very limited, with further limitation to the availability of water to areas best suited for wheat production), which will reduce risk of crop failure significantly and increase yields to profitable levels. Wheat quality from the district is amongst the best in the world; therefore, it presents opportunities for processing into speciality or luxury baked goods.
	Sorghum	Very versatile and suitable for intensive farming on small portions of land with an average production of 2 tons per hectare.
	Maize	Good potential for rain-fed maize production, especially towards the east where very high yields can be attained.
<b>Fats and Oils</b>	Soya Beans	Medium yield potential under dryland conditions.
	Groundnut	Medium yield potential under dryland conditions.
	Mung bean (Green gram)	Medium yield potential under dryland conditions. It is a niche market; however, a market can be developed for this excellent food security crop.
	Sunflower	Moderate to moderately high rain-fed production potential. Slightly more suitable than canola for farms in the district with a warmer microclimate. Note that the major buyers in the area demand a specific sunflower cultivar.
	Canola (Grapeseed)	Not yet well established in the area, however, moderate to moderately high rain-fed production potential may be possible for farms with a cooler microclimate.

Source: Urban Econ: Master Agri Hub Business Plan for Thaba Nchu, Final Report, April 2016

#### 4.7.1.3. Strategic Focus Area 3: Peri-Urban Agriculture

Peri-Urban areas are usually small holdings located on the periphery of the urban edge.

Despite the fact that these areas are earmarked for agricultural use, they do not usually accommodate commercial farmers or yield great returns.

A strategy is therefore proposed that will assist in identifying certain areas for land reform to ensure optimal production. The identified area for Bloemfontein is the **Bloemspruit** and **Lakeview** Small Holdings to the east of the urban node.

The identified area is most suitable for Peri-urban Agriculture due to its proximity in relation to the following aspects:

- High density urban nodes including parts of Bloemside, Grasslands and Mangaung;
- The Fresh Produce Market and Airport;
- The Grootvlei prison as a potential offset market;
- The existing railway line and envisaged ring road for possible transport or distribution purposes, and
- The Renosterspruit for irrigation purposes.

The area earmarked for Peri-urban Agriculture will enable government to pro-actively identify and acquire land for agriculture specific project initiatives, such as 1 ha / 1 household, whilst it will also ensure that land with good soil and production potential be optimally utilised in close proximity of existing markets,. Emerging- and Small Scale Farmers could furthermore be accommodated on these small holdings for skills development and training purposes.

#### 4.7.1.4. Strategic Focus Area 4: Economic Development

##### a) Sector Development:

Two different sectors have been identified as drivers of economic change, namely Tourism and Mining. The strategies relating thereto are discussed in **Table 4:14** below:

**Table 4: 14. Detail Strategies in respect of Sector Development**

Strategy Directives	
<b>Economic Development:</b>	Despite the valuable contribution that agriculture is making to economic development, the relevant strategy directive identifies two additional sectors that will impact positively on the rural economy. These include mining around Soutpan and tourism development in the southernmost parts of Mangaung
<b>Resource Protection:</b>	Since both mining and tourism involve the exploitation of resources, it is important that the same be protected at all costs.
Targeted Regions	Implementation Strategy
<b>Functional Region 1:</b>	<ul style="list-style-type: none"> <li>• Assist existing miners in the Soutpan area with research, and if proofed viable, to assist miners with training and development initiatives to transform the mining of salt into a viable industry.</li> <li>• Assist miners with infrastructure (windmills) requirements.</li> <li>• Assist miners to obtain ownership of land, if required.</li> <li>• Ensure the optimal development of the Soetdoring and Florisbad areas as tourist destinations.</li> </ul>



<b>Functional Region 5:</b>	<ul style="list-style-type: none"> <li>• Ensure the identification, listing, marketing and optimal development of all tourist destinations in accordance with the Tourism Development Plan.</li> <li>• Ensure the protection and maintenance of all nature conservation and heritage areas.</li> </ul>
<b>General strategies</b>	<b>Implementation Strategy</b>
<b>All Functional Regions:</b>	<ul style="list-style-type: none"> <li>• Continuously identify opportunities and support local initiatives that could create employment and provide stimulus to the economy (i.e. recycling initiatives).</li> <li>• Provide entrepreneurial training through accredited institutions.</li> </ul>
<b>Strategy Directives</b>	
<b>Institutional Arrangements:</b>	<p>Revise the Economic Development Plan for the Metro, so as to target specific areas and sectors with the view to creating employment opportunities and ensuring transformation of the economy.</p> <ul style="list-style-type: none"> <li>• Compile and implement a Tourism Development Strategy for the Metro.</li> <li>• Compile and implement an Investment Promotion Strategy for the Metro.</li> <li>• Implement mechanisms to secure foreign investment specifically for mining and tourism, as well as for economic development in general.</li> </ul>

#### **b) The Agri- Hub**

The Agri-Hub located at Thaba Nchu is regarded as one of the primary strategy directives that will spark a change in the agricultural sector and result in a progressive economy. The Agri-Hub is regarded as the main cluster of agro-processing and related activities. This will be the main focus of where the agricultural produce will go to and be further processed.

The Agri-Hub will be supported directly by at least three Farmer Production Support Units (FPSUs) located at Sediba, Woodbridge and Botshabelo.

#### **c) Rural Villages:**

It is important to single out certain villages by assigning specific roles and functions in order to improve the overall service delivery in the vast rural area.

These potential growth points as defined on **Figure 4:45** are all located centrally within a cluster of villages and should be developed to become service centres within the relevant clusters.

#### **d) Short Term (5 Years):**

The following development services and facilities should be considered for these Primary growth points (Paradys and Gladstone):

- Secondary School

- Day Hospital
- Police service
- Community Hall and Library
- Sport Facilities
- Retail, commercial and financial services
- Auction Facilities

The upgrading of roads leading to the respective growth points should typically also form part of stimulating development, as this will improve connectivity and overall service delivery.

**e) Medium Term (10 Years):**

It is proposed that growth be stimulated further in Sediba, which forms part of Cluster 4, and that the road leading to this secondary growth point also be upgraded.

The following development services and facilities should be considered for these Primary growth points:

- Secondary School
- Strengthening of existing clinic
- Police service
- Community Hall and Library
- Sport Facilities
- Retail and commercial

Finally, it is proposed to stimulate growth in Kgalala (Cluster 3) and Feloana (Cluster 1) over the long term by developing similar facilities as indicated for Sediba, as well as to upgrade the necessary road infrastructure.

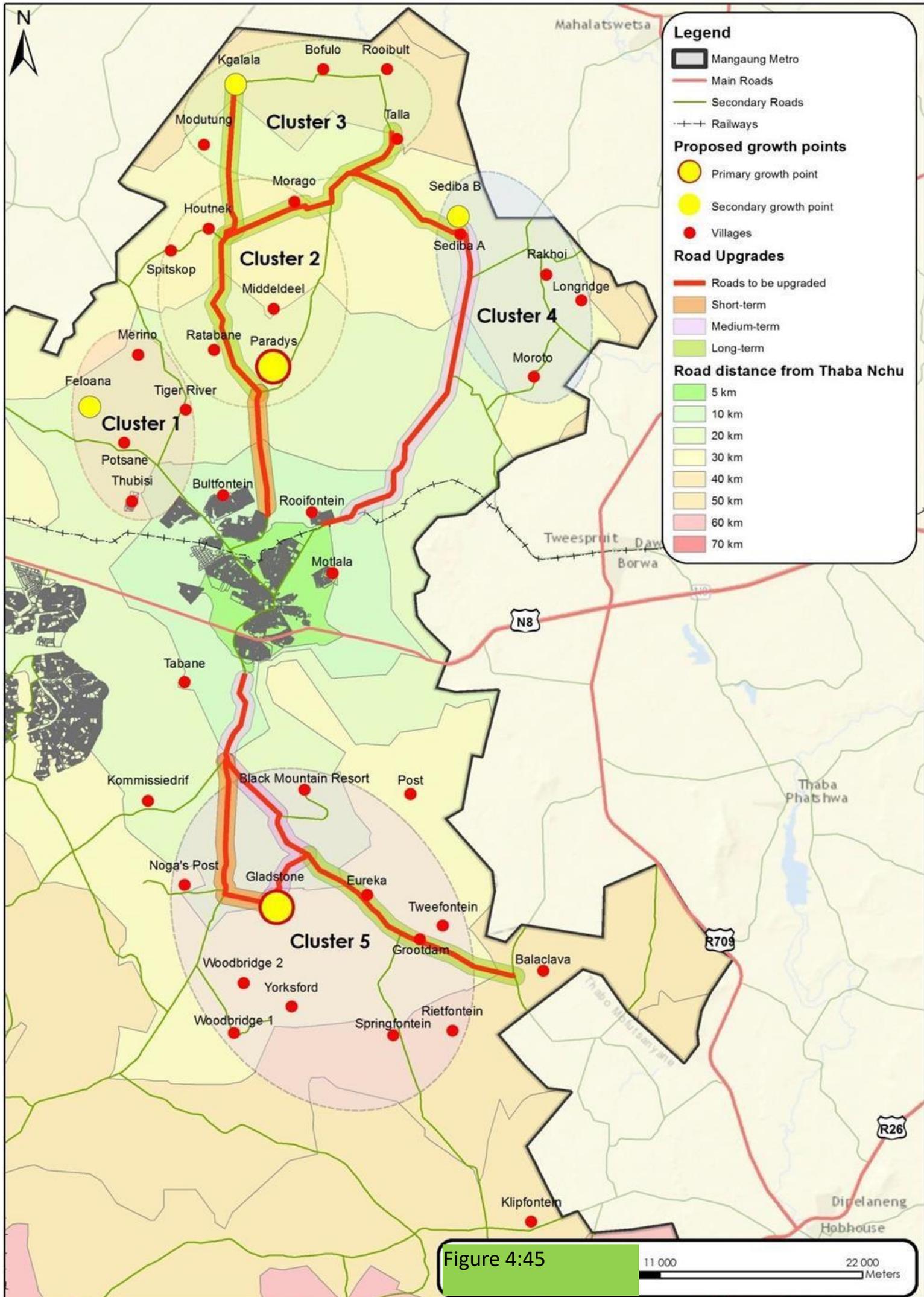


Figure 4:45

11 000 22 000 Meters

#### **4.7.1.5. SAFETY NETS**

A social safety net (SSN) is a system of non-contributory aid designed to enhance the lives of vulnerable families and people living in poverty and distress. SSNs include previously contributory social pensions, in-kind and food transfers, conditional and unconditional cash transfers, fee waivers, public works, and school meal programs. Initially, social safety nets were designed for three purposes: Institutional reform is required to make adjustment programs politically viable, and poverty reduction is the most crucial goal.

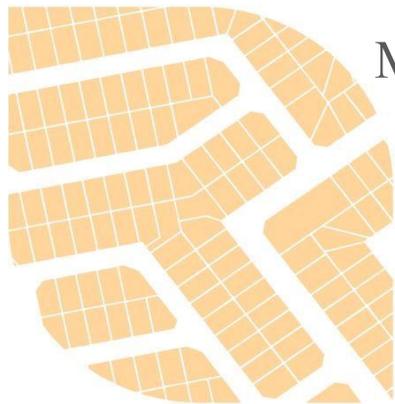
Social assistance/safety net programs are non-contributory cash or in-kind payments aimed primarily at the poor and disadvantaged. Some initiatives aim to improve chronic poverty or provide equal opportunity, while others prioritize shielding families from the shocks and long-term losses that the unprotected poor can suffer. These programs, often known as social safety net programs or social welfare, include cash transfers (conditional and unconditional), in-kind transfers like school meals and targeted food assistance, and non-monetary benefits like fee exemptions and food vouchers.



**MANGAUNG**  
**METROPOLITAN MUNICIPALITY**

METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK

**Chapter 5: Implementation Plan and  
Capital Investment Framework**



FINAL  
REPORT

2025



## TABLE OF CONTENTS

<b>6. Implementation plan of the spatial development framework .....</b>	<b>1</b>
6.1 Introduction .....	1
6.2 Methodology .....	1
6.2.1 Built Environment Performance Plan .....	1
6.2.2. The Built Environment Value Chain. ....	2
6.2.3 Strategy Implementation and Alignment .....	4
6.3. IMPLEMENTATION PROJECTS FOR MMM from three (3) spHeres of government .....	6
6.3.1. MMM Local Government.....	7
6.3.1.1 MMM Human Settlements.....	7
6.3.1.1.1. Catalytic Projects Implementation Plan .....	7
6.3.1.1.2. Informal Settlements Implementation Plan.....	9
6.3.1.2. Engineering Implementation Plan .....	12
6.3.1.2.1. Mangaung Roads and Stormwater .....	12
6.3.1.2.2. Water and Sanitation .....	14
6.3.1.2.2.1. Spatial Development of a City.....	24
6.3.1.2.2.2. Water and Sanitation Infrastructure Projects .....	24
6.3.1.2.2.3. Alignment Between Water and Sanitation Infrastructure and Spatial Development	24
6.3.1.2.2.4. Strategies for Alignment.....	25
6.3.1.2.2.5. Benefits of Alignment .....	26
Conclusion.....	26
6.3.2. Provincial Government.....	28
6.3.2.1. Department of Education Implementation Plan .....	28
6.3.2.2. Department of Agriculture and Rural Development .....	32
6.3.2.3. Department of Sports, Arts and Culture .....	35
6.3.2.4. South African Social Security Agency .....	35
6.3.2.5. Public works .....	36
6.3.2.6. Department of Health .....	39
6.3.2.7. Human Settlements.....	43



6.3.2.8. Department of Economic Development, Small Businesses, Trade and Environmental Affairs (DESTE).....	48
6.3.2.9. Department of Roads .....	50
6.3.3. National Government .....	52
6.3.3.1. IDT Implementation Plan.....	52
6.4. INSTITUTIONAL ARRANGEMENTS TO IMPLEMENT THE BUDGET .....	53
6.5. Spatial expression of the implementation per town .....	53

**LIST OF AMENDMENTS**

The whole chapter is the new edition

## 6. IMPLEMENTATION PLAN OF THE SPATIAL DEVELOPMENT FRAMEWORK

### 6.1 INTRODUCTION

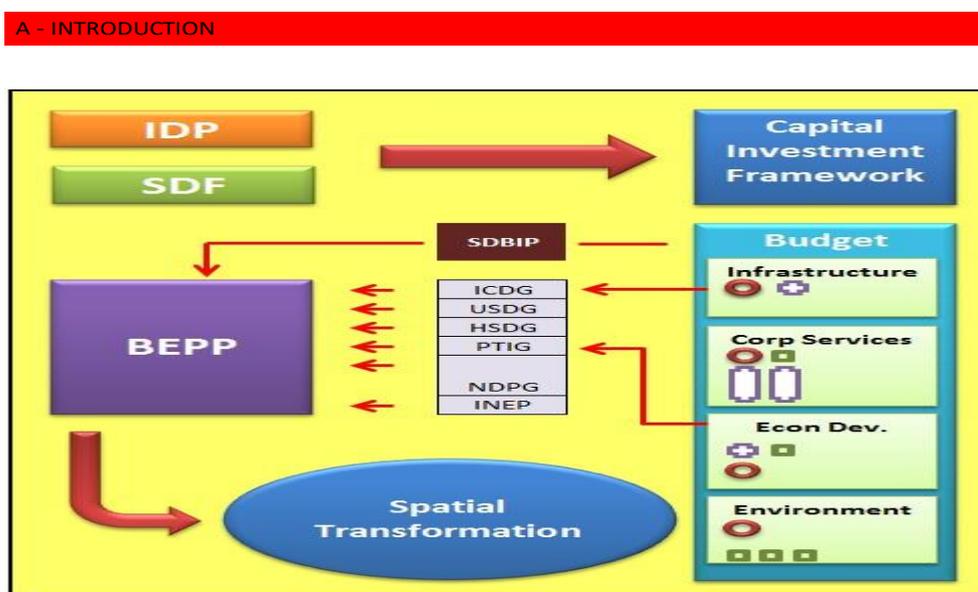
This Chapter seeks to present the methodology and the implementation plan of the budget. The chapter only focus on multi-year projects as received from the various Directorates. The Directorates are responsible for the implementation of the projects and monitoring and evaluation thereof. The subject Directorates have the right to amend the budgets and inform the SDF Coordinator and Steering Committee accordingly. The implementation plan does not replace the IDP Budget Implementation Plan but Directorates should ensure coordination between the SDF Implementation Plan which has a long term focus and the IDP Budget Implementation Plan which have a short term focus.

### 6.2 METHODOLOGY

#### 6.2.1 Built Environment Performance Plan

BEPP relates to the long-term growth and development strategies, as well as financial and investment frameworks of the Municipality. Consequently, the BEPP is informed by several existing statutory policy plans of the Municipality, including;

Diagram 6: 1. Built Environment Performance Plan



- Integrated Development Plan (IDP),
- the Metropolitan Spatial Development Framework (MSDF),
- the medium-term revenue and expenditure framework (MTREF),



- the Service Delivery and Budget Implementation Plans (SDBIP), reporting requirements in terms of the Municipal Finance Management Act No 56 of 2003 (MFMA), as well as several other performance management and sector plan requirements.

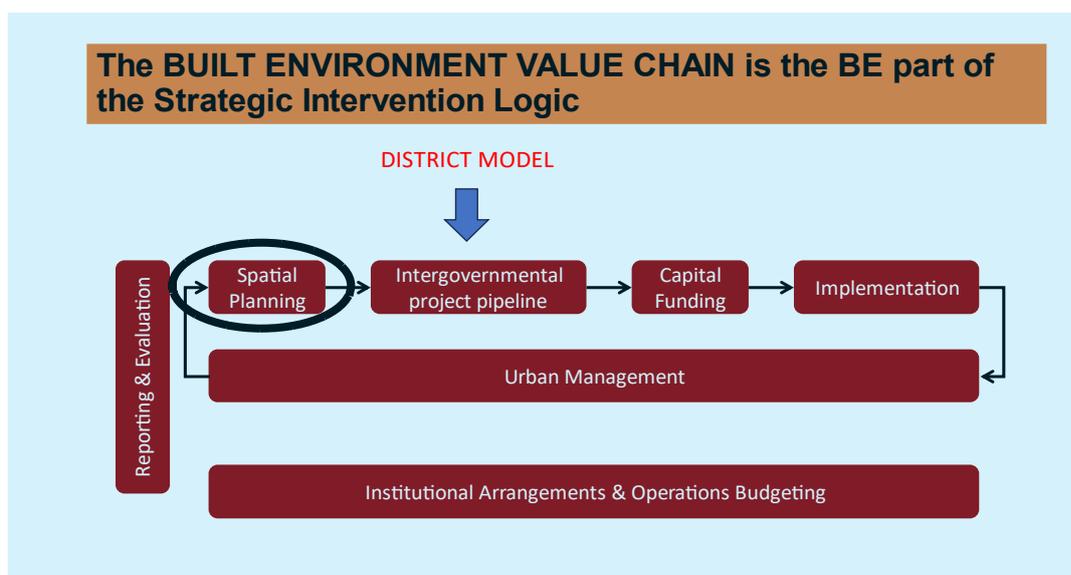
The objective of the Built environment performance plans of the City seek to conceptualize the long-term objectives of the city and operationalize such through the budgetary instruments) grants. The objective is also to initiate coordination between the spheres of government by aligning the budgets and projects in the context of intergovernmental coordination. The objective is to enhance vertical and horizontal alignment between the various spheres of government and parastatals. The processes followed should be aligned with the District Model. The Budgetary instruments used are the ICDG, USDG, HSDG, PTIG, NDPG, INEP and ISUPG Grants.

### **6.2.2. The Built Environment Value Chain.**

The Built Environment Value Chain suggest the following processes to be followed;

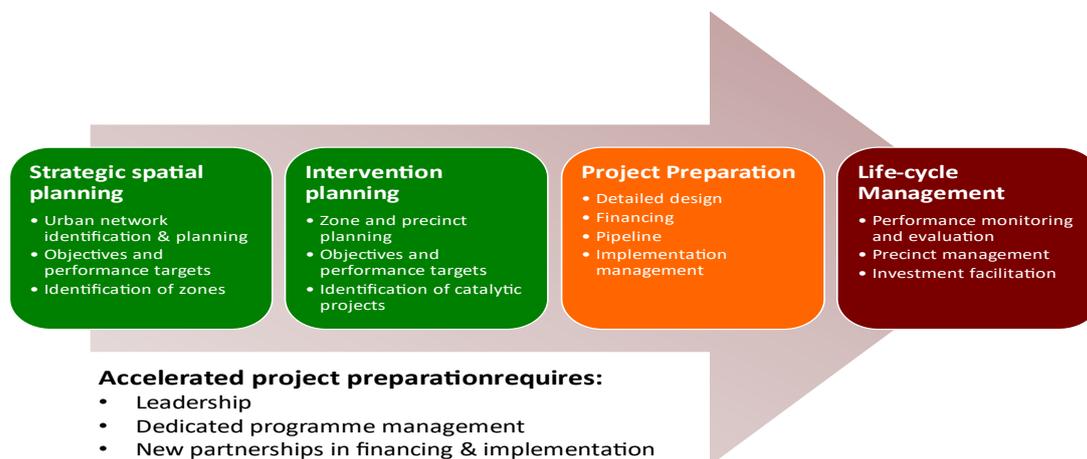
1. Spatial Planning
2. Intergovernmental project pipeline
3. Capital Funding
4. Implementation
5. Urban Management

**Diagram 6: 2. The Built Environmental Value Chain is the BE part of the Strategic Intervention Logic**



Spatial Planning should formulate the Spatial Strategy by means of Spatial Proposals. Through this process Spatial Targeting should be effected which essentially means the focus areas of spending the budget. This Spatial Strategy should be in line with the city strategy of spending the municipal budget.

Projects require a clear link between planning, budgeting, implementation, and urban management

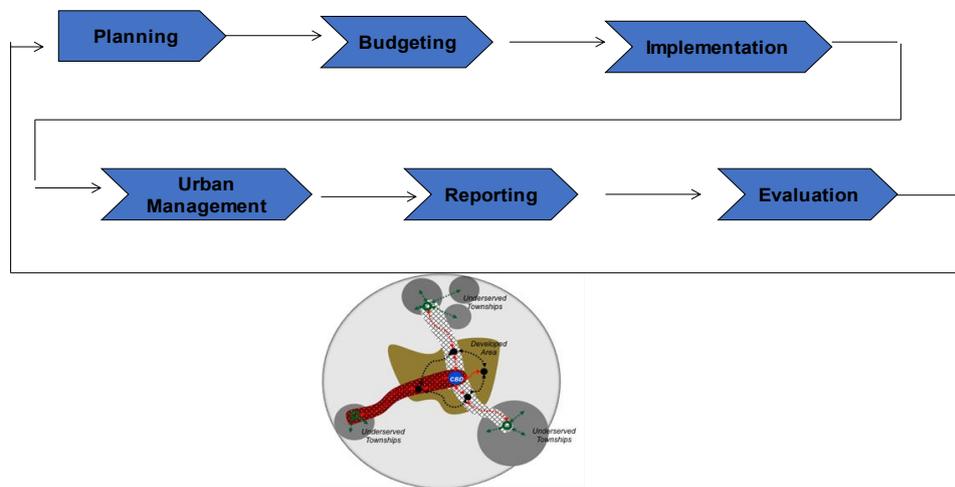


The Spatial Strategy should be presented to all spheres of government in order to align the plans of the various spheres of government with Spatial Strategies of the City. The Spatial Strategy should conceptualize strategic projects in line with the Strategic Development Objectives of the City. The city should develop a project prioritization strategy and good master plans which should be aligned to the strategy of the municipality. The development of good master plans is essential to this process.

Through the project prioritization process in line with the project prioritization strategy, priority projects should be identified. For each project a project cycle should be developed and alignment should be done and coordination between the spheres of government should be effected. From the above-mentioned process a Capital Investment Framework should be developed. Hereafter the city will then develop an implementation framework.

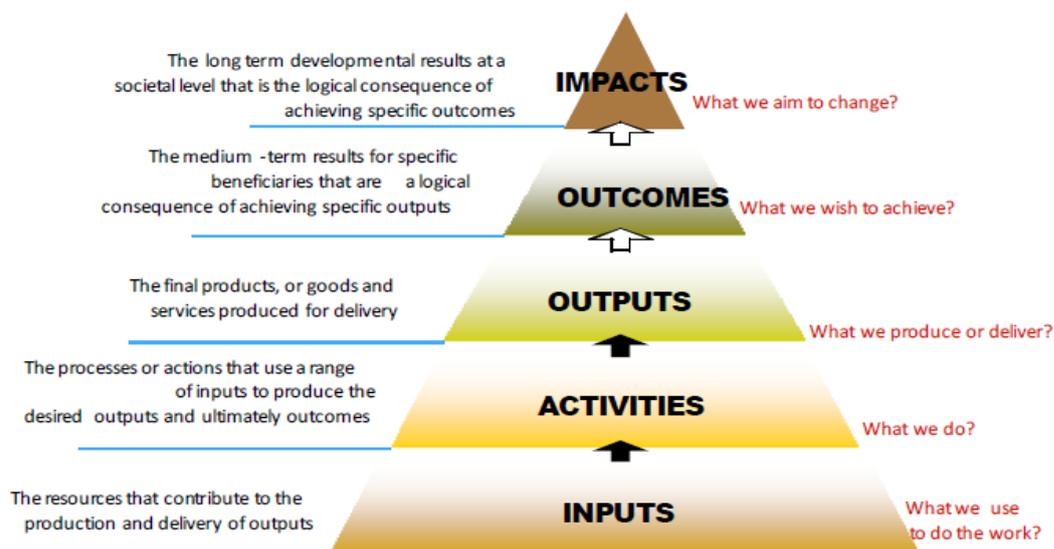
The Urban Management Plan should be guided by a project management unit which will monitor the implementation of the projects. The monitoring of the projects will facilitate a process of year-on-year improvement.

# Strengthen the links to get Year-on-Year Improvement



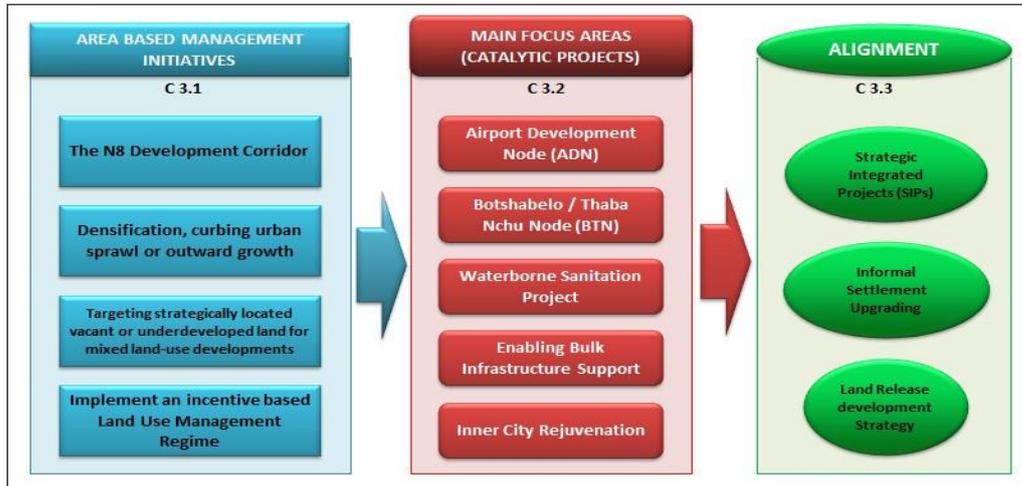
41

## 6.2.3 Strategy Implementation and Alignment



## STRATEGY IMPLEMENTATION AND ALIGNMENT

- MMM Identified three pillars through which to address spatial transformation
- 1 – Area Based Management Initiatives
- 2.ID of Catalytic Projects
- Alignment



### 6.3. IMPLEMENTATION PROJECTS FOR MMM FROM THREE (3) SPHERES OF GOVERNMENT

The implementation plan is based on approved projects, within Mangaung across the three spheres of government and parastatals. This should form the basis for horizontal and vertical alignment between the spheres of government. This should also form the basis of the District Development Model (DDM).

IMPLEMENTATION PROJECTS FOR MMM				
Item	Department	Sphere of government	Source of Funding	Type of projects
6.3.1.1	Human Settlements	Local MMM	USDG	Mixed land use development
6.3.2.	Human Settlements		ISUPG	Informal Settlements upgrading
6.3.2.	Engineering		USDG	Roads and Stormwater
6.3.3.			USDG	Construction, refurbishment and upgrading of water infrastructure
6.3.4.			USDG	Construction, refurbishment, extension and upgrading of sewer infrastructure
6.3.2.1	Department of Education	Provincial department	IEG	Construction of new schools
6.3..				
6.3.7.	Department of Agriculture and Rural Development		CASP, ILIMA	Emerging Farming Projects



Installation of internal services and construction of link road and installation of electrical infrastructure (ext. 256 and 257) – Vista Park 3	X 29'181'058 Y 29'175'371	YES	R 561 668 671	USDG	R 35 755 566	R 40 415 105	R 328 860 000	R 156 638 000
Installation of internal services and electrical installation, construction of Bulk water and sewer pipes (Ext. 296 – 300)	X 29'181'058 Y 26'1751352	YES	R 940 832 529	USDG	R 71 276 731	R 126 947 729	R256 875 236	R 485 732 833
Land parcel	Size (ha)	Land Use	Development status				Output	
			Planning	Services	Housing	Tenure	No. of Use	Density
Cecelia	155	Vacant	100%	No	No	No	1900	12.26
Pellissier Infill development	22	Vacant	100%	Partly	No	No	200	9.09
Brandkop 702 (BFN 654)	285	Vacant	100%	No	No	No	2700	9.47
Vista Park 2 (BFN 654)	155	Vacant	TIA has been approved. Application for township	Bulk sewer pipeline project is underway	No	No	4709	21.92

			establishment has been submitted					
Vista Park 3 (BFN 654), Phase 1	131	Vacant	Township proclamation	4 out of 10 extensions (261-263 and 257) have been installed with internal Services	30 Military Veterans housing units have been constructed	No	6036	20.00
**Hillside (Farm Rocklands 684)	85	Occupied	100%	100%	90% constructed	Yes	?	10.82

### 6.3.1.1.2. Informal Settlements Implementation Plan

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 1	YEAR 2	YEAR 3	YEAR 4
<b>INFORMAL SETTLEMENTS</b>								
Mattharantleng water and sanitation - installation water and sanitation (3108 U)		YES	R 1 000 000	ISUPG	R 8 000 000	R 17 500 000		



Seroalo ext. 26 – installation of water and sanitation (1		YES	R 8 842 597	ISUPG				
Klipfontein water connections		YES	R 500 000	ISUPG	R 3 019 284	R 17 800 000		
Sonderwat Phase 2 80/installation water internal sewer reticulation		YES	R 5 089 120	ISUPG	R 12 500 000			
Mkhonto Erf 32109 – installation of ??? reticulation (111 U)		YES	R 14 609 289	ISUPG	R 14 600 000	R 2 000 000		
Soutpan (Ikgomotseng) water sewer construction		YES	R 11 953 583	ISUPG				
Thaba Nchu ext. 27 Ratau water sewer construction		YES	R 22 219 080	ISUPG	R 7 000 000			
Ratau Hlam water and sewer alt system (114 U)		YES	R 5 640 000	ISUPG				
Section T installation of sewer		YES	R 4 000 000	ISUPG				

Section C water and sewer		YES	R 3 000 000	ISUPG	R 500 000			
Section N installation of water and sewer		YES	R 3 000 000	ISUPG	R 16 000 000	R 22 900 000		
Turflaagte ZCC		YES	R 6 704 608	ISUPG	R 6 600 000			
Bloemside 9/10 – installation of water and sanitation reticulation 200 units		YES	R 1 000 000	ISUPG	R 5 000 000	R 35 000 000		
Bloemside 7 – installation of water and sanitation reticulation 500 units		YES	R 20 000 000	ISUPG	R 13 500 000			
Tambo Square – installation of water and sewer		YES	R 7 200 000	ISUPG	R 1 850 000			
Botshabelo Section R – installation of water (1000 U)		YES	R 21 500 000	ISUPG	R 14 000 000			
Dewetsdorp ext. 7 water and sewer construction		YES	R 4 000 000	ISUPG	R 15 000 000			
Botshabelo Section D – installation of sewer reticulation (100 U)		YES	R 1 000 000	ISUPG	R 8 000 000	R 30 000 000		

Botshabelo Section M – installation of sewer reticulation (100 U)			R 1 000 000	ISUPG	R 5 300 000	R 10 600 000		
---	--	--	-------------	-------	-------------	--------------	--	--

### 6.3.1.2. Engineering Implementation Plan

#### 6.3.1.2.1. Mangaung Roads and Stormwater

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 2024/2025	YEAR 2025/2026	YEAR 2026/2027	YEAR 4
<b>ROADS AND STORMWATER– IMPLEMENTATION PLAN</b>								
T1527B BOCHABELA STS	29.14, 26.24	Aligned	R 5 000 000	USDG	R 7 564 490	R 2 000 000	R 3 435 510	
T1527C BOCHABELA STS	29.14, 26.23	Aligned	R 3 500 000	USDG	R 9 435 510	R 7 564 490	R 2 000 000	
T1528 MAN RD 11388 & 1 MAFORA UPG	29.21, 26.23	Aligned	R 3 490 787	USDG	R 15 490 78	R 17 500 000	R 1 354 723	
T1536 HEAVY REHAB ZASTRON ST	29.11, 26.22	Aligned	R 5 000 000	USDG	R 21 409 862	R 39 652 478	R 16 495 54	
T1537 HEAVY REHAB NELSON M&ELA ST	29.11, 26.22	Aligned	R 10 000 000	USDG	R 19 701 513	R 53 000 000	R 8 981 405	
REFURBISHMENT MANAGEMENT SYSTEM: R & S	All Mangaung regions	Aligned	R 1 864 490	USDG	R 7 564 490	R 2 000 000	R 3 435 510	

DEVELOP MASTER PLANS	All Mangaung regions	Aligned	0	USDG	R 9 435 510	R 7 564 490	R 2 000 000	
T1428A MAN RD 198 199&200 BOCH	29.1, 26.3	Aligned	R 5 000 000	USDG	R 14 867 173	R 1 000 000		
T1432 MAN 10786 BERGMAN SQUARE	29.15, 26.29	Aligned	R 4 872 011	USDG	R 17 372 011	R 3 000 000		
T1522 THA RD 2029 2044 & 2031 UPG	29.2, 26.87	Aligned	R 6 824 285	USDG	R 15 024 285	R 2 475 715		
T1523 BOT RD 304 305 308 SECTION G UPG	29.22, 26.72	Aligned	R 2 944 553	USDG	R 15 024 285	R 2 475 715		
T1524 BOT RD 437 SECTION A UPG	29.26, 26.75	Aligned	R 7 518 256	USDG	R 13 944 553	R 10 980 024	R 2 000 000	
T1539 UPGRADE TRAFFIC INTERSECTIONS	29.16, 26.22		R 6 809 983	USDG	R 7 564 490	R 2 000 000	R 3 435 510	
SAND DU PLESSIS RD: ESTOIRE	29.11, 26.27		R 1 604 833	USDG	R 9 435 510	R 7 564 490	R 2 000 000	
STORMWATER REFURBISHMENT	All Mangaung Regions		R 6 353 483	USDG	R 17 247 573	R 10 720 080	R 4 257 802	
BATHO UPGRADING OF ROADS AND STORMWATER	29.14, 26.23		R 5 509 213	USDG	R 17 509 213	R 2 000 000	R 490 787	
T1433 BAINSVLEI M/WATER BULK S/WATER UPG	29.06, 26.10		R 2 196 312	USDG	R 4 797 317	R 20 704 908	R 20 319 521	
DR /MACGREGOR INTERCHANGEBELCHER	29.13, 26.24	Aligned	0	USDG	2,490,787	R 15 159 811	R 2 000 000	
T1538: UPGRADING INTERSECTION ST GEORGE ST & PRES BRAND	29.1, 26.12	Aligned	0	USDG	R 11 009 213	R 3 500 000	R 1 490 787	
NELSON MANDELA BRIDGE	29.11, 26.2	Aligned	0	USDG	R 1 894 090	R 25 987 313	R 40 940 343	
T1520: FIRST AVENUE PEDESTRIAN BRIDGE	29.11, 26.21	Aligned	0	USDG				
SECTION R ACCESS ROAD & BRIDGE	29.15, 26.25	Aligned	R 10 000 000.00	USDG	R 4 000 000.00			

GRASSL& PH 4 - ROADS & S/WATER	29.17, 26.29	Aligned	8,000,000.00	USDG				
BOTS WEST - INSTAL MAIN ROADS/ S/WATER	29.21, 26.66	Aligned	R 9 000 000.00	USDG				
PROVISION OF ROADS AND STORMWATER <sup>⊥</sup>	All Mangaung Regions	Aligned	R 10 000 000.00	USDG	R 11 500 000.00	R 13 500 000.00		

### 6.3.1.2.2. Water and Sanitation

The table below depicts the priority projects from the engineering master plans; (SPLUMA Section 21(P)) (Existing policies and guidelines

Table 6: 1. Priority projects from Engineering master plans.

ENGINEERING MASTER PLAN	STATUS	PRIORITY PROJECTS FROM MASTER PLAN
Bulk Infrastructure Master Plan	Under Review	<ul style="list-style-type: none"> <li>Upgrading 148,73Km of Bulk Pipelines (+/- 200mm to +/- 500mm)</li> <li>Construction of new Bulk pipelines (+/- 200mm to +/- 800mm)</li> </ul>
Roads Master Plan	Under Review	
Water and Sanitation Master Plan	Draft report completed	<ul style="list-style-type: none"> <li>Construction of new Brandkop 22,5Ml Reservoir, Grassland and Groenvlei.</li> </ul>
Sanitation Master Plan	N/A	<ul style="list-style-type: none"> <li></li> </ul>
Electrical Master Plan		<ul style="list-style-type: none"> <li></li> </ul>

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET (YEAR)	FUNDING	ANNUAL TARGET				
					YEAR 1 (YEAR)	YEAR 2	YEAR 3	YEAR 4	
<b>WATER</b>									
Maselspoort WTW upgrading (Maselspoort filters)	29.03214 S 26.40587 E	YES	R 47 791 270	USDG	Appoint PSP and start with construction	Continue with the construction of Maselspoort filters	Continue with the construction of Maselspoort filters	Completion	
Navil Hill new B distribution pipe and asso works rez	29.0977° S 26.2397° E	YES	R 554 952	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion	
Pellissier Reservoir	29.14607 S 26.15675 E	YES	R 1 526 118	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion	
Bloem Northern Bulk Distribution Pipeline	29.0447° S 26.2354° E	YES	R 496 845	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion	

Refurbishment of water supply systems (RO)	29.1285° S 26.2176° E  29.1154° S 26.2142° E	YES	R 12 936 902	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion
Maselspoort water re-use gravitational line Mockesdam	29.0344° S 26.4076° E  29.0603° S 26.4604° E	YES	R 599 206	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion
Maselspoort water re-use gravity to new WTW)	29.0988° S 26.3372° E	YES	R 2 218 005	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion
Provision of bulk water supply		YES	R 7 000 000	ISUPG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion
Interim water informal settlement	29.21389 S 26.23083 E  29.21389 S 26.23389 E  29.21511 S	YES	R 5 000 000	ISUPG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion

	26.23758 E 29.21642 S 26.23269 E							
M/P water re-use (pump station) (RO)	29.03213 S 26.40587 E	YES	R 820 219	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion
Hamilton Park pump station refurbishment	29.106047 S 26.221634 E	YES	R 853 690	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion
Maselspoort WTW upgrade	29.03213 S 26.40587 E	YES	R 511 801	USDG	Appoint PSP and start with Feasibility study	Appoint contractor and start with construction	Continue with construction	Completion
<b>SANITATION</b>								
GIS System Information update	All areas of MMM	Assist with the planning and data collection, storage and analysis planning data	R 194 233	USDG	R 194 233			



Vista Park Collection Bulk Upgrades	29.1525 S 26.2056 E	Collect wastewater for treatment	R 398 419	USDG		R 398 419		
Dan Pienaar & Tempe Bulk Pipeline Refurbishment	29.0882 S 26.2098 E	Collect wastewater for treatment	R 910 673	USDG		R 910 673		
Whitesweg & Bayswater Pipeline Refurbishments	29.08912 S 26.23594 E	Collect wastewater for treatment	R 170 751	USDG		R 170 751		
Bloemspruit Urgent Refurbishments	29.124189 S 26.246372 E	Wastewater collection, treatment, and disposal including preventing environmental degradation	R 10 409 382	USDG	R 5 000 000	R 2 177 785	R 3 231 597	
Botshableo K Pump station and Rising Main	-29.26047 S +26.72752 E	Collect wastewater for treatment	R 7 903 936	USDG	R 7 903 936			
Sewer Master Plans and Development Plans	All areas of MMM	Assist with the planning and data collection, storage and	R 3 588 892	USDG	R 2 500 000	R 1 088 892		

			analysis planning data						
Water Borne Sanitation Mangaung Ward 8	-29.08411 S +26.152265 E	S	Collect wastewater for treatment	R 19 557 385	USDG	R 9 546 125	R 1 479 844	R 8 531 416	
Botshabelo main outfall sewer	-29.26042 S +26.72752 E	S	Collect wastewater for treatment	R 8 057 804	USDG		R 8 057 804		
Refurbishment of Sludge Digesters in Bloemspruit WWTW	29.124189 S 26.246372 E	S	Wastewater collection, treatment, and disposal including preventing environmental degradation	R 12 280 496	USDG	R 6 000 000	R 3 048 899	R 3 231 597	
Refurbishment of Sewer systems	All areas of Mangaung Metro Municipality		Collect wastewater for treatment	R 6 055 702	USDG		R 2 177 785	R 3 877 917	
Northeastern WWTW mechanical and electrical works (sludge stream)	26.38001 S; 29.073364 E	S;	Wastewater collection, treatment, and disposal including	R 19 422 280	USDG	R 2 000 000	R 17 422 280		

			preventing environmental degradation						
MMM Wastewater Treatment Works Refurbishment	All areas of Mangaung Metro Municipality		Wastewater collection, treatment, and disposal including preventing environmental degradation	R 22 996 549	USDG	R 10 000 000	R 6 533 355	R 6 463 194	
Refurbishment of WWTW's	All areas of Mangaung Metro Municipality		Wastewater collection, treatment, and disposal including preventing environmental degradation	R 14 716 053	USDG	R 8 000 000	R 3 484 456	R 3 231 597	
Extension Botshabelo WWTW civil	29.234942 S 29.16929 E		Wastewater collection, treatment, and disposal including preventing	R 59 011 516	USDG	R 2 000 000	R 8 537 559	R 48 473 957	

		environmental degradation						
Extension Thaba Nchu WWTW (Seloseshu) Civil	29.1804 S 26.8174 E	Wastewater collection, treatment, and disposal including preventing environmental degradation	R 17 244 495	USDG	R 2 000 000	R 15 244 495		
Extension Botshabelo WWTW Mechanical and Electrical	29.234942 S 29.16929 E	Wastewater collection, treatment, and disposal including preventing environmental degradation	R 16 768 750	USDG		R 1 903 403	R 14 865 347	
Extension Thaba Nchu WWTW (Seloseshu) Mechanical and Electrical	29.1804 S 26.8174 E	Wastewater collection, treatment, and disposal including preventing	R 16 768 750	USDG		R 1 903 403	R 14 865 347	

		environmental degradation						
Rayton Main Sewer	29.0714 S 26.2031 E	Collect wastewater for treatment	R 113 834	USDG	-	R 113 834		
Soutpan bulk outfall sewer	28.746 S 26.072 E	Collect wastewater for treatment	R 362 492	USDG	-	R 362 491		
Refurbishment/condition Management Plan	All areas of Mangaung Metro Municipality	Assist with the planning and data collection, storage and analysis planning data	R 3 588 892	USDG	R 2 500 000	R 1 088 892		
Upgrading bulk sewer line Sonderwat & Chris Hani	29.1807 S 26.2644 E	Collect wastewater for treatment	R 1 000 000	ISUPG	R 1 000 000			
Botshabelo main outfall sewer	-29.26042 S +26.72752 E	Collect wastewater for treatment	R 63 500 000	ISUPG	R 35 000 000	R 28 500 000		
Refurbishment of sewer systems in Soutpan	28.7191 S 26.0622 E	Collect wastewater for treatment	R 850 000	ISUPG	R 500 000	R 200 000	R 150 000	

Soutpan bulk outfall sewer	28.7191 S 26.0622 E	Collect wastewater for treatment	R 1 248 462	ISUPG	R 416 214	R 832 24		
----------------------------	------------------------	----------------------------------	-------------	-------	-----------	----------	--	--

## **What is the alignment between the water and sanitation infrastructure projects and the spatial developments of a city.**

The alignment between **water and sanitation infrastructure projects** and the **spatial development of a city** is crucial for sustainable urban growth and efficient resource management. Both elements must be integrated to ensure equitable access to services, support urban expansion, and protect environmental and public health. Here's a breakdown of their relationship:

---

### 6.3.1.2.2.1. Spatial Development of a City

- **Definition:** Refers to the physical layout, growth, and distribution of urban spaces, including residential, commercial, industrial, and public areas.
  - **Influencing Factors:** Urban planning policies, population growth, economic activities, environmental considerations, and technological advancements.
  - **Key Challenges:** Urban sprawl, informal settlements, and uneven development often complicate infrastructure planning.
- 

### 6.3.1.2.2.2. Water and Sanitation Infrastructure Projects

- **Definition:** These include facilities and systems for water supply, wastewater collection, treatment, and disposal.
  - **Purpose:** To provide clean water, ensure public health, and prevent environmental degradation.
  - **Scope:** Ranges from centralized infrastructure (e.g., reservoirs, treatment plants) to decentralized systems (e.g., boreholes, community sanitation facilities).
- 

### 6.3.1.2.2.3. Alignment Between Water and Sanitation Infrastructure and Spatial Development

- **Ensuring Accessibility and Equity:**
  - Infrastructure projects must align with population distribution to ensure equitable service delivery, especially in high-density and underserved areas.
  - Informal settlements and peri-urban areas often lack adequate infrastructure, requiring targeted projects to bridge service gaps.
- **Supporting Urban Expansion:**
  - As cities grow, infrastructure must expand to accommodate new developments and prevent overburdening existing systems.
  - Proactive planning ensures that water and sanitation services reach newly developed or expanding areas efficiently.

- **Integrating Land Use and Infrastructure:**
    - Spatial development plans guide the placement of water supply and sanitation facilities to optimize service delivery.
    - Proper zoning (e.g., separating residential and industrial areas) ensures that infrastructure can cater to diverse needs while minimizing health risks.
  
  - **Mitigating Environmental Impact:**
    - Coordinated planning ensures that sanitation systems prevent contamination of natural water sources and align with environmental conservation areas.
    - Green infrastructure, such as wetlands for wastewater treatment, can complement spatial plans focused on sustainability.
  
  - **Promoting Compact Urban Development:**
    - Compact city designs reduce the cost of water and sanitation infrastructure by concentrating services in smaller areas.
    - Discourages urban sprawl, which can lead to inefficient resource allocation and service provision.
- 

#### 6.3.1.2.2.4. Strategies for Alignment

- **Integrated Urban Planning:**
  - Combine spatial development and infrastructure planning to ensure that water and sanitation systems are part of long-term urban plans.
  - Use Geographic Information Systems (GIS) to map current and future infrastructure needs based on spatial growth patterns.
  
- **Policy and Regulatory Frameworks:**
  - Establish regulations that require developers to include water and sanitation facilities in new projects.
  - Coordinate local governments, utilities, and planning authorities to align policies and budgets.
  
- **Infrastructure Investment Prioritisation:**
  - Prioritize projects in areas with the greatest need, such as informal settlements or rapidly growing neighbourhoods.
  - Balance investment in existing systems with new projects to maintain overall system resilience.



- **Public-Private Partnerships (PPPs):**
    - Engage private sector actors to fund and develop infrastructure aligned with spatial development goals.
    - Ensure such partnerships focus on accessibility and affordability.
  
  - **Resilience and Adaptation:**
    - Design water and sanitation systems that are resilient to climate change impacts, such as flooding or drought, which may disrupt urban spatial dynamics.
- 

#### 6.3.1.2.2.5. Benefits of Alignment

- **Improved Service Delivery:** Ensures all areas, including marginalized neighbourhoods, have access to water and sanitation services.
  - **Economic Growth:** Supports industries and businesses by providing reliable water supply and sanitation, crucial for operations.
  - **Public Health:** Reduces disease outbreaks by ensuring proper sanitation and clean water access.
  - **Environmental Sustainability:** Protects ecosystems by managing wastewater effectively and integrating natural water systems with urban development.
  - **Social Equity:** Reduces disparities in service provision, fostering more inclusive urban development.
- 

#### *Conclusion*

Aligning water and sanitation infrastructure projects with the spatial development of a city is essential for sustainable urbanization. This requires integrated planning, stakeholder collaboration, and proactive investment strategies that consider both current needs and future growth. Such alignment ensures that cities grow in a way that is equitable, efficient, and environmentally responsible.

## ALIGNMENT

- Co – Ordination and Alignment with SIP's ( National Gov Programmes )
- Key priority to improve Public Transportation system
- IPTN is an anchor programme for the City
- Coordination and Alignment of Informal settlements
- Various engagements with Key Stakeholders
- Prov Human Settlements / National Human Settlements
- National Dept Transport
- Alignment of Budgets ongoing
- Project specific Alignments

**6.3.2. Provincial Government**

*6.3.2.1. Department of Education Implementation Plan*

Grants: Education I Grant - EIG

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 1	YEAR 2	YEAR 3	YEAR 4
<b>DEPARTMENT OF EDUCATION</b>								
<b>RUNNING PROJECTS</b>								
Erf 8363 Bloemside 3: Construction of a new mega school (Bergman S/S)			R 92 311 000.00	EIG				
Erf 15669 Turflaagte: Construction of a new mega school (Matlafalang P/S)			R 93 257 940	EIG				
<b>PLANNED PROJECTS</b>								
Erf 1249 and erf 1252 Botshabelo V:			R 90 000 000	EIG				

Construction of a new technical School (Kgotso Taole Technical School)								
Erf 3441 and 3443 Caleb Motshabi: Construction of new mega Secondary School			R 100 000 000	EIG				
Erf 417 Langenhovenpark: Construction of new Comprehensive School			R 80 000 000	EIG				
<b>EDUCATION OYE – IMPLEMENTATION PLAN</b>								
Refurbishments (DBSA)			R 306 000 000	EIG	R 55 000 000	R 19 300 000	R 19 300 000	
Kgotso Taole Tech/S (IDT)			R 100 000 000	EIG	R 8 000 000	R 20 000 000	R 24 500 000	
Thaba Nchu-Boitumelong Special school - Hostel			R 99 724 192	EIG	R 13 000 000	R 10 000 000	R 30 000 000	
Bloemfontein: Caleb Motshabi			R 95 095 000	EIG	R 7 890 282			

Bloemfontein: Mangaung Matlafalang (DBSA)			R 95 095 000	EIG	R 3 000 000	R 2 000 000	R 2 000 000	
Bloemfontein: Mangaung:Matla 2 (DBSA)			R 93 257 940	EIG	R 8 000 000			
Bloemfontein: New Bergman (DBSA)			R 92 311 000	EIG	R 15 000 000	R 10 000 000		
Mobile Classrooms			R 88 632 000	EIG	R 1 000 000	R 1 000 000	R 1 000 000	
Bloemfontein: Mangaung: Arbeidsgenot (DBSA)			R 83 248 999	EIG	R 11 517 677	R 8 000 000		
Final accounts/fees			R 72 998 000	EIG	R 370 000	R 850 000	R 280 000	
Dr Blok: Hostel New Boys Hostel			R 52 000 000	EIG	R 8 000 000	R 20 000 000	R 24 500 000	
Administration Blocks			R 49 515 691	EIG	R 8 000 000	R 10 000 000	R 20 000 000	
Mangaung Artisan School			R 45 000 000	EIG				
Connection to Municipality Sewer lines			R 34 998 000	EIG	R 7 000 000			

Project Management fees: Mphati & Associates			R 30 000 000	EIG	R 1 000 000			
Projects Management fees: MK & Associates Consulting			R 30 000 000	EIG	R 1 000 000			
Project Management fees: Nala Consulting			R 30 000 000	EIG	R 3 000 000			
Project Management fees: Phethogo Consulting			R 30 000 000	EIG	R 1 000 000			
Project Management fees: E Tsho Consulting			R 30 000 000	EIG	R 3 000 000			
School Sport & recreation			R 24 000 000	EIG	R 2 000 000	R 6 000 000	R 6 000 000	
Mobile Ablution Blocks			R 22 835 000	EIG	R 1 000 000	R 1 000 000	R 1 000 000	
Project Management fees: MPS Consulting			R 16 821 000	EIG	R 1 000 000			
Sewer Treatment Plant			R 15 000 000	EIG	R 1 000 000	R 1 000 000	R 1 000 000	
Smart Schools			R 15 000 000	EIG	R 1 000	R 1 000	R 1 000	
Maintenance: Capital (DBSA)			R 12 000 000	EIG	R 5 000 000	R 50 000 000	R 50 000 000	
Mobile Kitchens			R 9 000 000	EIG	R 1 000 000	R 1 000 000	R 1 000 000	

Conversion: Autism School			R 5 000 000	EIG	R 10 000 000	R 10 000 000	R 10 000 000	
Mobile Administration Blocks			R 3 000 000	EIG	R 1 000 000	R 1 000 000	R 1 000 000	
Project Management Fees: Other			R 3 000 000	EIG	R 4 000 000	R 4 000 000	R 4 000 000	

### 6.3.2.2. Department of Agriculture and Rural Development

Grants: Community - CASPG

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 1	YEAR 2	YEAR 3	YEAR 4
<b>DARD – IMPLEMENTATION PLAN</b>								
Pedi Agric	-29.2986 S 26.26401 E	LIVESTOCK	R 7 200 000	CASP	-	R 2 000 000		
Bokamosho Bo Atlegile	-29.27974 S 26.68937 E	GRAIN & LIVESTOCK	R 16 754 712	ILIMA	-	R 4 000 000	R 2 000 000	-
Mangaung Chicken Consortium	29°9'53" S 26°22'40" E	POULTRY	R 19 392 668	CASP		R 7 000 000		R 6 000 000
Homeward 2	29.31851° S 26.84102° E	LIVESTOCK	R 5 946 500	ILIMA	R 1 700 000	R 3 750 000		

Tlepu Farming Pty Ltd (Homeward 1)	29°20'29" S 26°52'37" E	LIVESTOCK	R 6 355 127	ILIMA		R 3 800 000		R 2 000 000
Middlands Farm	29°04'32.869 S 26 52'52.4172 E	LIVESTOCK	R 5 500 000	CASP		R 1 600 000	R 1 900 000	
Blydskap No.9	29°17'56.70" S 26°48'52.91" E	LIVESTOCK	R 11 904 840.85	CASP	R 2 500 000	R 2 850 000		
Bafazi Creation	29°08'36.2" S 26°57'03.7" E	PIGGERY	R 20 223 745.86	ILIMA	R 1 000 000			R 10 000 000
M.K Agricultural Enterprise PTY	29.31851° S 26.84102° E	POULTRY	R 6 740 000	CASP	R 1 000 000		R 6 740 000	
Markalos	29°08'08.8" S 26°25'47.8" E	POULTRY	R 10 875 820.86	ILIMA	R 500 000		R 10 000 000	R 2 000 000
KSSM Poultry	28°43'05.8" S 25°56'19.6" E	POULTRY	R 5 287 576.72	CASP	R 500 000			R 5 287 576
Leeufontein	29.14543° S 29.14543° E	PIGGERY	R 78 411 641.12	CASP	R 1 000 000	R 15 000 000	R 20 000 000	R 20 000 000
Botshabelo Commonage	29°20'6" S 26°43'18" E	LIVESTOCK	R 1 500 000	CASP	R 1 500 000	R 1 500 000	R 1 500 000	R 1 500 000
Van Stadensrus Commonage	-29.1162291 S -26.2140342 E	LIVESTOCK	R 1 500 000	CASP	R 1 500 000	R 1 500 000		
Dewetsdorp Commonage		LIVESTOCK	R 1 500 000	CASP		R 1 500 000	R 1 500 000	
Wepener Commonage	-29°44'09 S 27°02'23 E	LIVESTOCK	R 1 500 000	CASP			R 1 500 000	



Moadira Layers	29,04005° S 26,06512° E	LAYERS	R 9 612 438, 46	CASP	R 3 000 000	-	R3 000 000	R 3 612 438
Bluemountain Farmers	29°04'34.0" S 26°21'10.8" E	HATCHERY	R 74 891 613, 38	CASP	R 3 000 000	-	R3 000 000	R 5 000 000
Buttercup Farmhouse	29.148836 S 26.2827260 E	AGROPROCESSING	R 6 000 000	CASP		Planning		
Swartkoppies	29°13'30.36" S 26°23'00.47 E	MIXED FARMING	R 6 198 990	ILIMA			R 2 000 000	R 1 500 000
Phitise Farming	29°16'56.54" S 26°25'02.17 E	LIVESTOCK	R 1 174 899, 95	CASP			R 1 174 899, 95	
Masoetsa Farming	29.1012' S 26.1959' E	POULTRY	R 4 986 034.46	CASP			R1 986 034	R 2 000 000
Nation Lawns	29°07'06.6" S 26°19'22.2" E	HORTICULTURE	R 6 390 485,6	ILIMA				R 6 390 000
Makumb'a Hashu	29.260607 S 26.8056758 E	LAYERS	R 19 772 268	CASP				R 19 772 000
Skhukukazi Investment	29.427532 S 26.787664 E	POULTRY	R 14 519 760	CASP	-	R 1 000 000		R 2 500 000
Pula Developments	29.0941" S 26.56"05" E	HORTICULTURE	R 8 651 104. 32	ILIMA	-	-	R 2 000 000	R 710 000
Kago Project	S'29.0236.2 S E'26.5563 E	HORTICULTURE	R 8 940 186 .52	ILIMA	-	-	R 2 000 000	R 750 000
Mabatau Farming	28.9944131 S 26.037057 E	POULTRY	R14 000 595, 88	CASP	-	R3 500 000	R 1 900 000	



SASSA – IMPLEMENTATION PLAN								
Day to Day General Maintenance (ECD)			R 5 340 000	ECDIC	R 4 952 000	R 6 804 000	R 7 162 000	
Low-cost ECD Centre			R 3 000 000	ECDIC	R 3 000 000			

#### 6.3.2.5. Public works

Grant: Equitable Share - -ES

EPWPIG: Expanded Public Works Programme | Grant: EPWPIG

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 2024/2025	YEAR 2025/2026	YEAR 2026/2027	YEAR 4
PUBLIC WORKS – IMPLEMENTATION PLAN								
Demolition and Building of Two Roomed Houses			R 150 000 000	ES	R 30 000 000	R 30 000 000	R 53 032 522	
Thusanong Offices Upgrade			R 116 934 000	ES	R 15 000 000			
Maintenance Government: Facilities			R 109 148 000	ES	R 14 500 000	R 14 500 000	R 14 500 000	
Hamilton r/o ph2			R 60 335 000	ES		R 8 294 000	R 10 000 000	

4th Raadzaal BLD R&R			R 60 155 000	ES	R 2 000 000	R 27 000 000	R 30 146 000	
Old reserve bank R&R			R 51 732 000	ES	R 13 683 000	R 16 580 000	R 5 800 000	
Day-to-day Maintenance			R 36 809 000	ES	R 8 103 000	R 8,103,000	R 8 103 000	
Free state/h Upgrading ph3			R 32 206 000	ES	R 15 000 000	R 10 000 000		
Tshireletsong C/HPH2			R 30 020 000	ES	R 8 700 000			
Bothobapelo upgrading			R 24 000 000	ES	R 1 694 000	R 4 000 000	R 11 842 000	
National Hospital OFF R&R			R 16 320 000	ES	R 10 000 000	R 6 320 000		
Adelaide HAL/R UPG			R 16 219 000	ES	R 3 000 000	R 5 000 000	R 2 955 000	
HVAC OR Tambo R&R			R 14 500 000	ES	R 1 500 000			
HVAC F/Castro R&R			R 14 500 000	ES	R 1 500 000			
MAINT: LIFTS GOV: FAC			R 10 500 000	ES	R 3 500 000	R 3 500 000	R 3 500 000	
ELECTR SEC F/CASTRO			R 10 138 334	ES	R 1 013 000			
MEDFONTEIN R&R			R 8 294 000	ES	R 8 294 000			
ELECTR SEC OR TAMBO			R 7 744 873	ES	R 775 000			

ELECTR SEC MPL/V UPG			R 3 108 660	ES	R 311 000			
F/CASTRO S/GEAR R&R			R 2 000 000	ES	R 2 000 000			
F/CASTRO 1ST FL OFF			R 2 000 000	ES	R 2 000 000			
MPL VILLAGE UP			R 1 900 000	ES	R 500 000	R 500,000	R 500,000	
MPL SOLAR 3UNITS UPG			R 1 750 000	ES	R 750 000	R 500 000	R 500 000	
ELECTR SEC PRES/HOU			R 1 610 000	ES	R 161 000			
HAMILTON FENCE UPG			R 1 500 000	ES	R 1,500,000			
OR TAMBO 3RD FL B/R			R 800 000	ES	R 21 000			
PRES/HOU FENCE 24949			R 600 000	ES	R 600 000			
PRES/HOU SOLAR 28038			R 250 000	ES	R 250 000			
PRES/HOU SOLAR 28638			R 250 000	ES	R 250 000			
PRES/HOU SOLAR 00310			R 200 000	ES	R 200 000			

PRES/HOU SOLAR 00136			R 200 000	ES	R 200 000			
MPL VILLAGE H5 SOLAR			R 200 000	ES	R 200 000			
MPL VILLAGE H7 SOLAR			R 200 000	ES	R 200 000			
MPL VILLAGE H10 SOLAR			R 200 000	ES	R 200 000			
<b>EXPANDED PUBLIC WORKS PROGRAMME- IMPLEMENTATION PLAN</b>								
Pelonomi Hospital Refurb Water and Sewer Reticulation			R 40 000 000	EPWPIG		R 3 000 000	R 4 000 000	
Expanded Public Works Programme Integrated Grant for Provinces			R 30 000 000	EPWPIG	R 2 055 000			

#### 6.3.2.6. Department of Health

Grant: Health Facilities R Grant: HFRG

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 2024/2025	YEAR 2025/2026	YEAR 2026/2027	YEAR 4

DEPARTMENT OF HEALTH- IMPLEMENTATION PLAN								
National Hospital: Repairs and Renovation of Wards 2,3,4,5,6,7 & 8			R 110,452,410	HFRG	R 4 000 000	R 3 000 000	R 6 000 000	
National Hospital: Repairs and renovation of Dental clinic, stepdown, maternity and Auditorium			R 65 588 761	HFRG	R 2 900 000	R 2 000 000	R 2 000 000	
National Hospital: Repairs and Renov of Admin, Admistr, Emerg and Exter works			R 64 844 828	HFRG	R 3 900 000	R 2 000 000	R 2 000 000	
Provincial Hospital Lifts			R 30 000 000	HFRG				
District Hospitals Lifts			R 24 000 000	HFRG				
Central and specialised Hospital Lifts			R 22 775 000	HFRG				
Pelonomi Hospital - Additions of the			R 22 452 015	HFRG	R 10 000 000	R 2 300 000	R 2 300 000	

Commuters Waiting Area								
Maintenance of Lifts Central and specialised Hospital			R 20 000 000	HFRG				
FSPC Forensic Unit			R 19 700 000	HFRG				
Pelonomi Mental Health 72 hours Observation Room			R 19 000 000	HFRG				
Universitas Lifts			R 19 000 000	HFRG				
Refurbishment & Renovations of Doctors Accommodation at DR JS Moroka Hospital in the DOHF			R 18 514 887	HFRG	R 6 245 000	R 2 000 000	R 2 000 000	
Bloemfontein EMS Training College Phase 2			R 18 500 000	HFRG				
FSPC Laundry			R 18 000000	HFRG				
Other Facilities Lifts			R 17 000 000	HFRG				
Maintenance of Lifts Other Facilities			R 15 000 000	HFRG				



Clinics and CHC Refurbishment of Electrical Installation			R 15 000 000	HFRG	R 3 000 000	R 4 000 000	R 4 000 000	
Clinics and CHC Refurbishment and Replacement of Generators			R 15 000 000	HFRG	R 3 000 000	R 4 000 000	R 4 000 000	
Clinics and CHC Refurb and replacement Mech Equip (Aircon and Autoclave)			R 15 000 000	HFRG				
Universitas Cerebral Palsy Unit			R 15 000 000	HFRG				
EMS Station Wepener			R 11 000 000	HFRG				
Refurbishment and Replacement Mechanical Equipment Other Facilities (Lifts)			R 10 000 000	HFRG				
Universitas Hospital Refurbishment of Theatres			R 9 756 265	HFRG	R 1 500 000			

Maintenance of District Hospitals - Mangaung Metro			R 8 792 000	HFRG	R 2 500 000	R 1 187 000	R 1 187 000	
Bloemfontein Laundry - Rehabilitation, Renovation and Refurbishment			R 8 333 168	HFRG				
Pelonomi Hospital: CSSD Refurbishment			R 8 248 418	HFRG	R 2 000 000			
Dinaane Clinic - New Clinic			R 5 289 536	HFRG	R 6 000 000	R 5 000 000	R 16 000 000	
Maintenance of Lifts- Provincial Hospitals			R 3 000 000	HFRG	R 1 208 000	R 2 744 000		

### 6.3.2.7. Human Settlements

Grant: Human Settlement Development Grant: HSDG  
 Informal Settlement Upgrading Grant: ISUPG

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 2024/2025	YEAR 2025/2026	YEAR 2026/2027	YEAR 4
<b>HUMAN SETTLEMENT- IMPLEMENTATION PLAN</b>								

Mangaung - Vista Park (2022/23) - Phase 1			R 2 000 000 000	HSDG	R 32 449 136	R 36 600 000		
Free State Unserved Beneficiaries - Mangaung Unserved Beneficiaries Phase 1			R 252 000 000	HSDG		R 25 642 288	R 77 311 588	
OPSCAP 2017/18 (Project Management Unit)			R 171 191 888	HSDG	R 8 000 000	R 10 000 000		
Nhbrc - Engineering Forensic Investigations Fees ((Late Enrolment Process))			R 150 000 000	HSDG	R 5 000 000	R 5 000 000	R 5 000 000	
Vista Park 3 Water & S - Phase 1			R 140 000 000	HSDG		R 25 134 660	R 81 611 660	
Mtop 2019 To 2024 - Phase 1			R 100 000 000	HSDG	R 16 309 000	R 28 507 000	R 28,507,000	
Individual Subsidies (2020/21) Newly Builds Phase 1 - Phase 1			R 100 000 000	HSDG	R 34 706 235	R 34 862 700	R 34 862 700	
Individual Subsidy 2022/23 - Newly Build			R 100 000,000	HSDG	R 41 179 200	R 65 880 000	R 65 880 000	

Fs Land Acquisition - Phase 1			R 100 000 000	HSDG		R 86 038 886	R 81 474 660	
Township Registers (T Deeds) - Phase 1			R 100 000 000	HSDG	R 25 000 000	R 28 507 000	R 38 507 000	
Thaba Nchu - 400 Namso Construction Your Trade Civils Incompl 2013/14 (Jore Construction 2010/2011) (Phase)			R 80 386 281	HSDG				
Flisp - Phase 1			R 70 000 000	HSDG	R 40 000	R 800 000	R 800 000	
Bloemfontein - Superb Homes 2013/2014 (500 Ziqoqe Constr (2010/2011)) (Phase)			R 60 226 322	HSDG	R 710 500			
Opscap (HDA MTOP Funding)			R 57 624 075	HSDG	R 28 000 000	R 32 000 000	R 52 000 000	
NHBRC Forensic and Geotech Investigation 2015/16 (Phase)			R 55 365 550	HSDG	R 12 000 000	R 12 000 000	R 12 000 000	
Rural Interventions - Phase 1			R 50 000 000	HSDG	R 366 000	R 732 000	R 732 000	
Van Stadensrus - 217 Lapeng Constr 2015/16 (Phase)			R 47 796 000	HSDG	R 1 930 000			

Botshabelo - 300 Iceburg Matsapa Trading 613 Incompl.2013/14 (Makoya Trading (2010/11) (Phase)			R 39 657 850	HSDG	R 1 930 000			
Free State Emergency Assistance - Phase 1			R 30 000 000	HSDG	R 500 000			
Thaba Nchu - 252 Furn Serve 2017/18 (Your Trade Civil Constr (2010/2014) (Phase)			R 22 905 191	HSDG	R 1 930 000			
Phuthaditjhaba Gateway Dev- Water and Sewer Ret - Phase 1			R 21 000 000	HSDG				
Mangaung Mud Houses-100 - Phase 1			R 16 100 000	HSDG	R 9 150 000	R 10 980 000		
Thaba Nchu 100 2020/21			R 16 500 000	HSDG	R 6 437 400			
Botshabelo 100 2020/21			R 16 000 000	HSDG	R 9 232 350			
Bloemfontein 100 2020/21			R 16 000 000	HSDG	R 732 000			

Bloemfontein - 5690 Caleb Motshabi/Khotsong - IRDP Top Structures Phase 2			R 15 090 000	HSDG	R 10 980 000			
Restructuring Zones Ns Fs - Phase 1			R 15 000 000	HSDG	R 8 000 000			
Restructuring Zones East Fs - Phase 1			R 15 000 000	HSDG	R 8 000 000			
Bloemfontein - Hillside View Top on Top - Phase 1			R 11 270 000	HSDG				
Military Veterans - Phase 1			R 10 900 200	HSDG	R 2 500 000			
<b>INFORMAL SETTLEMENT UPGRADING- IMPLEMENTATION PLAN</b>								
Informal Settlements Upgrading Partnership Grant for Provinces			R 242 000 000	ISUPG				
FS Land Acquisition - Phase 1			R 40 000 000	ISUPG				
Phahameng 200 Water and Sewer - Phase 1			R 30 000 000	ISUPG	R 145 800	R 145 800		

Ext 15 Subdivision and Rezoning			R 1 000 000	ISUPG	R 152 700			
Subdivision and Rezoning, Erven 1174/75 and 1315/16			R 1 000 000	ISUPG	R 264 900	R 264 900		

6.3.2.8. Department of Economic Development, Small Businesses, Trade and Environmental Affairs (DESTE A)

Grant: Infrastructure Enhancement A - IEA

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 2024/2025	YEAR 2025/2026	YEAR 2026/2027	YEAR 4
<b>INFRASTRUCTURE ENHANCEMENTS – IMPLEMENTATION PLAN</b>								
DCSRT Facilities			R 50 000 000	IEA	R 10 000 000	R 4 600 000		
All Reserves and Resort			R 39 339 000	IEA	R 36 113 000	R 36 113 000	R 36 113 000	
Office Maintenance			R 30 000 000	IEA	R 10 000 000	R 10 000 000	R 10 000 000	
Fences All Reserves and Resorts			R 23 000 000	IEA	R 4 000 000	R 4 000 000	R 4 000 000	
Wepener Qibing Library			R 17 580 867	IEA	R 7 900 000			

Vegetation Control			R 15 000 000	IEA				
Archives and Record Centre Buildings (Gas Suppression System)			R 6 800 000	IEA	R 7 900 000			
Building Maintenance Libraries			R 5 000 000	IEA	R 6 000 000	R 6 500 000	R 6 500 000	
Charlotte Maxeke Statue			R 3 550 000	IEA				
LABORATORY SERVICES			R 3 000 000	IEA	R 1 950 000			
Building Maintenance Cultural Affairs			R 3 000 000	IEA	R 4 000 000	R 4 500 000	R 4 500 000	
Building Maintenance Sport			R 3 000 000	IEA	R 3 000 000	R 3 500 000	R 3 500 000	
NALN Museum			R 3 000 000	IEA		R 3 000 000		
Current Programme 1 - Administration			R 2 015 000	IEA	R 5 000 000	R 5 800 000	R 6 541 000	
Mmabana satellite recording studios			R 1 500 000	IEA		R 1 500 000		
ENHANCEMENT ALLOCATION			R 1 495 400	IEA	R 2 000 000	R 2 000 000	R 2 000 000	
Building Maintenance Archives			R 600 000	IEA	R 1 000 000	R 1 000 000	R 1 000 000	
Glen Upgrading			R 92 263	IEA	R 26 262 000	R 26 262 000	R 26 262 000	



National Training Centre				IEA				
--------------------------	--	--	--	-----	--	--	--	--

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 2024/2025	YEAR 2025/2026	YEAR 2026/2027	YEAR 4
<b>OTHER- IMPLEMENTATION PLAN</b>								
Maintenance of Other Facilities in Marga Metropolitan				Other				
Maintenance of Clinics in Marga Metro District				Other	R 3 847 000	R 3 847 000	R 3 847 000	

6.3.2.9. Department of Roads

Grant: P PRMG

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 2024/2025	YEAR 2025/2026	YEAR 2026/2027	YEAR 4
<b>OTHER- IMPLEMENTATION PLAN</b>								

Resealing and Fogspray			R 635 807 000	PRMG	R 95 807 000	R 270 000 000		
ROAD ASSET MANAGEMENT			R 296 232 571	PRMG	R 50 000 000	R 90 000 000	R 105 747 000	
P6/1 & P6/2 BFN- DEWETSDORP- WEPENER (PHASE 2)			R 175 000 000	PRMG				
Blading			R 150 000 000	PRMG				
ROAD SIGNS CONTRACT (CA)			R 120 000 000	PRMG				
Road Safety Projects			R 120 000 000	PRMG		R 4 600 000	R 46 000 000	
THABA NCHU PUB TRPRT ROUTE ACC (S1523)			R 83 931 000	PRMG	R 19 750 000			
REHABILITATION OF BRIDGE - B244			R 80 000 000	PRMG	R 19 500 000		R 46 000 000	
OOS RIVER BRIDGE BLOEMSPRUIT			R 67 500 000	PRMG	R 20 800 000	R 18 400 000	R 36 800 000	
BLADING & REGRAVEL/NANO TECH - MANGAUNG			R 60 000 000	PRMG	R 25 000 000	R 18 400 000	R 46 000 000	
Verification of 10% Consulting Services			R 50 000 000	PRMG	R 4 750 000	R 15 062 000	R 13 800 000	

BORROW PITS MANAGEMNT			R 40 000 000	PRMG	R 5 000 000	R 4 600 000	R 18 400 000	
Pothole Eradication Program			R 33 251 000	PRMG	R 60 000 000	R 75 440 000	R 164 000 000	
Automated Traffic Count			R 27 498 257	PRMG				
MANGUANG ACCESS ROADS VARIOUS			R 25 000 000	PRMG		R 18 400 000	R 23 000 000	
THABA NCHU PUB TRPRT ROUTE ACC (S1521)			R 15 000 000	PRMG	R 23 000 000			

**6.3.3. National Government**

*6.3.3.1. IDT Implementation Plan*

PROJECT DESCRIPTION	COORDINATES	ALIGNMENT WITH SPATIAL PROPOSALS	BUDGET	FUNDING	ANNUAL TARGET			
					YEAR 1	YEAR 2	YEAR 3	YEAR 4
<b>IDT – IMPLEMENTATION PLAN</b>								

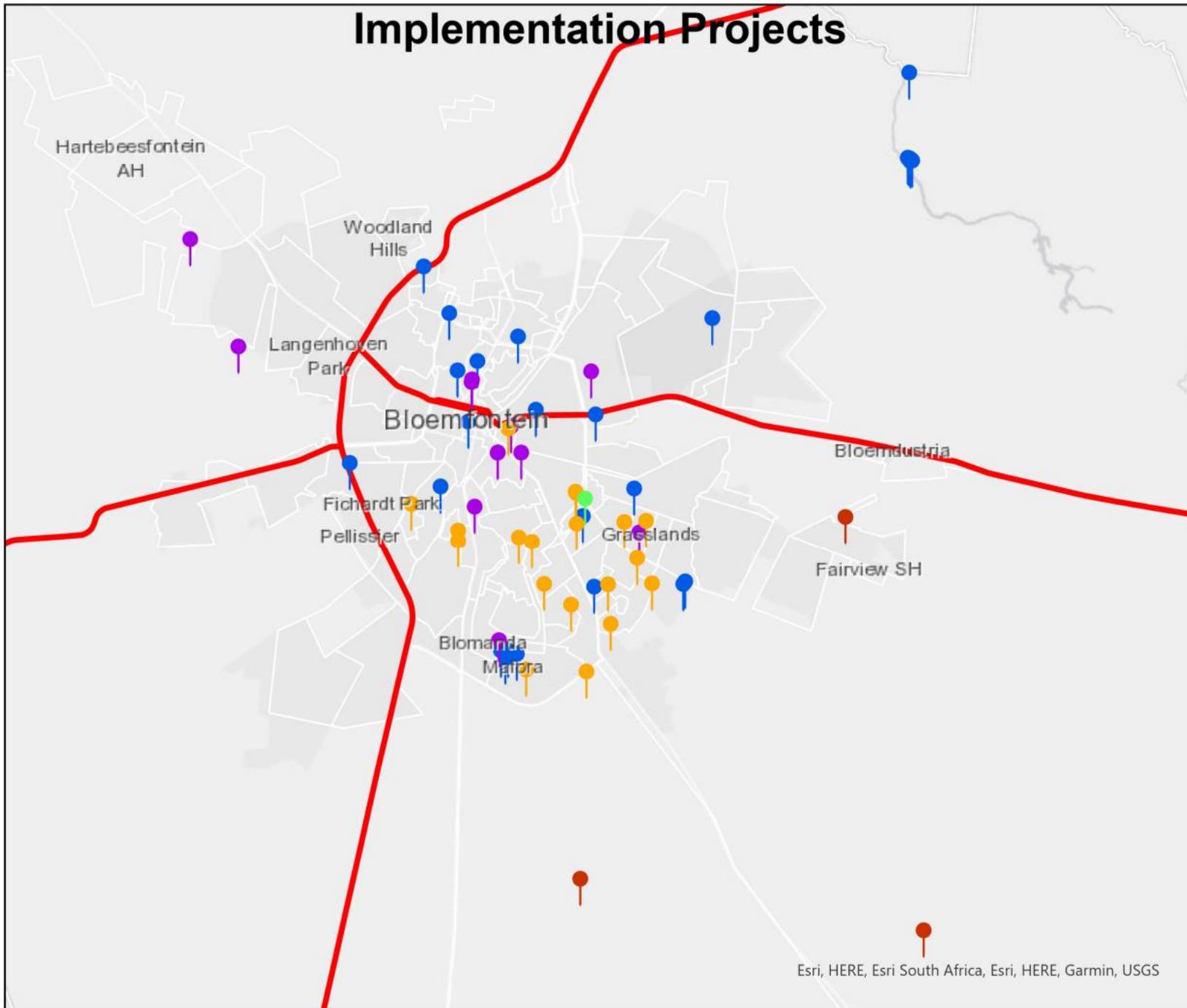
Construction of new Kagisanong Police Station	29°10'58" S 26°14'08" E	YES	R 231 426 180.76		R 34 822 459.15	R 50 052 073.84	R 44 012 000.28	R 20 900 223.00
Construction of Bloemfontein Community Learning Centre	29°11'05" S 26°12'57" E	YES	R 130 728 076.00		R 12 549 895.32	R 53 010 932.08	R 45 067 248.00	R 20 100 000.90

#### 6.4. INSTITUTIONAL ARRANGEMENTS TO IMPLEMENT THE BUDGET

1. Incorporation of the budget in the IDP
2. Incorporation of projects in the SDBIP with the quarterly targets
3. Appoint project managers for implementation of the projects.
4. Submit procurement schedules to SCM for processing.
5. Develop agreements with the PMU unit for monitoring and evaluation.
6. Submit quarterly reports in accordance with SDBIP targets.

#### 6.5. SPATIAL EXPRESSION OF THE IMPLEMENTATION PLAN PER TOWN

# Implementation Projects



MANGAUNG

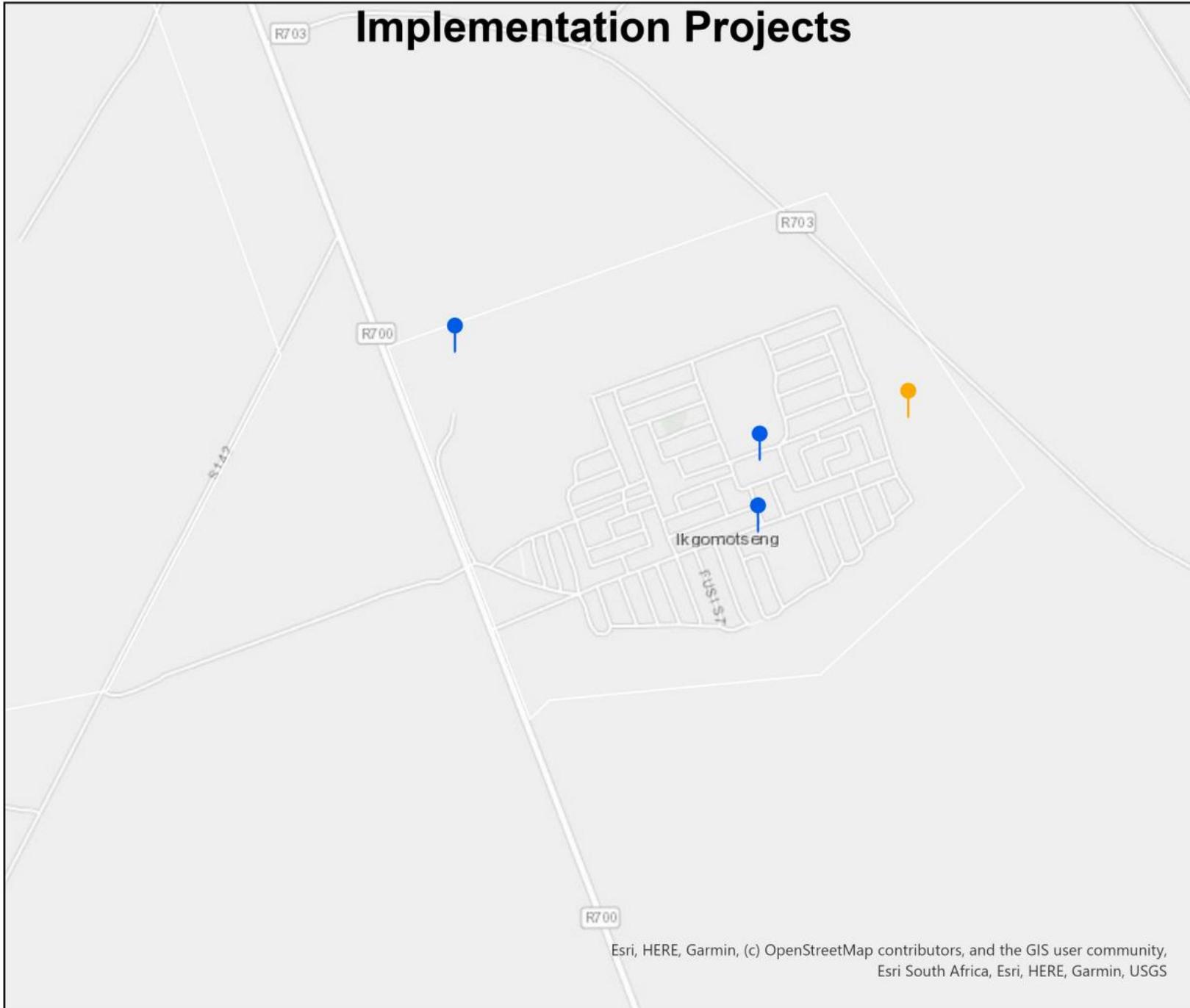
Bloemfontein

## Legend

- DARD
- DOE
- Human Settlement
- Roads and Stormwater
- Water and Sanitation
- National\_Roads



# Implementation Projects



## Soutpan

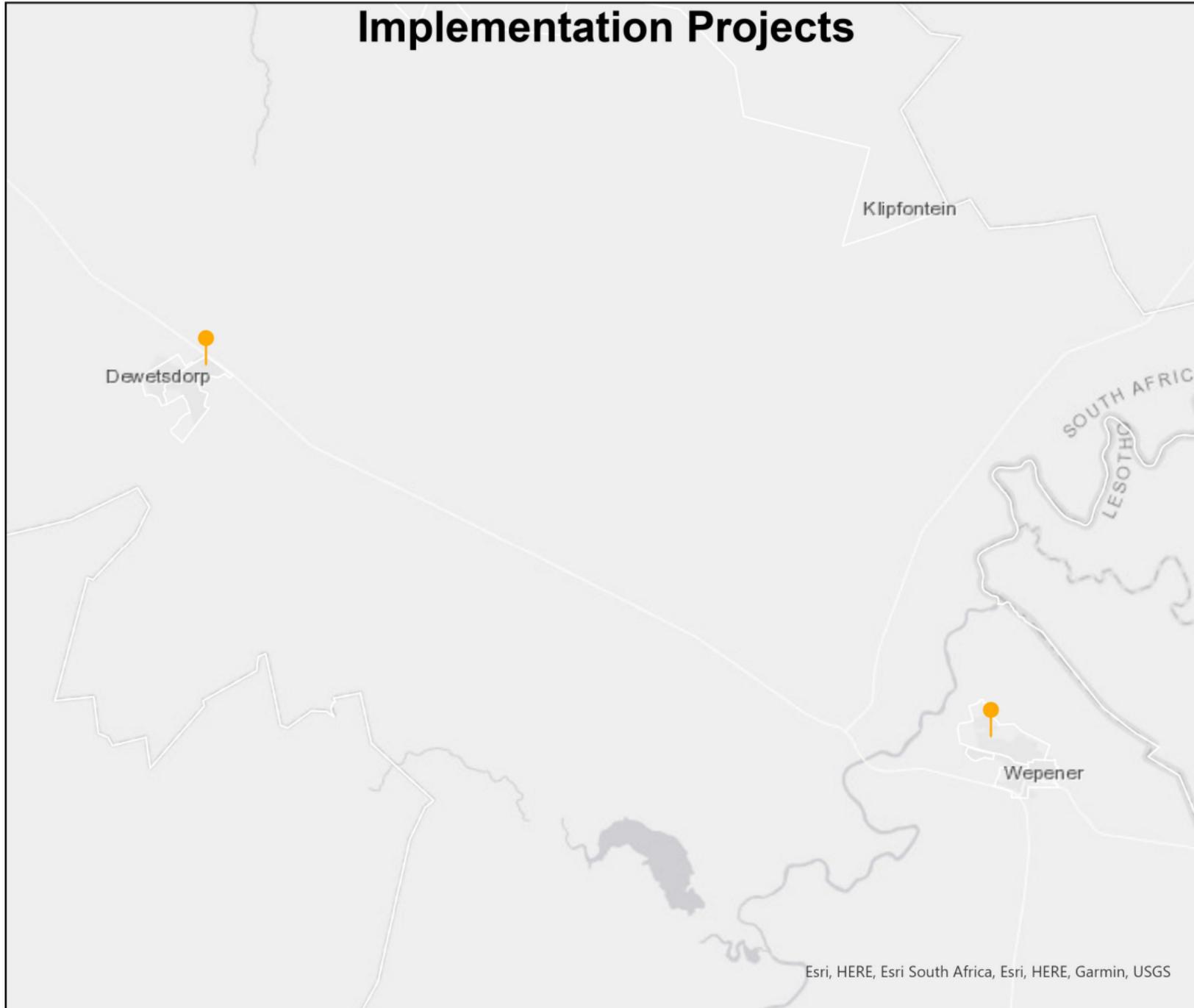
### Legend

-  Human Settlement
-  Water and Sanitation
-  National\_Roads



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Esri South Africa, Esri, HERE, Garmin, USGS

# Implementation Projects



## Dewetsdorp & Wepener

### Legend

-  Human Settlement
-  National\_Roads



Esri, HERE, Esri South Africa, Esri, HERE, Garmin, USGS

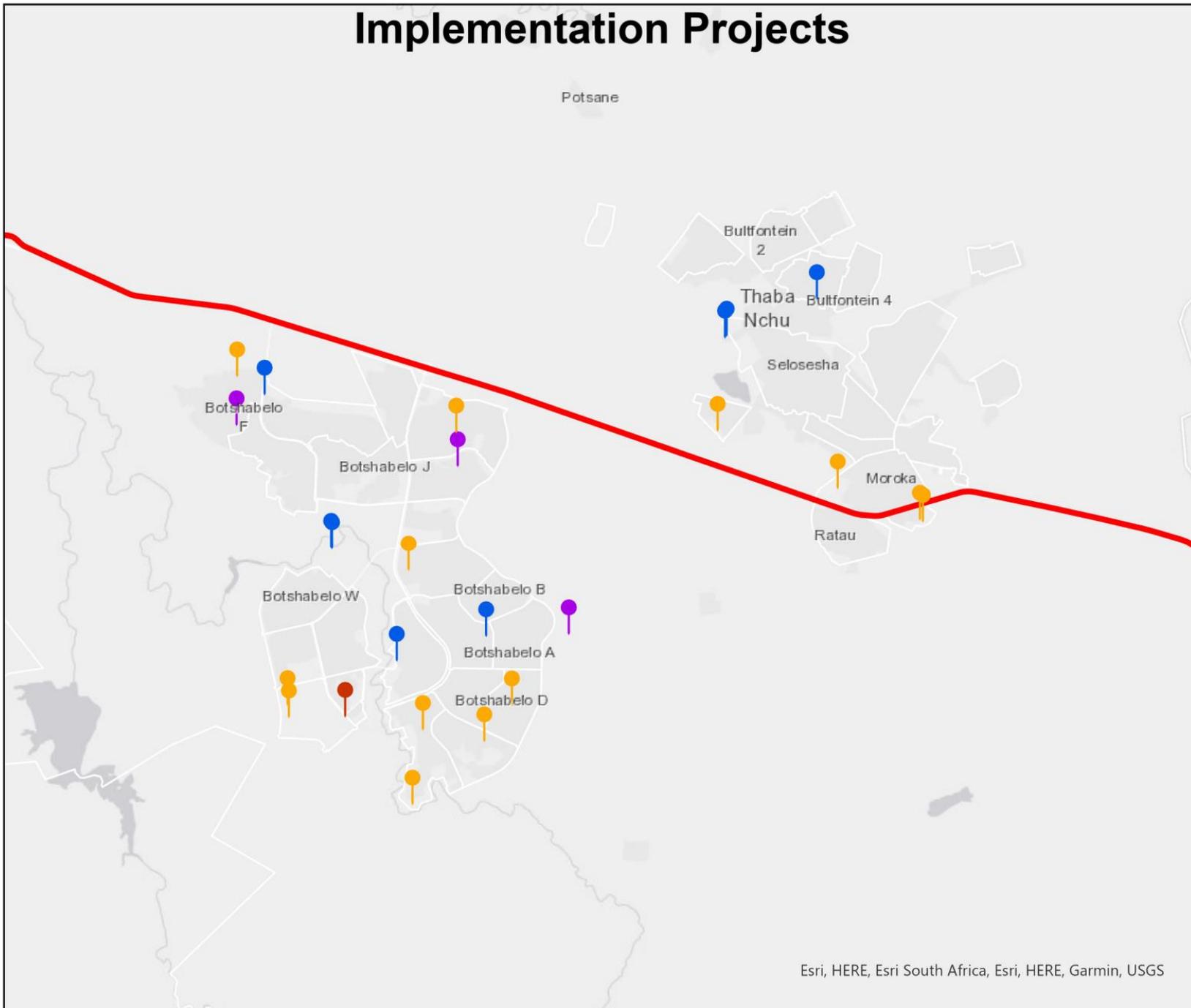
# Implementation Projects



## Botshabelo & Thaba Nchu

### Legend

-  DARD
-  Human Settlement
-  Roads and Stormwater
-  Water and Sanitation
-  National\_Roads



Esri, HERE, Esri South Africa, Esri, HERE, Garmin, USGS



0 0.25 0.5 Km





**MANGAUNG**

AT THE HEART OF IT ALL

METRO MUNICIPALITY  
METRO MUNISIPALITEIT  
LEKGOTLA LA MOTSE

**ANNEXURES**



**ANNEXURE I**  
**PUBLIC NOTICE**



# PUBLIC NOTICE



## REVIEW OF THE DRAFT INTEGRATED DEVELOPMENT PLAN (IDP) 2025/2026, SECTORAL PLANS, SPATIAL DEVELOPMENT FRAMEWORK, THE MTREF BUDGET 2025/2026 – 2027/28 AND BUDGET RELATED POLICIES WITH STAKEHOLDERS

Subsequent to the adoption of the IDP and Budget Process Plan by the Mangaung council, the city has begun the process of its 3rd review on the five-year IDP for 2022/2027 and MTREF Budget. During this process, the Municipality must consult its stakeholders on the review of IDP for 2025/2026 and the MTREF budget allocations for 2025/2026 – 2027/2028 period. The outcome of the consultative and interactive processes with communities, public representatives and various stakeholders is valuable and will contribute towards the achievement of the overall municipality's objectives.

Based on the above, the Council of Mangaung has noted the above draft documents on Friday, 28 March 2025 and are available on [www.mangaung.co.za](http://www.mangaung.co.za) and all libraries in the municipal area. The city wishes to invite stakeholders in the engagement sessions as per the schedule below. Furthermore, each sector (Business Community and NGOs) is humbly requested to nominate a maximum of three members that will represent them.

DATES	DAY	VENUE	TIME	REQUIRED ATTENDEES	PROPOSED PROGRAMME
<b>EXTERNAL MEETINGS</b>					
15 April 2025	Tuesday	Indaba Auditorium Business Sector	09:00 – 12:00	<ul style="list-style-type: none"> <li>Executive Mayor or Deputy Executive Mayor</li> <li>Members of Mayoral Committee</li> <li>EMT and GMs</li> <li>Business Community</li> </ul>	<ul style="list-style-type: none"> <li>Draft IDP</li> <li>Sectoral Plans</li> <li>Draft Budget</li> <li>Budget Related policies</li> </ul>
15 April 2025	Tuesday	Bloemfontein City Hall Zone1,4,5 and part of Zone 4 ward 16 & 47	17:00 – 19:00	<ul style="list-style-type: none"> <li>Executive Mayor or Deputy Executive Mayor</li> <li>Members of Mayoral Committee</li> <li>EMT and GMs</li> <li>Ward Cllrs</li> <li>Community Members</li> <li>NGOs</li> </ul>	<ul style="list-style-type: none"> <li>Draft IDP</li> <li>Sectoral Plans</li> <li>Draft Budget</li> <li>Budget Related policies</li> </ul>
16 April 2025	Wednesday	Bloemfontein Kagisanong Hall Zone 2 & 3	17:00 – 19:00	<ul style="list-style-type: none"> <li>Executive Mayor or Deputy Executive Mayor</li> <li>Members of Mayoral Committee</li> <li>EMT and GMs</li> <li>Ward Cllrs</li> <li>Community Members</li> <li>NGOs</li> </ul>	<ul style="list-style-type: none"> <li>Draft IDP</li> <li>Sectoral Plans</li> <li>Draft Budget</li> <li>Budget Related policies</li> </ul>
23 April 2025	Wednesday	Botshabelo H.hall Zone 6	17:00 – 19:00	<ul style="list-style-type: none"> <li>Executive Mayor or Deputy Executive Mayor</li> <li>Members of Mayoral Committee</li> <li>EMT and GMs</li> <li>Ward Cllrs</li> <li>Community Members</li> <li>NGO</li> </ul>	<ul style="list-style-type: none"> <li>Draft IDP</li> <li>Sectoral Plans</li> <li>Draft Budget</li> <li>Budget Related policies</li> </ul>

24 April 2025	Thursday	Botshabelo Samson Sefuthi Hall Zone 7	17:00 – 19:00	<ul style="list-style-type: none"> <li>Executive Mayor or Deputy Executive Mayor</li> <li>Members of Mayoral Committee</li> <li>EMT and GMs</li> <li>Ward Cllrs</li> <li>Community Members</li> <li>NGOs</li> </ul>	<ul style="list-style-type: none"> <li>Draft IDP</li> <li>Draft Budget</li> <li>Sectoral Plans</li> <li>Budget Related policies</li> </ul>
25 April 2025	Friday	Thaba Nchu Civic Center (Municipal Offices)	17:00 – 19:00	<ul style="list-style-type: none"> <li>Executive Mayor or Deputy Executive Mayor</li> <li>Members of Mayoral Committee</li> <li>EMT and GMs</li> <li>Ward Cllrs</li> <li>Community Members</li> <li>NGOs</li> </ul>	<ul style="list-style-type: none"> <li>Draft IDP</li> <li>Draft Budget</li> <li>Sectoral Plans</li> <li>Budget Related policies</li> </ul>
<b>INTERNAL MEETINGS</b>					
07 May 2025	Wednesday	Indaba Auditorium	09:00 – 12:00	<ul style="list-style-type: none"> <li>Executive Mayor or Deputy Executive Mayor</li> <li>Members of Mayoral Committee</li> <li>EMT and GMs</li> <li>Ward Cllrs</li> </ul>	<ul style="list-style-type: none"> <li>Outcomes of the Public Consultations</li> <li>Budget Debate</li> </ul>
09 May 2025	Friday	Committee Rooms A or B	09:00 – 14:00	<ul style="list-style-type: none"> <li>IDP and Budget Steering Committee</li> </ul>	<ul style="list-style-type: none"> <li>Finalization of the IDP and Budget priorities</li> </ul>
12 – 20 MAY: ALL OTHER INTERNAL PROCESSES INCLUDING COUNCIL COMMITTEES WILL TAKE PLACE					
23 May 2025	Friday	City Hall	09:00 – 12:00	<ul style="list-style-type: none"> <li>Speaker</li> <li>Executive Mayor</li> <li>Deputy Executive Mayor</li> <li>EMT</li> <li>Officials</li> <li>All Stakeholder</li> </ul>	<ul style="list-style-type: none"> <li>State of the City Address</li> </ul>

Communities are still encouraged to make their submissions as previously communicated to [IDPcomments@mangaung.co.za](mailto:IDPcomments@mangaung.co.za) until Friday, 02 May 2025 at 16:15.

Communities are also encouraged to hand-deliver their inputs to the below municipal offices:

- **Bloemfontein South:** Leslie Monnanyane Building
- **Bloemfontein North:** Bram Fischer Building, Room 212b, 213b, 214 and 801
- **Botshabelo:** Municipal offices
- **Thaba Nchu:** Municipal offices
- **Soutpan:** Municipal offices
- **Dewetsdorp:** Municipal offices
- **Wepener:** Municipal offices
- **Van Standenrus:** Municipal offices

CLLR. LAWRENCE MATHAE  
COUNCIL SPEAKER  
MANGAUNG METROPOLITAN MUNICIPALITY



**ANNEXURE II**  
**PUBLIC COMMENTS**

## Madisemelo Palo

---

**From:** Leon Ehlers <leon@udi.co.za>  
**Sent:** Friday, June 6, 2025 9:00 AM  
**To:** Madisemelo Palo  
**Subject:** RE: Draft SDF 2025/2026  
**Attachments:** Proof of Submission.pdf

Dear Simi and George

Thank you for the link that you have sent. I would like to make the following comments regarding the Draft SDF.

Firstly, I would like to congratulate you and your team on, what I think, is perhaps the best and most complete SDF that Mangaung has ever seen. The additions really makes a lot of sense and I think that the document can now be seen as a very useful guiding instrument that makes strategic forward planning a certain reality for the first time. More specifically, I would like to provide you with additional input in respect of the topics outlined below:

### 1. Nodal Developments.

The Proposals to Identify certain areas along the National Routes as points for Nodal Development, is brilliant. These nodal points will form the focal points for investment and market stimulation, which in turn will act as an attraction for secondary and supporting uses around them. It is obvious that this will lead to large-scale economic growth and job creation in our city.

The introduction of nodal development is, however, a very important new concept which, in my opinion, requires a little more explanation. As planners we have a broad understanding of what this entails, but for the purposes of providing clear direction, I believe it would be helpful if you could be more descriptive of the types of uses or functions that would typically be supported/considered there. For example, the N8 corridor has a very strong commercial character and the N1/N8 node would therefore support a similar character. On the other hand, the N1/R64 intersection has a very different function as it is located within a strong residential or corporate environment, as well as being one of the main access routes to the city.

### 2. Remainder of the Farm Outspan

As you are aware, we have submitted an application for Township Establishment on the above-mentioned property to accommodate OVK's Co-operative. We have also, on George's request, submitted an application for amendment of the SDF to accommodate said agricultural related Co-operative Business. See copy of the attached covering letter that was submitted on 4 February this year. I don't see this change reflected in the SDF and would appreciate if the SDF can be amended to accommodate our request. If this has already been done, I would like to thank you.

Kind Regards

**Leon Ehlers**  
Managing Director  
*P. An. A/727/1993*  
Tel: (051) 446 0532  
Cell: 072 914 8733  
Fax: 086 508 7765

## Madisemelo Palo

---

**From:** Tjaart <tjaart1000@gmail.com>  
**Sent:** Tuesday, June 10, 2025 6:16 PM  
**To:** Madisemelo Palo; IDPcomments IDP  
**Cc:** Beatrice J de Klerk; henry moorcroft nuut whatsapp; Anton Van Wyk; Dirk van heerden; Tiaan Daffue; Claudine Engelbrecht; universitasparkwes@gmail.com  
**Subject:** Input to the SDF and linked IDP: Key Concerns and Recommendations

As ward councillor for ward 23, my input is based on extensive community engagement and a review of the SDF. Below are the most critical issues for residents and property owners, and recommendations for better future outcomes.

### 1. Infrastructure and Service Delivery Concern:

-Water, sewer, and road infrastructure are already under strain.

Densification and new developments risk overwhelming existing systems if upgrades are not delivered first. I.e. Regular pressure problems at Universitas Hospital, Unilofts, Campus Key and Educata. This will get worse as more high density accommodation is developed in the area. Severe recurring Potholes around high density student accommodation

### Recommendation:

-No new high-density developments should be approved without confirmed capacity and clear timelines for infrastructure upgrades.

-Prioritise funding for leak detection, pipe replacement, and bulk infrastructure in the IDP and budget.

### 2. Student Accommodation and Neighbourhood Character Concern:

-Unmanaged studentification is changing the character of family suburbs, leading to overcrowding, noise, and safety issues. This is also displacing thousands of permanent families forced to move to worst housing in order to make provision for temporary housing of University Students. This has saved UFS a least estimated R9bn in construction costs.

### Recommendation:

- Strictly enforce the Student Accommodation By-law (max 10 students/erf, accreditation required). Act immediately on illegal building complaints such as Twell street 9, 78 Donald Murray and 43a Jacobs and 6 Sergeant.

- Collaborate and encourage the fast-tracking of the feasibility study for development of on-campus PBSA, specifically on the 47-hectare site adjacent to UFS, to relieve pressure on residential streets. This must be done in a responsible and orderly manner and not negatively affect the adjacent neighbourhood.

- Increase the proportion of on-campus student beds from 10% to 50% of total need, in line with national norms and standards.

- Encourage and support community-led initiatives to monitor and report illegal conversions.

### 3. Waste Management and Recycling

Concern:

Landfill sites are nearing capacity, recycling infrastructure is weak, and illegal dumping is common.

Recommendation:

- Fast-track the development of new recycling facilities and buy-back centres.

- Support community recycling initiatives and partnerships with the private sector.

- Improve waste collection and enforcement against illegal dumping.

### 4. Public Participation and Transparency

Concern:

Residents feel excluded from planning processes for major changes in their communities i.e. University and Mangaung plans for the future of Universitas.

Recommendation:

- Establish a multi-stakeholder task force for ongoing engagement and monitoring.

- Provide regular, clear feedback on how community input is used.

- Mangaung must embrace ward based planning and collaborate with reputable Neighbourhood associations that are currently doing the work of Mangaung on Parks and Open spaces and streets as well as with regards to safety.

### 5. On-Campus PBSA on the 47-Hectare Site

Recommendation:

- Prioritise and expedite feasibility study for the development of on-campus PBSA on the 47-hectare site adjacent to UFS.

- Ensure that this project is included as a catalytic project in the SDF and IDP, with clear timelines, funding, and accountability.

- Link the PBSA development to infrastructure upgrades and environmental impact assessments.

- Promote public-private partnerships to deliver high-quality, affordable student accommodation on campus, reducing demand for off-campus housing in residential suburbs.

In conclusion:

Residents need assurance that infrastructure will keep pace with growth, that neighbourhood character will be protected, and that their voices will shape the future of their suburbs. By addressing

these critical issues—and by fast-tracking feasibility study for on-campus PBSA on the 47-hectare site—Mangaung can achieve more sustainable, inclusive, and resilient outcomes for all.

Submitted by:

Tjaart van der Walt

Ward 23 Councillor

Universitas, Parkwest, and Universitas Ridge

0741006808

## Madisemelo Palo

**From:** George Masuabi  
**Sent:** Wednesday, June 11, 2025 3:05 PM  
**To:** Madisemelo Palo  
**Cc:** Malefu B. Mabalane  
**Subject:** FW: DRAFT SDF

Simmy

Please print these .

Regards

George

---

**From:** Bekiwe B.R. Chake <bekiwe.chake@mangaung.co.za>  
**Sent:** Wednesday, June 11, 2025 2:38 PM  
**To:** Gert Potgieter <GERT.POTGIETER@mangaung.co.za>; Madisemelo Palo <Madisemelo.Palo@mangaung.co.za>; George Masuabi <george.masuabi@mangaung.co.za>  
**Cc:** Malefu B. Mabalane <Malefu.Mabalane@mangaung.co.za>; Dirk D.H. Tolken <Dirk.Tolken@mangaung.co.za>; Thabo T.E. Mphatsoe <Thabo.Mphatsoe@mangaung.co.za>; Mammui S.M. Mahao <mammui.mahao@mangaung.co.za>; Attie van Heerden <ATTIE.VANHEERDEN@mangaung.co.za>  
**Subject:** RE: DRAFT SDF

Good day colleagues

I notice that in Quaggafontein properties north of the N8 are earmarked for Mixed Land Use; others are mixed land use with industries and others without industries but they are just adjacent to each other, so it is going to be difficult for us implement this, we can't allow one owner to have industries and the adjacent then we say no. I think they must all have the same rights.

Again when you look at 2016 SDF the Farm Highfield 2124 on the R64 was hatched yellow allowing township establishment now it is left white.

Lastly on the Legend there is "MMM Economic Proposals" and "MMM Economic Proposals Future" - what type of development we envisage on the properties earmarked for this? Maybe we should give examples to make it easy for the public to understand and the property owners to know what they can develop.

Kind regards

---

**From:** Gert Potgieter <GERT.POTGIETER@mangaung.co.za>  
**Sent:** Wednesday, 11 June 2025 13:53  
**To:** Madisemelo Palo <Madisemelo.Palo@mangaung.co.za>; George Masuabi <george.masuabi@mangaung.co.za>  
**Cc:** Malefu B. Mabalane <Malefu.Mabalane@mangaung.co.za>; Dirk D.H. Tolken <Dirk.Tolken@mangaung.co.za>; Thabo T.E. Mphatsoe <Thabo.Mphatsoe@mangaung.co.za>; Mammui S.M. Mahao <mammui.mahao@mangaung.co.za>; Bekiwe B.R. Chake <bekiwe.chake@mangaung.co.za>; Attie van Heerden <ATTIE.VANHEERDEN@mangaung.co.za>  
**Subject:** RE: DRAFT SDF

Dear Madisemelo

The quality of the PDF drawings makes it very difficult to investigate any detail on it. Given the limited time frame for comments set as 11 June 2025 (request for comments only received by E-mail on 9 June 2025), I could only have a quick look at Figure 4.36, which is usually the bone of contention with developers pertaining to whether their proposed developments are earmarked or not in the SDF.

Attached find a pdf drawing on which I tried to show areas that you might need to re-check to confirm the correctness thereof. Given the limited time frame it might be that there are other areas that could also be affected, but which are not shown. As noted, the quality of the PDF drawings as part of the Draft SDF is very poor which makes it difficult to provide better inputs. Maybe Hennie should just go through the plans in detail one more time to make sure of the correctness thereof. It is vital that the SDF drawings are correct in every aspect and do not have discrepancies or contradicts one another.

Also, just a concern. I see that the Wolfkop development is not shown on any of the draft SDF maps. If I remember correctly, the SDF was amended in the past to include this area. Will we not be creating a legal issue if this development is removed from the SDF earmarked areas, or will it be handled in a different manner? I understand that the developer has already spent a lot of money on reports/investigations based on the previous inclusion of the development in the previously SDF earmarked areas.

Kind regards

Gert

---

**From:** Gert Potgieter  
**Sent:** Tuesday, June 10, 2025 8:57 AM  
**To:** Madisemelo Palo <Madisemelo.Palo@mangaung.co.za>; Mammui S.M. Mahao <mammui.mahao@mangaung.co.za>; Bekiwe B.R. Chake <bekiwe.chake@mangaung.co.za>; Attie van Heerden <ATTIE.VANHEERDEN@mangaung.co.za>  
**Cc:** George Masuabi <george.masuabi@mangaung.co.za>; Malefu B. Mabalane <Malefu.Mabalane@mangaung.co.za>; Dirk D.H. Tolken <Dirk.Tolken@mangaung.co.za>; Thabo T.E. Mphatsoe <Thabo.Mphatsoe@mangaung.co.za>  
**Subject:** RE: DRAFT SDF

Dear Madisemelo

Thanks for sending the link. I understand from George that comments can only be given until tomorrow which does not give us a lot of time to formulate comments. I have just started to look at the SDF maps and immediately noted that the outer Ring Road alignment of SANRAL to the south of Klipfontein might not be at the latest position as planned as part of the Klipfontein development (see blue line below). I would suggest that Hennie Stander contact Tintswalo Rikhotso (see details below), that is SANRAL's service provider for this road, to obtain the latest planning that SANRAL has for the N8 and update the SDF drawing if required.

**Nyeleti Consulting (Pty) Ltd**  
Tel: 012 361 3629  
Fax: 012 361 3525  
Cell: 071 687 7849  
[trikhotso@nyeleti.co.za](mailto:trikhotso@nyeleti.co.za)





12 June 2025  
 Mangaung Metropolitan Municipality  
 Planning: Spatial Planning/Municipal Planning Tribunal/Municipal Planning Appeals Authority

Attention: Madisemelo Palo

**OPPORTUNITY TO COMMENT ON THE MANGAUNG METROPOLITAN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK (SDF) DRAFT REPORT 2025**

Subsequent to assessing the development information outlined in the Mangaung Metropolitan Municipality Spatial Development Framework Draft Report 2025, the Airports Company South Africa (ACSA) has the following comments:

Extract from the MMM Draft SDF 2025	ACSA Comment
<b>Future Bram Fischer International Airport Expansion</b>	
<ul style="list-style-type: none"> <li>The Bram Fischer International Airport will play an increasingly important role in the future development of Mangaung – not only in terms of serving tourist and business travellers, but also towards the development of the areas surrounding the airport, and more specifically the way in which these developments could contribute towards the spatial restructuring of the eastern parts of the metropolitan area.</li> <li>Development of the Airport will be facilitated through the Airport Master Plan and coordinated and implemented by ACSA.</li> </ul>	<ul style="list-style-type: none"> <li>The Airports Company South Africa (ACSA) can confirm that the information on the future expansion of Bram Fischer International Airport (BFIA) and the Boulevard, is still valid.</li> <li>ACSA is however in the process of updating the Airport Master Plan for BFIA and this will be followed by a market study on the Boulevard Precinct, to confirm the land uses that were previously identified as part of the development.</li> <li>ACSA will update the MMM on the updated plans and highlight if there are any changes to the current plans.</li> </ul>

Tel +27 11 723 1400 Fax +27 11 453 9354  
 Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng, South Africa, 1632  
 P O Box 75480, Gardenview, Gauteng, South Africa, 2047  
[www.airports.co.za](http://www.airports.co.za)

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930138393 Board of Directors: Dr S Nqosima (Chairperson), N Mphahlele (Chief Executive Officer), L Mboya (Chief Financial Officer), G Hlatshwayo, A Khumalo, F Zikalala Mvelase, G Marcoyawa, Y Pilay, S Samba, N Sityole, Dr K Badimo, P Sefara (Company Secretary)



- 41) Repurpose the terminal hub and allow for future expansion
- 42) Plan for re-assignment of the GA area
- 43) Repurpose the Boulevard by and improve the SDF to fit the airport
- 44) Provide higher order commercial and employment related activities along the boulevard
- 45) Reduce street level through a system of lined open spaces
- 46) Integrate ecologically sensitive areas into a wider green open space network
- 47) Provide alternative access to the proposed cargo area to avoid congestion of the terminal forecourt
- 48) Create urban bridges to Broadmeadows via Green road appropriate buildings are between areas 138 - 139 and 139 - 138
- 49) Integrate future development to the east of the Boulevard with Green
- 50) Long term open spaces include the development of currently unused ACSA land within the Ridge Park which is currently under utilized by the SAAP

**Aircraft noise**

- The Airports Company South Africa (ACSA) is pleased to see that the aircraft noise contours feature in the municipality's spatial plan (SDF).
- As mentioned above, ACSA is in the process of updating the Airport Master Plan for Bram Fischer International Airport (BFIA), which will include related aircraft noise contours.
- The latest aircraft noise contours will be shared with the municipality, as soon as they are available, so that they continue to inform the municipality's spatial planning.

**Future proposed developments around BFIA**

<p><b>Proposed Future residential development</b></p> <ul style="list-style-type: none"> <li>Public Land Parcels for Sustainable Human Settlements</li> </ul>	<ul style="list-style-type: none"> <li>Based on the proximity of Sunnyside 2620 to the airport, proposed developments made in this area must be shared with the Airports</li> </ul>
---	---

Tel +27 11 723 1400 Fax +27 11 453 9354  
 Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng, South Africa, 1632  
 P O Box 75480, Gardenview, Gauteng, South Africa, 2047  
[www.airports.co.za](http://www.airports.co.za)

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930138393 Board of Directors: Dr S Nqosima (Chairperson), N Mphahlele (Chief Executive Officer), L Mboya (Chief Financial Officer), G Hlatshwayo, A Khumalo, F Zikalala Mvelase, G Marcoyawa, Y Pilay, S Samba, N Sityole, Dr K Badimo, P Sefara (Company Secretary)





<ul style="list-style-type: none"> <li>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</li> <li>The extent and status of the eight land parcels is provided, and include project number 8- namely <b>ADN Sunnyside 2620</b>, which is 700 Ha in size with an estimated 8 700 number of units that can be yielded from it.</li> </ul>	<p>Company South Africa (ACSA). This is because there are considerations that must be made when developing close to an airport, which include taking aircraft noise and height restrictions into account, to ensure safe airport operations.</p> <ul style="list-style-type: none"> <li>ACSA is best positioned to provide input on noise and the impact thereof on proposed developments, particularly residential use.</li> <li>Comments on developments proposed close to the BFIA can be forwarded to: <b>Airports Company South Africa</b> <b>Name:</b> Ms Puleng Makhetha <b>Email:</b> Puleng.Makhetha@airports.co.za <b>Designation:</b> Regional Integration Planner</li> <li>Pertaining to height considerations, the Air Traffic Navigation Services (ATNS) is best placed to provide input and conduct assessments on the permissible height in proximity to the Bram Fischer International Airport (BFIA). The relevant contact details are as follows:  <b>Air Traffic Navigation Services</b> <b>Email:</b> <a href="mailto:obstacleevaluators@atns.co.za">obstacleevaluators@atns.co.za</a></li> </ul>
<p><b>Waste Water Treatment Works</b></p> <ul style="list-style-type: none"> <li>To the north-east, next to the Bram Fischer International Airport is a new wastewater treatment plant earmarked to serve the future</li> </ul>	<ul style="list-style-type: none"> <li>The Airports Company South Africa (ACSA) is aware of this project- aimed at serving increased demand generated by Bram</li> </ul>

Tel +27 11 723 1400 Fax +27 11 453 9354

Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng, South Africa, 1632  
P O Box 75480, Gardenview, Gauteng, South Africa, 2047  
[www.airports.co.za](http://www.airports.co.za)

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930136393 Board of Directors: Dr S Nqosina (Chairperson), N Mjofu (Chief Executive Officer), L Mbotya (Chief Financial Officer), D Hlatshwayo, A Khumalo, F Zikalala Mvelase, G Marcootya, Y Pinyi, S Samba, N Sityulu, Dr K Badimo, F Sefara (Company Secretary)



<p>incremental demand emanating from development of the airport precinct.</p>	<p>Fischer International Airport (BFIA) and has previously provided comments.</p> <ul style="list-style-type: none"> <li>We would like to request that the airport is informed when the project commences, to confirm the mitigations measures that will be put in place, before and during construction.</li> <li>The relevant contact people at ACSA are as follows: <b>Airports Company South Africa</b> <b>Name:</b> Mr Thabo Phateng <b>Email:</b> Thabo.Phateng@airports.co.za <b>Designation:</b> Local Airport Manager for Bram Fischer International Airport (BFIA)</li>   <li><b>Airports Company South Africa</b> <b>Name:</b> Ms Puleng Makhetha <b>Email:</b> Puleng.Makhetha@airports.co.za <b>Designation:</b> Regional Integration Planner</li> </ul>
<p><b>Proposed Future industrial development</b></p> <ul style="list-style-type: none"> <li>There is scope for local industrial activity comprising light industries, service industries, and commercial activity.</li> <li>The existing industrial areas in Mangaung accommodate a range of these activities but it is almost fully developed. <ul style="list-style-type: none"> <li>Hence, it is proposed that Council commences with a process towards the expansion of industrial/commercial activity in the Estoire area between the Spoomet railway yard and the Bram Fischer International Airport</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>ACSA is in support of the proposed industrial uses close to the airport, as these are not noise sensitive in nature.</li> <li>However, the height of the proposed structures will have to be in line with the relevant height restrictions.</li> <li>ACSA and ATNS must be considered as Interested and Affected Parties (IAPs) on developments proposed close to BFIA and must be engaged, for comments.</li> </ul>

Tel +27 11 723 1400 Fax +27 11 453 9354

Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng, South Africa, 1632  
P O Box 75480, Gardenview, Gauteng, South Africa, 2047  
[www.airports.co.za](http://www.airports.co.za)

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930136393 Board of Directors: Dr S Nqosina (Chairperson), N Mjofu (Chief Executive Officer), L Mbotya (Chief Financial Officer), D Hlatshwayo, A Khumalo, F Zikalala Mvelase, G Marcootya, Y Pinyi, S Samba, N Sityulu, Dr K Badimo, F Sefara (Company Secretary)



<b>Airport Node/ N8 Development</b>	<ul style="list-style-type: none"> <li>The SDF is very silent on the Airport Node development and the progress thereof. Due to the proposed location of this development, ACSA has a keen interest in it and would like to request that further information is shared.</li> <li>Additionally, ACSA would like to be considered as an 'Interested and Affected Party' on the N8 Airport Node development and be kept informed on the latest layouts and progress made on the development.</li> <li>ACSA's involvement in this development is to ensure that is compatible with the airport.</li> </ul>
<b>Connectivity</b>	
<b>Spatial Proposals and Strategies</b> <ul style="list-style-type: none"> <li><b>Objective 3: Optimise regional connectivity and mobility as well as local access and accessibility via a comprehensive movement network</b> <ul style="list-style-type: none"> <li>The Bram Fischer International Airport and the Mangaung Railway Precinct could also play a significant role towards future economic development (and spatial transformation) in the area – specifically in terms of logistics related industrial/ commercial development.</li> <li>An integrated public transport network should ensure that all communities have access to a wide range of economic activity areas and community facilities via various modes of transport.</li> </ul> </li> <li><b>Movement Network</b></li> </ul>	<ul style="list-style-type: none"> <li>The Airports Company South Africa (ACSA) would like to request that it is included in discussions concerned with access at the airport and surrounds. This is because ACSA recognises the importance of multi- modal transport options to the airport- particularly public transport, to ensure that the airport is accessible to all (passengers, airport staff and visitors).</li> <li>ACSA would also like to be involved in the development of the transport plans that speak to the above (Comprehensive Integrated Transport Plan).</li> </ul>

Tel +27 11 723 1400 Fax +27 11 453 9354  
 Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng,  
 South Africa, 1632  
 P O Box 75480, Gardenview, Gauteng, South Africa, 2047  
[www.airports.co.za](http://www.airports.co.za)

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930138393 Board of Directors: Dr S Nqoxina (Chairperson), N Mpofo (Chief Executive Officer), L Mbotya (Chief Financial Officer), D Hlatshwayo, A Khumalo, F Zikalala Mvelase, G Mancotywa, Y Pillay, S Sambo, N Siyotula, Dr K Badimo, F Sefara (Company Secretary)



<ul style="list-style-type: none"> <li>A key matter to be addressed as part of this initiative is the construction of an eastern bypass route (N1 east) to intersect with route N8 (east) and which would significantly enhance the development potential of the areas surrounding this intersection, including the Bram Fischer International Airport and the Mangaung railway precinct.</li> <li>An action proposed to achieve the above access proposals, is to facilitate the establishment of a comprehensive public transport network, which will serve as backbone to spatial restructuring and integration within the municipality.</li> </ul>	
<b>Hauweng Implementation Plan</b> <ul style="list-style-type: none"> <li>The City has developed a citywide Hauweng implementation plan that details the implementation of the integrated public transport network and system in the metropolitan area within the next 20 years.</li> <li>The Hauweng implementation plan divided the metropolitan area into local services areas and rural services areas</li> <li>Within these services areas, six functional public transport corridors were defined representing the primary public transport movement in the metropolitan area</li> </ul>	<ul style="list-style-type: none"> <li>ACSA would like to discuss the potential for a bus service to Bram Fischer International Airport (BFIA).</li> <li>Following discussions with the MMM, on the agreed timelines and the service that will be provided to the airport, ACSA will ensure that provision is made at the airport for the relevant infrastructure (i.e. bus station).</li> <li>The relevant contact details, for both Mr Thabo Phateng and Ms Puleng Makhetha are provided above.</li> </ul>
<b>Tourism Efforts</b>	
<ul style="list-style-type: none"> <li>Regarding tourism, the plan is to promote a comprehensive range of tourism activities, based on the key characteristics of the identified functional tourism areas.</li> </ul>	<ul style="list-style-type: none"> <li>The Airports Company South Africa (ACSA) has been in discussions with the MMM on an Air Access Initiative for the Free State, concerned with attracting additional airlines to Bram Fischer International Airport (BFIA).</li> </ul>

Tel +27 11 723 1400 Fax +27 11 453 9354  
 Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng,  
 South Africa, 1632  
 P O Box 75480, Gardenview, Gauteng, South Africa, 2047  
[www.airports.co.za](http://www.airports.co.za)

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930138393 Board of Directors: Dr S Nqoxina (Chairperson), N Mpofo (Chief Executive Officer), L Mbotya (Chief Financial Officer), D Hlatshwayo, A Khumalo, F Zikalala Mvelase, G Mancotywa, Y Pillay, S Sambo, N Siyotula, Dr K Badimo, F Sefara (Company Secretary)

Confidential



<ul style="list-style-type: none"><li>• A number of potential functional tourism routes and precincts have been identified for the Mangaung area.</li><li>• Bloemfontein and surrounds hold the largest concentration of tourism attractions and facilities in the form of cultural-historic sites and buildings, scenery, sports and recreation, and hotels, conference facilities and guesthouses.</li><li>• The tourism vision and strategy for the municipality should aim to fully exploit opportunities related to agri-tourism, eco-tourism and adventure tourism (cycling, hiking, rock climbing, horse riding, etc.).</li></ul>	<p>This initiative requires collaboration with stakeholders such as the Provincial Tourism Authority and the MMM, to mention a few.</p> <ul style="list-style-type: none"><li>• Discussions on the Air Access Initiative and the roles and responsibilities of the respective stakeholders are set to continue, with the ultimate goal being- for the relevant stakeholders to enter into a formal agreement.</li><li>• The province's tourism strategy will therefore play an important role in positioning the Free State and Mangaung as a destination of choice.<ul style="list-style-type: none"><li>○ ACSA would therefore like to provide input into this strategy and be invited to relevant meetings.</li></ul></li></ul>
--	--

We would like to thank you for the opportunity to provide input into the **Mangaung Metropolitan Municipality Spatial Development Framework Draft Report 2025** currently under review and look forward to continued joint-planning efforts, for the benefit of both Bram Fischer International Airport and Mangaung Metropolitan Municipality (MMM).

Sincerely,

A handwritten signature in black ink, appearing to read "Puleng Makhetha".

**PULENG MAKHETHA**  
**INTEGRATED AIRPORT PLANNING**  
**AIRPORTS COMPANY SOUTH AFRICA**

Tel +27 11 723 1400 Fax +27 11 453 9354  
Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng,  
South Africa, 1632  
P O Box 75480, Gardenview, Gauteng, South Africa, 2047  
[www.airports.co.za](http://www.airports.co.za)

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930138393 Board of Directors: Dr S Nogsina (Chairperson), N Mpolu (Chief Executive Officer), L Mbotya (Chief Financial Officer), D Hlatshwayo, A Khumalo, F Zikalala Mvelase, G Mancotywa, Y Pillay, S Sambo, N Siyotula, Dr K Badimo, F Sefara (Company Secretary)

Confidential



# **ANNEXURE A**

# **LAND USE BUDGET**

**ANNEXURE A1: POPULATION, HOUSEHOLD AND JOB OPPORTUNITY PROJECTIONS**

**Table A1.1: Mangaung MM Population Projections 2019-2039**

Functional Area	Population								Incremental Population			Incremental Population p.a.			% Growth p.a.		
	Census 2011	%	2019	%	2025	%	2036	%	2011-2019	2019-2025	2025-2036	2011-2019	2019-2025	2025-2036	2011-2019	2019-2025	2025-2036
Mangaung / Bloemfontein	464 586	60%	546 568	62%	605 205	64%	689 833	66%	81 982	58 637	84 628	10 248	9 773	7 693	2,1%	1,7%	1,2%
Botshabelo /Thaba Nchu	263 853	34%	290 055	33%	294 461	31%	308 797	30%	26 202	4 406	14 336	3 275	734	1 303	1,2%	0,3%	0,4%
Rural	25 795	3%	18 515	2%	19 239	2%	20 780	2%	- 7 280	725	1 541	- 910	121	140	-4,1%	0,6%	0,7%
Small Towns	20 794	3%	23 696	3%	24 365	3%	25 980	2%	2 902	669	1 616	363	111	147	1,6%	0,5%	0,6%
<b>Total</b>	<b>775 028</b>	<b>100%</b>	<b>878 834</b>	<b>100%</b>	<b>943 270</b>	<b>100%</b>	<b>1 045 391</b>	<b>100%</b>	<b>103 806</b>	<b>64 436</b>	<b>102 122</b>	<b>12 976</b>	<b>10 739</b>	<b>9 284</b>	<b>1,6%</b>	<b>1,2%</b>	<b>0,9%</b>

Source: Mangaung Integrated Public Transport Network, 2016

**Table A1.2: Mangaung MM Household Projections 2019-2039**

Functional Area	Households								Incremental Households			Incremental Households p.a.			% Growth p.a.		
	Census 2011	%	2019	%	2025	%	2036	%	2011-2019	2019-2025	2025-2036	2011-2019	2019-2025	2025-2036	2011-2019	2019-2025	2025-2036
Mangaung / Bloemfontein	150 713	63%	184 560	65%	215 456	67%	256 193	68%	33 846	30 896	40 737	4 231	5 149	3 703	2,6%	2,6%	1,6%
Botshabelo /Thaba Nchu	78 142	32%	87 334	31%	93 314	29%	101 784	27%	9 192	5 980	8 470	1 149	997	770	1,4%	1,1%	0,8%
Rural	5 203	2%	6 059	2%	6 671	2%	7 508	2%	855	612	837	107	102	76	1,9%	1,6%	1,1%
Small Towns	6 575	3%	7 432	3%	8 082	2%	8 965	2%	856	650	883	107	108	80	1,5%	1,4%	0,9%
<b>Total</b>	<b>240 635</b>	<b>100%</b>	<b>285 385</b>	<b>100%</b>	<b>323 524</b>	<b>100%</b>	<b>374 451</b>	<b>100%</b>	<b>44 750</b>	<b>38 139</b>	<b>50 927</b>	<b>5 594</b>	<b>6 357</b>	<b>4 630</b>	<b>2,2%</b>	<b>2,1%</b>	<b>1,3%</b>

Source: Mangaung Integrated Public Transport Network, 2016

**Table A1.3: Mangaung MM Household Size 2019-2036**

Functional Area	Household Size				
	Census 2011	2019	2025	2036	
Mangaung / Bloemfontein	3,1	3,0	2,8	2,7	
Botshabelo /Thaba Nchu	3,4	3,3	3,2	3,0	
Rural	5,0	3,1	2,9	2,8	
Small Towns	3,2	3,2	3,0	2,9	
<b>Total</b>	<b>3,2</b>	<b>3,1</b>	<b>2,9</b>	<b>2,8</b>	

Source: Mangaung Integrated Public Transport Network, 2016

**Table A1.4. Mangaung MM Job Opportunities Projections 2019-2036**

Functional Area	Job Opportunities (Formal Workers)								Incremental Job Opportunities			Incremental Job Opportunities p.a.			% Growth p.a.		
	2015	%	2019	%	2025	%	2036	%	2015-2019	2019-2025	2025-2036	2015-2019	2019-2025	2025-2036	2015-2019	2019-2025	2025-2036
Mangaung / Bloemfontein	174 727	79%	179 000	79%	183 240	80%	212 535	81%	4 273	4 240	29 295	1 068	707	2 663	0,6%	0,4%	1,4%
Botshabelo /Thaba Nchu	30 669	14%	31 038	14%	31 203	14%	35 803	14%	369	166	4 600	92	28	418	0,3%	0,1%	1,3%
Rural	12 362	6%	12 121	5%	11 628	5%	11 110	4%	- 241	- 493	- 518	- 60	- 82	- 47	-0,5%	-0,7%	-0,4%
Small Towns	3 370	2%	3 405	2%	3 415	1%	3 551	1%	35	10	136	9	2	12	0,3%	0,0%	0,4%
<b>Total</b>	<b>221 129</b>	<b>100%</b>	<b>225 564</b>	<b>100%</b>	<b>229 487</b>	<b>100%</b>	<b>263 000</b>	<b>100%</b>	<b>4 436</b>	<b>3 923</b>	<b>33 513</b>	<b>1 109</b>	<b>654</b>	<b>3 047</b>	<b>0,5%</b>	<b>0,3%</b>	<b>1,2%</b>

Source: Mangaung Integrated Public Transport Network, 2016

**ANNEXURE A2: POPULATION, HOUSEHOLD AND JOB OPPORTUNITY PROJECTIONS**

**Table A2.1. Land Use Budget: Backlog + Increment 2019-2036**

	Bloemfontein/Mangaung			Thaba Nchu			Botshabelo			Small Towns			Rural			Total		
	Total: Backlog + Increment 2019-2036			Total: Backlog + Increment 2019-2036			Total: Backlog + Increment 2019-2036			Total: Backlog + Increment 2019-2036			Total: Backlog + Increment 2019-2036			Total: Backlog + Increment 2019-2036		
Facilities	Requirement			Requirement			Requirement			Requirement			Requirement			Requirement		
	number	ha	%	number	ha	%	number	ha	%	number	ha	%	number	ha	%	number	ha	%
<b>Inc. Number of Units (incl. backlog)</b>	<b>92 491</b>	<b>3 754</b>	<b>66%</b>	<b>9 572</b>	<b>380</b>	<b>67%</b>	<b>12 758</b>	<b>480</b>	<b>68%</b>	<b>1 533</b>	<b>50</b>	<b>70%</b>	<b>1 449</b>	<b>50</b>	<b>64%</b>	<b>117 803</b>	<b>4 714</b>	<b>66%</b>
High Income (@500m <sup>2</sup> (20du/ha))	15 200	1 216		457	30		350	23		114	6		238	24		16 357	1 298	
Medium Income (@250m <sup>2</sup> (40du/ha))	33 064	1 653		2 913	146		2 834	142		694	24		688	17		40 193	1 982	
Low Income (@180m <sup>2</sup> (56du/ha))	44 227	885		6 202	205		9 575	316		726	20		523	9		61 253	1 434	
<b>Inc. Population (incl. backlog)</b>	<b>203 462</b>			<b>18 720</b>			<b>24 306</b>			<b>2 285</b>			<b>2 265</b>			<b>251 037</b>		
Nett residential Density	25			25			27			31			29			25		
Business (m <sup>2</sup> )	247 956	83	1%	18 013	6	1%	19 259	6	1%	1 828	1	1%	2 039	1	1%	289 095	96	1%
Offices (floor area in m <sup>2</sup> )	141 244	24	0,4%	2 564	1	0,2%	2 662	1	0,1%	183	0	0,1%	204	0	0,1%	146 857	26	0,4%
<b>Education</b>		<b>165</b>	<b>3%</b>		<b>15</b>	<b>3%</b>		<b>19</b>	<b>3%</b>		<b>2</b>	<b>3%</b>		<b>2</b>	<b>2%</b>		<b>203</b>	<b>3%</b>
Small Crèche	85	4		8	0		10	0		1	0		1	0		105	5	
ECD Hub and Care Centre	10	1		1	0		1	0		0	0		0	0		13	1	
Primary (including Grade R)	29	81		3	7		3	10		0	1		0	1		36	100	
Secondary	16	78		1	7		2	9		0	1		0	1		20	96	
<b>Health Services</b>		<b>7</b>	<b>0,1%</b>		<b>1</b>	<b>0,1%</b>		<b>1</b>	<b>0,1%</b>		<b>0</b>	<b>0,1%</b>		<b>0</b>	<b>0,1%</b>		<b>8</b>	<b>0,1%</b>
Primary Health Clinic	8	2		1	0		1	0		0	0		0	0		10	2	
Community Health Centre	3	5		0	0		0	1		0	0		0	0		4	6	
<b>Safety and Security</b>		<b>4</b>	<b>0,1%</b>		<b>0</b>	<b>0,1%</b>		<b>1</b>	<b>0,1%</b>		<b>0</b>	<b>0,1%</b>		<b>0</b>	<b>0,1%</b>		<b>5</b>	<b>0,1%</b>
Police	3	3		0	0		0	0		0	0		0	0		4	4	
Fire Station	3	1		0	0		0	0		0	0		0	0		4	1	
<b>Social /Cultural</b>		<b>22</b>	<b>0%</b>		<b>2</b>	<b>0,4%</b>		<b>3</b>	<b>0,4%</b>		<b>0</b>	<b>0,3%</b>		<b>0</b>	<b>0,3%</b>		<b>27</b>	<b>0%</b>
Local Library	10	1		1	0		1	0		0	0		0	0		13	1	
<b>Social Services</b>																		
Worship Centre	68	10		6	1		8	1		1	0		1	0		84	13	
Post Office/ICT Access Point	20	1		2	0		2	0		0	0		0	0		25	1	
Communty Hall (Small)	20	10		2	1		2	1		0	0		0	0		25	13	
<b>Sports and Recreation</b>		<b>102</b>	<b>2%</b>		<b>9</b>	<b>2%</b>		<b>12</b>	<b>2%</b>		<b>1</b>	<b>2%</b>		<b>1</b>	<b>1%</b>		<b>126</b>	<b>2%</b>
Sports Facilities and Parks	-	61		-	6		-	7		-	1		-	1		-	75	
Regional Parks	-	41		-	4		-	5		-	0		-	0		-	50	
<b>Industrial</b>		<b>176</b>	<b>3%</b>		<b>16</b>	<b>3%</b>		<b>16</b>	<b>2%</b>		<b>-</b>	<b>0%</b>		<b>6</b>	<b>7%</b>		<b>213</b>	<b>3%</b>
<b>Streets</b>		<b>1 387</b>	<b>24%</b>		<b>138</b>	<b>24%</b>		<b>172</b>	<b>24%</b>		<b>17</b>	<b>24%</b>		<b>19</b>	<b>24%</b>		<b>1 734</b>	<b>24%</b>
<b>TOTAL</b>		<b>5 723</b>	<b>100%</b>		<b>568</b>	<b>100%</b>		<b>711</b>	<b>100%</b>		<b>71</b>	<b>100%</b>		<b>79</b>	<b>100%</b>		<b>7 152</b>	<b>100%</b>
Nett Residential Density	25			25			27			31			29			25		
Gross Density	16			17			18			22			18			16		

**Table A2.2: Bloemfontein/Mangaung Town: Land Use Budget 2019-2036**

Facilities	Demand Database (Backlog)			Bloemfontein/Mangaung Town (2019-2025)			Bloemfontein/Mangaung Town (2025-2036)			Total: Increment 2019-2036			Total: Backlog + Increment 2019-2036		
	Requirement			Requirement			Requirement			Requirement			Requirement		
	number	ha	%	number	ha	%	number	ha	%	number	ha	%	number	ha	%
<b>Number of Units</b>	<b>20 857</b>	417	62%	30 896	1 408	69%	40 737	1 929	64%	71 634	3 337	66%	92 491	3 754	66%
High Income (@800m <sup>2</sup> (12,5du/ha))		-		6 585	527		8 615	689		15 200	1 216		15 200	1 216	
Medium Income (@500m <sup>2</sup> (20du/ha))		-		13 161	658		19 903	995		33 064	1 653		33 064	1 653	
Low Income (@200m <sup>2</sup> (50du/ha))	20 857	417		11 151	223		12 219	244		23 370	467		44 227	885	
<b>Population</b>	<b>60 196</b>			<b>58 637</b>			<b>84 628</b>			<b>143 265</b>			<b>203 462</b>		
Nett residential Density	50			22			21			21			25		
Business (m <sup>2</sup> )	18 059	6	1%	83 544	28	1%	146 353	49	2%	229 897	77	2%	247 956	83	1%
Offices (floor area in m <sup>2</sup> )	1 806	0,6	0%	15 038	2,5	0%	124 400	20,7	1%	139 438	23	0%	141 244	24	0%
<b>Education</b>		49	7%		47	2%		69	2%		116	2%		165	3%
Small Crèche	25	1		24	1		35	2		60	3		85	4	
ECD Hub and Care Centre	3	0		3	0,3		4	0		7	1		10	1	
Primary (including Grade R)	9	24		8	23		12	34		20	57		29	81	
Secondary	5	23		5	23		7	32		11	55		16	78	
<b>Health Services</b>		2	0%		2	0%		3	0%		5	0%		7	0%
Primary Health Clinic	3	1		2	0,5		4	1		6	1		8	2	
Community Health Centre	1	2		1	1		1	2		2	4		3	5	
<b>Safety and Security</b>		1	0%		1	0%		2	0%		3	0%		4	0%
Police	1	1		1	1		1	1		2	2		3	3	
Fire Station	1	0		1	0,3		1	0		2	1		3	1	
<b>Social /Cultural</b>		6	1%		6	0%		9	0%		15	0%		22	0%
Local Library	3	0		3	0		4	0		7	0		10	1	
<b>Social Services</b>										-	-		-	-	
Worship Centre	20	3		20	3		28	4		48	7		68	10	
Post Office/ICT Access Point	6	0		6	0,3		8	0		14	1		20	1	
Communtiy Hall (Small)	6	3		6	3		8	4		14	7		20	10	
<b>Sports and Recreation</b>		30	4%		29	1%		42	1%		72	1%		102	2%
Sports Facilities and Parks		18			18			25		-	43		-	61	
Regional Parks		12			12			17		-	29		-	41	
<b>Industrial/Commercial</b>			0%		25	1%		151	5%		176	3%		176	3%
Streets		164	24%		496	24%		727	24%		1 223	24%		1 387	24%
<b>TOTAL</b>		676	100%		2 045	100%		3 001	100%		5 046	100%		5 723	100%
Nett Residential Density	50			22			21			21			25		
Gross Density	31			15			14			14			16		

**Table A2.3: Thaba Nchu: Land Use Budget 2019-2036**



MANGAUNG METROPOLITAN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

Facilities	Demand Database (Backlog)			Thaba Nchu (2019-2025)			Thaba Nchu (2025-2036)			Total: Increment 2019-2036			Total: Backlog + Increment 2019-2036		
	Requirement			Requirement			Requirement			Requirement			Requirement		
	number	ha	%	number	ha	%	number	ha	%	number	ha	%	number	ha	%
<b>Number of Units</b>	<b>2 980</b>	98	66%	<b>2 244</b>	95	72%	<b>4 347</b>	187	65%	<b>6 592</b>	282	67%	<b>9 572</b>	380	67%
High Income (@650m <sup>2</sup> (15du/ha))		-		182	12		274	18		457	30		457	30	
Medium Income (@500m <sup>2</sup> (20du/ha))		-		871	44		2 042	102		2 913	146		2 913	146	
Low Income (@330m <sup>2</sup> (30du/ha))	2 980	98		1 191	39		2 031	67		3 222	106		6 202	205	
<b>Population</b>	<b>9 183</b>			<b>1 463</b>			<b>8 074</b>			<b>9 536</b>			<b>18 720</b>		
Nett residential Density	30			24			23			23			25		
Business (m <sup>2</sup> )	2 755	1	1%	2 341	1	1%	12 918	4	2%	15 258	5	1%	18 013	6	1%
Offices (floor area in m <sup>2</sup> )	275	0,1	0%	351	0,1	0%	1 938	0,6	0%	2 289	1	0%	2 564	1	0%
<b>Education</b>		7	5%		1	1%		6	2%		8	2%		15	3%
Small Crèche	4	0		1	0		3	0		4	0		8	0	
ECD Hub and Care Centre	0	0		0,1	0		0,4	0		0	0		1	0	
Primary (including Grade R)	1	4		0,2	1		1	3		1	4		3	7	
Secondary	1	4		0,1	1		1	3		1	4		1	7	
<b>Health Services</b>		0	0%		0	0%		0	0%		0	0%		1	0%
Primary Health Clinic	0	0		0,1	0		0,3	0		0	0		1	0	
Community Health Centre	0	0		0,0	0		0,1	0		0	0		0	0	
<b>Safety and Security</b>		0	0%		0	0%		0	0%		0	0%		0	0%
Police	0	0		0,0	0		0,1	0		0	0		0	0	
Fire Station	0	0		0,0	0		0,1	0		0	0		0	0	
<b>Social /Cultural</b>		1	1%		0	0%		1	0%		1	0%		2	0%
Local Library	0	0		0,1	0		0,4	0		0	0		1	0	
Worship Centre	3	0		0,5	0		3	0		3	0		6	1	
Post Office/ICT Access Point	1	0		0,1	0		1	0		1	0		2	0	
Communtly Hall (Small)	1	0		0,1	0		1	0		1	0		2	1	
<b>Sports and Recreation</b>		5	3%		1	1%		4	1%		5	1%		9	2%
Sports Facilities and Parks		3			0			2		-	3		-	6	
Regional Parks		2			0			2		-	2		-	4	
<b>Industrial/Commercial</b>			0%		2	2%		14	5%		16	4%		16	3%
Streets		36	24%		32	24%		70	24%		101	24%		138	24%
<b>TOTAL</b>		<b>149</b>	<b>100%</b>		<b>132</b>	<b>100%</b>		<b>287</b>	<b>100%</b>		<b>419</b>	<b>100%</b>		<b>568</b>	<b>100%</b>
Nett Residential Density	30			24			23			23			25		
Gross Density	20			17			15			16			17		

Table A2.4: Botshabelo: Land Use Budget 2019-2036

MANGAUNG METROPOLITAN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

Facilities	Demand Database (Backlog)			Botshabelo (2019-2025)			Botshabelo (2025-2036)			Total: Increment 2019-2036			Total: Backlog + Increment 2019-2036		
	Requirement			Requirement			Requirement			Requirement			Requirement		
	number	ha	%	number	ha	%	number	ha	%	number	ha	%	number	ha	%
<b>Number of Units</b>	<b>4 900</b>	162	66%	<b>3 736</b>	151	72%	<b>4 123</b>	168	65%	<b>7 858</b>	319	68%	<b>12 758</b>	480	68%
High Income (@650m <sup>2</sup> (15du/ha))		-		149	10		201	13		350	23		350	23	
Medium Income (@500m <sup>2</sup> (20du/ha))		-		1 349	67		1 485	74		2 834	142		2 834	142	
Low Income (@330m <sup>2</sup> (30du/ha))	4 900	162		2 238	74		2 437	80		4 675	154		9 575	316	
<b>Population</b>	<b>15 100</b>			<b>2 943</b>			<b>6 263</b>			<b>9 206</b>			<b>24 306</b>		
Nett residential Density	30			25			25			25			27		
Business (m <sup>2</sup> )	4 530	2	1%	4 709	2	1%	10 020	3	1%	14 729	5	1%	19 259	6	1%
Offices (floor area in m <sup>2</sup> )	453	0,2	0%	706	0,2	0%	1 503	0,5	0%	2 209	1	0%	2 662	1	0%
Education		12	5%		2	1%		5	2%		7	2%		19	3%
Small Crèche	6	0		1	0		3	0		4	0		10	0	
ECD Hub and Care Centre	1	0		0	0		0	0		0	0		1	0	
Primary (including Grade R)	2	6		0	1		1	3		1	4		3	10	
Secondary	1	6		0	1		1	2		1	4		2	9	
Health Services		1	0%		0	0%		0	0%		0	0%		1	0%
Primary Health Clinic	1	0		0	0		0	0		0	0		1	0	
Community Health Centre	0	0		0	0		0	0		0	0		0	1	
Safety and Security		0	0%		0	0%		0	0%		0	0%		1	0%
Police	0	0		0	0		0	0		0	0		0	0	
Fire Station	0	0		0	0		0	0		0	0		0	0	
Social /Cultural		2	1%		0	0%		1	0%		1	0%		3	0%
Local Library	1	0		0	0		0	0		0	0		1	0	
Worship Centre	5	1		1	0		2	0		3	0		8	1	
Post Office/ICT Access Point	2	0		0	0		1	0		1	0		2	0	
Communtiy Hall (Small)	2	1		0	0		1	0		1	0		2	1	
Sports and Recreation		8	3%		1	1%		3	1%		5	1%		12	2%
Sports Facilities and Parks		5			1			2		-	3		-	7	
Regional Parks		3			1			1		-	2		-	5	
Industrial/Commercial			0%		2	1%		14	5%		16	3%		16	2%
Streets		59	24%		51	24%		62	24%		113	24%		172	24%
<b>TOTAL</b>		<b>245</b>	<b>100%</b>		<b>210</b>	<b>100%</b>		<b>257</b>	<b>100%</b>		<b>467</b>	<b>100%</b>		<b>711</b>	<b>100%</b>
Nett Residential Density	30			25			25			25			27		
Gross Density	20			18			16			17			18		

Table A2.5: Small Towns: Land Use Budget 2019-2036

MANGAUNG METROPOLITAN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

Facilities	Demand Database (Backlog)		Small Towns (2019-2025)			Small Towns (2025-2036)			Total: Increment 2019-2036			Total: Backlog + Increment 2019-2036		
	Requirement		Requirement			Requirement			Requirement			Requirement		
	number	ha	number	ha	%	number	ha	%	number	ha	%	number	ha	%
<b>Number of Units</b>	-	-	650	21	72%	883	29	69%	1 533	50	70%	1 533	50	70%
High Income (@500m <sup>2</sup> (20du/ha))	-	-	47	2		66	3		114	6		114	6	
Medium Income (@350m <sup>2</sup> (28du/ha))	-	-	270	9		424	15		694	24		694	24	
Low Income (@270m <sup>2</sup> (37du/ha))	-	-	333	9		393	11		726	20		726	20	
<b>Population</b>	-	-	669			1 616			2 285			2 285		
Business (m <sup>2</sup> )	-	-	535	0	1%	1 293	0	1%	1 828	1	1%	1 828	1	1%
Offices (floor area in m <sup>2</sup> )	-	0,0	54	0,0	0%	129	0,0	0%	183	0	0%	183	0	0%
<b>Education</b>	-	-		1	2%		1	3%		2	3%		2	3%
Small Crèche	-	-	0	0		1	0		1	0		1	0	
ECD Hub and Care Centre	-	-	0	0		0	0		0	0		0	0	
Primary (including Grade R)	-	-	0	0		0	1		0	1		0	1	
Secondary	-	-	0	0		0	1		0	1		0	1	
<b>Health Services</b>	-	-		0	0%		0	0%		0	0%		0	0%
Primary Health Clinic	-	-	0	0		0	0		0	0		0	0	
Community Health Centre	-	-	0	0		0	0		0	0		0	0	
<b>Safety and Security</b>	-	-		0	0%		0	0%		0	0%		0	0%
Police	-	-	0	0		0	0		0	0		0	0	
Fire Station	-	-	0	0		0	0		0	0		0	0	
<b>Social /Cultural</b>	-	-		0	0%		0	0%		0	0%		0	0%
Local Library	-	-	0	0		0	0		0	0		0	0	
Worship Centre	-	-	0	0		1	0		1	0		1	0	
Post Office/ICT Access Point	-	-	0	0		0	0		0	0		0	0	
Communtiy Hall (Small)	-	-	0	0		0	0		0	0		0	0	
<b>Sports and Recreation</b>	-	-		0	1%		1	2%		1	2%		1	2%
Sports Facilities and Parks	-	-		0			0		-	1		-	1	
Regional Parks	-	-		0			0		-	0		-	0	
<b>Industrial</b>	-	-			0%			0%		-	0%		-	0%
Streets	-	-		7	24%		10	24%		17	24%		17	24%
<b>TOTAL</b>	-	-		29	100%		42	100%		71	100%		71	100%

Table A2.6: Rural: Land Use Budget 2019-2036

MANGAUNG METROPOLITAN MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

Facilities	Demand Database (Backlog)		Rural (2019-2025)			Rural (2025-2036)			Total: Increment 2019-2036			Total: Backlog + Increment 2019-2036		
	Requirement		Requirement			Requirement			Requirement			Requirement		
	number	ha	number	ha	%	number	ha	%	number	ha	%	number	ha	%
<b>Number of Units</b>	-	-	612	21	71%	837	29	59%	1 449	50	64%	1 449	50	64%
High Income (@1 000m <sup>2</sup> (10du/ha))		-	99	10		139	14		238	24		238	24	
Medium Income (@250m <sup>2</sup> (40du/ha))		-	272	7		416	10		688	17		688	17	
Low Income (@180m <sup>2</sup> (56du/ha))	-	-	241	4		282	5		523	9		523	9	
<b>Population</b>	-		725			1 541			2 265			2 265		
Business (m <sup>2</sup> )	-	-	652	0	1%	1 387	0	1%	2 039	1	1%	2 039	1	1%
Offices (floor area in m <sup>2</sup> )	-	0,0	65	0,0	0%	139	0,0	0%	204	0	0%	204	0	0%
<b>Education</b>		-		1	2%		1	2%		2	2%		2	2%
Small Crèche	-	-	0	0		1	0		1	0		1	0	
ECD Hub and Care Centre	-	-	0	0		0	0		0	0		0	0	
Primary (including Grade R)	-	-	0	0		0	1		0	1		0	1	
Secondary	-	-	0	0		0	1		0	1		0	1	
<b>Health Services</b>		-		0	0%		0	0%		0	0%		0	0%
Primary Health Clinic	-	-	0	0		0	0		0	0		0	0	
Community Health Centre	-	-	0	0		0	0		0	0		0	0	
<b>Safety and Security</b>		-		0	0%		0	0%		0	0%		0	0%
Police	-	-	0	0		0	0		0	0		0	0	
Fire Station	-	-	0	0		0	0		0	0		0	0	
<b>Social /Cultural</b>		-		0	0%		0	0%		0	0%		0	0%
Local Library	-	-	0	0		0	0		0	0		0	0	
Worship Centre	-	-	0	0		1	0		1	0		1	0	
Post Office/ICT Access Point	-	-	0	0		0	0		0	0		0	0	
Communtly Hall (Small)	-	-	0	0		0	0		0	0		0	0	
<b>Sports and Recreation</b>		-		0	1%		1	2%		1	1%		1	1%
Sports Facilities and Parks		-		0			0		-	1		-	1	
Regional Parks		-		0			0		-	0		-	0	
<b>Industrial</b>					0%		6	11%		6	7%		6	7%
Streets		-		7	24%		12	24%		19	24%		19	24%
<b>TOTAL</b>		-		30	100%		50	100%		79	100%		79	100%

## ANNEXURE A3: LAND USE BUDGETS PER URBAN AREA

Table A3.1: Incremental Development Potential per Functional Subarea for Capital Expenditure Framework

Subarea	Increment (2019-2025)				Increment (2025-2036)				TOTAL Increment (2019-2036)			
	Number of Units	Retail floor area (m <sup>2</sup> )	Office floor area (m <sup>2</sup> )	Industrial /Commercial Site Area (ha)	Number of Units	Retail floor area (m <sup>2</sup> )	Office floor area (m <sup>2</sup> )	Industrial /Commercial Site Area (ha)	Number of Units	Retail floor area (m <sup>2</sup> )	Office floor area (m <sup>2</sup> )	Industrial /Commercial Site Area (ha)
<b>Bloemfontein/Mangaung Town</b>												
Demand Database (Backlog)	20 857	18 059	1 806						20 857	18 059	1 806	-
Northern extensions	8 986	24 299	4 374	3	4 878	17 525	14 896	15	13 865	41 824	19 270	18
South - Western extensions	2 305	6 233	1 122	10	13 105	47 080	40 018	60	15 410	53 314	41 140	70
Southern and Eastern extensions	19 605	53 011	9 542	13	22 754	81 748	69 486	75	42 359	134 759	79 028	88
<b>Subtotal Bloemfontein/Mangaung Town</b>	<b>51 753</b>	<b>101 602</b>	<b>16 844</b>	<b>25</b>	<b>40 737</b>	<b>146 353</b>	<b>124 400</b>	<b>151</b>	<b>92 491</b>	<b>247 956</b>	<b>141 244</b>	<b>176</b>
<b>Botshabelo/Thaba Nchu</b>												
Demand Database (Backlog)	7 880	7 285	728						7 880	7 285	728	-
Remaining Botshabelo	-	-	-	-	4 165	11 278	1 692	-	4 165	11 278	1 692	-
Integration Zone 2	5 980	7 050	1 057	4	3 149	8 528	1 279	21	9 129	15 578	2 337	25
Remaining Thaba Nchu	-	-	-	-	1 157	3 132	470	7	1 157	3 132	470	7
<b>Subtotal Botshabelo/Thaba Nchu</b>	<b>13 860</b>	<b>14 335</b>	<b>1 786</b>	<b>4</b>	<b>8 470</b>	<b>22 938</b>	<b>3 441</b>	<b>28</b>	<b>22 330</b>	<b>37 273</b>	<b>5 227</b>	<b>32</b>
<b>Small Towns</b>												
Demand Database (Backlog)									-	-	-	-
Dewetsdorp/Morojaneng	285	235	23		387	567	57		673	802	80	-
Wepener/Ebenaeser/Sophia/Kanana/Qibing	309	254	25		419	613	61		727	867	87	-
Van Stadensrus/Thapelang	56	46	5		77	112	11		133	159	16	-
<b>Subtotal Small Towns</b>	<b>650</b>	<b>535</b>	<b>54</b>	<b>-</b>	<b>883</b>	<b>1 293</b>	<b>129</b>	<b>-</b>	<b>1 533</b>	<b>1 828</b>	<b>183</b>	<b>-</b>
<b>Rural</b>												
Demand Database (Backlog)									-	-	-	-
Rural	528	563	56		722	1 197	120	5	1 250	1 760	176	5
Soutpan/Ikgomotseng	84	89	9		115	190	19	1	199	279	28	1
<b>Subtotal Rural</b>	<b>612</b>	<b>652</b>	<b>65</b>	<b>0</b>	<b>837</b>	<b>1 387</b>	<b>139</b>	<b>6</b>	<b>1 449</b>	<b>2 039</b>	<b>204</b>	<b>6</b>
<b>Total</b>	<b>66 876</b>	<b>117 124</b>	<b>18 748</b>	<b>29</b>	<b>50 927</b>	<b>171 971</b>	<b>128 109</b>	<b>184</b>	<b>117 803</b>	<b>289 095</b>	<b>146 857</b>	<b>213</b>



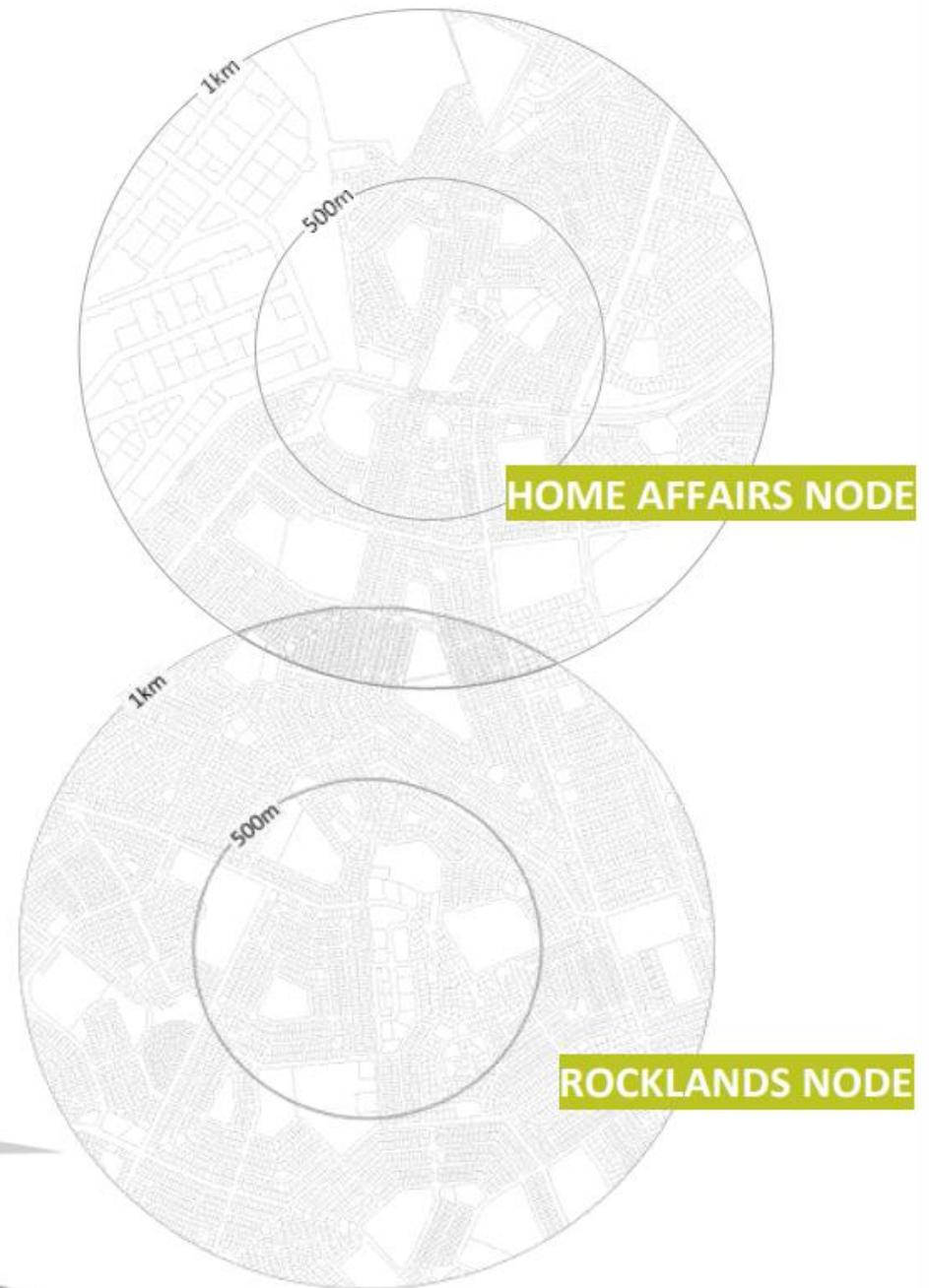
**ANNEXURE B**  
**LOCAL AREA PLANS**



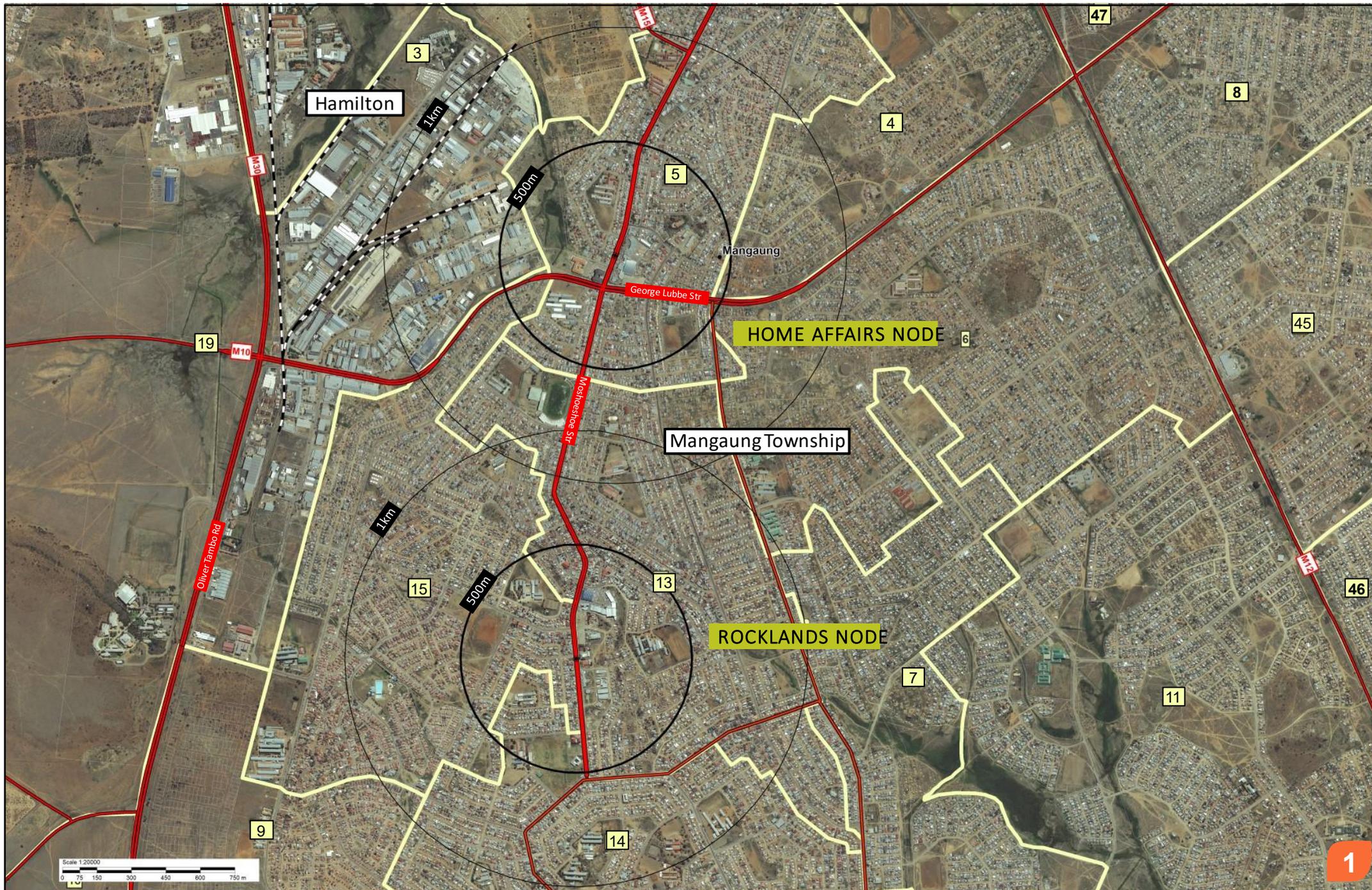
# MANGAUNG TWO STATIONS

## URBAN DEVELOPMENT FRAMEWORK

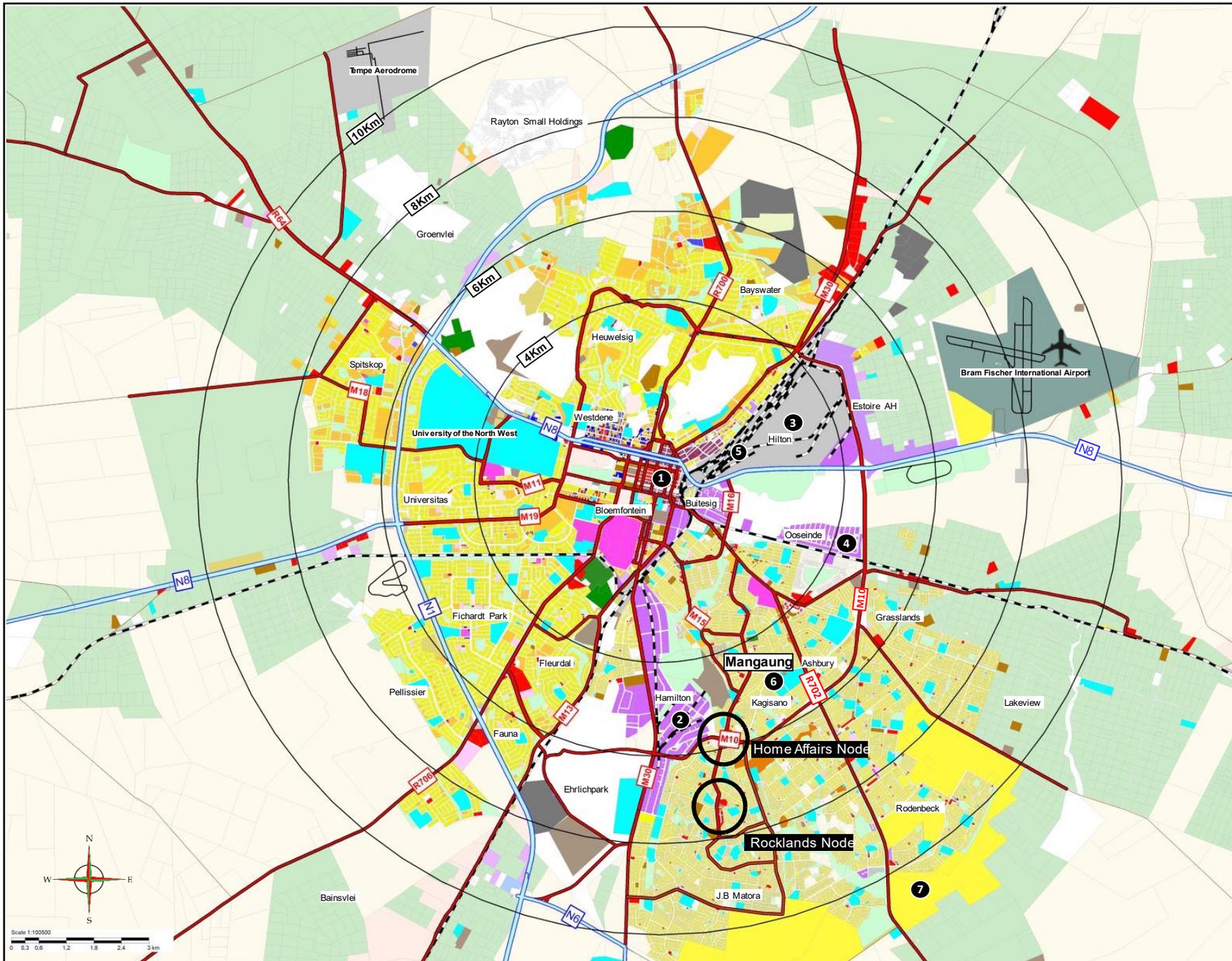
**FINAL  
REPORT**



# STUDY AREA









## MANGAUNG

AT THE HEART OF IT ALL

### METROPOLITAN CONTEXT

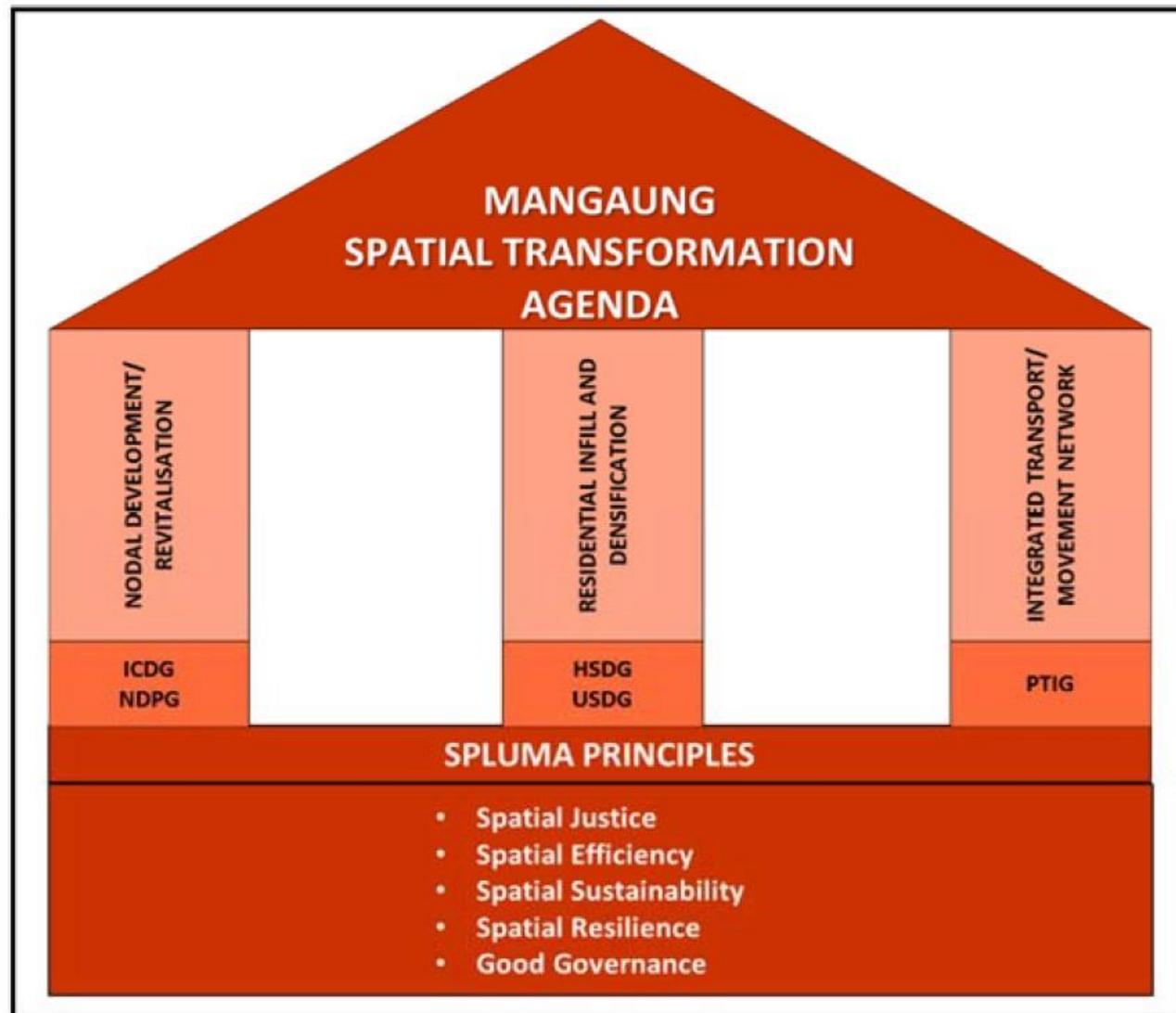
**Legend**

- Single Residential
- Informal Settlements
- Municipality/Community
- Educational Facilities
- Medical
- Business
- Mining
- Commercial/ Industrial
- Cemetery
- Agriculture
- Small Holdings
- Transport
- Airport
- Sports Fields/ Grounds
- Open Space System

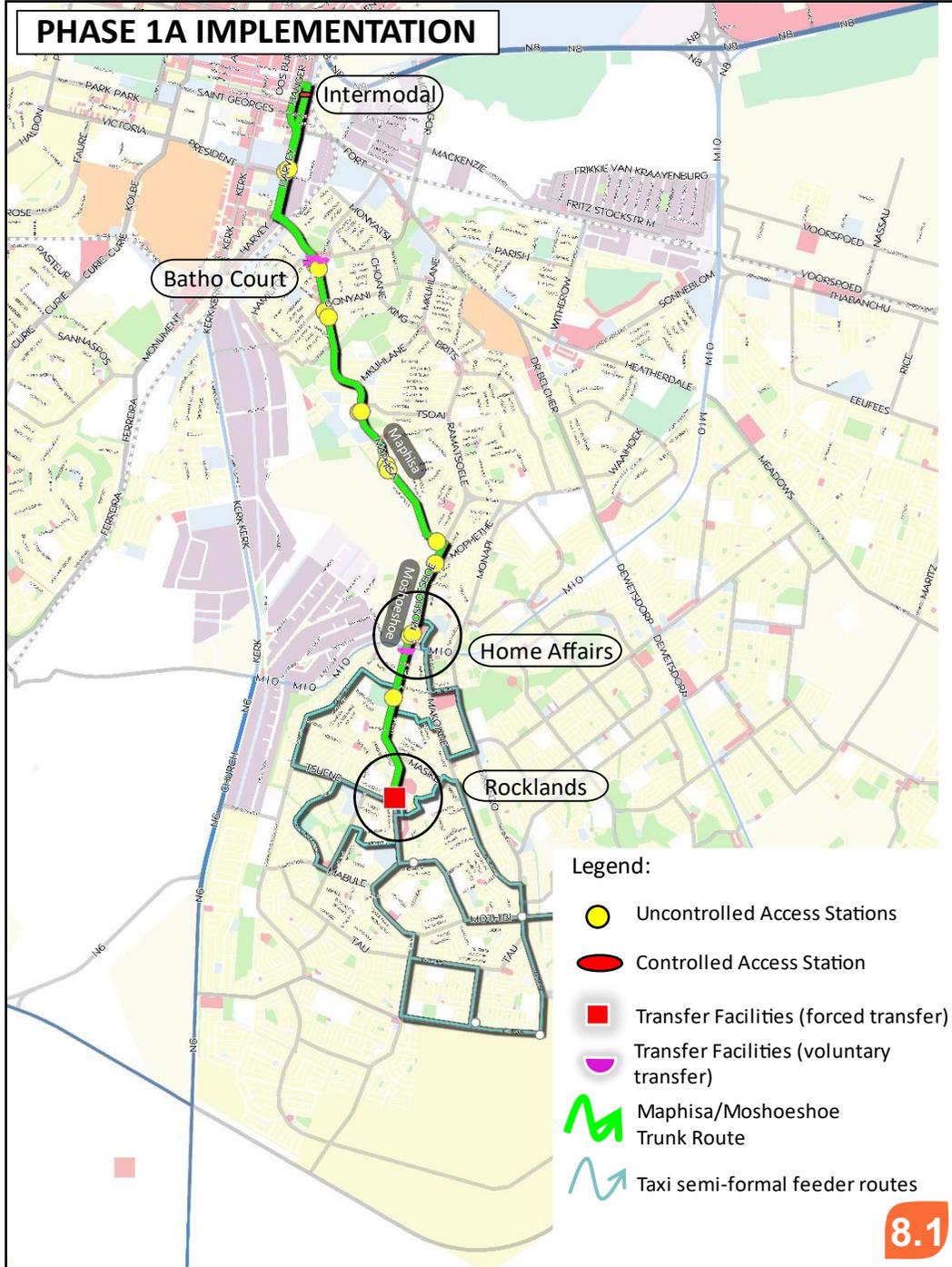
3



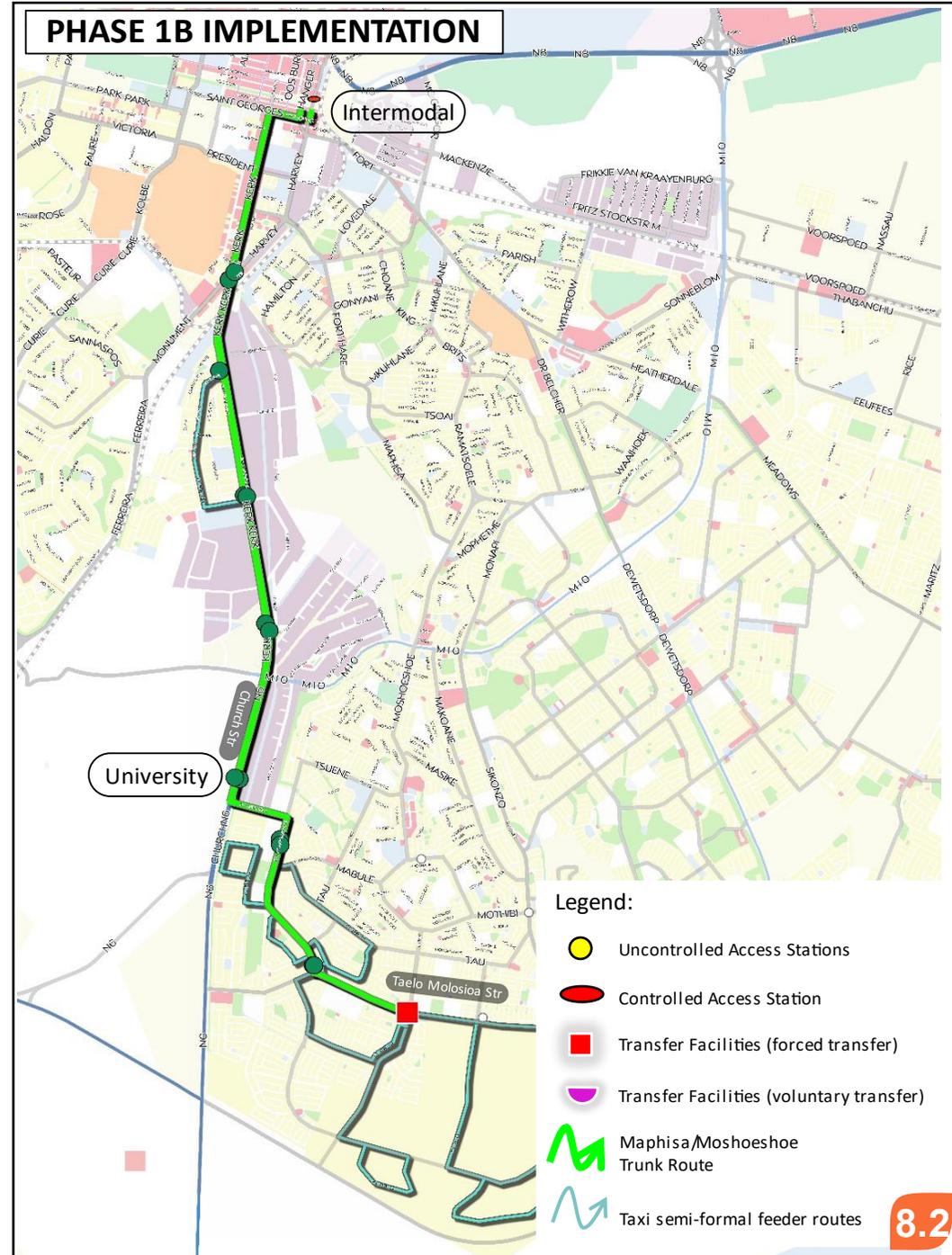
Diagram 2: Mangaung Spatial Transformation Agenda



## PHASE 1A IMPLEMENTATION



## PHASE 1B IMPLEMENTATION

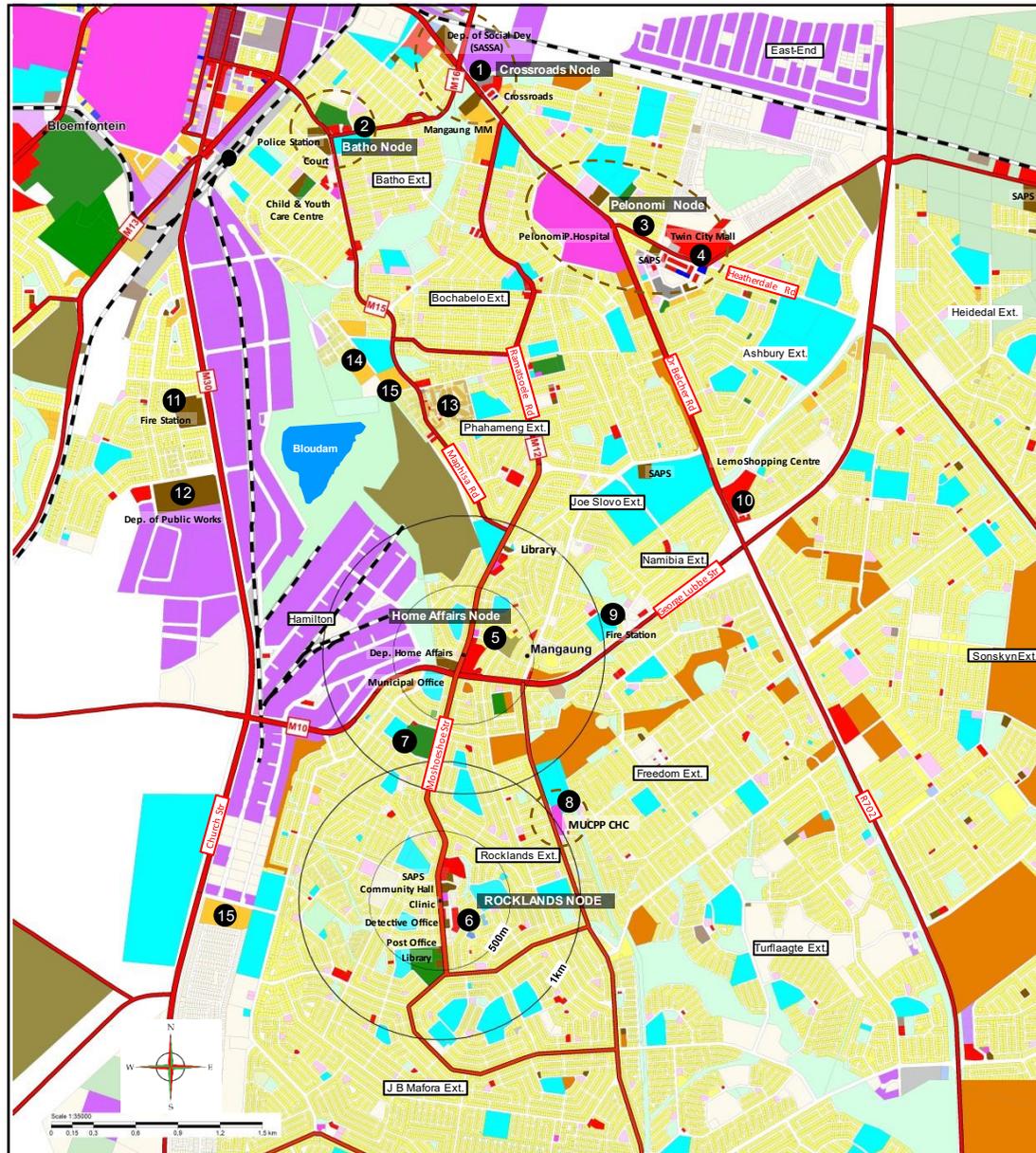




**Table1:** Mangaung Restructuring Objectives and Strategy

Mangaung Restructuring Objectives and Strategy	
<ul style="list-style-type: none"> <li>• Promote Economic Development</li> <li>- Township Nodes</li> </ul>	<ul style="list-style-type: none"> <li>• 3 Central Business District</li> <li>• N8 Corridor (Airport Node)</li> <li>• Industrial Development Nodes/ SDZ's</li> <li>• Other Nodes (Waihoek, New Botshabelo Node, Soutpan, disadvantaged communities)</li> </ul>
<ul style="list-style-type: none"> <li>• De-racialising the built environment</li> <li>- Infill Development</li> </ul>	<ul style="list-style-type: none"> <li>• 7 Land Parcels (Cecilia/ New Zoo, Pellissier infill, Brandkop, Vista X2, 3, Hillside View X34, 35, Estoire)</li> </ul>
<ul style="list-style-type: none"> <li>• Promote Intensification/ Densification</li> <li>- IPTN Corridors</li> </ul>	<ul style="list-style-type: none"> <li>• IRPTN Corridor (Phase 1 &amp; CBD)</li> <li>• Existing Urban Area</li> </ul>
<ul style="list-style-type: none"> <li>• Prevent/ Curb Spatial Fragmentation</li> <li>- Limit Expansion</li> <li>- Promote Spatial Integration</li> </ul>	
<ul style="list-style-type: none"> <li>• Support Rural Development</li> <li>- Enhance rural development in identified nodes</li> </ul>	

# MANGAUNG SPATIAL STRUCTURE AND LAND USE

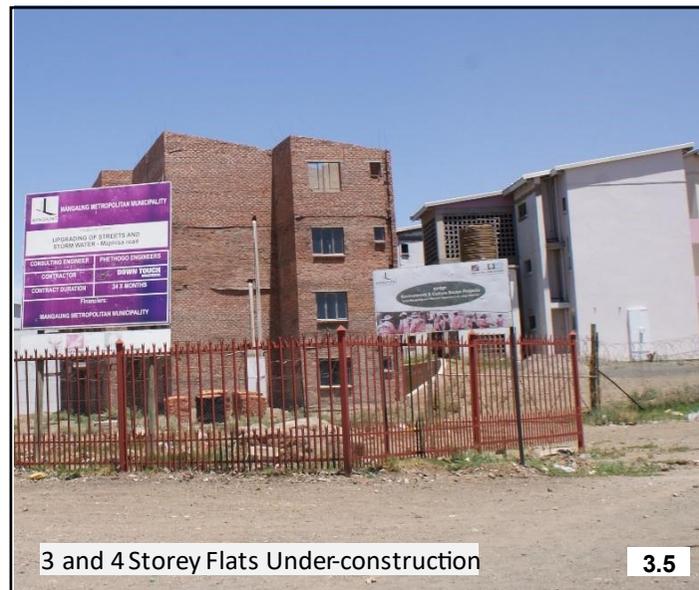
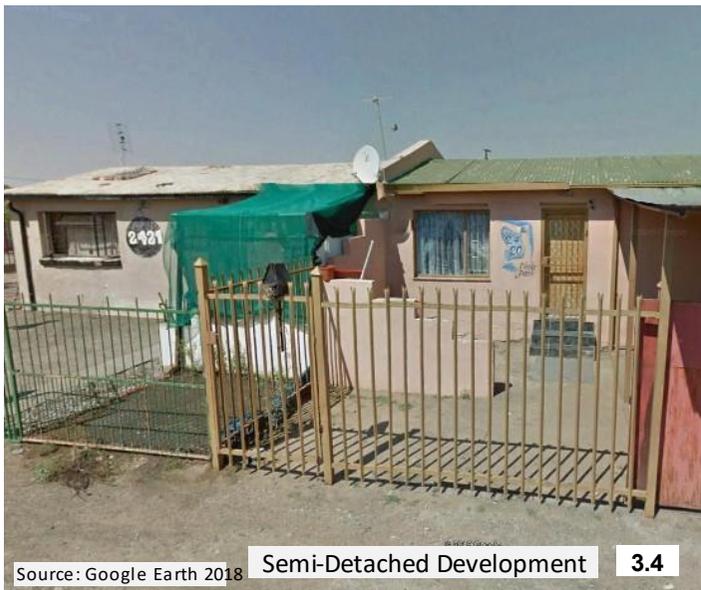


## SPATIAL STRUCTURE AND LAND USE

### LEGEND

- |   |   |   |   |
|---|---|---|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Single Residential  | <span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> Municipality/ Community | <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Business                     | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Small Holdings    |
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Medium Density      | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Educational Facilities    | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Commercial/ Industrial | <span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> Sports Fields/ Grounds |
| <span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> Informal Settlements | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Medical              | <span style="display:inline-block; width:15px; height:15px; background-color:grey; border:1px solid black;"></span> Cemetery                    | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Open Space System |







# Home Affairs Node – Local Business along Moshoeshoe Street

Diagram  
4







## COMMUNITY FACILITIES



Department of Home Affairs

5.1



Source: Google Earth

Municipal Offices

5.2



Department of Public Works

5.3

## INDUSTRIAL ACTIVITY



Build It hardware

5.4



Automotive repair and maintenance

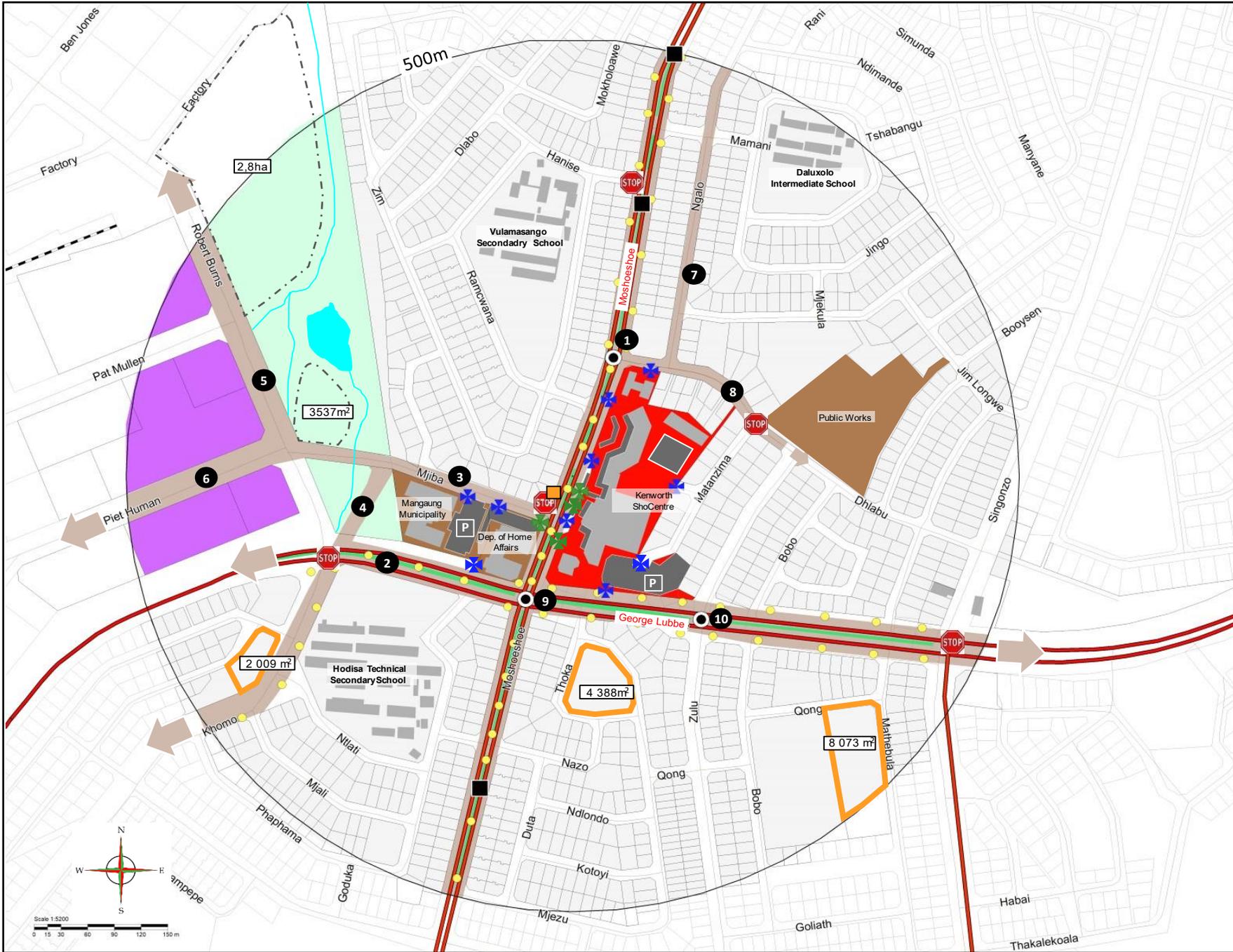
5.5



Brick Making Industry

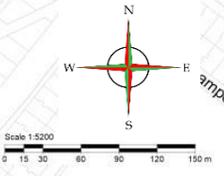
5.6

# HOME AFFAIRS NODE PUBLIC ENVIRONMENT

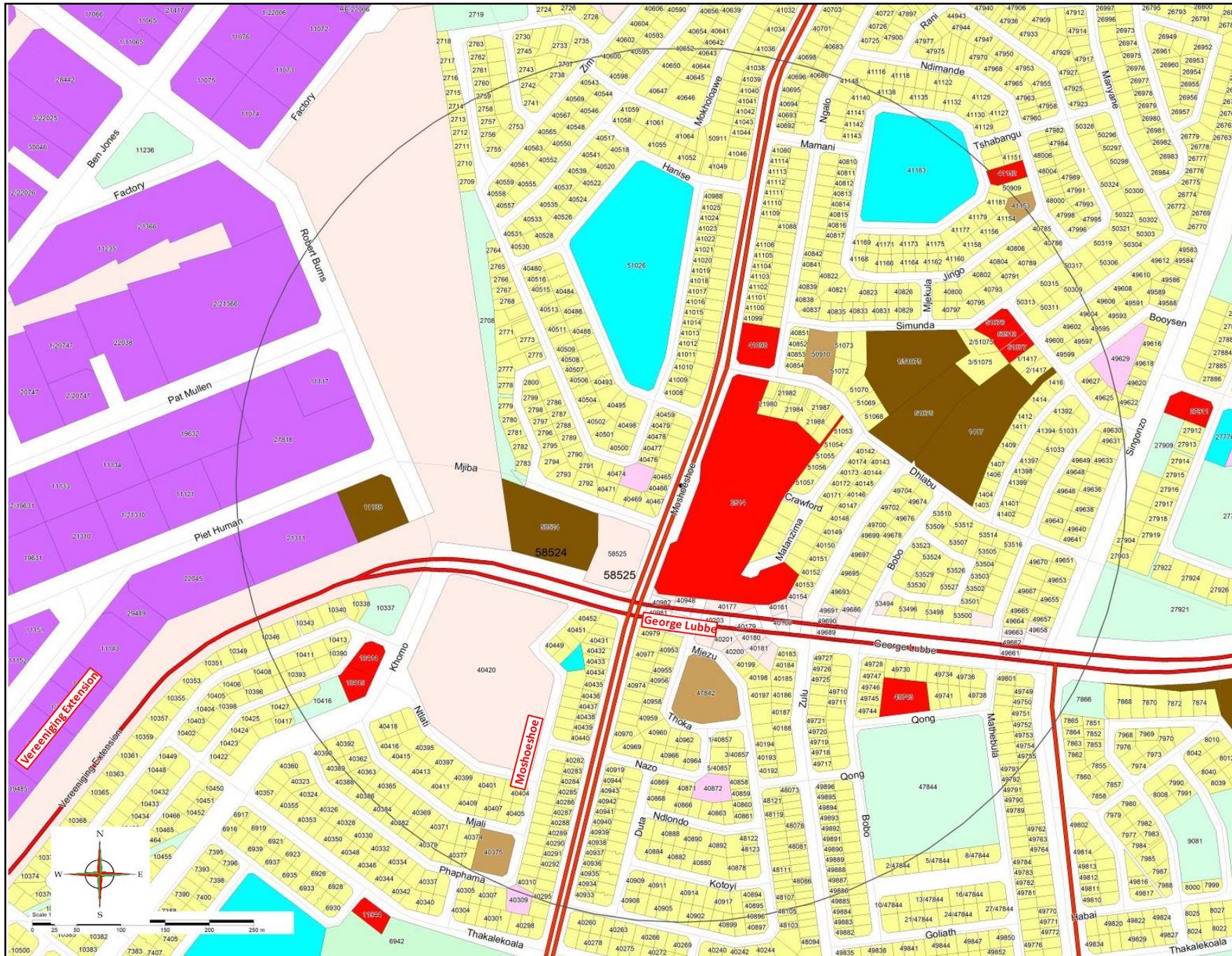


## Legend

- Home Affairs BRT Station Node
- Anchor Retail
- Parking
- Informal Trading
- Community Facilities
- Industrial Activity
- Educational Facilities
- Informal Settlement Area
- Pedestrian Entrance Point
- Vehicular Entrance Point
- Pedestrian Movement
- Pedestrian Crossing
- Street Lighting
- Traffic Lights
- Stop Signage
- Guard Tower
- Open Space System
- Main Road
- Local Access Road
- Railway Line



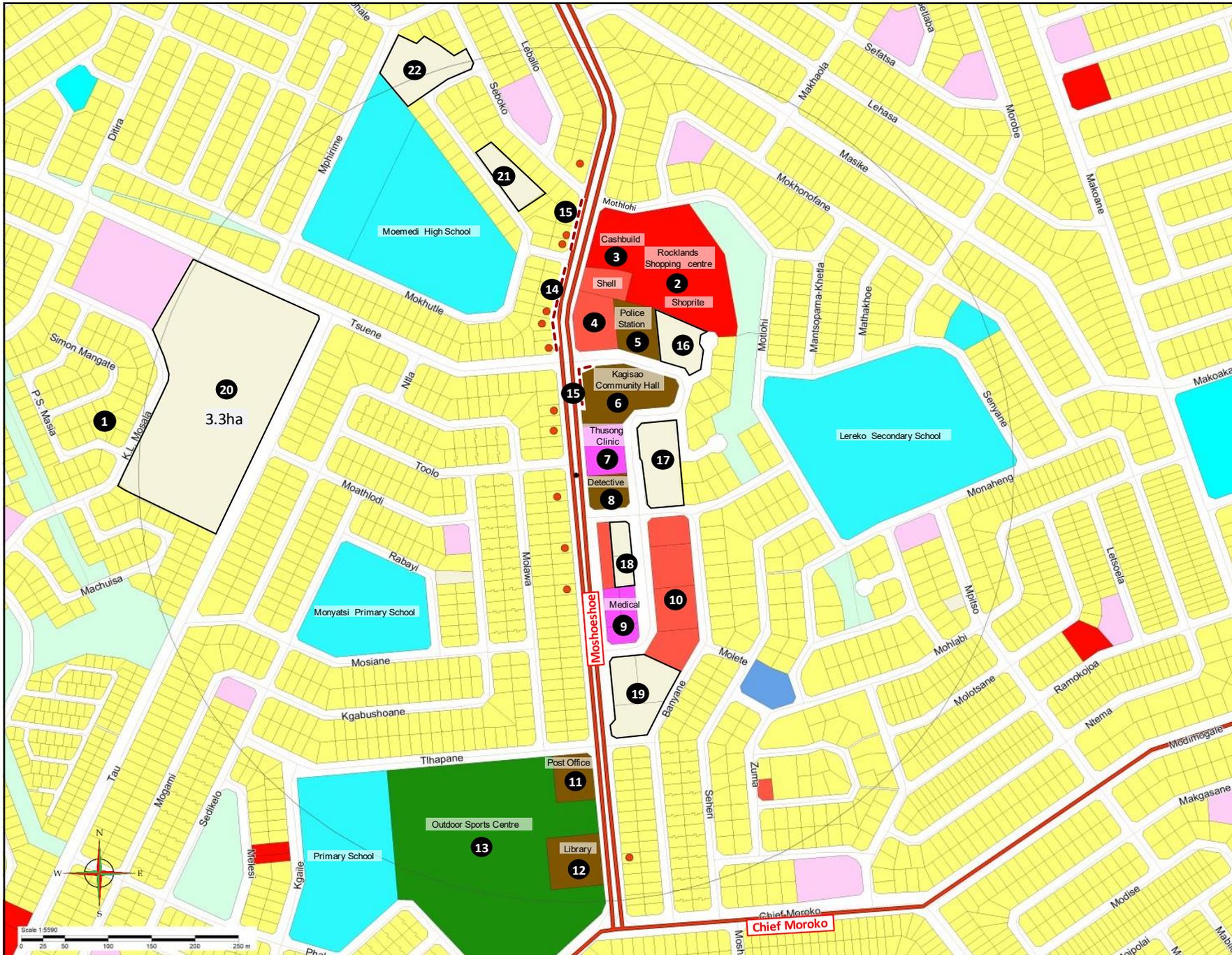
# HOME AFFAIRS NODE ZONING



## Legend

- Single Residential 1
- Business 1
- Community Facility
- Municipality
- Education
- General Industry
- Public Open Space
- Split Zoning
- Worship

# ROCKLANDS NODE LAND USE



## Legend

- Single Residential
- Retail Anchor
- Business
- Home Industries
- Informal Trading
- Community Facility
- Education
- Medical
- Telecommunication
- Church
- Sports And Recreation
- Open Space System
- Vacant



**Table 2: Vacant Land Parcels**

<b>VACANT PARCELS</b>	<b>SIZE</b>
<b>Area 16:</b> Next to the police station	2 789m <sup>2</sup>
<b>Area 17:</b> To the south of the Community Hall	4 417m <sup>2</sup>
<b>Area 18:</b> Narrow strip of land east of the small business strip	1 727m <sup>2</sup>
<b>Area 19:</b> At the southern end of the business strip representing the link to the community facilities around the Outdoor Sports Centre	5 540m <sup>2</sup>
<b>Area 20:</b> Located along Tsuene Street and bordering onto a GAP Housing area	33 000m <sup>2</sup>
<b>Area 21:</b> To the north west of the Rocklands Business Area	4 948m <sup>2</sup>
<b>Area 22:</b> Further to the north west and bordering onto the Moemedi High School	2 507m <sup>2</sup>
<b>TOTAL</b>	<b>54 928m<sup>2</sup></b>



# ROCKLANDS NODE ZONING



### Legend

- Single Residential 1
- Business 1
- Community Facility
- Municipality
- Government
- Education
- Medical Use Zone
- Public Open Space
- Worship



### DEVELOPMENT PRINCIPLES:

- To **optimally utilize the development potential associated with the two higher order routes** passing through the node (Moshoeshoe and George Lubbe Streets);
- To **cater for a diverse range of mixed land uses** in and around the node including residential development, community facilities and economic activities (business and industrial);
- To **functionally incorporate the natural open space system** into the urban nodal fabric;
- To **integrate the land uses with the public transport system** and to deliberately **add to the “critical mass”** required to enhance the viability of the public transport system;
- To **enhance pedestrian movement** via a comprehensive pedestrian movement network linked to all major destinations within the node.





**URBAN DEVELOPMENT FRAMEWORK**

**SHORT-TERM**

Legend

- IPTN Facilities
- Building Footprint
- Future Building Footprint
- Single Residential
- Social Housing (3-4 Walkway up Storeys)
- Business
- Mixed Use Development (SME Retail Ground Floor + Residential Upper Floor)
- Public Square
- Informal Trading Area
- Thusong Centre
- Sports and Recreation
- Sports Stadium
- Public Space
- Beehives / Service Industries
- Skills Development Centre
- Industrial
- Education
- Medical
- Religion
- Main Pedestrian Movement
- Internal Pedestrian Pathways
- Traffic Lights
- Pedestrian Crossing



**MANGAUNG**  
AT THE HEART OF IT ALL

**URBAN DEVELOPMENT  
FRAMEWORK**

**MEDIUM-TERM**

Legend

-  IPTN Facilities
-  Existing Building Footprint
-  Future Building Footprint
-  Single Residential
-  Social Housing (3-4 Walkway up Storeys)
-  Business
-  **Mixed Use Development (SME Retail Ground Floor + Residential Upper Floor)**
-  Public Square
-  Informal Trading Area
-  Thusong Centre
-  Sports and Recreation
-  Sports Stadium
-  Public Space
-  Beehives / Service Industries
-  Skills Development Centre
-  Industrial
-  Education
-  Medical
-  Religion
-  Main Pedestrian Movement
-  Internal Pedestrian Pathways
-  Traffic Lights
-  Pedestrian Crossing





**MANGAUNG**  
AT THE HEART OF IT ALL

**URBAN DEVELOPMENT FRAMEWORK**

**LONG-TERM Legend**

-  IPTN Facilities
-  Building Footprint
-  Future Building Footprint
-  Single Residential
-  Social Housing (3-4 Walkway up Storeys)
-  Business
-  **Business Expansion**
-  **Mixed Use Development (SME Retail Ground Floor + Residential Upper Floor)**
-  Internal Link Road
-  Public Square
-  Informal Trading Area
-  Thusong Centre
-  Sports and Recreation
-  Sports Stadium
-  Public Space
-  Beehives / Service Industries
-  Skills Development Centre
-  Industrial
-  Education
-  Medical
-  Religion
-  Main Pedestrian Movement
-  Internal Pedestrian Pathways
-  Traffic Lights
-  Pedestrian Crossing

18.3

## HOME AFFAIRS: DEVELOPMENT POTENTIAL

Proposed Land Use	Short Term	Medium Term	Long Term	Total	Short Term	Medium Term	Long Term	Total	Development Controls	
	Site Area				Floor Area				Coverage	Height
	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(%)	(storeys)
Retail			9 354	9 354			2 806	2 806	30%	1
Retail Ground Floor and 3 Storey Residential	9 412	19 287		28 699	2 824	5 786		8 610	30%	1
Community Facilities	1 931			1 931	1 545			1 545	80%	1
Industrial/ Commercial	5 532			5 532	1 660			1 660	30%	1
Education	21 880			21 880	19 692			19 692	30%	3
Residential 4 Storey Walk Up Flats	14 441		36 968	51 409	17 329		44 362	61 691	30%	4
<b>Total Developable Area per Node</b>	<b>53 196</b>	<b>19 287</b>	<b>46 322</b>	<b>118 805</b>	<b>51 520</b>	<b>23 144</b>	<b>47 168</b>	<b>121 832</b>		
<b>Number of Units @ 50m<sup>2</sup> per Unit</b>					<b>516</b>	<b>347</b>	<b>887</b>	<b>1 750</b>		

# ROCKLANDS NODE LAND USE

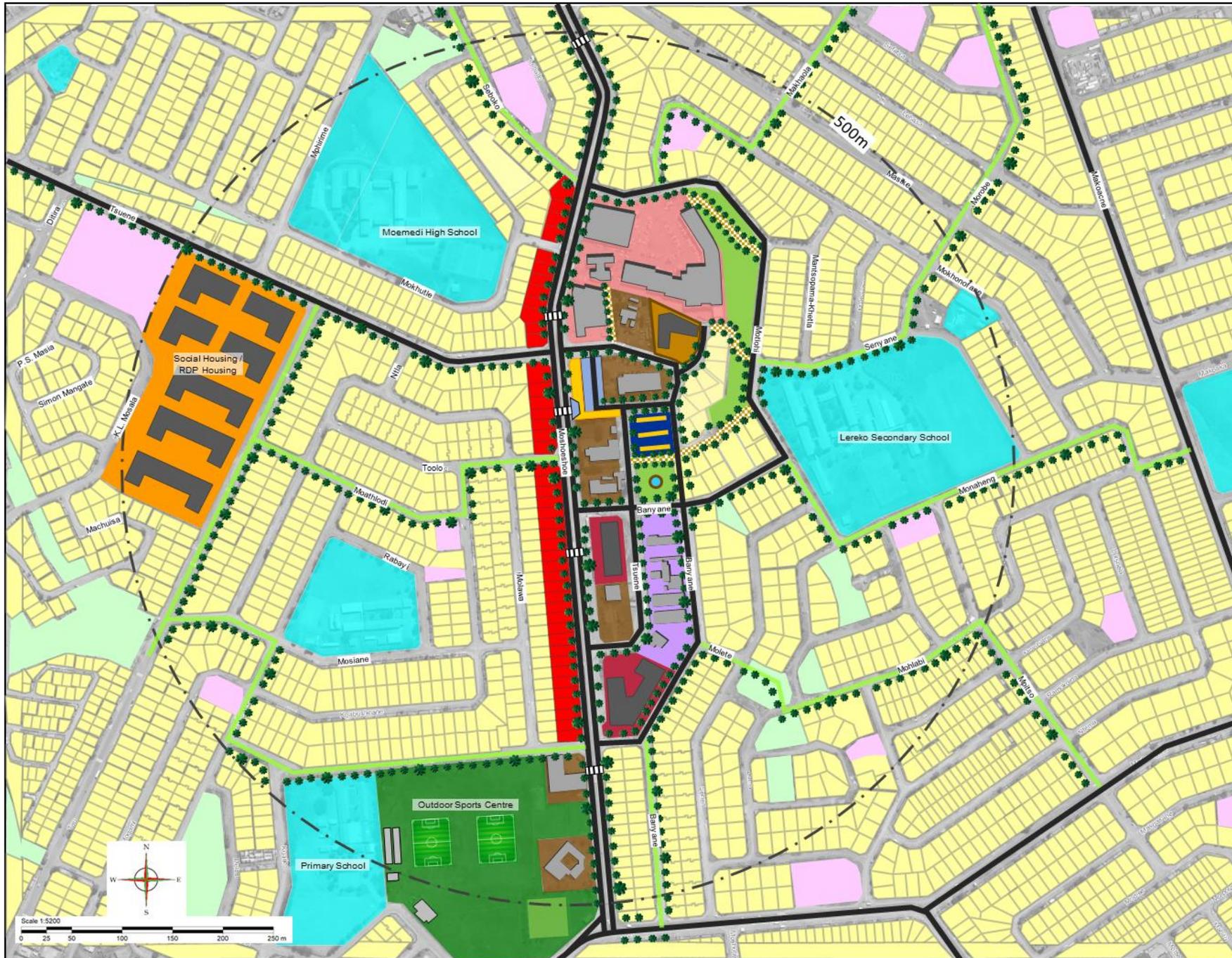


### Legend

- Single Residential
- Retail Anchor
- Business
- Home Industries
- Informal Trading
- Community Facility
- Education
- Medical
- Telecommunication
- Church
- Sports And Recreation
- Open Space System
- Vacant

## DEVELOPMENT PRINCIPLES:

- To optimally **utilize the development potential associated with the Moshoeshoe public transport corridor** and the modal transfer facility to be located within this node;
- To **cater for a diverse range of mixed land uses** within and around the node including residential, retail, commercial and community facilities and services;
- To **integrate the land uses with the public transport facilities and services in a pedestrian orientated manner**, and to deliberately **add to the “critical mass”** required to simultaneously enhance the viability of the public transport system and the activity node.



**URBAN DEVELOPMENT FRAMEWORK**

**SHORT-MEDIUM TERM**

**Legend**

- Existing Building Footprint
- Future Building Footprint
- Single Residential
- Social Housing (3-4 Storeys) Short - Medium Term Plan
- Business
- Home Industries
- Mixed Use Development (Retail at Ground Floor and Res. At Upper Floor)
- Service Enterprises
- Informal Trading Activity
- Bus Loading and Drop-Off Zone
- Layby Facility
- Semi-Vehicle Loading and Drop-Off Zone
- Education
- Community Facilities
- Customer Care Centre
- Public Open Space
- Public Art Feature
- Sports and Recreation
- Religion
- Internal Road Network
- Internal Pedestrian Pathways
- Main Pedestrian Movement
- Pedestrian Crossing
- Open Space System



**MANGAUNG**

AT THE HEART OF IT ALL

**URBAN DEVELOPMENT FRAMEWORK**

**LONG TERM**

Legend

-  Existing Building Footprint
-  Future Building Footprint
-  Single Residential
-  Social Housing (3-4 Storeys)  
Short - Medium Term Plan
-  Business
-  Mixed Use Development  
(Retail at Ground Floor and Res.  
At Upper Floor)
-  Service Enterprises
-  Informal Trading Activity
-  Bus Loading and Drop-Off Zone
-  Semi-Vehicle Loading and Drop-Off Zone
-  Layby Facility
-  Education
-  Customer Care Centre
-  Public Open Space
-  Public Art Feature
-  Sports and Recreation
-  Religion
-  Internal Road Network
-  Internal Pedestrian Pathways
-  Main Pedestrian Movement
-  Pedestrian Crossing
-  Open Space System



## ROCKLANDS: DEVELOPMENT POTENTIAL

Proposed Land Use	Short Term	Medium to Long Term	Total	Short Term	Medium to Long Term	Total	Development Controls	
	Site Area			Floor Area			Coverage	Height
	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(%)	storeys
Retail			-			-	30%	1
Retail Ground Floor	8 356	28 678	37 034	2 507	8 603	11 110	30%	1
and 3 Storey Residential				7 520	25 810	33 331	30%	3
Community Facilities	2 790		2 790	837		837	30%	1
Industrial/ Commercial			-			-	30%	1
Education			-			-	30%	3
Residential 4 Storey Walk Up Flats	33 709		33 709	40 451		40 451	30%	4
Semi-Vehicle Loading and Drop-Off	2 579		2 579	129		129	5%	1
<b>Total Developable Area per Node</b>	<b>47 434</b>	<b>28 678</b>	<b>76 112</b>	<b>51 444</b>	<b>34 414</b>	<b>85 858</b>		
<b>Number of Units @ 50m<sup>2</sup> per Unit</b>				<b>959</b>	<b>516</b>	<b>1 476</b>		

## SUMMARY: DEVELOPMENT POTENTIAL

Proposed Land Use	Short Term	Medium to Long Term	Total	Short Term	Medium to Long Term	Total
	Site Area			Floor Area		
	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )	(m <sup>2</sup> )
Retail	-	9 354	9 354	-	2 806	2 806
Retail Ground Floor	17 768	47 965	65 733	5 330	14 390	19 720
and 3 Storey Residential				15 991	43 169	59 160
Community Facilities	4 721	-	4 721	2 382	-	2 382
Industrial/ Commercial	5 532	-	5 532	1 660	-	1 660
Education	21 880	-	21 880	19 692	-	19 692
Residential 4 Storey Walk Up Flats	48 150	36 968	85 118	57 780	44 362	102 142
Semi-Vehicle Loading and Drop-Off Zone	2 579	-	2 579	129	-	129
<b>Total Developable Area per Node</b>	<b>100 630</b>	<b>94 287</b>	<b>194 917</b>	<b>102 964</b>	<b>104 726</b>	<b>207 690</b>
<b>Number of Units @ 50m<sup>2</sup> per Unit</b>				<b>1 475</b>	<b>1 751</b>	<b>3 226</b>



**ANNEXURE B1**

**BUILT ENVIRONMENT VALUE**

**CHAIN (BEVC) GUIDELINES**

**ANNEXURE B: SDF ALIGNMENT TO BUILT ENVIRONMENT VALUE CHAIN**

The Built Environment Value Chain (BEVC) is at the heart of the outcomes led approach of the BEPP and is an intergovernmental process aimed at achieving the CoE Built Environment objectives. It is an intervention logic that structures the BEPP as a plan and planning process whose starting point is the identification and definition of integrated outcomes.

**Diagram 1** (overleaf) graphically illustrates the BEVC and is briefly summarised as follows.

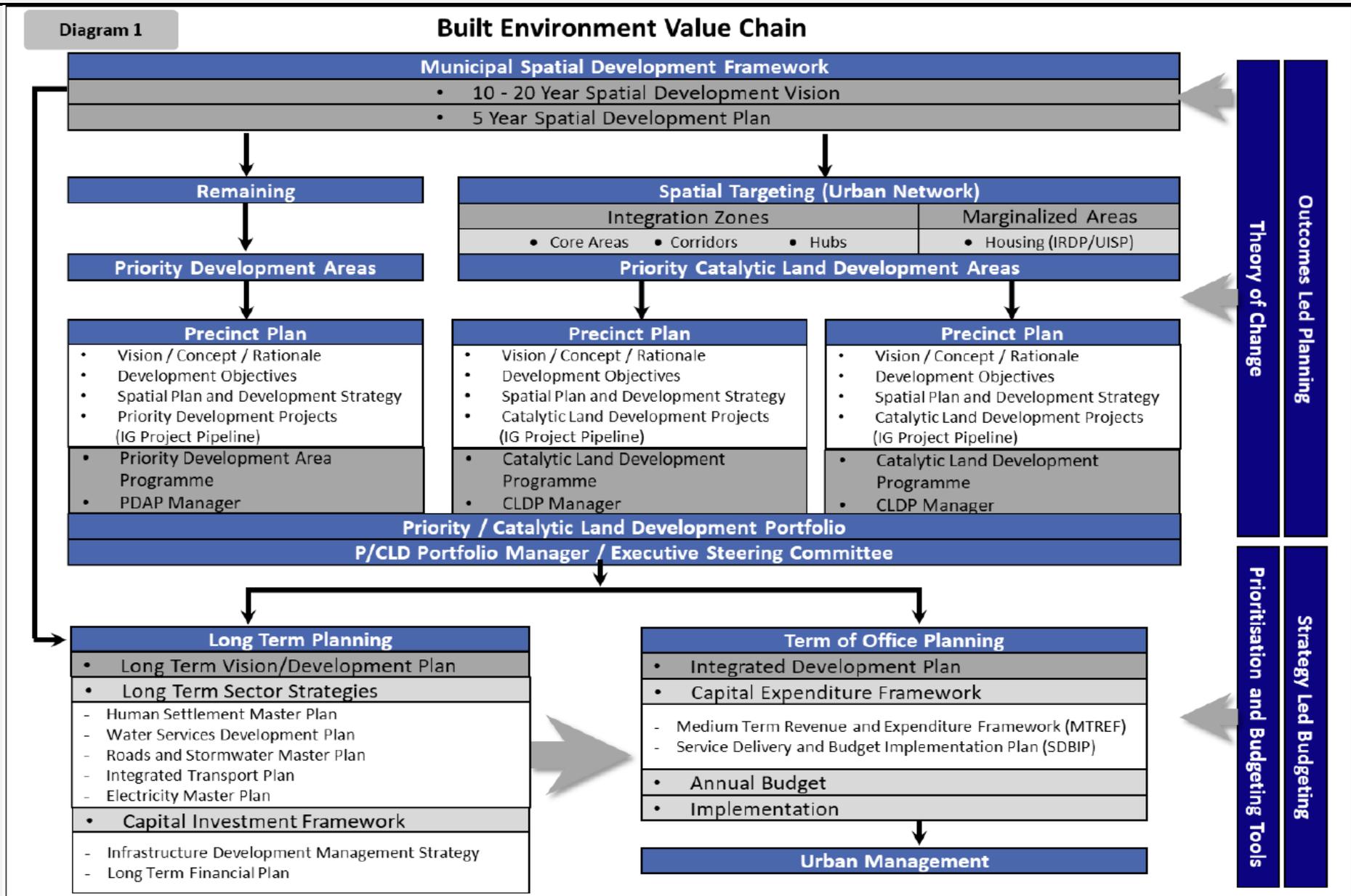
**Outcomes Led Planning:**

- Cities need to follow an Outcome Led Planning Approach which means planning backwards from the outcome it needs to achieve to work out how best to achieve it.
- In general, the desired outcome for Mangaung is to be well governed, spatially transformed, inclusive, productive and sustainable.
- These Outcomes (what) are to be achieved by way of the implementation of a comprehensive **Theory of Change** (how) to be applied in the city focusing on the elements listed in **Table 1**.
- Spatial Planning (the compilation of the Municipal Spatial Development Framework and all Precinct Plans/ Local Area Plans as contemplated in Section 21 of SPLUMA) represent spatial strategies aligned to the Outcomes Led Planning Approach and the

associated Theory of Change as proposed for the Mangaung municipality.

**Table 1: Theory of Change**

DESIRED OUTCOMES			
Well Governed City	Inclusive City	Productive City	Sustainable City
Theory of Change			
<ul style="list-style-type: none"> <li>• Institutional Vision and Leadership</li> </ul>	<ul style="list-style-type: none"> <li>• Diverse Housing Options:                             <ul style="list-style-type: none"> <li>○ Location</li> <li>○ Typology</li> <li>○ Income</li> <li>○ Tenure</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Economic Growth                             <ul style="list-style-type: none"> <li>○ Reduced Travel Time</li> <li>○ Efficient Services and Infrastructure</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Ecosystem Integrity</li> </ul>
<ul style="list-style-type: none"> <li>• Planning and Delivery Capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Ingegrated Accessible Public Transport</li> </ul>		<ul style="list-style-type: none"> <li>• Climate Change Resilience</li> </ul>
<ul style="list-style-type: none"> <li>• Partnership Establishment</li> </ul>	<ul style="list-style-type: none"> <li>• Access to Economic and Social Facilities/ Services</li> </ul>		<ul style="list-style-type: none"> <li>• Sustainable Resource Utilisation</li> </ul>
<ul style="list-style-type: none"> <li>• Institutional Alignment for Spatial Transformation:                             <ul style="list-style-type: none"> <li>○ Planning</li> <li>○ Budgeting</li> <li>○ Implementation</li> <li>○ Management</li> </ul> </li> </ul>			



**Strategy Led Budgeting:**

- The projects identified from these spatial plans should serve as inputs to the budgeting processes of the Mangaung Municipality which means that budgeting in Mangaung is Strategy Led (derived from the spatial strategies and implementation programmes defined in the various spatial planning documents).
- As part of the **Strategy Led Budgeting** process the municipality should align its **Prioritisation and Budgeting Tools** to support / give preference to projects which will significantly contribute towards the realisation of the **Outcomes** and the **Theory of Change** adopted for Mangaung.

**Spatial Planning:**

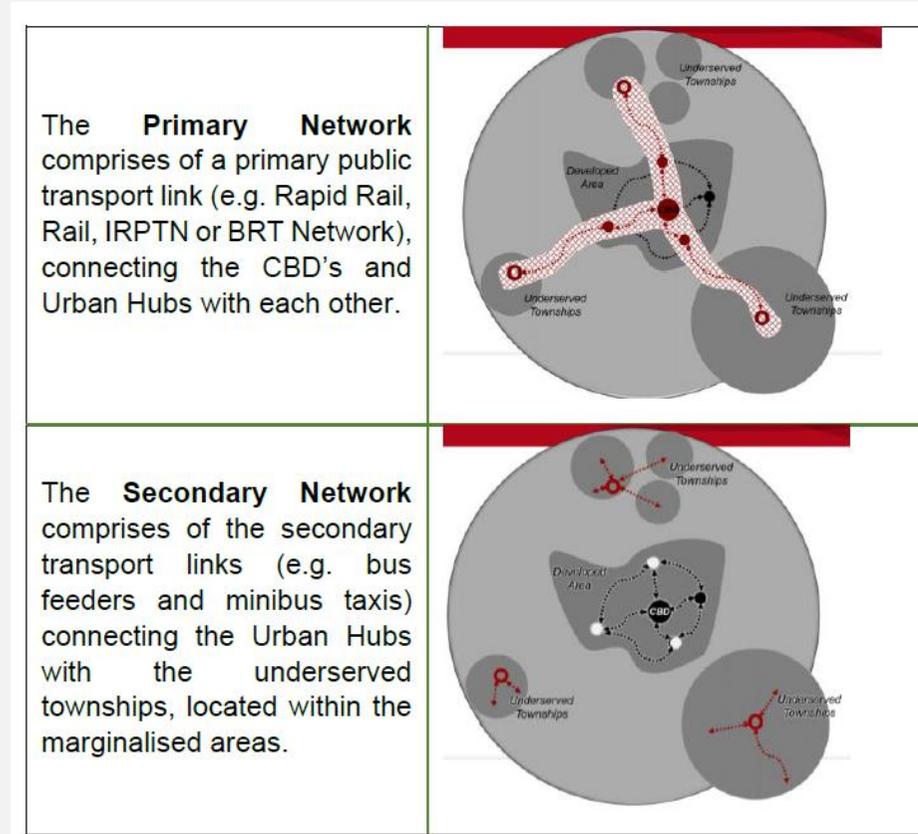
- **The Mangaung Spatial Development Framework** was compiled in line with the requirements of SPLUMA, and more specifically section 21(c) which states that it must include a longer term spatial development vision statement for the municipal area which indicates the desired spatial growth and development pattern for the next 10 to 20 years; and which is to be reinforced with a 5 year spatial plan (section 26(b)), and a capital expenditure framework for the development programmes emanating from the SDF (section 21(m)), depicted spatially.
- The Municipal SDF must also include a focused and targeted spatial restructuring agenda that enables transformative urban mixed land uses at appropriate locations – referred to as **Spatial Targeting**.
- This approach is promoted through the National Treasury's **Urban Network Strategy** (UNS) and supporting spatial planning and

urban design guidance. The aim is to provide a strategic approach to restructuring the typical spatial organization of South African towns and cities to enable economic growth. The idea is to do more with less, thus encouraging efficiencies through investment consolidation and agglomeration (especially government grants aimed at spatial transformation in very specific areas within the Urban Network).

- As illustrated on **Diagram 2**, on the following page, these spatially targeted areas include specifically identified **Integration Zones** and **Marginalised Areas**. An Integration Zone could comprise the Inner City or Central Business District which represent the main economic activity node/destination in the town/city (Urban Core); the Urban Hub (local economic node(s)) within the disadvantaged township/area; and the Transport Corridor that links these nodes. Marginalised Areas could include informal settlements that will be upgraded in-situ, as well as other priority housing development areas and a secondary feeder road network normally converging at the Urban Hub identified in this area.
- This Urban Network Area becomes the focus of the intergovernmental co-ordination, planning, budgeting and implementation. It is called Intergovernmental Programme Pipeline in the BEPP and contributes to infrastructure-led growth by spatially targeting public investment from all spheres of government in **specific areas** within the Urban Network. The intended outcome of

all this investment is spatial transformation and physical, social and economic integration of communities.

**Diagram 2: Urban Network Concept**



- The “specific areas” referred to above are **strategic points/ precincts within the municipality’s Urban Network Area**

- where inclusive, transit-oriented development can be achieved. These areas are indicated as “**Priority Catalytic Land Development Areas**” on Diagram 1.
- Other priority nodes/ areas may also be identified in the remaining parts of the municipal area (areas outside the Urban Network area), but development of these areas would be mostly private sector driven and may require only a very specific input from the municipality (e.g. approval of land use rights, bulk service availability, regional access, etc.).
- These Catalytic Land Development Areas (CLDAs) may be further supported by local, **precinct level spatial planning** and urban design which articulates the Development Vision/ Concept/ Rationale for the area; the Development Objectives for the area; a Spatial Plan and Development Strategy; and an associated list of Catalytic Land Development Projects to be implemented over a period of time in this area.
- This list of projects should also include projects to be implemented by other spheres of government (i.e. an Inter-Governmental Project Pipeline).
- This comprehensive list of projects to be implemented is referred to as the **Catalytic Land Development Programme (CLDP)** for the precinct (Catalytic Land Development Area).
- Mangaung needs to identify, establish and mandate sufficient skilled capacity to manage each Catalytic Land Development Programme. Hence, it is recommended that a **CLDP Programme Manager and Management Committee** be appointed to oversee

the identification, planning and implementation of projects in each of the Catalytic Land Development Areas.

- At municipal scale the various Catalytic Land Development Programmes are consolidated into a **Catalytic Land Development Portfolio** to be coordinated by a CLD Portfolio Manager supported by a **CLD Executive Steering Committee**. (Refer to Diagram 1).

#### Budgeting:

- Resourcing, and especially financing the CLDP and development in the spatially targeted area (Catalytic Land Development Area) is what is referred to as Strategy Led Budgeting.
- The CLD Portfolio of the municipality serves as input to the **Long Term (10 – 20 year) and Term of Office (5 years) Planning** and Budgeting processes of the municipality.
- Strategy-Led Budgeting requires a robust long-term development strategy supported by a long-term financial strategy (the nature of major municipal investments means that financing them is a long-term exercise).
- The **Long Term Development Strategy** comprises a long term vision and development path for the municipality (derived from the Municipal SDF's 20 year vision) mapped out to provide a clear frame within which resource allocation decisions are to be made and a value proposition that can attract alternative resourcing arrangements.

- Long Term Sector Plans/ Strategies** for housing, water, sanitation, roads, etc. should be aligned with the Long-Term Development Plans (and by implication the Municipal SDF).
- The objective of the Long Term Financial Strategy is to create a more sustainable and integrated, bankable **Infrastructure**
- Development Management Strategy (IDMS) and Long Term Financial Plan (Capital Investment Framework)** for the municipality as opposed to the **Annual Budget (Capital Expenditure Framework)**, which is a short term statement of the municipality's income and expenditure plan (MTREF), aimed at implementing projects based on existing available resources (SDBIP).
- The IDP and the Capital Expenditure Framework are the key shorter term (Term of Office) implementation planning and prioritization tools to progressively bring about or catalyse the envisaged change.
- The Medium-Term Revenue and Expenditure Framework (MTREF) approach seeks to create multi-year predictability in the budget to support programme implementation within a clear affordability envelope on a rolling three-year basis. This is supported by a Municipal Service Delivery and Budget Implementation Plan (SDBIP).
- Collectively, the MTREF and SDBIP represent the municipal Capital Expenditure Framework which translates into the **Annual Budget** from where **Implementation** of individual projects follows.



- **Urban management** is needed to sustain the capital investment made and to establish the preconditions for investor confidence and continued investment momentum. Importantly, it does not follow capital investment but is a continuous activity in the priority precincts.
- While urban management can be understood to be the day to day operations in a precinct, such as cleaning, waste removal, traffic, transport and trader management and security services, it can extend to place-making and marketing and social services. The management of localized public transport operations is also a critical success factor to successful urban management. Similarly, the quality of asset or facilities management of public sector facility owners has a considerable impact on successful precinct management.
- Effective urban management requires a partnership approach – with the private sector and resident households and businesses – tailored to the specificities of the particular priority precinct.



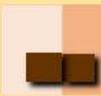
**ANNEXURE C**  
**SUSTAINABLE HUMAN**  
**SETTLEMENTS**

**ANNEXURE DOCUMENT CONTENT**

<b>ANNEXURE C: SUSTAINABLE HUMAN SETTLEMENTS .....</b>	<b>1</b>
<b>ANNEXURE C1: HOUSING DENSITIES / TYPOLOGIES .....</b>	<b>1</b>
<b>ANNEXURE C2: THUSONG CENTRE CONCEPT .....</b>	<b>4</b>
<b>ANNEXURE C3: COMMUNITY FACILITIES PROVISION STANDARDS AND GUIDELINES .....</b>	<b>7</b>
<b>ANNEXURE C4: SMART CITY CONCEPT .....</b>	<b>8</b>

**ANNEXURE C: SUSTAINABLE HUMAN SETTLEMENTS**

**ANNEXURE C1: HOUSING DENSITIES / TYPOLOGIES**

	Housing Type	Erf Configuration	Erf Area	Gross Density	Nett Density	Building Size	Coverage	Building Height	Housing Tenure	Subsidy Option	Examples
Low Density	1 Detached Housing	12m x 20m	240m <sup>2</sup>	25du/ha 88p/ha	42du/ha 147p/ha	30m <sup>2</sup>	13%	1 Storey	Full Ownership	Project Linked Subsidy	 
Medium-Density Housing	2 Single Storey Semi-Detached Housing	9m x 16m	144m <sup>2</sup>	33du/ha 115p/ha	69du/ha 242p/ha	36m <sup>2</sup>	25%	1 Storey	Full Ownership	Project Linked Subsidy	 
	3 Double Storey Semi-Detached Housing	7m x 16m	112m <sup>2</sup>	73du/ha 255p/ha	99du/ha 346p/ha	48m <sup>2</sup>	21%	2 Storey	Full Ownership, Sectional Title	Project Linked Subsidy	 
	4 Single Storey Row Housing	4.5m x 12m 7m x 12m	54m <sup>2</sup> 84m <sup>2</sup>	59du/ha 207p/ha	120du/ha 420p/ha	52m <sup>2</sup>	38%	1 Storey	Full Ownership	Project Linked Subsidy	 
Medium-High Density	5 Double Storey Row Housing	4.5m x 12m 7m x 12m	54m <sup>2</sup> 84m <sup>2</sup>	118du/ha 413p/ha	358du/ha 1245p/ha	52m <sup>2</sup>	38%	2 Storey	Full Ownership	Project Linked Subsidy	 
	6 Walk-Ups	n/a	n/a	80u/ha 280p/h	160u/ha 560p/h	n/a	n/a	3-4 Storey	Rental or Sectional Titles	Institutional Subsidy	 
	7 Flats	n/a	n/a	100-200u/ha 350-700p/h	200-400u/ha 700-1400p/h	n/a	n/a	4-8 Storey	Rental or Sectional Title	Institutional Subsidy	 

Source: Guideline Document for Higher Density Residential Development, Housing Department Ekurhuleni Metropolitan Municipality, July 2005

**ANNEXURE C1.2**

	HIGHER INCOME	MIDDLE INCOME	LOW INCOME
LOW DENSITY	 <p>12 Units per hectare 42 persons per hectare</p>	 <p>18 units per hectare 63 persons per hectare</p>	 <p>25 units per hectare 88 persons per hectare</p>
MEDIUM DENSITY	 <p>35 units per hectare 123 persons per hectare</p>	 <p>55 Units per hectare 192 persons per hectare</p>	 <p>73 units per hectare 255 persons per hectare</p>
HIGH DENSITY	 <p>85 units per hectare 297 persons per hectare</p>	 <p>90 units per hectare 315 persons per hectare</p>	 <p>100 – 200 units per hectare 350-700 persons per hectare</p>

**ANNEXURE C1.3: MEDIUM DENSITY RESIDENTIAL – AFFORDABLE HOUSING**

**MANGAUNG TOWNSHIP**



**JOHANNESBURG - FLEURHOF**



**JOHANNESBURG - TURFFONTEIN**



**JOHANNESBURG – KLIPTOWN SOWETO**



**JOHANNESBURG – JABULANI VIEWS**



**TSHWANE – THEMBALIHLE VILLAGE**



**ANNEXURE C2: THUSONG CENTRE CONCEPT**

**INCREMENTAL DEVELOPMENT OF A THUSONG CENTRE/MPCC**

Essentially, a Thusong Centre is “a focal point at which a comprehensive range of essential services can be obtained by people living in its vicinity”.

The key to the success of Thusong Centre development is rooted in the principle of focused and deliberate government investment spending within and around a strategically selected spatial point, to ensure that these centres develop to provide an extensive range of community facilities. Such points are typically major intersections, and/or consolidated with existing cluster(s) of business activity and social services. A good example of a Thusong Centre/ MPCC in Olievenhoutbosch is depicted on **Diagram 1**.

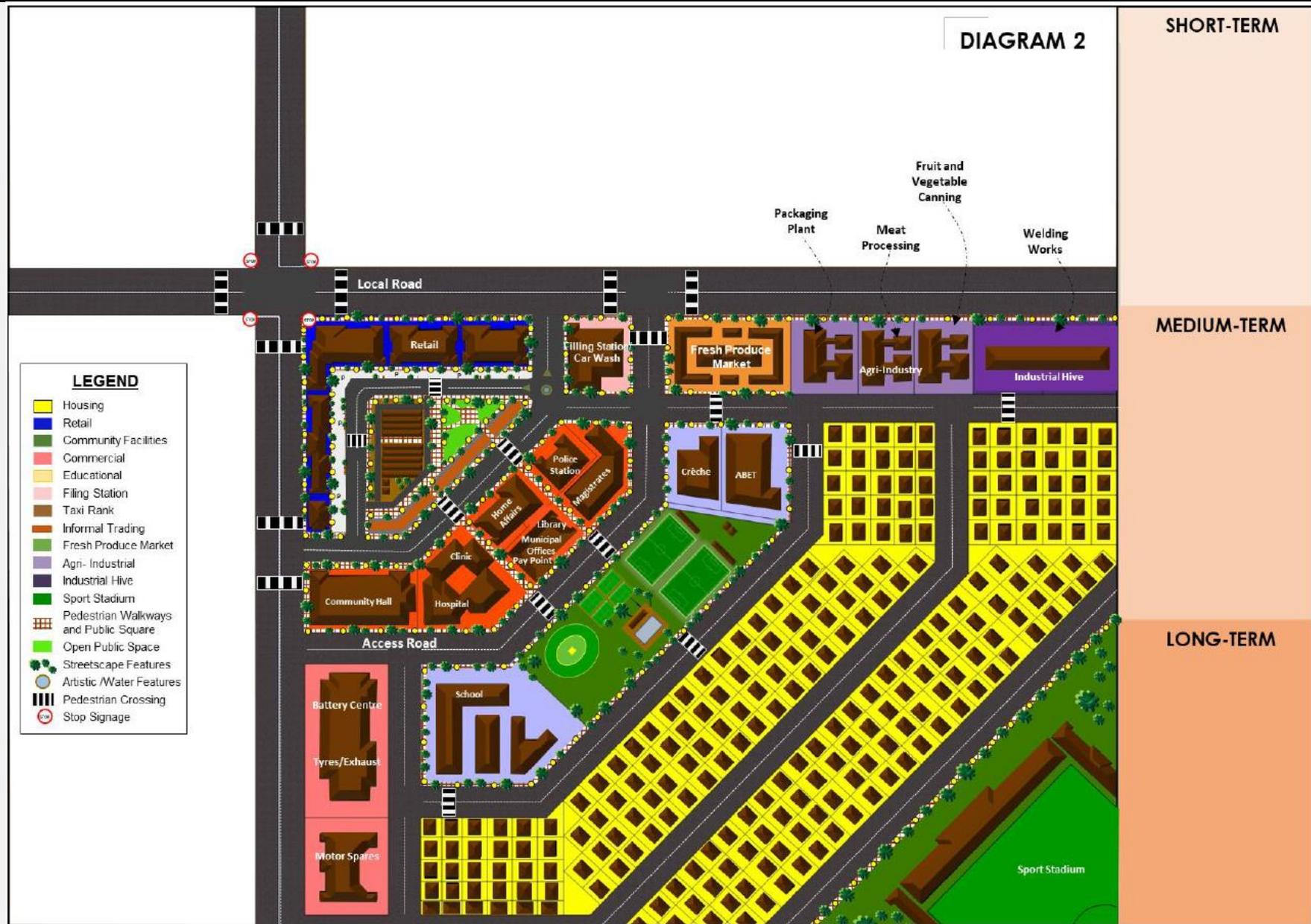
The development of a Thusong Centre takes place over time and is based on an incremental growth process guided and stimulated by a number of strategic investments by various spheres of government (i.e. public investment). This process is, however, not limited to a single building as noted in the example above, but can also relate to the incremental development of a broader precinct (refer to **Diagram 2**).

Very briefly, the first step in the physical development of a Thusong Centre could be the establishment of a community hall which is utilised for a variety of functions, including serving as a SASSA pay-out point by the end of the month; accommodating the mobile clinic once a week; serving as an ABET

centre during certain times of the week; etc. Because of the concentration of people at the community hall during the week, a formal/ informal public transport facility may establish which, in turn, attracts informal trade.

As the Thusong Centre develops, a greater variety of more permanent community facilities may be added by various spheres of government, including a clinic, post office, and police station.







With the increased intensity of activity and visitors at the precinct, the initial informal trade at the public transport facility can transform into some formal retail activities. Low and medium density residential development should be developed in close proximity around the node which not only enhances the viability of existing community facilities, but also strengthens the capacity for local economic development as the “critical mass” in the precinct increases.

Associated with the residential development follows the establishment of educational facilities like a crèche, primary school and sports fields. Over a period of time the node expands incrementally, and as more functions and associated residential activities are added, it may eventually also accommodate specialised services like adult education (FET colleges and ABET centres), some commercial activities like hardware stores and even light service industries.

## ANNEXURE C3: COMMUNITY FACILITIES PROVISION STANDARDS AND GUIDELINES

Table 1: CSIR Guidelines for the provision of Social Facilities (small/medium towns)

FACILITY	AVERAGE THRESHOLD
<b>Local facilities</b>	
Crèche	1/2 400 population
Primary School (including Grade R)	1/7000 population
Post Office	1/10 000 population
Community Hall	1/10 000 population
Secondary School	1/12 500 population
ECD Hub and Care Centre	1/20 000 population
Library	1/20 000 population
Primary Health Clinic	1/24 000 population
Sports Facilities and Parks	0.5ha/1 000 population (60%)
<b>Regional facilities</b>	
Tertiary Education	Variety of institutions
*Community Health Centre	1/60 000 population
Police	1/60 000 population
Fire Station	1/60 000 population
Solid Waste Disposal Site/Recycling Depot	One per Municipality
Civic Centre/Municipal-/Government Offices	One per Municipality
District Magistrate's Court	One per Municipality
Regional Parks	0.5ha/1 000 population (40%)

\*Hospital: 1/300 000 people

In view of the above standards and the Land Use Budgets compiled for each of the areas in Mangaung MM it is recommended that future additional community facilities be prioritised in line with the directives provided

**ANNEXURE C4: SMART CITY CONCEPT**

**What is a Smart City?**

A **Smart City** primarily uses **information and communication technologies (ICT)** to enhance quality, performance and interactivity of urban services, to reduce costs and resource consumption and to improve contact between citizens and government. It connects human capital, social capital and ICT infrastructure in order to address public issues, achieve a sustainable development and increase the quality of life of citizens.

Smart city applications are developed with the goal of improving the management of urban flows and allowing for real time responses to challenges. A smart city may therefore be more prepared to respond to challenges than one with a simple ‘transactional’ relationship with its citizens.

**Smart Mobility** aims to provide an on-demand mobility system that would allow customers to choose among motorised public and private transport modes and / or non-motorised transport modes to assemble the fastest or cheapest way of getting anywhere they need to go at any time. It includes new mobile technologies and intuitive apps which integrate public transportation, better infrastructure, and car sharing.

**Smart Government** entails the use of innovative policies, business models, and technology to address the financial, environmental, and service

challenges facing public sector organizations. It relies on open and accessible consolidated information systems and communication networks from which the public becomes better informed about whether the government is performing and conforming to highest ethical standards.



**Smart Communities** are strategic, purposeful, and resourceful. They are driven by long-term commitments to safeguard their natural resources and economic opportunities for future generations, and preserving the beauty, vitality, and equity of the region. These communities protect their ecological assets from destruction or degradation, promote renewable energy solutions, and practice sustainable development.

**Smart Living** is fuelled by the rise of devices and objects connected to the internet – wearables, home appliances, fashion accessories etc. Internetconnected appliances that communicate with one another, more efficient energy usage and cloud-enhanced home security are just some of the developments that consumers are starting to enjoy. Advances in technology, such as mobile and GPS-enabled devices, live data sensors, and big data, have created a foundation for governments to develop better services, foster accountability, and increase transparency. When disaster incidents strike, critical information exchange across departmental, municipal, and jurisdictional lines expedites communication to at-risk populations and hastens their evacuation from harm's way. It tracks disasters in real-time, locate medical resources, align logistics, coordinate response teams, and automatically publish updated maps that keep the media and public informed. Similarly, GIS highlight recurring crime hot spot locations, and help deploy critical resources to the right place at the right time. Real-time monitoring tools are used to regulate infrastructure and manage natural and manmade threats like vandalism/ theft.

**A Smart Environment** aims to provide more efficient urban structure, buildings and energy. A compact city characterised by medium and high density mixed-use environments which are designed around efficient multi modal public transport systems. Careful building design to reduce heat loads, maximise natural light and promote the circulation of fresh air and installation of solar heaters and water harvesting infrastructure. Green energy generated from natural sources: solar power, wind power, hydropower, geothermal energy, biomass and biofuels. Monitoring and controlling operations of urban and rural infrastructures like bridges, railway tracks, on- and offshore- windfarms and it can also be used for scheduling repair and maintenance activities.

**Smart Economies** are largely the result of the influence of ICT applications on all aspects of urban economy, which in turn changes the land-use system. Main Economic Sectors influenced by Smart Technology include:

- Banking and Finance
- Education and Research
- ICT, Mobile and Telecommunications
- Travel, Tourism and Transportation
- Healthcare and Social Welfare
- National Security and Defence
- Retail and Distribution
- Energy and Utilities



## **ANNEXURE D**

# **ECONOMIC EMPOWERMENT**

## ANNEXURE D: ECONOMIC EMPOWERMENT / UPSCALING GUIDELINES

### ANNEXURE D1: TOWNSHIP ECONOMY: POTENTIAL JOB CREATION OPPORTUNITIES

Main Sectors	Secondary Category	Examples of Business Opportunities
<b>1. Business</b>	Retail (Formal)	Butchery, Bottle store, Cellphone, Café, Clothing, Tombstones, Fast Food, General Dealer, Farm Shop, Plant Nursery
	Retail (Informal)	Street Vending/Food Seller, Fruit & Vegetable Seller, Brick Making, Liquor Seller, Shebeen, Tavern, Spaza, Tombstone Trader
	Retail (Markets)	Crafters Market, Food & Fresh Produce Market
	Personal Services	Hair & Beauty Salons, Fashion Designer, Laundrette, Gym, Traditional Healer
	Offices	Burial Society, Banks, ATM, Financiers/Cash Loans, Internet Café, Renting of Machinery, Home Office, Security Companies
	Motor Vehicle Related Retail	Car Sales Lot, Car Wash, Cash for Scrapyard, Motor Spares, Filling Station
<b>2. Service Industries</b>	Services	Dress Making/Tailors/Manufacture Uniforms, Bakery/Catering, Engraving, Printing, Picture Framing, Jewellery Manufacturing, Watch/Cellphone Repairs, Shoe Repairs, Key Cutting, Dry Cleaners, Funeral Services (Parlour/Undertaker), Basket Ware and Cane Furniture, Office Furniture, Upholstery
	Infrastructure	Sanitation (plumbers), Electrician, Security Gates & Fencing, Mobile Toilets, Solar Panels/Geysers
	Green Economy	Cleaning Services, Waste Collection and Sorting/Recycling
<b>3. Tourism</b>	Retail (Formal)	Craft/Curio Shop, Coffee Shop, Restaurant
	Retail (Informal)	Crafters Market, Food & Fresh Produce Market
	Offices	Tourist Operators
	Hospitality Establishment	Hotel, Guest House, Bed & Breakfast, Conferencing, Camp Sites
	Services	Catering & Events, Heritage Tourism, Sports/Adventure Tourism, Water Sports and Recreation Parks, Tourist Guide, Hunting Guide

Main Sectors	Secondary Category	Examples of Business Opportunities
<b>4. Creative Industry</b>	Services	Arts & Crafts Workshops/Exhibitions, Cinemas, Music & Entertainment, Music & Video Production, Fashion Designer, Jewellery Manufacturing, Bead Making, Leather/Hide Products, Coordination of Cultural Events
<b>5. Community Services</b>	Medical & Health	Hospital and Clinic, Substance Abuse Treatment/War on Drugs, Hospice/Nursing/Care Centre (treatment and care for HIV/AIDS and other chronic ailments), Traditional Healer
	Funeral / internment services (confinement)	Burial Society, Catering-, Renting-, Cemetery Services
	Institutional Care Facility	Orphanage/Children's Home, Shelters, Soup Kitchen, Care for Elderly, Assisting the Elderly with Social Grants
	Cultural Facilities	Community Centres, Church and Religious Services
	Educational Facilities	Crèche & pre-schools, Schools, Sports Coaching, FET Colleges, Feeding schemes for schools and hospitals
	Other Education	Motor vehicle driving school, Special education - disabilities, Initiation school, Dancing /Music/Art Schools
	Protection services	Security Guards
	Emergency services	Ambulance Services/Paramedics
	Administrative	Postal/Courier Services
	Animal Care Facilities	Indoor / outdoor kennels, Veterinarian clinic, Animal rehabilitation centres
<b>6. Agriculture and Agro Processing</b>	ICTS	Internet Solutions, Multimedia Service Centres, Internet Cafes, Electronic Repairs, ICT Recycling Depots
	Animal production	Livestock/Poultry Farming
	Crop production	Vegetable/Herb Farming
<b>7. Transport</b>	Agricultural industry	Milling, Feed Mixing, Processing/Sorting/Packing of Farm Produce, Farm Stall, Oil refinery, Biofuels
	Services	Taxi Operators/Associations, Logistics companies, Tour Operators
<b>8. Finance</b>	Infrastructure	Paving of Walkways and Cycle Lanes
	Services	Stokvels, Money Lending Schemes, Burial Societies

Main Sectors	Secondary Category	Examples of Business Opportunities
9. Manufacturing	Production & Manufacturing	Food production, Bakery, Manufacturing of Machinery-/Metal (steel)- /Non-metal (charcoal/tar/bricks)- /Clothing and Textile-/ Wood and Furniture (Carpentry) Products, Abattoir
	Motor Service related (Light) Industry	Fitment centre/Vehicle repairs, Panelbeater/Auto body, Towing Service, Motor Workshop
	Engineering Service related (Light) Industry	Engineering Workshop e.g. welding, cutting, joinery, pumps, pipes and fitting, etc. Electrical Workshop/Contractors, Lawnmower Repairs
10. Commercial	Warehousing & storage	Storage Facilities, Storage and selling of coal, sand, building material, Scrap Yard, Recycling Depot, Auction Yard
11. Construction and Real Estate	Services	Construction Business, Property Developers, Estate/Renting Agents
	Infrastructure	Builders, Carpenters, Brick/Paving layers, Electricians, Plumbers
12. Mining	Active Mining	Sand Mining, Quarrying
	Mining Rehabilitation	Cleaning Services, Waste Collection and Planting of new vegetation



**ANNEXURE D2: INFORMAL TRADE /SERVICES INDUSTRY UPSCALING**

**ANNEXURE D2.1**

**Informal Trade Empowerment and Upscaling**

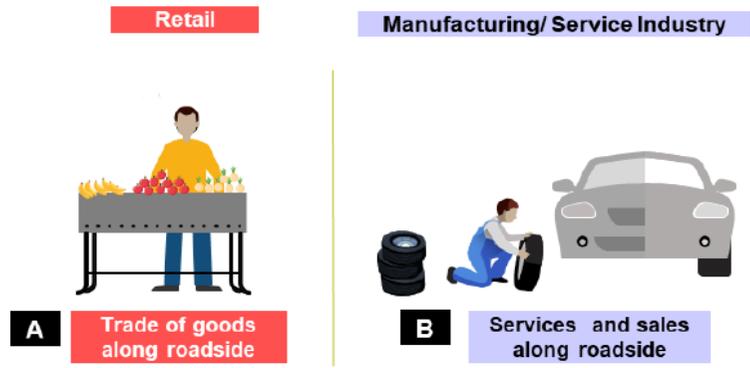
**Annexure D2.1** highlights the concept to upscale informal trading businesses, the stages to achieve upscaling are represented as **Level 1 – Level 4**. **Annexure D2.2 – Annexure D2.5** highlights examples of the various informal trade structures referred to the Informal Trade Upscaling concept on Annexure D2.1.

<b>LEVEL 1</b>	Informal trading business in a form of selling perishable or non-perishable goods, and informal motor repair businesses are being conducted without adequate formalised informal structures.
<b>LEVEL2</b>	Formalised informal trading structures in this level are very basic. Level 2A structures are temporary and may be placed along pedestrian movement desire lines where space is limited, see examples on <b>Annexure D2.2</b> . Level 2B structures are more permanent in nature, and may be utilised by small emerging service industries.
<b>LEVEL 3</b>	The structures at Level 3 are permanent and typically larger in size when compared with 'level 1' informal trading structures. Level 3a includes features such as lock-up roller doors for over-night storage, and may include water and sanitation services shared between traders, see examples on <b>Annexure D2.2</b> . This allows for more

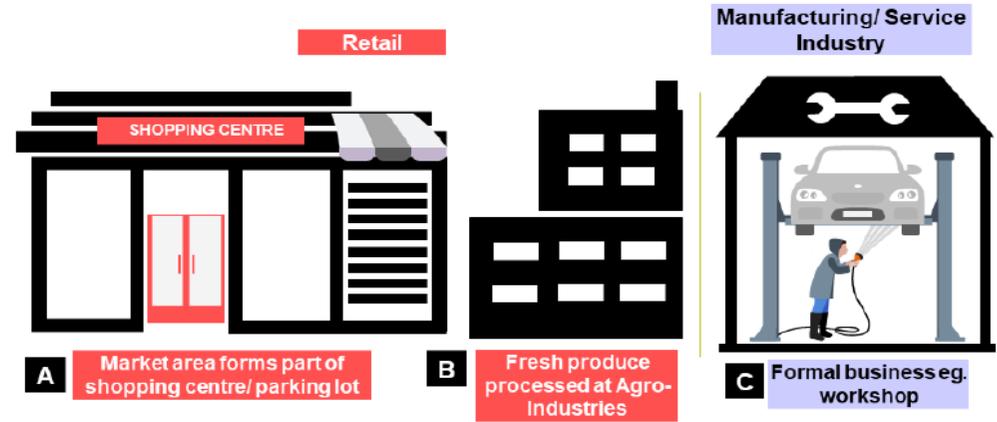
comprehensive retail activities including food preparations and/ or service industries such as internet cafes, kiosk, electronic repair services, motor repairs services and welding works, as reflected on **Annexure D2.3** and **Annexure D2.4**.

<b>LEVEL 4</b>	Level 4 provides that informal traders be incorporated into the formal economy (as illustrated on <b>Annexure D2.5</b> ) by way of providing permanent and formalised trading structures as part of a shopping centre or business incubation centre.
----------------	--

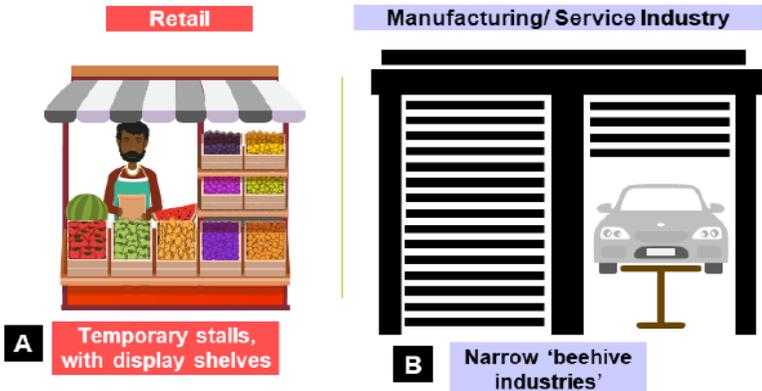
**LEVEL 1 - Lack of Formal Structure**



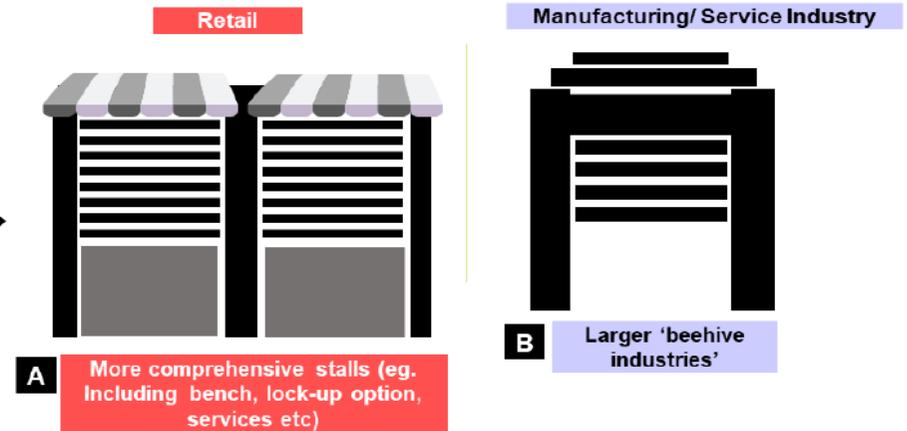
**LEVEL 4 - Informal Trade Incorporated into Formal Retail**



**LEVEL 2 - Small-scale Formalised Structure**



**LEVEL 3 - Medium-scale Formal Business Structure**



TYPES OF FORMALISED INFORMAL TRADE STRUCTURES

ANNEXURE D2.2

RETAIL – Temporary Formalised Informal Trading Structures

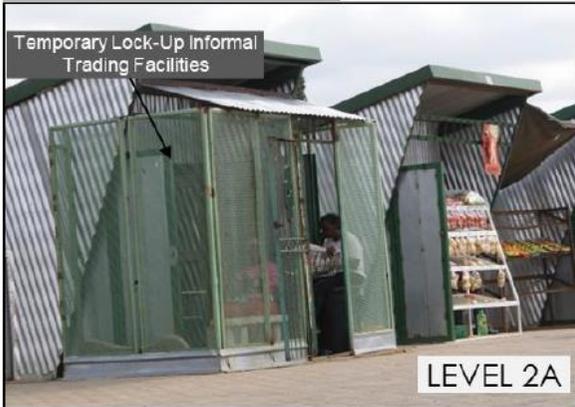
SERVICE INDUSTRIES - Formalised Informal Trading Structures

LEVEL 2

Pretoria - Hatfield



Johannesburg - Lesedi



RETAIL – Permanent Formalised Informal Trading Structures

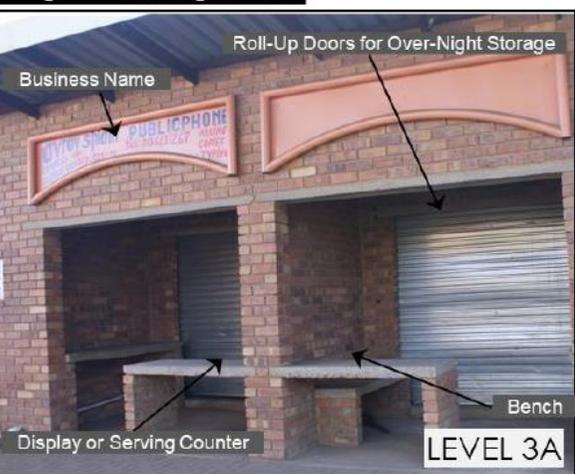
SERVICE INDUSTRIES - Formalised Informal Trading Structures

LEVEL 3

Tshwane – Khutsong Station



Ogies – Nkangla DM



RETAIL – Temporary Formalised Informal Trading Structures



Local Barber



4Walls Business – Selling and Educating on Green Energy



Local Businesses in Shipping Containers close to Taxi Rank



Spinach King Bakery and Gym in Khayelisha

LEVEL 3B

LOCAL EMPOWERMENT INDUSTRIAL ZONE – BEEHIVE  
SERVICE INDUSTRY

Service Industry Units

ANNEXURE D2.4

SERVICE INDUSTRIES - Formalised Informal Trading Structures



LEVEL 3B

RETAIL - Formalised Informal Trading Structures

LEVEL 4A

Cape Town - Nomzamo Business Area



Johannesburg - Lesedi



Ga-Nala - Ogies, Nkangala DM



SERVICE INDUSTRIES - Formalised Informal Trading Structures

SMME INFRASTRUCTURE - Linear Beehive Buildings

LEVEL 4B



PROMINENT TOURISM DESTINATIONS DESIGNED FROM SHIPPING CONTAINERS

ANNEXURE D2.6



ANNEXURE D3: PRECISION FARMING

PRECISE FARMING ANNEXURE D3.1

Vertical Farming in Green Building



Horizontal Farming in Green Building

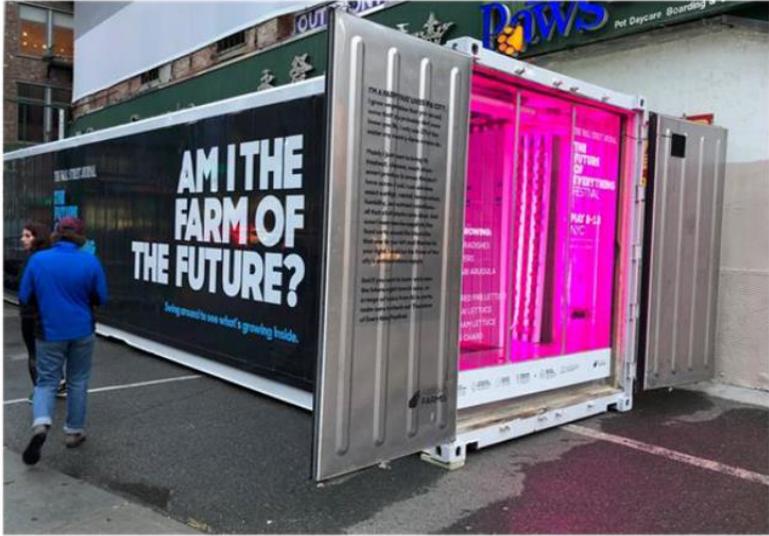


Vertical Farming in an Iron-Zinc Vertical Box





FARMING IN SHIPPING CONTAINERS ANNEXURE: D3.2



## ANNEXURE D4: EMERGING FARMER UPSCALING

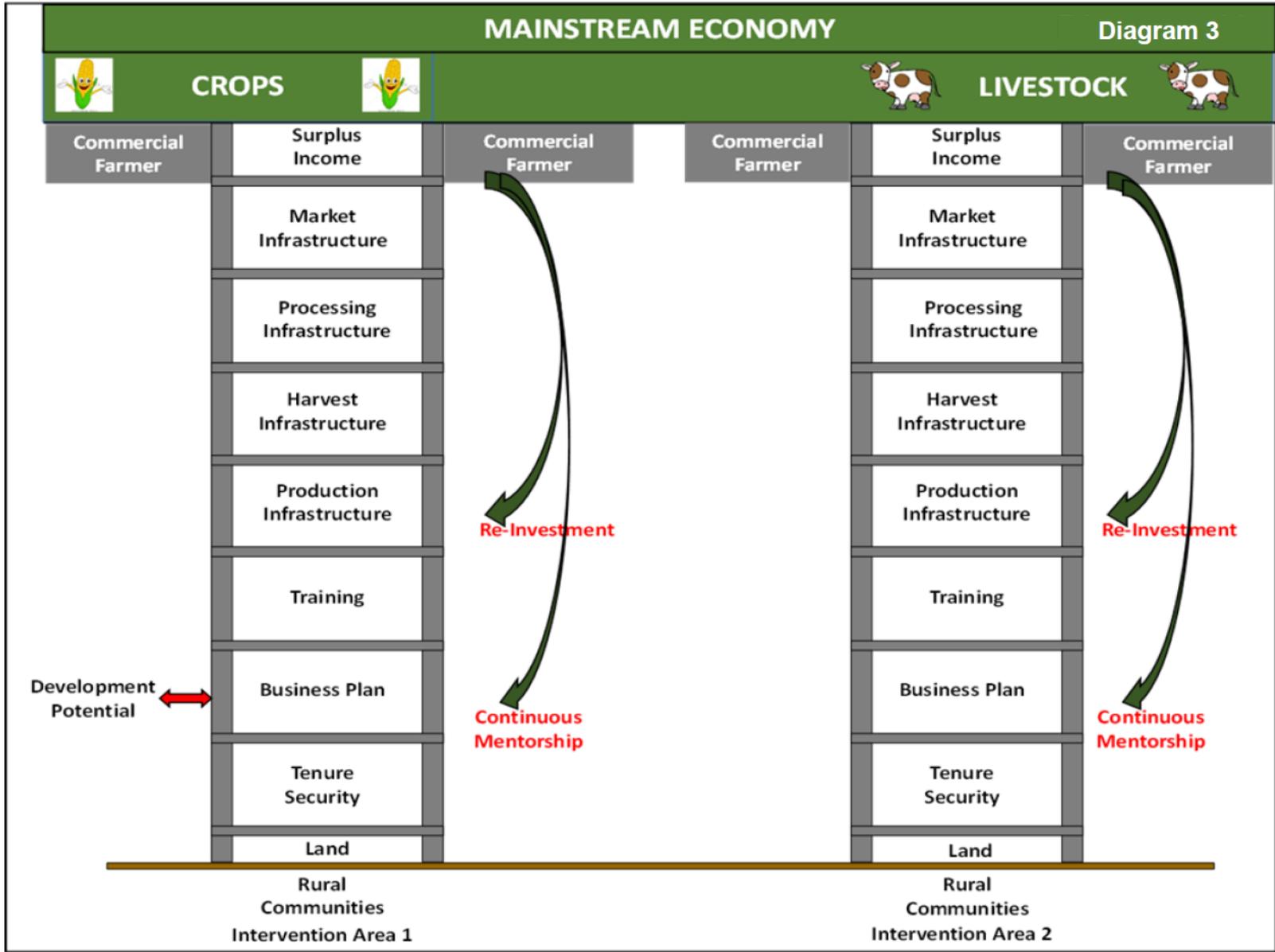
### Support Emerging Farmers to Become Part of the Mainstream Economy

It is important that emerging farmers be supported in the Mangaung MM as a means to contribute towards poverty alleviation, enhancing food security, and establishing sustainable livelihoods. This can be achieved by way of implementing the following measures in identified Rural Intervention Areas (to be read in conjunction with **Diagram 3**):

- Increasing land availability and tenure security for agricultural purposes through prioritised processing of Land Claims/ Restitution processes in this area.
- Exploiting the opportunities offered by the potential of the agricultural land identified within the area (in conjunction with Department of Rural Development and Land Reform).
- Significantly increasing production per hectare beyond the subsistence farming yield.
- Providing training support to emerging and small-scale farmers and ensuring that appropriate skills development takes place in line with the most appropriate farming activities in the area.
- Encouraging the use of different crops and new planting, harvesting and processing techniques.
- Supporting a variety of farming concepts including intensive commercial farming, small scale commercial farming (vertical farming/precision farming), subsistence farming, aquaculture development, and agro processing industries.

- Providing production and harvesting infrastructure in order to create production surplus in the area.
- Increasing job creation in the area through labour-intensive agricultural projects and extending the agriculture value chain by way of agro-industries and agro-tourism.
- Establishment of a fresh produce market which would support the globally growing demand for organic (chemical free) produce and 'farmer's markets', while supporting small-scale farmers by creating offset areas for both individually and communally harvested produce from surrounding areas.

The surplus income generated through the initiatives above would assist emerging farmers to become part of the mainstream economy as shown on Diagram 3



## ANNEXURE D5: SUBSISTENCE AGRICULTURE UPSCALING MODEL

The Subsistence Agriculture Upscaling Model (refer to **Diagram 4**) is earmarked to specifically establish linkages between subsistence agriculture and the formal economy in the following way:

- Informal trade stalls and fresh produce markets can be established at urban and rural nodes/ agri-villages where local residents can buy/ sell any surplus produce from surrounding plots/ farms.
- Furthermore, formal agreements could be put in place with a number of receiving parties including local schools with feeding schemes or surrounding tourist destinations, where household or communal produce could be sold as food source.
- Small-scale agro-processing industries could also be established locally (preferably at rural nodes) where value is added to the goods, to varying degrees (e.g. packaging).
- Secondly, in line with the CRDP, one or more co-operatives (co-ops) can be established in rural communities in order to mobilise and organise people into functional groups to effectively take charge of their own development.
- Coordinated by the co-ops, surplus produce could regularly be transported to the closest rural node (collection/ distribution hub).
- From here, the collected produce could be distributed to formal retailers in nearby towns and agro-industries, according to fixed contracts.
- The increased scale derived from pooling operations will ease negotiations with potential customers, reduce logistics costs and decrease input costs.

- Through such a process, residents in rural areas gain access to the formal economy but with limited risk.

**Diagram 4: Establish Linkages between Subsistence Agriculture and Formal Economy**

