



MATJHABENG LOCAL MUNICIPALITY

SPATIAL DEVELOPMENT FRAMEWORK (DRAFT)

(2022/2023 – 2027/2028)

MAY 2023

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List of Abbreviations

The following abbreviations are used in the text of this report:

°C	Degrees Celsius	DTI	Department of Trade and Industry
ABP	Area Based Plan	e.g.	Example
AIDS	Acquired Immunodeficiency Syndrome	EA	Environmental Authorisation
BLMCs	Biodiversity Land Management Classes	EAP	Economically Active Population
CBA	Critical Biodiversity Area	ECD	Early Childhood Development
CEA	Critical Environmental Areas	ECDC	Eastern Cape Development Corporation
CEO	Chief Executive Officer	EIA	Environmental Impact Assessment
CIF	Capital Investment Framework	EMF	Environmental Management Framework
CO ₂	Carbon Dioxide	EPWP	Expanded Public Works Programme
CoGTA	Cooperative Governance and Traditional Affairs	ESA	Ecological Support Area
COO	Chief Operating Officer	FS	Free State
CSIR	Council for Scientific and Industrial Research	GDP	Gross Domestic Product
DAFF	Department of Agriculture, Forestry and Fisheries	GDS	Growth and Development Summit
DARD	Department of Agriculture and Rural Development	GHGs	Green House Gases
DEDEA	Department of Economic Development and Environmental Affairs	GVA	Gross Value Add
DM	District Municipality	ha	Hectare
DoA	Department of Agriculture and Rural Development	HDI	Human Development Index
DoHS	Department of Human Settlements	HIV	Human Immunodeficiency Virus
DRDLR	Department of Rural Development and Land Reform	ICT	Information and Communications Technology
DRM	Disaster Risk Management	IDC	Industrial Development Corporation
DRPW	Department of Public Works	IDP	Integrated Development Framework
		IGR	Inter-Government Relations
		IPCC	Intergovernmental Panel on Climate Change
		ITP	Integrated Transport Plan
		km	kilometer
		km ²	square kilometers



LED	Local Economic Development	REDS	Regional Economic Development Strategy
LHR	Liberation Heritage Route	RSA	Republic of South Africa
LM	Local Municipality	SA	South Africa
LUMS	Land Use Management Scheme	SAHRA	South African Heritage Resources Agency
m	meters	SALA	Subdivision of Agricultural Land Act
MIG	Municipal Infrastructure Grant	SANP	South African National Parks
MLM	Matjhabeng Local Municipality	SDAs	Special Development Areas
mm	millimeters	SDBIP	Service Delivery and Budget Implementation Plan
MSA	Municipal Systems Act 32 of 2000	SDF	Spatial Development Framework
MTEF	Medium-Term Expenditure Framework	SEA	Strategic Environmental Assessment
NC	Northern Cape	SEDA	Small Enterprise Development Agency
NDP	National Development Plan 2030	SEZ	Special Economic Zone
NSDF	National Spatial development Framework	SLA	Service Level Agreement
NEMA	National Environmental Management Act	SMMEs	Small Medium and Micro Enterprises
NGO	Non-Governmental Organisation	SPLUMA	Spatial Planning and Land Use Management Act 16 of 2013
NSDP	National Spatial Development Plan	STR	Small Town Regeneration
OHS	Occupational Health and Safety	SWOT	Strengths, Weaknesses, Opportunities and Threats
PDP	Provincial Development Plan	TPO	Town Planning Ordinance 15 of 1986
PEDS	Provincial Economic Development Strategy	UNFCCC	United Nations Framework Convention on Climate Change
PGDP	Provincial Growth and Development Plan	WSIG	Water Services Infrastructure Grant
PPP	Public-Private Partnerships		
PSDF	Provincial Growth and Development Framework		
R	Rand		
R&D	Research and Development		
RBIG	Regional Bulk Infrastructure Grant		
RDP	Reconstruction Development Programme		



Definitions

Word	Definition
Conservation	The management of human use of the biosphere to yield the greatest benefit to present generations while maintaining the potential to meet the needs and aspirations of future generations. Conservation thus includes sustainable use, protection, maintenance, rehabilitation, restoration, and enhancement of the natural and cultural environment.
Agri-Tourism	Agricultural related community-based projects focused on local economic development that may include the following: small scale vegetable and herb production, community manufacturing projects, arts and crafts, leadership and farming training. This is so as to enhance agricultural and tourism.
Capital Investment Framework	Section 4 of the Local Government: Municipal Planning and Performance Management Regulations, 2001, requires that a Spatial Development Framework, reflected in a municipality's Integrated Development Plan, must set out a Capital Investment Framework for the municipality's development programmes. Additionally, Section 21 of the Spatial Planning and Land Use Management Act, 2013, requires that a municipal spatial development framework must determine a Capital Expenditure Framework for the municipality's development programmes, depicted spatially.
Corridor	Corridors are links between nodes, along which an increased intensity of development may be encouraged. Corridors provide efficient access to a higher level of economic opportunities than would generally be the case in less structured space. They typically include public transport routes.
Commonage Land	Pastureland owned by any sphere of government, villages or towns, providing the public the right to pasture animals on the common land.
Credible SDF	A credible SDF is one which has adequately analysed the state of the municipality and details the drivers for change and effectively gives direction for the future growth and development of the municipality in alignment with government policies. It should also be equipped with a thorough implementation plan; comprising of costs, responsible persons, and lists of actions from a short to long term period.
Densification	Densification is the increased use of space both horizontally and vertically within existing areas/ properties and new developments, accompanied by an increased number of units and/or population threshold.
Extensive Agriculture	Stock farming on natural veld.
Environment	The surroundings within which humans exist and that are made up of: <ul style="list-style-type: none"> a. the land, water and atmosphere of the earth; b. micro-organisms, plant and animal life; c. any part or combination of (a) and (b) and the interrelationships among and between them; and



	d. the physical, chemical, aesthetic and cultural properties and conditions of the foregoing that influence human health and well-being.
Environmental Management Framework	An EMF provides a study of the biophysical and socio-cultural systems of a geographically defined area to reveal where specific land uses may best be practiced and to offer performance standards for maintaining appropriate use of such land.
Food Security	Physical and economic access, at all times, to sufficient, safe and nutritious food to meet dietary needs and food preferences for an active and healthy life.
Future Neighbourhood Development	Areas designed for future neighbourhoods, including residential purposes, for example single title erven, group housing, estates, gap housing and residential small holdings. Community facilities should be provided according to the Guideline for Human Settlements.
Geographic Information System	GIS is a system of hardware and software used for storage, retrieval, mapping, and analysis of geographic data.
Light Industry	Areas designed for light industrial activities associated with the service industry (example; repair of motor vehicles) including warehouses and service stations.
Land Use Management System	A system used to regulate land use in a municipality, including a town planning or zoning scheme, or policies related to how land is used on a plot-by-plot basis.
Intensification	The process of intensifying activities or land use by increasing the floor area, height or number of activities.
Intensive Agriculture	Land with crop farming or forestry potential or existing agricultural activity or has been ploughed within the previous 10 years.
Integrated Development Plan	The Strategic Municipal Development Plan, reviewed on an annual basis, required by the MSA (Act 32 of 2000) which guides municipal decisions and budgets as well as the development programs of SoEs and the private sector.
Infill Residential Development	Development of open stands within existing settlements in order to optimise the use of infrastructure, increase urban densities and promote integration.
Mine Residue Areas	Mine residue areas refer to: <ul style="list-style-type: none"> • Tailing's disposal facilities (TDF's), whether hydraulically placed (dams) or mechanically placed (dumps); • Waste rock dumps, open cast excavations and quarries;



	<ul style="list-style-type: none"> • Water storage facilities and return water dams; • Footprints left after the re-mining of TDF's, in some cases eroded and reduced to a "bad land" condition; and • Mixtures of building material, mine waste, urban waste spillage, industrial waste, etc within the boundaries of former my priorities.
Mixed-Use Development (Areas)	A mixed-use development area refers to the integration of suitable and compatible residential and non-residential land uses within the same area and may include non-residential land uses such as retail, business, offices, tourism related, service industries, commercial activities, social, agricultural related uses and recreation uses.
Nodes	<p>Nodes are areas where a higher intensity of land uses, and activities are supported and promoted. Typically, any given municipal area would accommodate a hierarchy of nodes that indicates the relative intensity of development anticipated for the various nodes, their varying sizes, and their dominant nature.</p> <p>Collective Economic Nodes: and more NSDP Categories of Potential, with High or Above Average Combined Development Potential and corresponding High or Above Average Development Need formed the basis of the classification as Collective economic node.</p> <p>Agricultural Nodes: Labour-intensive mass-produced goods Tourism Nodes: Tourism nodes offer leisure and tourism products to the consumer and will attract tourists to a town or region due to its unique features, historic value, special character or surroundings.</p>
Parks	Parks are all open spaces and active parks that are identified and delineated as per the data by the Surveyor General.
Open Spaces	Open spaces include the areas within the urban settlement as identified in the Surveyor General data as parks, the buffer areas surrounding the rivers and dams, as well as the open green areas linking the various parks, dams and rivers.
Rural Areas and Rural Development	<p>Rural areas can be defined as areas outside urban settlements where population densities are less than 150 people / km²; and dwelling densities are less than 1 du/ ha.</p> <p>Rural development generally includes primary economic activities; agriculture, agro-processing, mining, tourism, resource extraction, water, energy.</p>
Strategic Environmental Assessment	A SEA is a system of incorporating environmental considerations into policies, plans and programmes
Sector Plans	Sector Plans are municipal plans for different functions such as bio- diversity conservation, housing, transport, local economic development, and disaster management. They may also be geographically based, for example a sub-region, settlement within a local Municipality or a component of a settlement.



Services Centre	Those urban nodes, which have not been identified as Economic Nodes (Economic Hub, Collective Economic Nodes, and Specialised Economic Nodes) or NSDP Category of Potential Specific Nodes, will continue to exist as services centres to their surroundings.
Settlement	A settlement is a small community, village, or a group of houses in a thinly populated area.
Spatial Development Framework	A Spatial Development Framework (SDF) is a core component of a Municipality 's economic, sectoral, spatial, social, institutional, environmental vision. It is a tool to achieve the desired spatial form of the Municipality. Furthermore, it is a framework that seeks to guide overall spatial distribution of current and desirable land uses within a municipality in order to give effect to the vision, goals and objectives of the municipal IDP. The aims of a spatial development framework are to promote sustainable functional and integrated human settlements, maximise resource efficiency, and enhance regional identity and unique character of a place.
Stakeholders	Agencies, organisations, groups or individuals who have a direct or indirect interest in a development intervention or its evaluation.
Sustainable Development	Sustainable Development requires the integration of social, economic and environmental factors in the planning, implementation and evaluation of decisions to ensure that development serves present and future generations.
Urban Areas and Urban Development	Urban areas can be defined as places where population densities are greater than 150 people / km ² <ul style="list-style-type: none"> • dwelling unit densities greater than 1 du/ha • settlement contained within an Urban Edge • services provided on a grid reticulation system • some primary; urban agriculture, small holdings, building materials, resource extraction but mainly secondary and tertiary economic activity.
Urban Edge	A demarcated line and interrelated policy that serves to manage direct and limit urban expansion.
Urban Sprawl	Urban Sprawl is the expansion of urban areas across the landscape and the conversion of forested, wetland and agricultural areas to urban areas. Urban sprawl includes the expansion of major roadways, not just housing and commercial areas. It is usually associated with increased automobile usage, water and air pollution, underutilisation of infrastructure and land use segregation.
Urban Farming	The remainder of the commonage land or mining land not required for environmental conservation or urban development, suitable for intensive- and extensive agriculture depending on land suitability & water availability.



Executive Summary

INTRODUCTION

The Matjhabeng Local Municipality, with the HDA are reviewing Spatial Development Framework for the Local Municipality

The SDF ensures alignment to the Spatial Planning and Land Use Management Act.

LOCALITY

The Matjhabeng Local Municipality is located within the Lejweleputswa District Municipality within the Free State Province.

There are currently 36 wards within the MLM and the main towns have been identified as:

- Welkom / Thabong / Riebeeckstad
- Virginia
- Ventersburg
- Odendaalsrus
- Allanridge / Nyakalong
- Hennenman / Phomolong / Whites

POLICY ALIGNMENT

A Policy Alignment was completed at a National, Provincial, District and Local scale. This was completed to ensure alignment with all levels of planning and for the Municipal SDF to aim to achieve reality to the developmental proposals at a District, Provincial and National scale.

SITUATION ANALYSIS

The Situation Analysis provided as assessment of the current situation of the Matjhabeng Local Municipality in terms of the Socio Economic, Built Environment and Biophysical.

Socio Economic

Matjhabeng Local Municipality has the largest population within the Lejweleputswa District Municipality, constituting 64,8 % of the district's overall population, with 429 113 people as per the 2016 Community Survey.

If we consider an annual growth rate of 1.58%, the projected population by 2050 is expected to be 856 217. This population needs to be catered for in terms of employment opportunities, schools, and social infrastructure. The municipality needs to consider this increasing population.

The Social Facilities Assessment located the facilities spatially and identified the areas where social facilities are lacking.

Based on the youthful population of the municipality, it can be seen that the majority of school going children are those in primary school. There should be attention given to the schooling programmes, especially the encouragement of learners to further studies post matric.

MLM economy is relatively diversified with three key production sectors, mining (37,9%), government (15,9%) and trade (14,7%). These sectors also support output in other industries including construction (2,4%), manufacturing (8%) and transportation (6,2%). Notably, despite the rural nature of the region the agriculture sector accounts for only 1,1% of output.



The MLM has a labour force consists of an official unemployment rate of 34%.

The key economic sectors of focus are:

- Plastics and pharmaceuticals, automobile products, components, medium/heavy commercial vehicles;
- Clothing, textiles, footwear and leather; agro-processing; metals fabrication capital and rail transport equipment;
- Forestry, timber, paper, pulp and furniture; business processing services; creative industries in crafts, music and film;
- Green and energy saving industries; boat building; nuclear; electro-technical/ICT services;
- Aerospace and defence;
- Upstream oil and gas services and equipment as well as downstream mineral beneficiation.

The Matjhabeng Local Municipality identified 4 (four) tourism areas which have the potential to be developed and marketed in order to promote economic growth. These tourist areas are:

- Events Tourism;
- Mining Tourism;
- Agri-Tourism; and
- Eco-Tourism.

Built Environment

The households on the waiting list in 2020 is 40 637.

The MLM has a total of 103 189 proclaimed stand for incorporating all land uses. The bulk of the proclaimed stand is for residential, which is 96 297. This translates to 93% of proclaimed stands assigned to residential and 7% percent to the other land uses. Most of the proclaimed residential stands are in Thabong (28 983) , Kutlwanong (11 974) and Meloding (10 525).

MLM consist of the following types of roads: gravel and surfaced (tar and paved roads). The municipality has a total length of 156.13km inclusive of provincial, private and municipal road, of which 51km is gravel and 105.13 km is unsurfaced. Mostly on the MLM roads are surfaced and in townships roads are gravel but gradually township roads are now being given attention by upgrading from gravel to surfaced road using internal and external resources (i.e. MIG and Public Works funds).

The state of settlements, including buildings within the main urban centres are in a state of despair and in need of refurbishment. The CBD area of Welkom is in a state of decay although the buildings are only a single story, this has direct impacts on the amount of investment that is directed towards the CBD area by potential developers and buyers. Certain businesses may not associate with the CBD, rather, opting to lease for business space within shopping malls.



Bio-Physical

The majority of the Matjhabeng Local Municipality is rural of nature where the agricultural sector contributes 4% to the local economy.

Activities causing degradation is the greatest threat to grasslands. Degradation is most likely due to overgrazing and inappropriate burning regimes.

Rivers, catchments and wetlands are important in the functioning of the ecosystem as they provide water sources and cleanse the natural environment. This section further highlights the importance of these systems and their functioning within the municipality.

Climate change could have a profound effect on the area and suitable mitigation measures need to be in place.

A decision to approve land use change should be guided by the objective of the BLMC for that particular land.

Proposed developments which fall within the identified Critical Biodiversity Areas (CBAs) will have to have an Environmental Impact Assessment (EIA) completed.

SWOT ANALYSIS AND KEY ISSUES

The Key Issues that has been identified for the MLM are as follows:

- Poorly maintained roads
- Declining mining sector
- Lack of bulk infrastructure

- High unemployment rate
- Housing backlog
- Lack of promotion of tourism
- Lack of institutional capacity
- Lack of skills development

SPATIAL DEVELOPMENT STRATEGY

The vision for the MLM has been identified as:

“A thriving municipality, harnessing the opportunities in both the agricultural and tourism sector to sustain its residents and develop its town.”

In terms of Spatial Planning and Land Use Management, “The overall aim of the principles and norms is to achieve planning outcomes that:

- Restructure spatially inefficient settlements;
- Promote the sustainable use of the land resources in the country;
- Channel resources to areas of greatest need and development potential, thereby redressing the inequitable historical treatment of marginalized areas;
- Consider the fiscal, institutional and administrative capacities of role players, the needs of communities and the environment;
- Stimulate economic development opportunities in rural and urban areas; and



- Support an equitable protection of rights to and in land.

A total of six SPCs have been provided for land use classification at this level. The SPCs category A and B refer to the natural landscape, while categories C, D, E and F refer to the human – made environment. In addition, a number of sub-categories have been included for the purpose of refining the designation process at municipal level. (Department of Rural Development & Land Reform, 2011).

The spatial framework is developed through an interconnected set of nodes, networks, and surfaces. The crux of development in this system is the movement of people, goods and services that produces the basic impetus for developing functional relationships between otherwise independent and unrelated elements.

Settlement Name	Hierarchy of node
Welkom	Primary Node
Virginia	Secondary Node
Odendaalsrus	Tertiary Node
Allanridge	Tertiary Node

Hennenman	Tertiary Node
Ventersburg	Tertiary Node

In order to address spatial issues and restructure development in the municipality spatial restructuring tools are required. These tools should be used in a practical manner to ensure sustainable high-quality settlements.

The key objective of the structuring elements is as follows:

- Contain urban sprawl
- Promote urban and social integration
- Promote higher densities
- Create quality urban environments
- Promote pedestrian friendly environments and movement patterns.
- Create a sense a place
- Enhancement of investment opportunities
- Simplifying decisions-making regarding development applications.



Corridor name	Hierarchy of Corridor
N1	Primary Corridor
N5	Primary Corridor
R34	Secondary Corridor
R30	Secondary Corridor
R70	Secondary Corridor
R73	Secondary Corridor
Internal town routes	Tertiary Corridors / Linkage routes

Internationally, a sustainable approach to growth management aptly called “smart growth” is seen as the most efficient way of developing urban areas. Smart Growth is a collection of urban development strategies aimed at reducing sprawl and promoting growth that is balanced and fiscally, environmentally, and socially responsible. Smart Growth tries to promote growth and development in areas with optimal opportunity and offers an antidote to the sprawl that has resulted from unlimited low-density development further and further away from the urban centres. Rather than

simply restricting development, smart growth is focused on how and where new development should be accommodated.

SPATIAL DEVELOPMENT FRAMEWORK

Bio Physical Framework

The urban concentrations of Matjhabeng Local Municipality are characterized by a number of river systems in close proximity to the respective towns. These systems need to be protected from pollution and encroachment by formal developments.

The main agricultural products MLM are the following:

- Crops: Wheat, maize, sorghum, groundnuts, soy
- Livestock: cattle, sheep
- Vegetables
- Horticulture
- Game Farming
- Agri-tourism
- Agricultural equipment, Agric-professional services
- Agricultural processing (including meat, wheat, vegetables, etc)

The Value Chain for the Agricultural Sector is as follows:

- The primary activities are performed by farmers,



- transform produce into raw commodities.
- Thereafter, commodities are sold to agro-processors for transformation into consumer goods.
- Then sold to retailers, or exported, to be sold at consumer markets.

Agricultural Sector Developmental Opportunities are as follows:

- Resource amalgamation (voluntary cooperation of farmers, public departments and private industry stakeholders) to combine all available resources to develop sustainable industries
- Re-introduction of Emerging Farmer Training and Production Farm through the SLP/IDP Relationship with a mining group and in collaboration with Gold-fields TVET College and CUT, Mentorship Programmes.
- Agro processing potential projects include Hachery, Chicken Abattoirs and Aquaculture Farms
- Sand-Vet Irrigation Scheme as mass production area for alternative agri-products for export as well as National markets and with emphasis on emerging farmer projects

Built Environment Framework

In relation to Matjhabeng, there have been a few proposed roads. the following roads to be prioritized for Implementation.

- R34: With regard to the R34, the following linkages are proposed:

- The connectivity of the R34 Road through Welkom is not continuous. It is proposed that the R34 Road by way of the P4/1 and Koppie Alleen road be extended southwards to link with the R30 road from Bothaville towards Theunissan. The detail aligned need to be established. This extension will also provide a convenient alternative to the N1 national Road. Economic activities which focus a through traffic will also benefit.
- The linkage of the R34, south of Kutlwanong towards the R30 should also be implemented. This road could become a mobility corridor.
- Flamingopark/Rheederpark linkage road to the R70: With the proposed Phakisa Development., the northward linkage (Constantia road extension) to the R70 and the eastward extension (Brebner Road) towards the R70 and R34 will promote the development of the sub-region.
- Based on the concept plan and Vision for Matjhabeng LM, the overall development proposals for Matjhabeng LM is the growth and development of the municipality which was previously reliant on the Mining Sector, to now prioritise and focus its energy on the other growing sectors of manufacturing, retail, tourism and agriculture.
- In order to serve the residential needs of the residents of the LM, further housing provision is needed in all towns of the MLM serving a variety of housing typologies for all income groupings.

Live, work, play communities spur economic growth, social interactions and quality of life.



Connected communities also reduce the need for private vehicles, increasing the viability of public transport, walking, and bicycling as well as more shared community spaces like plazas, parks, and sidewalks all of which foster interaction. Public transit-friendly neighbourhoods benefit local economies. Less time commuting and more walking increases support of local businesses.

It is also proposed that Densification be promoted by:

- Allowing the development of smaller residential erven. This includes the subdivision of larger erven to smaller sizes such that they would be in keeping with the surrounding densities
- Encouraging higher densities in 'low cost' housing developments.
- Encouraging development of flats and townhouses (cluster housing) and Social Housing in areas of high accessibility.
- Discouraging subdivision of agricultural land (outside of the Urban Edge) by setting a minimum subdivision size of 10ha.
- In order to promote growth in the manufacturing and agro-processing sectors, if essential for the development proposals of the towns of MLM to allocate potential industrial sites where such activities could take place. These should be located away from residential activity but also have easy access to the transportation routes.

Socio Economic Framework

The *main economic sectors* within the Matjhabeng LM are as follows:

- Manufacturing

- Tourism
- Agriculture
- Gold Jewellery (training or secondary economy)
- Transportation (logistics) – the centrality of Matjhabeng LM within the landscape of SA
- Retail

Manufacturing Developmental Opportunities include:

- Align Agroprocessing with Agri parks
- Develop the Agroprocessing Industry
- Introduce a Science Park to the Welkom CUT Campus
- Development of an Special Economic Zone (SEZ)
- Develop Recycling Plants
- Develop Clothing and textile Factories
- Introduce New Biofuel Developments

81.7% of Matjhabeng economic output is generated from Trading sector of which 10% of this is from informal sector trading (Matjhabeng Informal Trade Policy).

Spatial development will focus on the gradual development of aesthetically inferior and poorly serviced demarcated informal trading spaces. Spatial



planning requirements for the accommodation of informal trading shall apply to private property developers as well, especially if the new development displaces a present market, or has potential to attract the interest of informal traders in the long-run.

Matjhabeng aims to retain, grow existing industries and support the development of new industries through maximizing knowledge, capacity and opportunities.

Matjhabeng Municipality should have a business support policy and a dedicated small business development and promotion programme.

Matjhabeng should also actively and indirectly aid locally based or relocating and establishing SME firms take advantage of international business opportunities by its support through MIC and LDA through the DTi's Exporter Development Programme and Matjhabeng Community Cooperative sector support body initiatives. In addition there is a need to raise awareness about business and entrepreneurship and facilitate greater links between educational and entrepreneurship activities.

Further economic proposals are outlined as follows:

- A strategy for the development of the informal business sector as well as the management thereof (regulations for informal trading, administration procedures, development of facilities) be prioritized
- a CBD redevelopment and re-vitalization strategy and implementation plan be developed for approval by Council

- Necessary communication structures be established between the Municipality and the private sector in order to assist problem identification, the development of strategies and implementation plans
- High potential commercial land be alienated on a continuous basis via the MFMA process of competitive bidding in support of the high potential growth sectors, but that strong emphasis be placed on the financial feasibility of such project in the evaluation of development proposals

In order to facilitate an enjoyable experience by tourists, it is critical that efforts are made to improve the quality of service that tourists will receive at tourist attractions and products within MLM.

In order for this growth to occur, it is essential that there are strong partnerships between the public and private sectors. Tourism investment by both these sectors should be co-ordinated and targeted so that returns on investment are maximised.

LAND USE MANAGEMENT GUIDELINES

The MLM has an approved Land Use Management Scheme that guides land use and zoning. All land use proposals within the MLM are subjected to compliance of the Land use Scheme applicable to municipality.



IMPLEMENTATION PLAN

An implementation plan is a management tool designed to illustrate the critical steps in developing the various sectors within a Municipality. It is a guide that helps the municipality be proactive in developing and identifying any challenges along the way. It also allows any person to fully understand the goals of the municipality. The aim of the Implementation Plan is to assist the municipality achieve their development goals by identifying staged development processes, supporting institutional arrangements as well as defining clear and implementable projects.

The full Implementation Plan can be viewed in the document below.



1. INTRODUCTION

A Spatial Development Framework (SDF) is a long-term plan which aims to manage growth and changes within a municipal area in order for the municipality to become more sustainable, integrated, and equitable.

The SDF for *Matjhabeng Local Municipality* was reviewed and adopted by Council in 2013. It was reviewed in compliance with the provisions of section 26(e) of the Municipal Systems Act (MSA) 2000.

The purpose of this project is to review the SDF to ensure that it complies with the provisions of the Spatial Planning and Land Use Management Act (SPLUMA) 2013, MSA and the Department of Agriculture Land Reform & Rural Development (DALRRD) SDF's Guidelines of 2017.

1.1 Background

The overarching goal to review and update the Municipality's Spatial Development Framework is to ensure that the principles of biophysical, socio-economic, and built environment of the district and its resources can be realised, in alignment with SPLUMA.

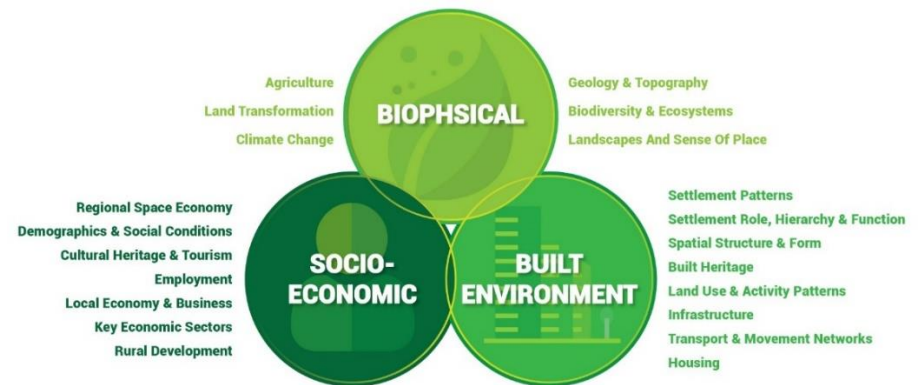


Figure 1: Pillars

SPLUMA also outlines the spatial guiding principles as summarised in the diagram above.

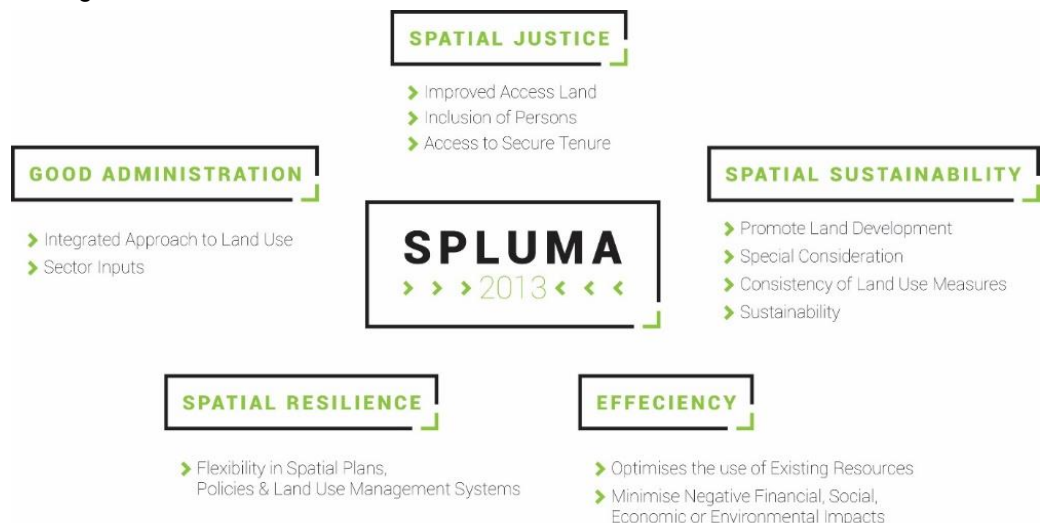


Figure 2: SPLUMA



1.2 Project Phasing

The following project phases are outlined as follows: -

PHASE 1:	Start up / Inception
PHASE 2:	Issues and Spatial Vision;
PHASE 3:	Spatial Analysis and Synthesis;
PHASE 4:	The Draft SDF document;
PHASE 5:	Achieving support for the Draft SDF;
PHASE 6:	Finalization, Approval and Gazette

Table 1: Project Phasing

1.3 Link between the SDF and IDP

The Integrated Development Plan is a holistic budget and implementation plan for a particular area. The Spatial Development Framework aims at being a spatial representation of the IDP. In support of the SDF, the IDP needs to:

- Provide a clear strategic vision, set of goals and objectives of the municipality.
- Identify the challenges currently facing the municipality that can be tackled in the long-term spatial plan of the municipality.
- Given an indication of the priority funding allocation.

In support of the IDP, the SDF needs to:

- Give physical effect to the vision, goals and objectives of the IDP.
- Visually indicate and co-ordinate the spatial implications of the municipal sector plans contained in the IDP.
- Spatially reflect the strategies proposed in the IDP.
- Assist with prioritisation and alignment of municipal and other provincial departments spending.



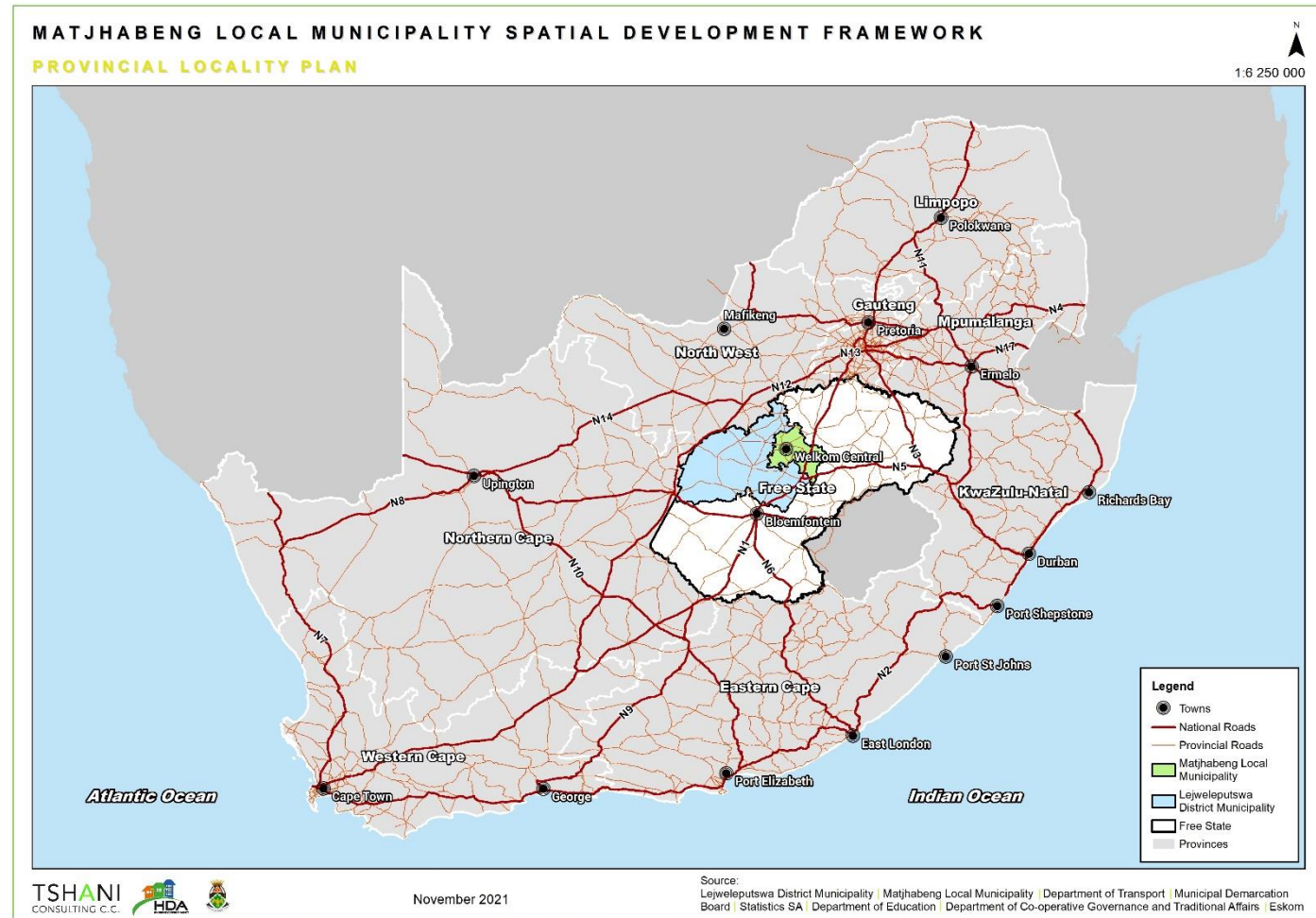
2. LOCALITY

This section discusses the context of the **Matjhabeng Local Municipality** from a Provincial, Municipal and Local context.

2.1 Provincial Level

The Matjhabeng LM is located within the Free State Province in central South Africa. The province is bordered by the following:

- Lesotho to the south;
- The KwaZulu Natal Province to the east;
- The Northern Cape Province to the west;
- The Gauteng Province to the southwest;



Plan 1: Provincial Locality Plan

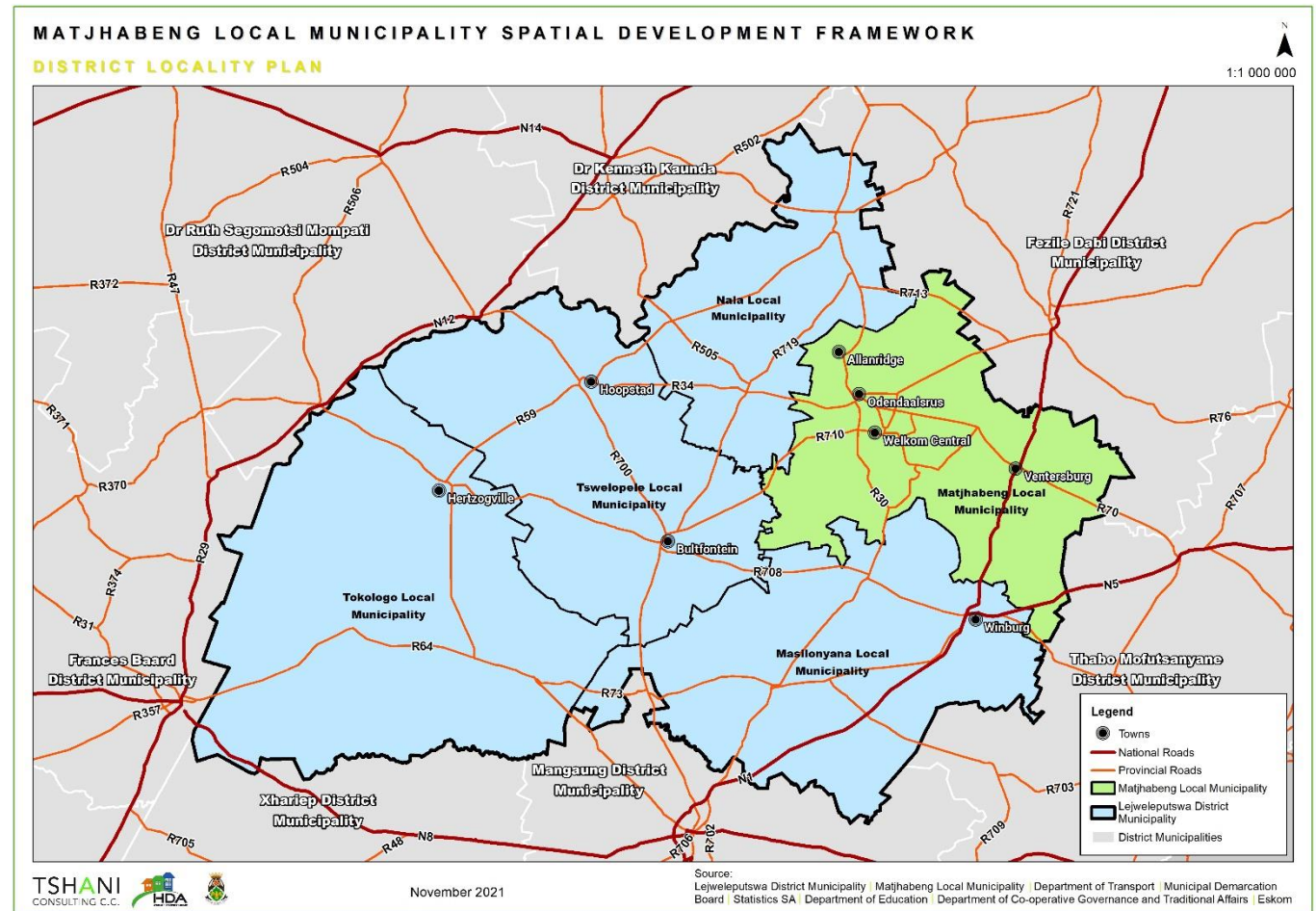


2.2 District Locality

Matjhabeng LM forms part of the five (5) local municipalities within the Lejweleputswa District municipality. Matjhabeng is considered to be one of the smallest, in terms of area within the five (5) local municipalities within the Lejweleputswa District Municipality. In terms of location within the District, Matjhabeng is located on the eastern direction of the Lejweleputswa District Municipality.

The Lejweleputswa District Municipality is bordered by:

- Mangaung Local Municipality
- Xhariep District Municipality
- Fezile Dabi District Municipality
- Thabo Mofutsanyane District Municipality
- Frances Baard District Municipality
- Dr Kenneth Kaunda District Municipality
- Dr Ruth Segomotsi Mompoti District Municipality



Plan 2: District Locality Plan

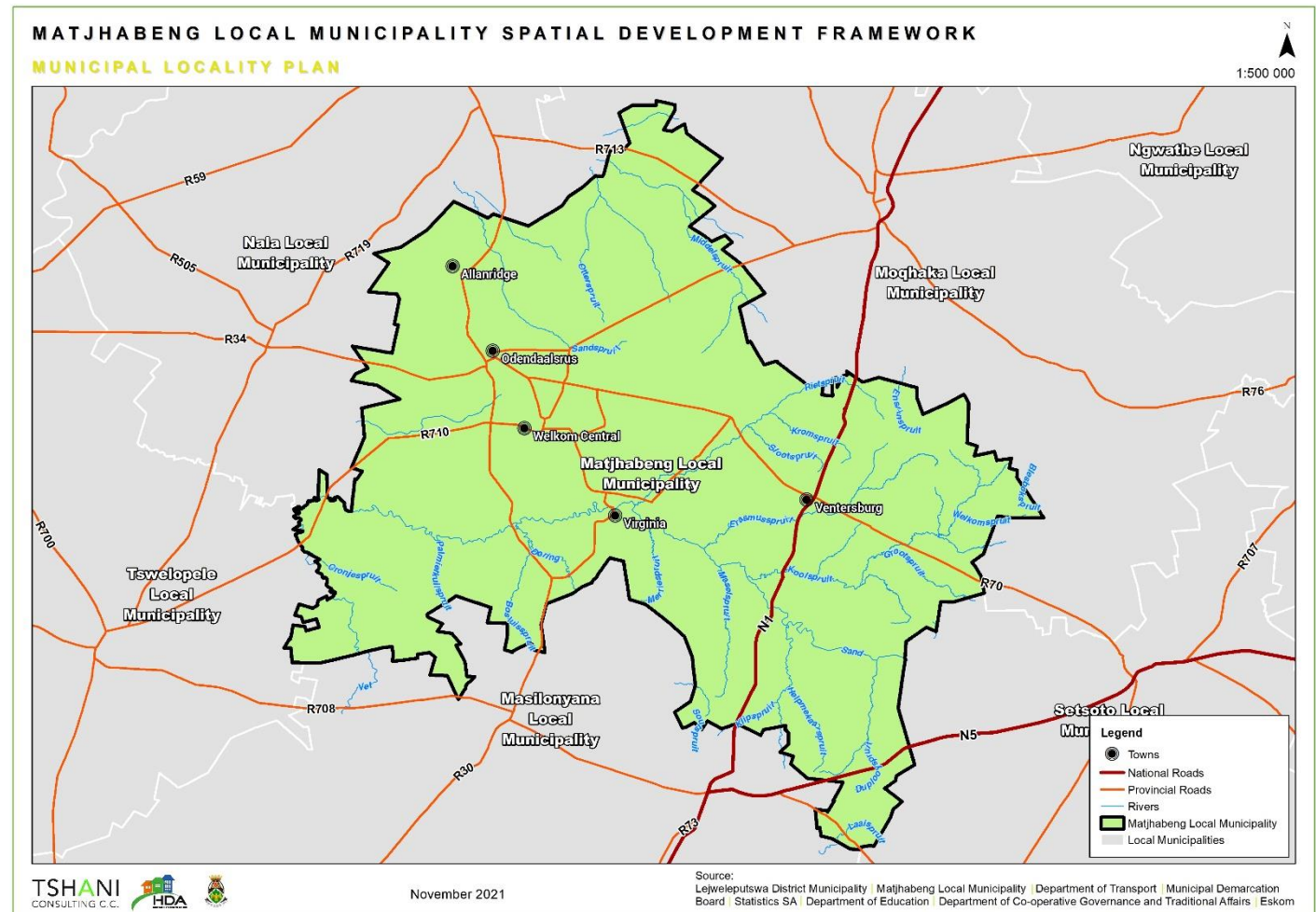


2.3 Municipal Locality

Matjhabeng LM is located within the Lejweleputswa District Municipality. Matjhabeng is considered to be one of the smallest, in terms of area within the five (5) local municipalities within the District.

Matjhabeng Local Municipality is bordered by the following municipalities:

- Tokologo Local Municipality
- Tswelopele Local Municipality
- Masilonyana Local Municipality
- Nala Local Municipality



Plan 3: Municipal Locality Plan

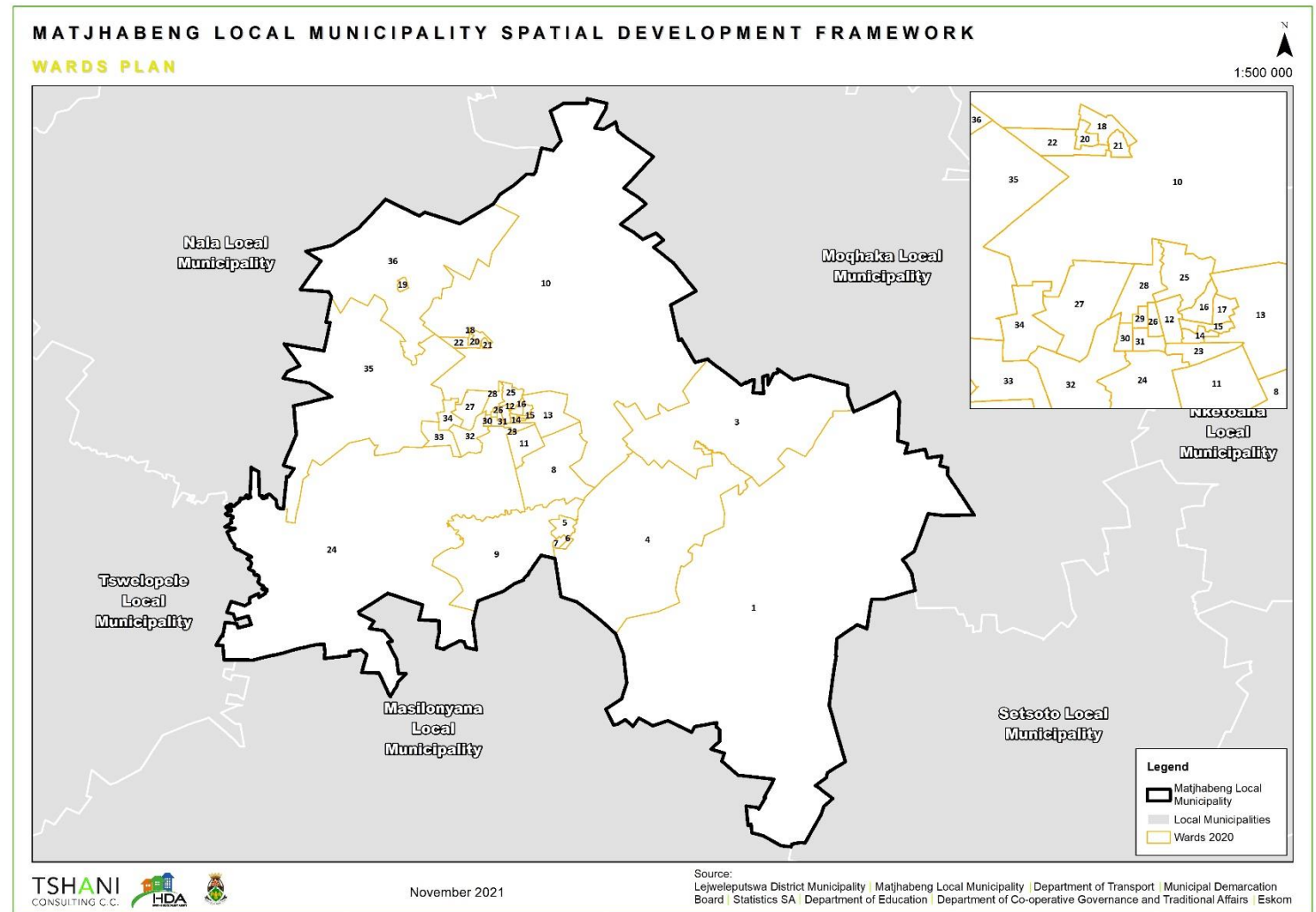


2.4 Wards

The Matjhabeng is made up of a total of 36 wards and its council consists of 36 directly elected councillors and 36 proportionally elected councillors. This is to ensure proper consultation cascades even to the basic units in the different communities.

The purpose of wards is to:

- Promote democratic and accountable government for local communities;
- Ensure the provision of sustainable services to communities;
- Promote a safe and healthy environment; and
- Encourage community participation in local government



Plan 4: Wards Plan



3. POLICY ALIGNMENT

The alignment with other policy documentation is of extreme importance through all the spheres of government as well as across sector departments. This is to ensure a holistic and integrative approach towards the development of spatial development frameworks.

The Department of Rural Development and Land Reform (DRDLR) has set out guidelines on the development of spatial development frameworks through all the spheres of government.

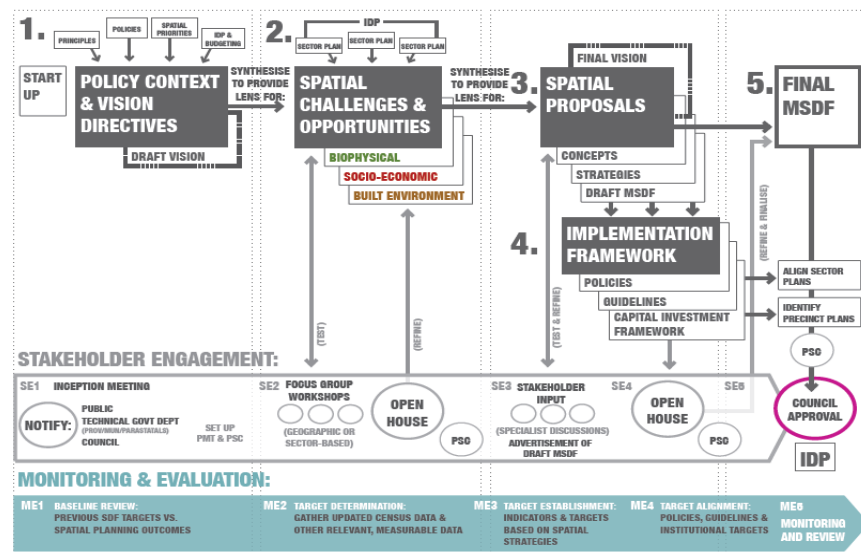


Figure 3: SDF Process- DRDLR

WHAT IS THE LINK BETWEEN THE INTEGRATED DEVELOPMENT PLAN (IDP) AND SDF?

The SDF provides a “geographical expression to the economic, social, cultural and ecological policies of society. It is at the same time, a scientific discipline, an administrative technique and a policy developed as an interdisciplinary and comprehensive approach directed towards a balanced regional development and the physical organisation of space according to an overall strategy.”

The SDF should co-ordinate the spatial implications of all strategic sector plans such as engineering, housing, community services, etc. It should give physical effect to the vision, goals, and objectives of the municipal IDP. It also informs the land use management of a municipality.

3.1 National Policy Assessment and Alignment

This section will discuss national level developed policies with regards to their relation to the SDF process.

NATIONAL DEVELOPMENT PLAN, 2013

- The National Development Plan (NDP) is a national plan towards 2030 that seeks to transform the country’s spatial fragmentation, promote social and sustainable economic transformation and improvement of governance. The plan highlights six (6) priority areas towards achieving its goals:
- Uniting South Africans so as to achieve prosperity and equity



- Promoting active citizenry to strengthen accountability, democracy, and development
- Bringing about economic growth, labour absorption and attracting investment
- Building a capable and development state
- Encouraging strong leadership throughout society
- Focusing on key capabilities of people and the state

The plan highlights a number of critical issues towards the country's development but of relevance are the following chapter:

- Chapter 8 highlights the importance of **sustainable human settlements** that bridges the rural/urban divide of our country's landscape. What is stressed in this chapter is location and planning of future settlements as this relates to access to infrastructure, transportation.
- Chapter 4 highlights the need to **invest in infrastructure** so as to promote access to services such as water, electricity, transportation, ICT.
- Chapter 5 of the plan highlights the importance of environmental sustainability measures and principles. Exploration of alternative renewable energy resources such as wind and solar, reducing carbon emissions, water resource management. Attempts to

address and reduce the effects of climate change that include social vulnerability.

- Chapter 6 discusses the integration of rural areas through infrastructure development, rural economies, land reform, and diversification of industry to include agriculture, tourism, and small enterprise developments industries.

SPATIAL PLANNING AND LAND USE MANAGEMENT ACT, 16 OF 2013

The Spatial Planning and Land Use Management Act No. 16 of 2013 (SPLUMA) was assented to by the President of the Republic of South Africa on 5 August 2013. SPLUMA is a framework act for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making. Other objectives include addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments.

SPLUMA requires national, provincial, and municipal spheres of government to prepare SDFs that establish a clear vision, which must be developed through a thorough inventory and analysis based on national spatial organization principles and local long-term development goals and plans.

SDFs are thus mandatory at all three spheres of government. Sub-section 12(2) confirms that all three spheres must participate in each other's processes of spatial planning and land use management and each sphere must be guided by its own SDF when taking decisions relating to land use and development.



Chapter 4 Part A. of SPLUMA sets out the focus and general requirements that must guide the preparation and compilation of SDF products at the various scales. Chapter 4 is divided into six parts of which, Part A provides an extensive introduction to the purpose and role of SDFs and sets out the preparation requirements and expectations of the SDF process.

The SDF will be informed by aligning the following development principles of SPLUMA:

- **Spatial Justice**

Each development application must be assessed to determine whether it will contribute to a more just and equitable spatial outcome. Spatial justice incorporates important active intentions, such as:

- Inclusivity – actively promoting the inclusion, rather than the exclusion, of disadvantaged groups and areas;
- Redress – to make up for past imbalances and injustices;
- Increased access – by disadvantaged groups and also spatially through well located developments;
- Incorporation of disadvantaged areas – to create a more just spatial form, and
- Flexible mechanisms with applicability in previously excluded areas – inclusion of incremental development procedures for upgrading informal settlements for example and developing suitable zoning and regulations for slums or

informal areas or traditional areas where existing procedures made the development and use of land illegal and criminalised residents.

- **Spatial Sustainability**

This principle looks at the long term view of development and embraces the concepts of environment, social and economic sustainability.

- **Spatial Efficiency**

This principle embodies the notion that we need to use our resources efficiently and not be wasteful of them and of our time and capacity as we have resource constraints. We must make the best and most efficient use possible with the limited resources available.

- **Spatial Resilience**

This principle embodies the notion that communities that live in vulnerable spatial locations have less ability to withstand economic and social shocks so spatial plans and policies need to be flexible to enable them to continue to have sustainable livelihoods.

- **Good governance**

This principle embodies the notion of integration in all spheres of government. This integration is through sector inputs in the preparation and amendments of spatial plans, policies and land use schemes



MUNICIPAL SYSTEMS ACT, NO. 32 OF 2000

The Municipal Systems Act (MSA) was assented on 14 November 2000. The Act is aimed at providing core principles, mechanisms and processes that are required to enable municipalities to move progressively towards the social and economic improvement of local communities and, ensure universal access to essential services that are afforded to all.

NATIONAL HERITAGE RESOURCES ACT, NO. 25 OF 1999

The Act seeks to empower communities to conserve and nurture their legacies for current and future generations as well as to promote good management of national state.

This legislation aims to promote the management of national heritage resources, to set out principles to govern heritage resource management.

NATIONAL ENVIRONMENTAL MANAGEMENT ACT, NO. 107 OF 1998

The Act establishes in law certain principles that provide a framework for environmental management in South Africa. In addition, NEMA makes provision for the formulation of Environmental Implementation Plans by Provinces. These Implementation Plans are the vehicle for implementing the NEMA principles, and municipalities are required to adhere to them.

NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT 57 OF 2003

The National Environmental Management: Protected Areas Act (PAA) was enacted to provide for declaration and management of protected areas in South Africa. The Protected Areas Act (PAA) should be read in conjunction

with the principles set out in National Environmental Management Act (NEMA) and Section 5 and 6 of National Environmental Management Act (NEMA). Protected Areas Act (PAA) represents a shift in the approach to conservation from the historical “protectionist” approach (i.e. exclusion of local communities) to allowing controlled access to resources and participation in the management of protected areas.

NATIONAL ENVIRONMENTAL MANAGEMENT: WASTE ACT, NO 59 OF 2008

This Act notes the importance of waste management, set out norms and standards in relation to waste management, stipulate waste service standards at different spheres of government.

Sustainable development requires that generations of waste are avoided as the Constitution states that everyone has a right to an environment that is not harmful to his or her health, to have the environment protected for the benefit of the present and future generations through reasonable legislative and other measures that:

- Prevent pollution and ecological degradation;
- Promote conservation; and
- Secure ecologically sustainable development and use of natural resources while promoting just economic and social development.

The Act notes that waste, under certain circumstances is a resource and offers economic opportunities.



NATIONAL WATER ACT, NO 36 OF 1998

The Act aims to ensure the protection, use, development and conservation, management of the country's water resources.

The Act states that it should be recognised that water is a scarce resource that is unevenly distributed throughout the country. Water should be protected in order to ensure sustainability of the country's water resources.

Sustainability and equity are central guiding principles in the protection, use, development, conservation, management and control of water resources.

INTEGRATED URBAN DEVELOPMENT FRAMEWORK (IUDF), 2016

The IUDF aims to guide the future growth and management of South African urban areas, including towns and cities. The IUDF is a local response to the Sustainable Development Goals, particularly “**Goal 11: Making cities and human settlements inclusive, safe, resilient and sustainable**”. It also seeks to guide the development of inclusive, resilient and liveable urban settlements while addressing the unique conditions of South Africa's cities and towns. To achieve this, the following strategic goals are stipulated:

- **Spatial integration** through spatial transformation of settlement forms, transportation networks, social and economic nodes;
- **Inclusion and access** by ensuring that people have access to social and economic services and opportunities;
- **Growth** to harness urban dynamism for inclusive, sustainable economic growth and development;

- **Governance** by enhancing the capacity of the state and citizens to work together to achieve spatial and social integration.

The IUDF has an urban focus although it is essential in guiding economic development of small towns. This document emphasises the importance of stakeholder engagement and participation for the transformation of small towns. The diagram below depicts which stakeholders are of importance for the urban transformation.

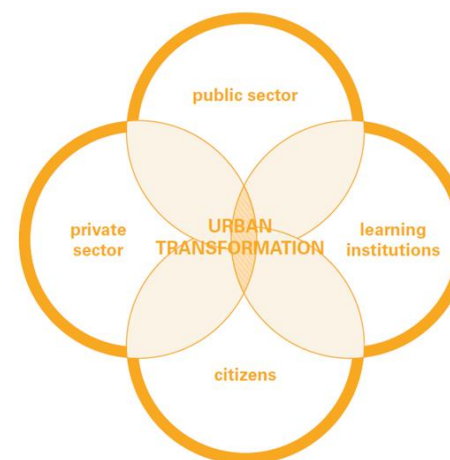


Figure 4: Critical stakeholders for the urban transformation agenda- IUDF, 2016

NATIONAL FOREST ACT, 84 OF 1998

The principles of the National Forest Act (Act 84 of 1998) pertain to:

- The protection of natural forests (except under exceptional circumstances where the Minister determines that the proposed new



land use is preferable in terms of its economic, social or environmental benefits)

- The conservation of a minimum area of each woodland type; and
- The management of forests to ensure the sustainability of resources (wood, soil, biological diversity etc)

No person may cut, disturb, damage or destroy any indigenous living tree in, or remove or receive any such tree from a natural forest, except in terms of:

- A licence issued under subsection (1) of section 23 or
- An exemption from the provisions of this subsection published by the Minister in the Gazette on the advice of Council.

The Minister may declare to be a natural forest, a group of indigenous trees whose crowns are not largely contiguous; or where there is doubt to whether or not their crowns are largely contiguous, if he or she is of the opinion based on scientific advice, the trees that make up a forest which needs to be protected in terms of this part. The Minister declares a forest to be a natural forest by publishing a notice on the Gazette and publishing a notice in two newspapers circulating in the area and airing a notice on two radio stations broadcasting to the area. The Minister may issue a license to cut, damage or destroy any indigenous, living tree in, or remove or receive any such tree from a natural forest.

3.2 Provincial Policy Assessment and Alignment

This section discusses Free State provincial policy and legislation as it relates to the development of Spatial Development Frameworks.

FREE STATE SPATIAL PLANNING AND LAND USE MANAGEMENT BILL

The Spatial Planning and Land Use Management Bill (SPLUMB) seeks to provide a single national framework for spatial planning and land development.

- Framework legislation, especially regarding land use management
- Definition of an integrated spatial planning system
- Principles will replace DFA principles

The purpose of the Bill is to:

- Give effect to the Constitutional Court judgement and SPLUMA,
- Create a spatial planning and land use management system appropriate for the Free State Province.
- Promote development through an inclusive rather than exclusionary approach to both spatial planning and land use management.
- Facilitate development while protecting our environmental, cultural and community assets.



- Provide for a single, uniform Act to guide planning and development in the Free State
- Give effect to the Constitutional requirement for just administrative action

Ensure efficient management and decision-making in land development

- of high potential sectors as well as the improvement of economic infrastructure.
- **Goal 2: An educated, empowered, and innovative** citizenry which addresses access to quality childhood development and basic education, teacher development and infrastructure.
- **Goal 3: A healthy population** through the promotion of a stable primary healthcare system, leadership, and social partnering as well as improvements in the quality of health services.
- **Goal 4: Vibrant, equitably enabled communities** through spatial planning and land use management, integrated human settlements, improved access to social infrastructure and the promotion of safer communities.
- **Goal 5: Capable, conscientious, and accountable institutions** through the strengthening the capacity of institutions, leadership, promoting citizen centred development and partnerships with various agencies.

FREE STATE GROWTH AND DEVELOPMENT STRATEGY 2007

The FSGDS is a far-reaching framework to set the Province on a defining shared growth and development trajectory. As an instrument of change, the FSGDS espouses coordination and convergence. It is intended to respond to complex shared growth and development challenges and opportunities.

The FSGDS goes beyond mapping the provincial development outlook and infuses an approach to guide integrated governance.

Vision: “A unified prosperous Free State which fulfils the needs of all its people.”

The following four clusters were established in line with the FSGDS priorities:

- Economic Growth, Investment and Employment Cluster.
- Social and Human Development Cluster.
- Justice, Crime Prevention and Security Cluster.
- Governance and Administration Cluster.

Basic Principles of the Strategy Include: -

- Apply the principles of sustainable development.
- Acknowledge the ecological limitation of the environment.
- Ensure alignment between all spheres of government.



- Ensure integrated development planning and implementation.
- Actively address economic and social inequalities.
- Promote economic infrastructure investment and development spending in areas of
- potential and need according to the principles of the NSDP.
- Acknowledge the importance of BEE, as well as the need to broaden access to the economy.
- Promote labour intensive approaches to development.

FREE STATE PROVINCE STATE OF THE ENVIRONMENTAL REPORT

The cultural heritage resources of the Free State have not all been recorded. It is therefore only possible to report on those sites or resources which are known.

There are undoubtedly many more which need to be documented, but there are a lack of resources and people to do the work.

The state of preservation of cultural heritage resources in the Free State varies from well-preserved to virtually destroyed. This can usually be directly related to whether the site is managed and whether funding is available. In many cases the sites do not have adequate facilities to cope with tourists and are not robust enough to withstand unsupervised visits. Lack of funding is a major contributor to the decay of structures, as these are often not maintained and the fabric decays. Some of historic buildings and

monuments, which are in or near city centres, are neglected because the area is no longer economically active, or the buildings are not adequate for proposed new usage. The preservation of heritage resources is often not a high priority, and they have to compete for the allocation of funds with primary issues, such as sanitation and housing. This is particularly the case in the smaller towns, and the Free State has seen the closure of several small museums over the last decade.

At provincial level, heritage issues have had to compete for funding with higher profile concerns, such as sport, within the government department.

FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (PSDF) 2014

The PSDF has a pivotal role in giving effect to the Free State Vision 2030 by means of contextualizing international and national imperatives applicable to the Free State and bringing them to fruition within the realities and site-specific characteristics of the Free State.

Together with the FSGDS, the PSDF is a critical instrument in guiding the use of the resources of the province in a manner that will ensure sustainable outcomes based on provincial development needs and priorities.

Together with the FSGDS, the PSDF responds to the need for the province to describe and map its future destiny through long-term development planning, and to forge a common and shared development agenda across a wide spectrum of service delivery mechanisms. This relates to the interconnectedness between development imperatives and the capacity of



the various forms of capital vested in the province and to ultimately bring about a better life for all.

It impels both the Provincial Government and social partners to be focused and decisive, to weigh up trade-offs, to make choices in the face of competing demands, to develop and implement aligned strategies and programmes, and to ensure that their plans reflect a vision shared by all.

Embodied in the Free State Vision 2030 are the success, challenges and opportunities that simultaneously continue to characterise the provincial development landscape amid a wave of changing domestic and global trends. The vision illuminates the province's long-term priorities and defines a common trajectory that is characterised by transformation, convergence, integration, and cooperation. The Free State Vision 2030 envisages that, by 2030, ownership and control patterns of the economy will be transformed, spatial under-development will be addressed, basic services such as healthcare, education, electricity, water, and sanitation will be equitably accessed by the people of the province. In the quest for inclusive economic growth and development, the environment will be protected for future generations. Lasting responses to climate changes will be part of the landscape of the development of the province. Steeped within the democratic principles, the Provincial Government will be accountable, transparent, effective, efficient, responsive to people's needs, and corruption will be eliminated.

Goals of the PSDF: -

The overarching goal of the PSDF is to enable sustainability through sustainable development. This goal is based upon the directives presented in the National Framework on Sustainable Development (DEA, 2008) and the National Strategy for Sustainable Development and Action Plan 2011-2014 (NSSD1) (DEA, 2011).

The PSDF supports the systems approach to sustainability advocated by the NSSD1. In terms of this approach the economic system, the socio-political system and the ecosystem are embedded within each other and integrated through the governance system that holds all together in a legitimate regulatory framework.

According to the NSSD1 sustainability implies ecological sustainability which recognizes that healthy ecosystems and natural resources are preconditions for human well-being and that human beings are part of nature and not a separate entity. Sustainability constitutes the continuous and mutually compatible integration of these systems over time. Sustainable development means making sure that these systems remain mutually compatible while key development challenges are met through specific actions and interventions to eradicate poverty and severe inequalities.

The PSDF builds on the NSSD1 as a proactive strategy that regards sustainable development as a long-term commitment, which combines environmental protection, social equity and economic efficiency within the vision and values of the country.



AGRICULTURAL MASTER PLAN OF THE FREE STATE, 2015

Strategies to accomplish this Vision are underpinned by six growth and development pillars with a set of drivers. These six pillars with their set of drivers that has specific relevance to the agricultural sector are:

- Inclusive economic growth and sustainable job creation
- Driver 1 - Diversify and expand agricultural development and food security
- Driver 5 - Harness and increase tourism potential and opportunities
- Education, innovation and skills development
- Driver 6 - Ensure an appropriate skills base for growth and development
- Improved quality of life
- Driver 8 - Expand and maintain basic and road infrastructure
- Driver 12 – Integrate environmental concerns into growth and development planning
- Sustainable rural development
- Driver 13 – Mainstream rural development into growth and development planning
- Build social cohesion

- Agricultural Master Plan for the FS
- Good governance
- Driver 15 - Foster good governance to create a conducive climate for growth and development

The objectives of the Agriculture Master Plan are as follows: -

- To increase the provincial growth rate from 2.5% in 2011 to 7% in 2030 while increasing the contribution of the agricultural sector from 3.8% in 2010 to 10% in 2030;
- To increase the provincial contribution to the South African economy from 5% in 2010 to 15% in 2030;
- To increase GDP per capita income per person from R32 304 in 2010 to R110 000 in 2030;
- To reduce unemployment rate from 32% in 2012 (third quarter) to 6% by 2030;
- To reduce the number of people living in poverty from 44.7% in 2010 to 0% in 2030
- To eradicate micronutrient deficiencies in children under 18 months;
- To increase investment in agro-processing, tourism, aquaculture and crafts industries;
- To increase financial support to rural communities;



- To increase investment in irrigation technologies and implement conservation measures; and
- To improve access to markets for smallholder farmers and rural co-operatives
- the broadening of access to agriculture,
- reducing poverty,
- improving food security
- increasing productivity and profitability in the sector.

3.3 District Policy Assessment and Alignment

This section discusses district municipal policy and legislation as it relates to the development of Spatial Development Frameworks.

LEJWELEPUTSWA INTEGRATED DEVELOPMENT PLAN 2017-2022

The Lejweleputswa District Municipality IDP has the following vision for its municipal area:

“A leader in sustainable development and service and service delivery to all”

The Lejweleputswa District Municipality strives to achieve its vision statement through:

1. Providing sound financial management.

2. Providing excellent, vibrant public participation and high quality local municipal support programmes maintaining good working relations in the spirit of co-operative governance.
3. Enhancing high staff morale, productivity, and motivation.

The values of the Lejweleputswa District Municipality are the following:

1. Integrity
2. High work ethics
3. Openness and transparency
4. Honesty
5. Consultation
6. Professionalism

LEJWELEPUTSWA DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2018/19

Lejweleputswa District Municipality forms part of the Free State Province and is one of five district municipalities in the Free State. It is bordered by four other district municipalities of the province namely, Motheo in the south east, Thabo Mofutsanyana in the north east, Fezile Dabi in the north and Xhariep in the south west. Other borders include provinces of North West and Northern Cape in the west. The district is divided into five local municipal areas.



According to the Constitution the National and Provincial spheres of the government may delegate some of its powers and functions to local municipalities, only if the municipality has the necessary capacity and is regarded as the most effective site from which these powers may be exercised. In the case of Lejweleputswa, the district is currently executing the following functions:

- Integrated planning
- Municipal Health Services
- Firefighting services (Masilonyana and Twelopele)
- Municipal Public Transport (policy development)
- Fresh Produce Markets
- Cemeteries, funeral parlours, and crematoria

“The Lejweleputswa district is envisaged in an appropriate international, national and provincial context which recognizes the district as a key component of the biosphere due to its comparative and competitive advantages.”

The Lejweleputswa district is envisaged as a structured matrix of sustainable land use regions that collectively support a dynamic district economy vested in the primary and secondary economic sectors, in particular mining, agriculture, manufacturing, tourism and the energy industry.

The envisaged matrix comprises the following:

- Natural resource areas and critical biodiversity areas connected through a network of functional ecological corridors.
- Productive agricultural regions pivoting around the core agricultural resources.
- Sustainable human settlements developed in accordance with set priorities.
- Primary and secondary economic development regions and nodes supported by sustainable and adequate bulk services and transportation corridors linking the district provincially, nationally, and globally.

Agricultural Areas

Maize is the main product of Lejweleputswa and the region is also known as the maize capital of the country. The Free State is mostly characterised by subsistence and large-scale commercial farming. The following SPC Agricultural Areas are present in Lejweleputswa:

- (a) SPC Agriculture C.a, extensive agricultural areas- agricultural areas covered with natural vegetation, used for extensive agricultural enterprises.
- Extensive agriculture mainly in the form of stock-farming is practised throughout the entire district municipality.
 - Game farming is mostly present in the Toklogo Local Municipality.



- (b) SPC Agriculture C.b, intensive agricultural areas- areas used for intensive agricultural practices, e.g. crop cultivation, citrus etc. This category primarily produces maize, grain, wheat, potatoes etc.

SPC C strategies- in terms of the Free State Growth and Development Strategy, the target is to increase the number of people employed in the agricultural sector, through inclusive economic growth and sustainable job creation. These long-term strategies have been identified:

- Accelerate post settlement support programmes for emerging farmers.
- Strengthen agricultural research, knowledge and skills.
- Improve and maintain agro-logistics.
- Establish and fast track value adding agro-processing.
- Strengthen rural security of farm communities.
- Extend social service delivery to farm-worker communities.

3.4 Local Policy Assessment and Alignment

This section of the report discusses local level policy and legislation that affects the development of SDF.

MATJHABENG LOCAL MUNICIPALITY INTEGRATED DEVELOPMENT PLAN 2022/23

The IDP seeks to achieve sustainable development within Matjhabeng. To this end, there is a balanced approach to economic, environmental and social development: the overarching pillars of sustainable development. In pursuit of economic growth and the provision of services to its citizens, the Municipality cannot compromise its responsibility for protecting the natural and built environment.

The IDP is implemented through an annual implementation framework (Service Delivery and Budget Implementation Plan - SDBIP), which links key performance indicators to the annual budget. Senior municipal managers conclude annual performance agreements, which serve as a monitoring tool for departmental performance. The Municipality monitors the implementation of its SDBIP and the performance of its senior managers through performance management system.

The Municipality's vision and mission are translated into the following six municipal key performance areas:

KPA 1: Basic Services

KPA 2: Local Economic Development

KPA 3: Institutional Capacity

KPA 4: Financial Management

KPA 5: Good Governance, Transparency and Accountability

KPA 6: Public Participation



The following strategic objectives have been set to deliver on the above stated key performance areas:

- Supporting the delivery of municipal services to the right quality and standard
- Creating a conducive environment for economic Development
- Building institutional resilience and administrative capability
- Ensuring sound financial management and Accounting
- Promoting good governance, transparency, and Accountability
- Putting people and their concerns first

MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK, 2014

According to the 2012/13 Matjhabeng Local Municipality IDP, the vision of the Municipality which is adopted by the 2014 SDF is: “To be a united, non-racial, transparent, responsive, developmental and efficient municipality that renders sustainable services, so as to improve the quality of life in the community.”

Matjhabeng Local Municipality is committed to the Batho Pele Principles namely:

- Consultation with all role-players.
- Setting of Service Standards.
- Equal access to all services.

- All will be treated of relevant particulars.
- Administration that is open and transparent.
- Redress will take place where standards are not met.
- All funds received will be spent – Economical, Effective and Efficient.

The above vision statement is informed by the following mission statement:

- To provide municipal services in an economic, efficient and effective way.
- To promote a self-reliant community through the promotion of a culture of entrepreneurship.
- To create a conducive environment for growth and development.
- To promote co-operative governance.
- To promote a dynamic community participation and value adding partnership.

In order to guide the above vision and mission statements, a number of themes were formulated and developed to give more direction to the priorities. The respective themes are as follows:

Theme 1 – Municipal Services to all Residents

- Ensure access to water services to every household.
- Ensure access to electricity to every household.
- Provide sanitation to every household.



- Provide refuse pick-up to every household.
- To respond to existing health issues to improve and protect the health of all residents and decrease the incidence of preventable illness with public education programs.
- Provide road access to property.
- Ensure safe and secure environment.
- Provide access to sports and recreation facilities.
- To render economic information to all residents of the municipality.
- To ensure maintenance of infrastructure, equipment and property.
- To facilitate the provision of social and housing services.
- Provision of sites and municipal services.

Theme 2 – Sustainable Growth and Improved Quality of Life

- To work with other spheres of Government to improve the quality of life by creating employment.
- Encourage strategies and alliances to promote access to quality employment opportunities in Matjhabeng.
- Develop labour intensive projects to create local employment.
- To consider the health of our citizens as part of the planning process.

- To improve and protect Matjhabeng natural environment and ensure it remains a healthy environment to live and work in.
- To protect rural land and promote the continued viability of agriculture in Matjhabeng.
- Develop policies that give preferential treatment to local business.
- Develop strategies and alliances that change the economic base of Matjhabeng.
- Dynamic Marketing of the economic potential of the area worldwide.
- To develop a land use management plan and spatial development framework.
- Provision of training and supporting services to the community.

Theme 3 – Accessible, Accountable and Responsible Municipality

- To raise public awareness and market the services available.
- Optimal usage and selling of municipal services.
- To optimally engage the community in the development of the Municipality Policies and Programs.
- To continue to improve in technology to achieve efficiencies and the most effective delivery of programs and services to meet the growing demand for electronic and other new service delivery channels.



- Enhance partnerships with the public and private sector organisations.
- To allow for flexibility in the municipality's endeavoured to adapt to the changing institutional changes.
- To adhere to Batho Pele principles and other relevant statutory requirements.
- To aggressively combat corruption in an endeavour to eliminate it.
- To ensure accessibility to the municipal buildings for people with disability.
- To ensure that funds allocation is activity based in all operations.
- To ensure proximity and accessibility of services to all communities.

Theme 4 – Resourceful and Developmental Municipality

- To ensure that Matjhabeng Municipality develops a broad and reliable tax base that is sustainable in the long term.
- To ensure that Matjhabeng Municipality becomes fiscally accountable by providing its citizens with transparent, accurate and timely information.
- Continuously improve the quality of customer service.

- Support, promote and recognize employee's role and involvement in developing a strong Local Government and capacity building for community members.
- Create an organisational structure that will think and act in a manner that addresses the strategic values determined by the community through the Municipal Council.

ENVIRONMENTAL MANAGEMENT FRAMEWORK (EMF)

Environmental Management Frameworks (EMFs) is a regulatory instrument which can be used as a strategic planning instrument. EMFs can be used for coordinated management of information about an area and for the consideration of applications for environmental.

Development considerations in MLM need to take into account the environmental management zone into which a proposed development falls and also consider in detail the site-specific environment using the sensitivity categories and criteria where applicable. For developments to take place in each of the management zones, certain minimum requirements would have to be met. While the EMF highlights the importance of maintaining the conservation and production functions of the ecological and agricultural zones respectively, it accepts the inevitability of urban growth and provides guidelines for developments that have to take place on land with ecological and agricultural functions.



4. SITUATION ANALYSIS

The following section is to give a detailed analysis of the status quo of the Matjhabeng LM. Analysis will be done by considering three main sectors, namely; built environment, socio-economic and biophysical analysis, as stipulated by the Department of Rural Development and Land Reform.

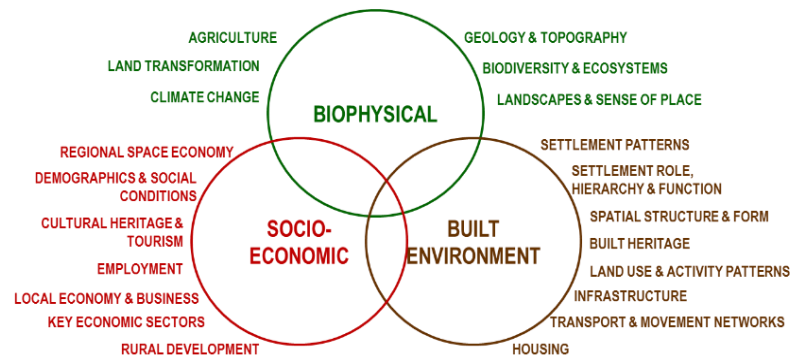


Figure 5: Key sectors to consider for SDF processes- Department of Rural Development and Land Reform

4.1 Socio-Economic Analysis

This section of the document is to reflect on the relation between population requirements and the natural resource base. The distribution and changes in population growth directly influences the number of services to be rendered.

4.2 Demographic Analysis & Population Group

The demographic analysis sets a basis for the socio-economic analysis as it primarily deals with statistical data relating to the population and particular groups within it.

Matjhabeng Local Municipality has the largest population within the Lejweleputswa District Municipality, constituting 64,8 % of the district's overall population. The largest population group within the local municipality being the Black African group, accounting for 88% of the population. The smallest population group is the Indian/ Asian grouping which accounts for less than 0,4 % of the population distribution in the municipality.

POPULATION GROUP

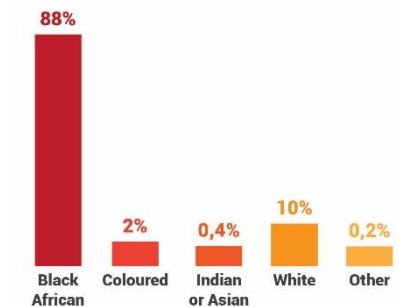


Figure 6: Population Group – Census 2016

From the table below, it can be seen that the population for Black African increased from 2011 to 2016. All the other population groups indicated a decline in the number of people within the municipality.

Population	2011	Percentage	2016	Percentage
Black African	381 067	88,9%	381 335	88,9%
Coloured	10 112	2,4%	10 112	2,4%



Indian/Asian	1 204	0,3%	1 204	0,3%
White	36 460	8,5%	36 462	8,5%
TOTAL	428 843	100	429 113	100

Table 2: population

4.3 Household size

Household size determines the average number of people within a household. Household size directly relates to income and the sharing of resources within the household. A majority of the households have a size of four (4) people per household, accounting for 73 369 people of the overall population. This is followed by households which have 5 people. The number of people per household gradually decrease with the increasing household sizes. This is an indication of smaller family sizes where a family structure may include parents and at least two (2) children.

HOUSEHOLD SIZE

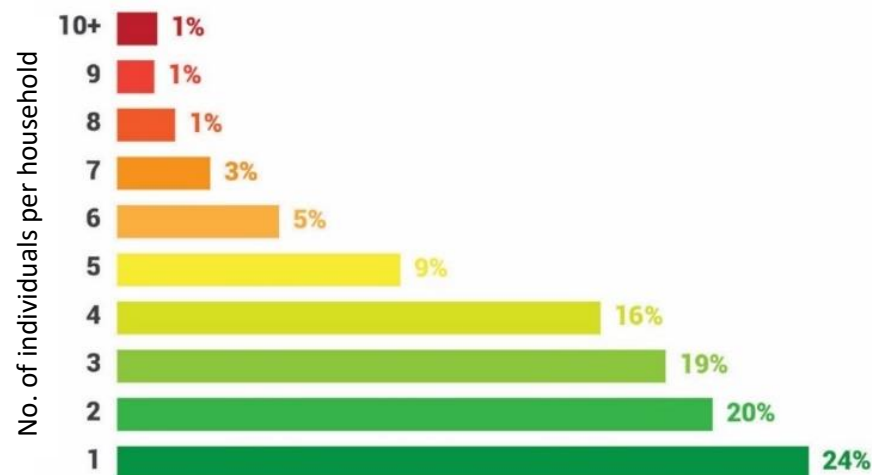


Figure 7: Population size- Census 2016

4.4 Gender

According to research on the Matjhabeng IDP, on average there are 50,4 % of females and males 49,6 % males. Basically, there are more females than males residing within MLM.



GENDER DISTRIBUTION

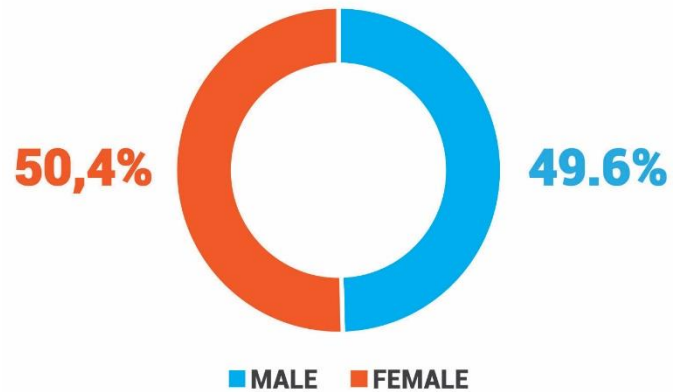


Figure 8: Gender Distribution – Census 2016

4.5 Age

Matjhabeng municipality has a young population and most of this young population is youth age group 20 – 24.

4.6 Levels of education

According to research by the South African Institution of Race Relations (SAIRR), people with a university degree have a 75% chance of finding a job while those chances decrease with one’s level of education. People with a matric certificate have a 50 % chance of getting a job while those without

a matric certificate have a 35% chance. This research shows the importance of education as it relates to employability, especially amongst the youth.

Data from StatsSA (2016) indicates that more 18 % of the people within the municipality have no schooling which is then followed by a group, which has matric as the highest level of education accounting for 12 % of the municipal population.

The other groups are highly distributed between the Grades 0-9, this is in line with the youthful population of the municipality. Based on the trends indicated, the number of people with qualifications decreases post-matric level.

EDUCATION LEVEL

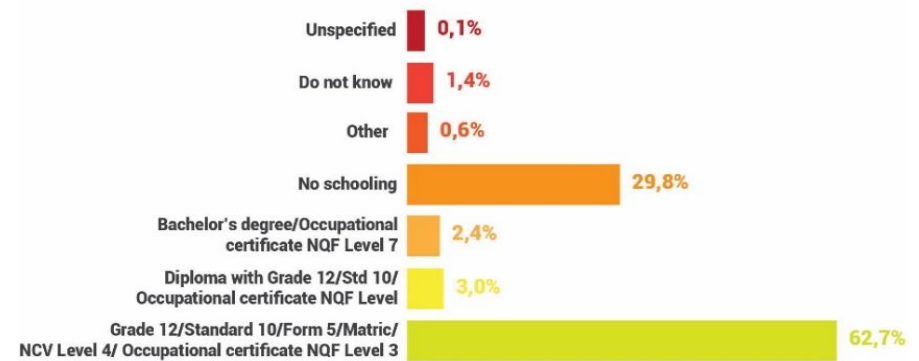


Figure 9: Education Level – Census 2016



4.7 Migration

The level of urbanisation is continuing to grow in South Africa as people move to urban areas for better quality of life; better education opportunities, employment prospects and higher levels of income.

The data below shows that there are different migration patterns from the municipality to other towns outside of the municipality although the majority of the population stays within the municipality (99% of the overall population).

4.8 Social Facilities

Social facilities are a vital aspect of human settlements as they serve as sources for social and public services; including health, education, recreation, cultural and socializing spaces among other services.

The health and educational amenities for the study area are analysed in accordance to the CSIR Standards on Human Settlement and Design.

In terms of the CSIR Standards on Human Settlement and Design, the following planning thresholds are applicable:

Facility	Use capacity and threshold
Primary School	To serve an estimated minimum population of between 3 000 and 4 000
Secondary School	To serve an estimated minimum population of between 6 000 and 10 000
Clinic	To serve an estimated minimum of 5 000 people
Police Station	To serve an estimated population of 25 000

Table 3: Social Facilities



4.9 Health Facilities

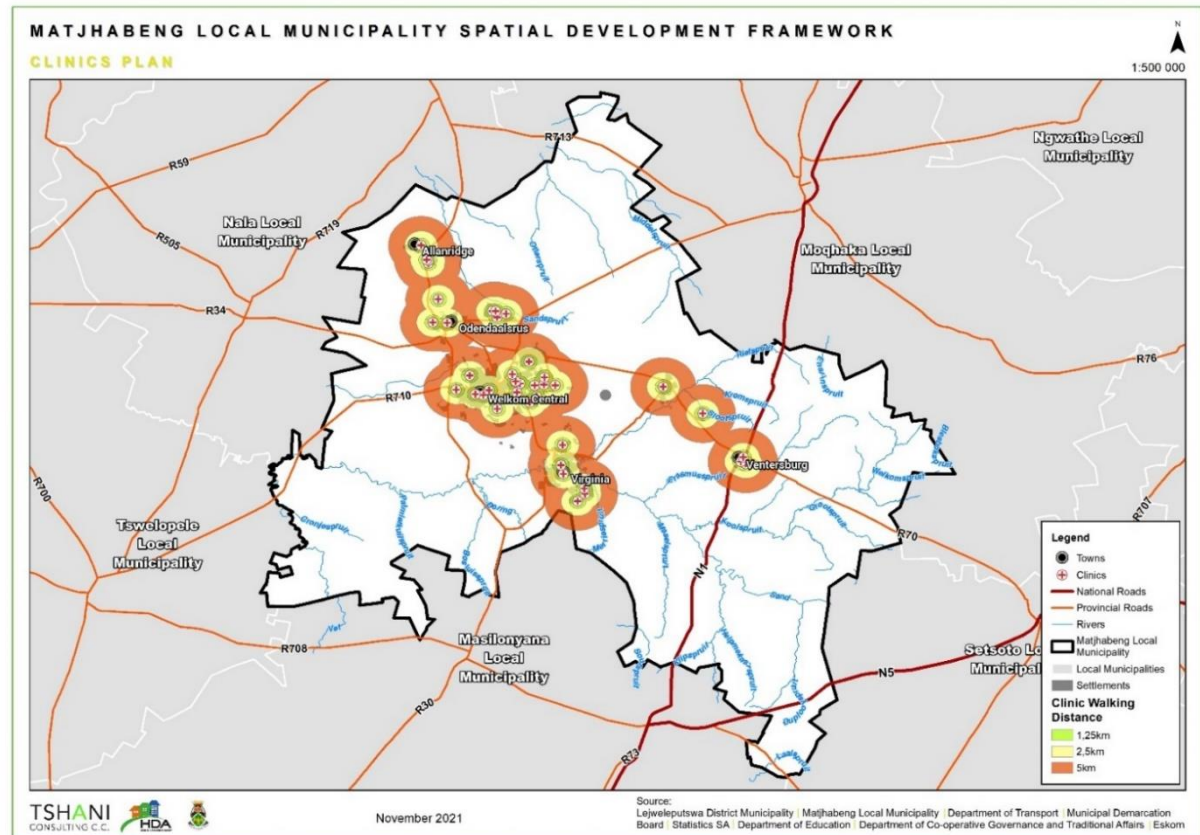
Health facilities vary in scale, size as well as their functionality. This section discusses the various health facilities available within the municipality, including clinics and hospitals.

Primary Health Care Facilities

Primary health care facilities such as clinics and community health care centres (CHCs) offer primary health services. Primary health care includes functions such as immunisation, family planning, treatment of non-communicable diseases and disease prevention at community level.

Hospitals offer more varied and specialised health care services. Hospitals are thus considered as higher order health care services such as trauma, emergency services and specialised services.

The difference between clinics and community health care centres (CHCs) is their operating times. By law, CHCs are to operate on a 24 hour basis and serve complimentary functions to clinics, however, they still serve as primary health care facilities.



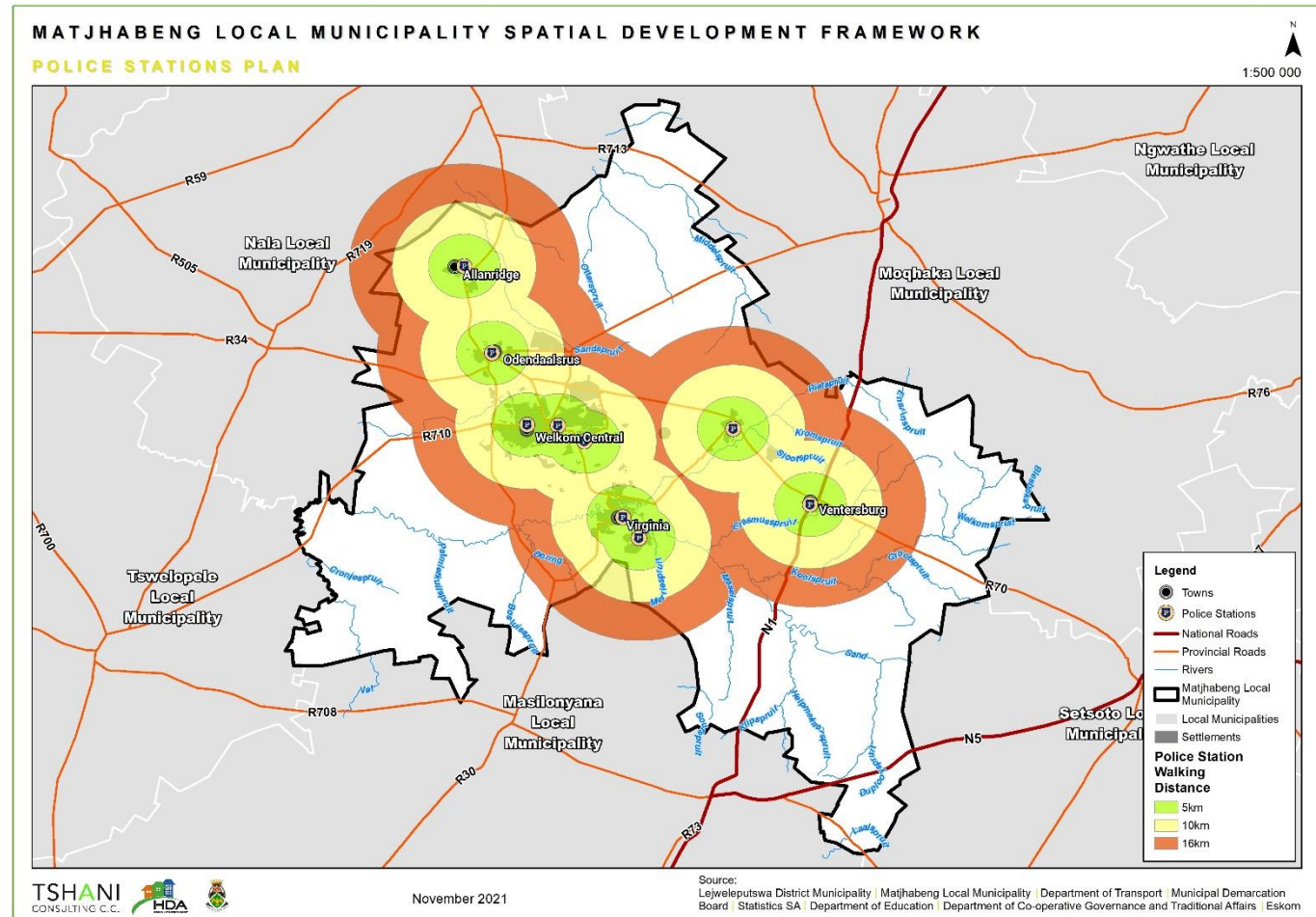
Clinics offer more varied and specialised health care services. Hospitals are thus considered as higher order health care services such as trauma, emergency services and specialised services. According to the CSIR guidelines, clinics should be within a 1-5 Km walking distance from settlements. From the plan alongside, we can conclude that MLM has sufficient clinics for its residents.



4.10 Police Stations

Police officers protect the lives and property of citizens. They maintain order, catch lawbreakers, and work to prevent crimes. Police officers may patrol the streets on foot or in squad cars, control traffic, or work as detectives investigating crimes.

According to the CSIR guidelines, police stations should be within a 5-16 Km walking distance from settlements. From the plan alongside, we can conclude that MLM has sufficient police stations for its residents.



Plan 6: Police Station Plan



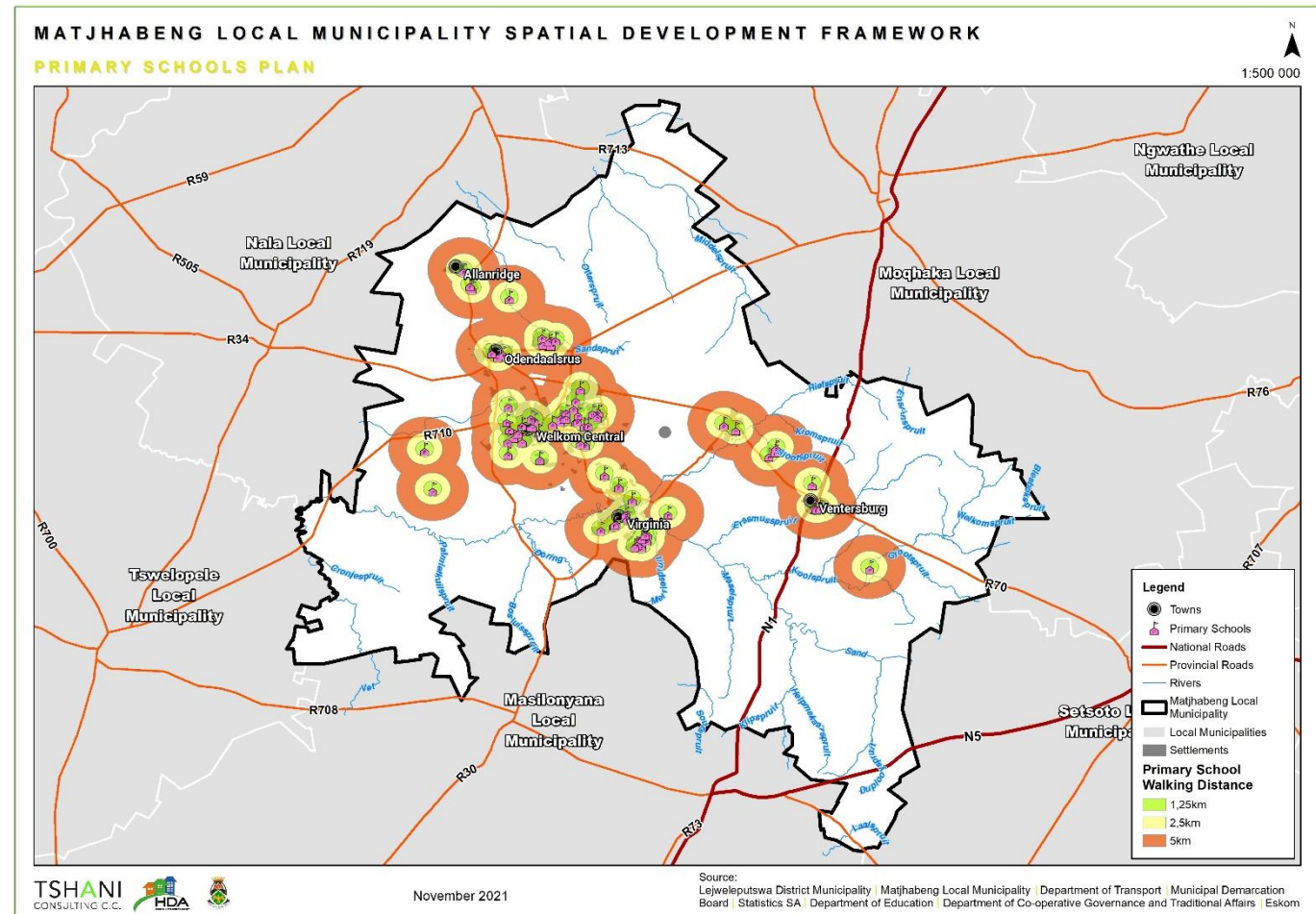
4.11 Education Facilities

Educational facilities are categorised differently based on grades. For this section, education facilities will be differentiated according to grades.

Primary Schools

Primary education is important to provide children with the opportunities of self-development and to become an important part of the society. Good primary education plays a vital role in creating minds that are critical thinkers, leader and innovators. Crèches are considered as part of early childhood development as they offer education services to children below the age of seven (7)

According to the CSIR Guidelines, primary schools should be within a 1 – 5 Km walking distance from settlements. From the plan alongside, we can conclude that MLM has a sufficient number of primary schools for its residents.



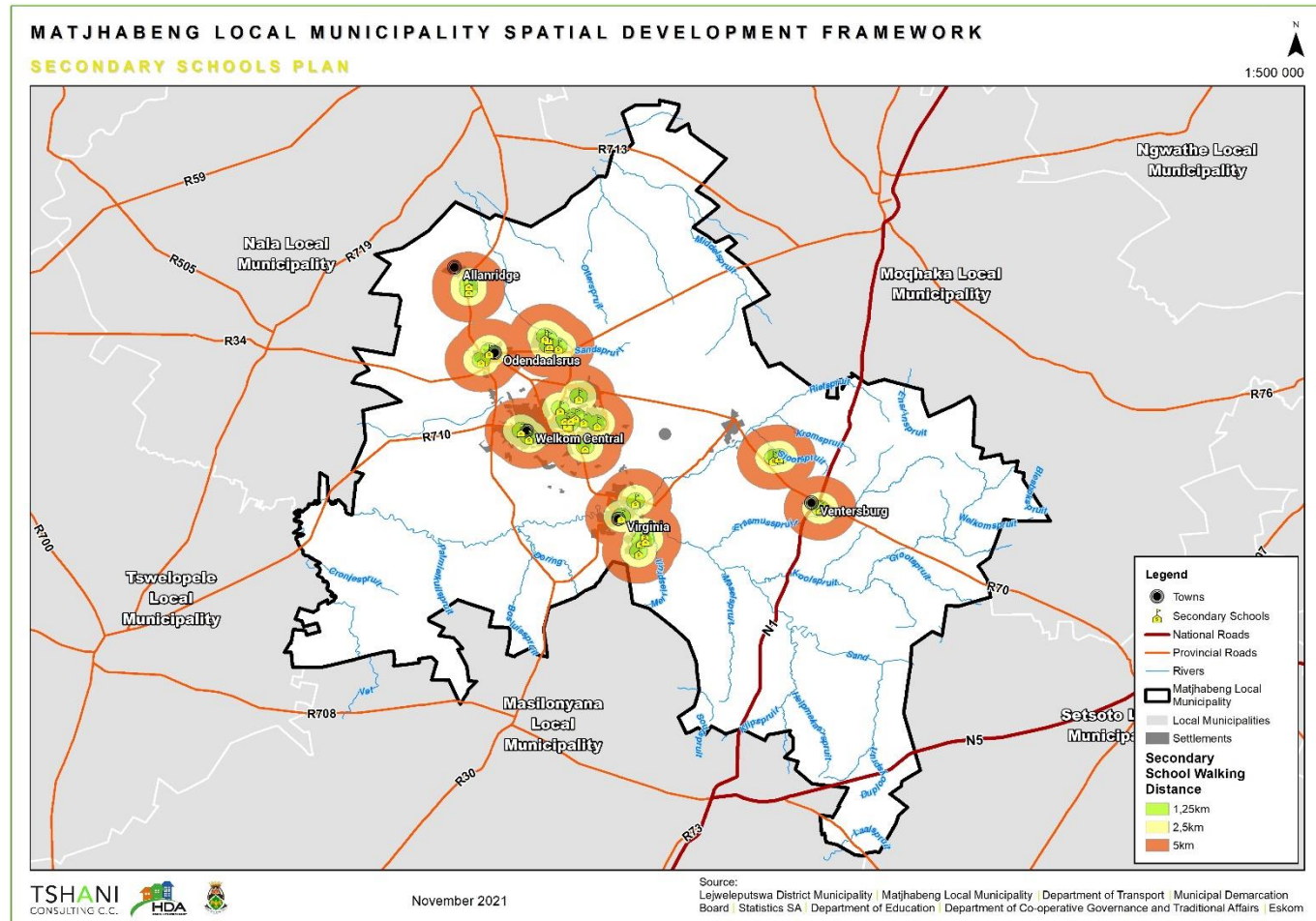
Plan 7: Primary Schools Plan



Secondary Schools

Secondary education is an important segment in every person's life. It also serves as a means to potentially empower young girls and boys, raise a person's economic status.

According to the CSIR Guidelines, primary schools should be within a 1 – 5 Km walking distance from settlements. From the plan alongside, we can conclude that MLM has a sufficient number of secondary schools for its residents



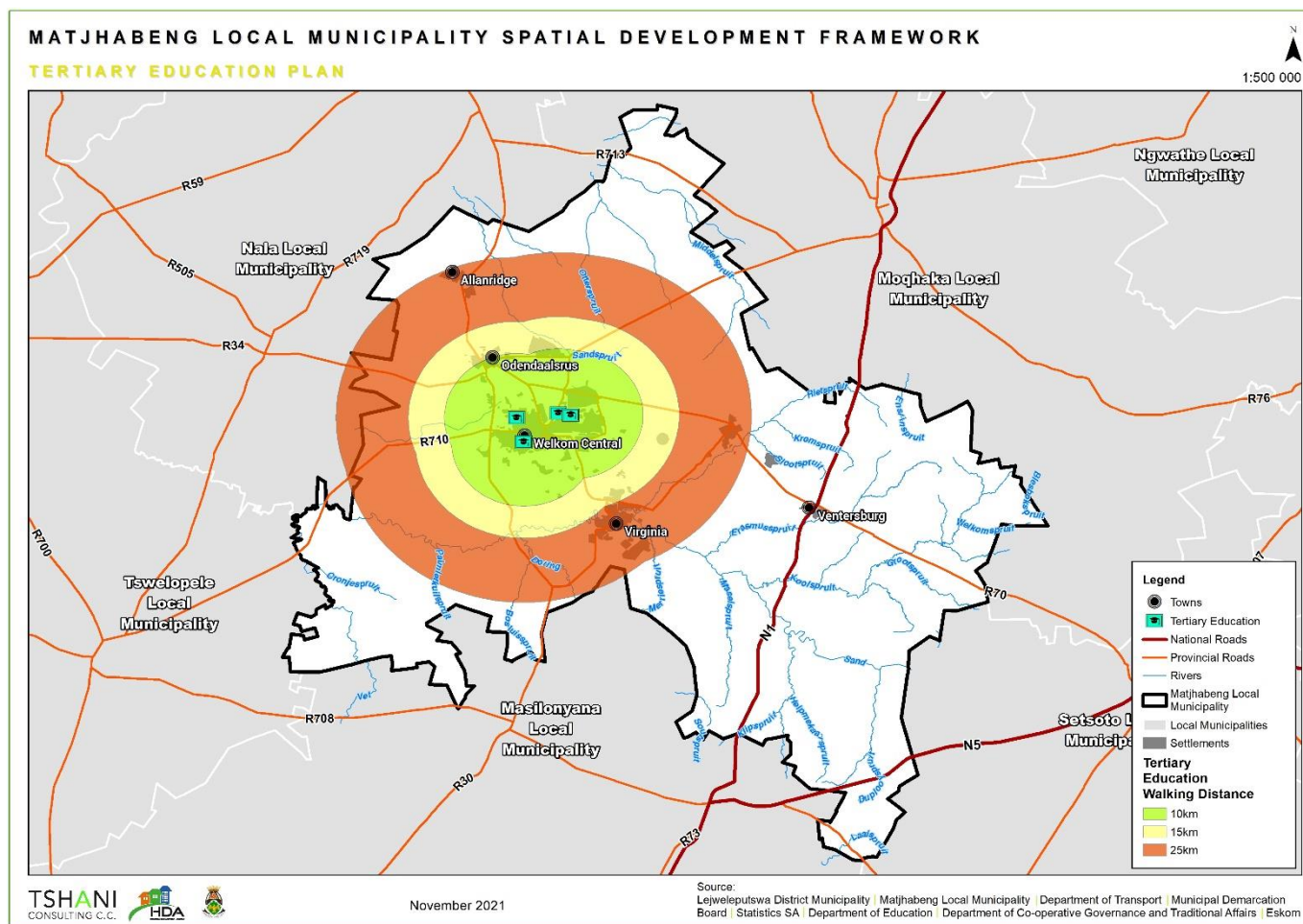
Plan 8: Secondary Schools Plan



Tertiary Education Facilities

Tertiary education, more commonly referred to as postsecondary education, refers to academic pursuit undertaken after high school. Undergraduate programs include any postsecondary education that takes up to four years to complete, including certificates, diplomas, and associate's and bachelor's degrees. Graduate programs typically require prior completion of an undergraduate degree and include diploma, certificate, master's and doctoral degree programs. You can find tertiary education programs at vocational schools, community colleges, technical schools, professional schools, colleges, and universities.

The plan alongside indicates tertiary institutions located within MLM:



Plan 9: Tertiary Education Plan



IMPLICATIONS

Based on the youthful population of the municipality, it can be seen that the majority of school going children are those in primary school as there is a significant number of primary schools throughout the municipality. There should be attention given to the schooling programmes, especially the encouragement of learners to further studies post matric. The encouragement of furthering studies relates with the youthful population of the municipality as well as promoting empowerment to the female demographic within the municipality, as they are a minority in the population demographic.

4.12 Economic Assessment

A presentation on the composition of the economy allows for the identification of key industries and also provides directives on where economic growth and employment creation is likely to occur. This invariably impacts on the economic sector through household incomes and household formations and the spatial location of housing demand.

Economic Growth

Economic growth is measured at real GVA, referring to a comparison of output at current prices to a base year's quantities, in this case, 2011. Economic growth is one of the most important indicators of local livelihood, as it is the primary driver of business development, investment, and job creation. The MLM experienced a negative economic growth rate of 1,8% from 2017 to 2018, the last year for which data was available at the local

municipality level. The level of real economic growth can also be equated as an average over time, to minimise the impression of short-term fluctuations. In the MLM, the average economic growth rate over the decade from 2008 to 2018 was 0,2% per annum. Figure 13 illustrates economic growth in 2018 and the average rate from 2008 to 2018. It shows that the economic growth in the MLM was lower than the other economic centres in the Free State. It also shows that average economic growth is lower in the MLM than in the district, province and country's growth.

Economic Sectors

The composition of an economy refers to the relative level of output from each of the ten economic sectors. Understanding economic composition in a study area is important for several reasons. Firstly, it allows for the identification of key industries, where economic growth and employment creation is likely to occur. Secondly, the economic composition of a region is a clear indication of the demand for diversification into new industries.

It shows that the MLM economy is relatively diversified with three key production sectors, mining (37,9%), government (15,9%) and trade (14,7%). These sectors also support output in other industries including construction (2,4%), manufacturing (8%) and transportation (6,2%). Notably, despite the rural nature of the region the agriculture sector accounts for only 1,1% of output.

In comparison to the province, the MLM has strong productive industries, including trade, mining, and manufacturing. These industries are extremely important for driving economic growth and development in the entire



economy. The MLM economy also has a relatively large financial sector, which is important for the facilitation of business development in all industries.

Employment Profile

The MLM has a labour force consists of an official unemployment rate of 34%. It can be noted that unemployment in the MLM is similar to the average for the Lejweleputswa DM (35%) and the Free State (35%), and lower than the national rate, with an approximate 10% increase over the past ten years. This implies that although job creation is a top priority for the MLM, the unemployment situation is severe, as in other areas of the province.

It can be further understood that the MLM has approximately 97 276 non-economically active people, almost 10 000 more than in 2009, including students, mothers, discouraged workers and others not currently looking for employment.

The change in employment and unemployment over time is also an important indicator of trends in a local economy. In the MLM, the unemployment rate has increased from 21% in 2009 to 34% in 2019. This rise in unemployment is despite numerous efforts at the national, provincial and local level to increase job creation. Youth unemployment has risen by 34% from 2009 to 2019. This is similar to that that of the district, province and country.

Rising unemployment in the MLM is not however unique to the local economy, with nearly all regions in South Africa suffering from steadily increasing unemployment levels. This reality underscores the importance of

identifying viable projects and interventions that will create significant employment in the short term and medium term, while also providing opportunities for sustainable growth and development.

Employment Distribution

The employment distribution in an economy refers to the proportional level of employment in each economic sector. This information allows for the identification of key sectors and labour absorptive industries as well as determining the need for employment diversification. Employment in the MLM is relatively concentrated, compared to the distribution of output. The key employment industries in are mining and quarrying (37.9%) and government (15.9%).

The high level of employment in the government sector is consistent in the rural Free State. As the MLM is largely based on mining, employment in this industry far exceeds that of the sector in the rest of the Free State. Another important employer is the trade sector (14%), which typically provides well-paying job opportunities and has a strong multiplier effect on employment throughout the economy. These industries are identified as having the potential to absorb local labour and thus will be emphasised throughout the MLM LED Strategy.

LOCAL ECONOMIC DEVELOPMENT (LED) INITIATIVES

Local Economic Development (LED) initiatives are a critical aspect on empowering people and creating employment opportunities. The Matjhabeng Local Municipality, as part of its LED department's drive, has



assisted with a number of LED initiatives within the municipality. The following have been some initiatives to assist various communities.

SPECIAL ECONOMIC ZONES (SEZs)

A Special Economic Zone (SEZ) is geographically designated areas of a country set aside for specifically targeted economic activities, supported through special arrangements (that may include laws) and systems that are often different from those that apply in the rest of the country.

In the country, the development of SEZs rose from the development of Industrial Development Zones (IDZ). The IDZ programme's aim was to attract foreign direct investment and export of value-added commodities. The SEZ programme was thus an extension to the IDZ programme as its aims were:

- To expand the strategic industrialisation focus so as to cover diverse regional development needs and areas;
- Clarify and strengthen governance arrangements by expanding the range and quality of support to measure beyond the provision of infrastructure;
- To provide a framework for a predictable financing framework to enable long term planning; and
- To provide a clear, predictable and systematic planning framework to develop a wider range of SEZs to support the New Growth Path (NGP) and the Industrial Policy Action Plan (IPAP)

The key economic sectors of focus are:

- Plastics and pharmaceuticals, automobile products, components, medium/heavy commercial vehicles;
- Clothing, textiles, footwear and leather; agro-processing; metals fabrication capital and rail transport equipment;
- Forestry, timber, paper, pulp and furniture; business processing services; creative industries in crafts, music and film;
- Green and energy saving industries; boat building; nuclear; electro-technical/ICT services;
- Aerospace and defence;
- Upstream oil and gas services and equipment as well as downstream mineral beneficiation.

GROWTH TRENDS AND PROJECTIONS

Based on the data between 2011 and 2016, the municipality has seen a growth in the Black African population and a decline in other racial groups over that period. The municipality has also shown an increase of 38 494 people over 5 years.

If we consider an annual growth rate of 1.58%, the projected population by 2050 is expected to be 856 217. This population needs to be catered for in terms of employment opportunities, schools, and social infrastructure. The municipality needs to consider this increasing population.



4.13 Tourism

The Matjhabeng Local Municipality identified 4 (four) tourism areas which have the potential to be developed and marketed in order to promote economic growth. These tourist areas are:

- Events Tourism;
- Mining Tourism;
- Agri-Tourism; and
- Eco-Tourism.

Tourism Events:

Matjhabeng Local Municipality has a number of assets and opportunities that it could leverage to grow the number of sports and entertainment events that it hosts. These opportunities include the following:

- Phakisa racetrack hosts motorsport events attracting large numbers of visitors to Matjhabeng
- Annual Beach on the Track at Phakisa that attracts approximately 15,000 visitors
- Willingness of Phakisa to jointly hosts sports events with Matjhabeng Municipality
- Klippan and Flamingo Lake that were used to host boating competitions
- Presence of a number of golf courses
- 10,000-seater Griffons Rugby Stadium is located in Welkom

- Proximity to Gauteng - Welkom is a 2,5 hour drive from Johannesburg

Mining Tourism:

Harmony Mines and Goldfields are two major mining houses operating in Matjhabeng. However, Harmony's mines are more centrally located within the boundaries of Welkom. Some of these Harmony mines, located within Welkom, have ceased operating. This created an opportunity to use these redundant facilities for tourism purposes. However, past efforts to achieve this have not been successful.

Mining tourism nonetheless still remains a tourism opportunity for Matjhabeng. In this regard, the Mining Tourism opportunities are set out below:

- The Aandenk monument in Allanridge, marking the spot where Allan Roberts discovered the presence of gold, and which led to the development of Welkom
- The CUT Jewellery School in Virginia
- Potential support of mining tourism if proposal for mine shaft tours are accepted by local mines

Agri-Tourism:

Agri-tourism is a broad term used to define any agriculturally based operation or activity that brings visitors to a farm. Agri-tourism has different definitions in different parts of the world, and sometimes refers specifically to farm stays, as in Italy. Elsewhere, agri-tourism includes a wide variety of



activities, including buying agricultural produce directly from a farm stand, picking fruit, feeding animals, working on a farm during a holiday or staying at a B&B on a farm.

Agri-tourism is considered a growth industry in many parts of the world, including Australia, Canada, the United States, and the Philippines and many countries in Europe. Italy is notable in Europe where a very developed agri-tourism sub-sector exists. This sub-sector is supported by municipalities through LED processes and initiatives. These agri-tourism offerings combine the rural experience with a so-called “Slow food” experience of the local cuisine and wine.

The agri-tourism opportunities are set-out below:

- Large number of farms in Matjhabeng
- Municipality owned farms
- Farm experience in close proximity from Johannesburg
- Whistlers Rum Distillery

Eco-Tourism:

Eco-tourism essentially refers to nature-based tourism experiences sought by tourists. It is intended to be a low-impact and environmentally conscious tourism activity. Eco-tourism activities include:

- Birdwatching
- Hiking
- Canoeing
- Safaris

- Wildlife experiences
- Fishing

Eco-tourism is an increasingly popular form of tourism, particularly given the growth in environmental awareness globally.

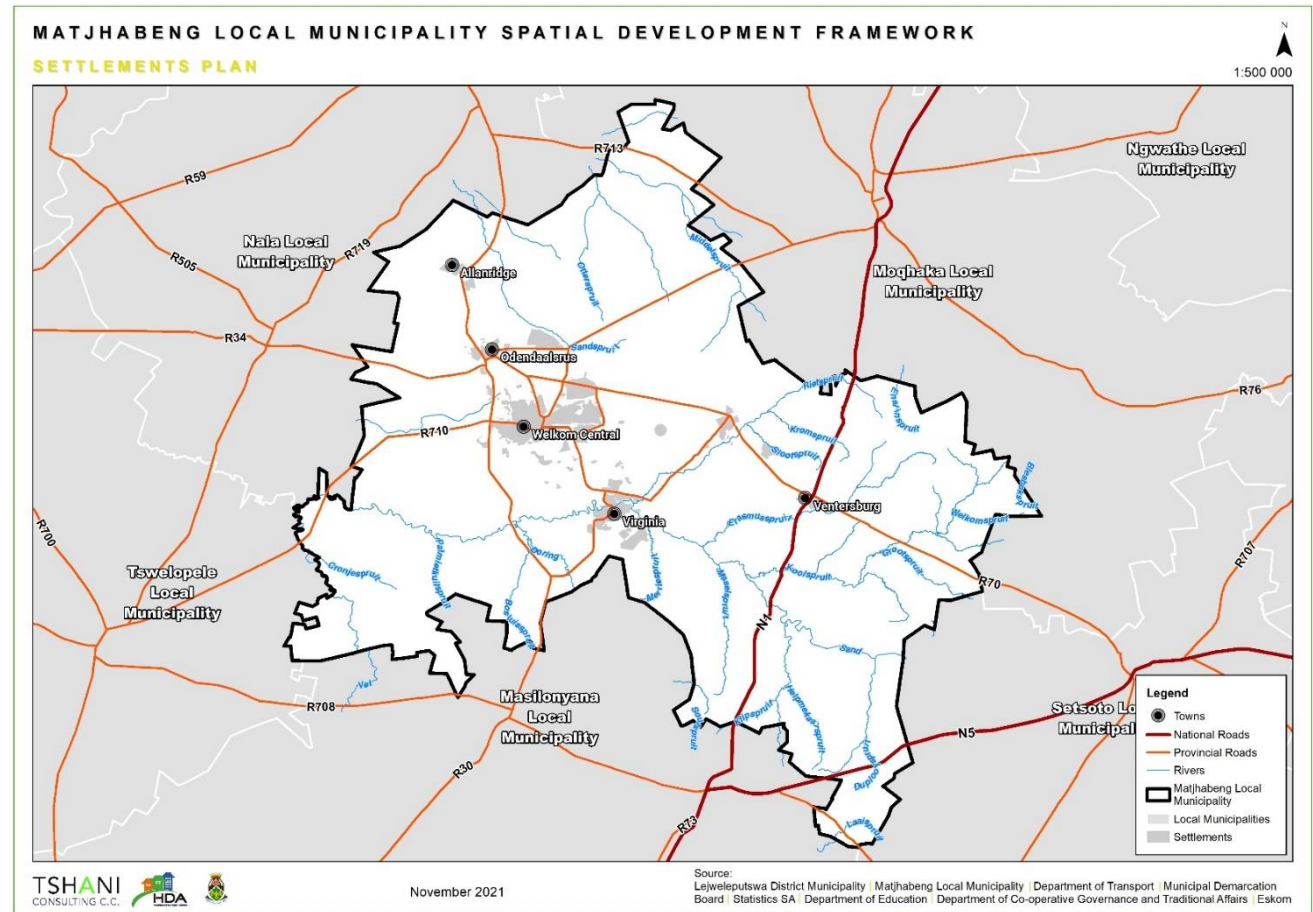
- Flamingo Pan which is home to large numbers of flamingos during summer
- Sand River is part of Matjhabeng
- Klippan and Toronto Pan
- Game Lodges in Matjhabeng, including Tikwe Lodge & Goldfields Game Ranch



4.14 Towns & Settlements

The following settlements can be found within the Matjhabeng LM:

- Allanridge
- Nyakallong
- Odendaalsrus
- Kutlwanong
- Riebeeckstad
- Thabong
- Bronville
- Welkom
- Virginia
- Meloding
- Whites
- Hennenman
- Phomolong
- Ventersburg
- Mmamahabane
- Blaauwdrift (undeveloped)



Plan 10: Settlements Plan



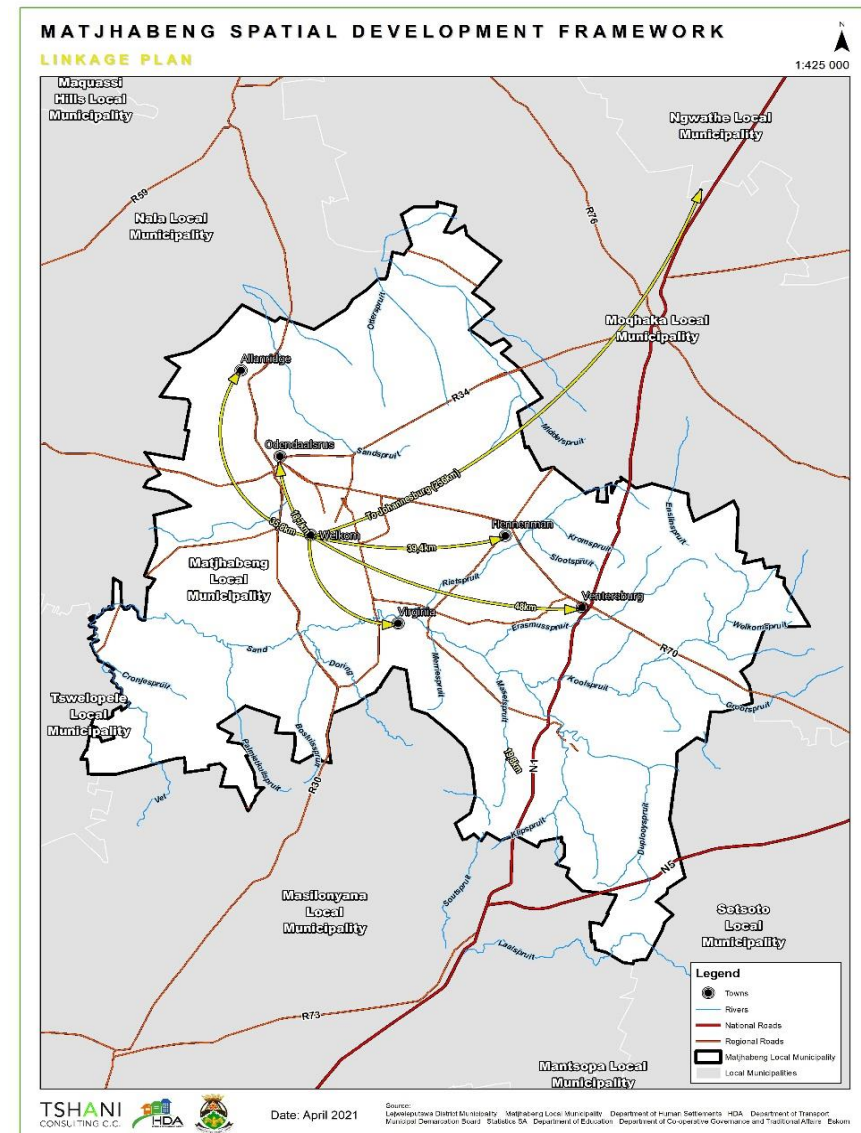
4.15 Linkages

A linkage assessment is done to understand the various linkages of the towns within the **Matjhabeng LM**. This section aims to highlight the distances between these interconnected towns, as well as identifying the connecting routes that are used to access these towns.

This is highlighted in the table below. A common starting point from Welkom is used for this assessment.

Area	Kilometres	Route
Bloemfontein	153 Km	R30
Virginia	19 Km	R730
Hennenman	36 Km	R70
Ventersburg	48 Km	R70
Allanridge	36 Km	R30
Riebeeckstad	14 Km	R730
Odendaalsrus	19 Km	R30
Johannesburg	256 Km	R34, N1

Table 4: Distances from Welkom to nearby towns



Plan 11: Linkages Plan



4.16 Housing Need

The population of Matjhabeng is currently at 407 020 people (Community Survey 2016), while there are 127 551 households. Households that qualified for fully subsidized housing in 2011 was 79 432.

The current housing need is 46 274 as per the National Housing Needs Register. The amount of people on the housing waiting list is used to calculate the total housing backlog as it is the most accurate indication of the amount of people that are in need of houses. However, this figure only encapsulates the demand for fully subsidized housing. The section below makes calculated assumptions on the demand for housing across the middle- and upper-income market segments.

4.17 Income Categories

Almost 64% of households earn less than R 3500 per month which makes them qualify for fully subsidized housing; 30% earn less than R 22 000 per month, therefore, qualify for Finance Linked Individual Subsidy Programme (FLISP); 4% earn between R 22 000 – R 24 000 per month, capable of accessing finance for affordable housing in the open market; and finally, 2% earn above R 24 000 per month, constituting middle to upper middle class who qualify for housing finance in the open market.

4.18 Distribution of Backlog Across Regions in Matjhabeng

According to the household income levels the spread of the housing market segments (fully subsidized, Gap and Middle to Upper Middle income groups) would be as allocated in the tables below. An assumption is made that the makeup of various incomes groups is consistent across MLM. Further research is required to ascertain the exact spread and percentage contribution of income groups in each functional area. The MLM SDF 2013 outlines the economic landscape and development visions for each of the functional areas. The delivery of houses is viewed in a transversal light and hence will critically consult and align to the socioeconomic needs of specific geographic areas. The human settlement supply strategies will support and be in line with the socio-economic vision of each area.

1. Welkom / Thabong

The Welkom/Thabong (including Bronville and Riebeeckstad) urban concentration has been identified as the “Economic” node owing to the following reasons:

- The “Economic” node is not restricted only to economic activities, but includes higher order social, recreational and institutional services;
- The area is well accessible by way of a number of Provincial Roads;
- The urban area provides a service, not only locally, but the larger sub-region.
- Total backlog is **26 521**.



2. Odendaalsrus / Kutlwanong:

The Odendaalsrus/Kutlwanong urban concentration has been identified as a “Sports” node owing to the following reasons:

- It is associated with the Phakisa Racetrack which is internationally renowned;
- It is in close proximity to other higher order sports facilities;
- It is well accessible by way of the R30, R70 and R36/1 Roads.
- Total backlog is **7098**.

3. Hennenman/ Phomolong:

The Hennenman/Phomolong urban concentration has been identified as an “Agricultural” node owing to the following reasons:

- It is not dependent upon the mining sector;
- It provides a service to the adjacent farming community; and
- It is well accessible from National (N1) and Provincial Roads (R70).
- Total backlog is **1373**.

4. Virginia/ Meloding:

The Virginia/Meloding urban concentration has been identified as a “Tourism” node owing to the following reasons:

- There are a large number of tourism activities within the area;

- The urban areas are transverse by the Sand River; and
- The area is well accessible by way of the R34 and R73 Provincial roads.
- Total backlog is **4550**.

5. Allanridge/ Nyakallong:

The Allanridge/Nyakallong urban concentration has been identified as a “Residential Support Node” owing to the following reasons:

- It is located at the most northern section of the nodal urban development axis and is relatively isolated from the remainder of the higher order urban concentration (Welkom);
- Although it provides residential opportunities to some mining employees, a large number of retired persons have settled in the area;
- There is an absence of economic thrusts in this area.
- An area south of Nyakallong is earmarked for residential development.
- The Allanridge CBD is currently underutilized, regeneration through the development of vacant stands for mixed land uses should be promoted.



- The re-design of vacant residential stands is required to stimulate higher housing yields and regeneration. Mixed income housing should be developed;

Market Segment	Backlog	Backlog Spread
Fully Subsidised Housing	64%	4118*
Gap Market (FLISP)	30%	1930
Affordable Housing (No Subsidy)	4%	257
Open Market	2%	129
TOTAL BACKLOG		6434

6. Ventersburg/ Mmamahabane:

The Ventersburg/Mmamahabane urban concentration has been identified as a “N1 Service” node due to the following reasons:

- This urban area is bisected by the N1 National Road between Western Cape and Limpopo Provinces;
- The N1 Road carries large volumes of traffic which is characterized by freight, tourists and local traffic patterns;
- Total backlog is **2200**.

4.19 Land Coverage

Land is a critical issue towards the development of our urban centres as well as the promotion of sustainable livelihoods. It is on land that we reap most

of our economic benefits; including farming and building infrastructure. Land coverage will be considered based on three (3) classifications; urban, traditional and farms.

Proclaimed Residential Erven

The MLM has a total of 103 189 proclaimed stands for incorporating all land uses. The bulk of the proclaimed stand is for residential, which is 96 297. This translates to 93% of proclaimed stands assigned to residential and 7% percent to the other land uses. Most of the proclaimed residential stands are in Thabong (28 983), Kutlwanong (11 974) and Meloding (10 525).

There are 81 241 already developed formal residential stands and 14 734 developed informal residential stands. This means about 85 % of the proclaimed stands are already developed formal residential stands and 15% of the proclaimed stands are existing informal stands. Most of the proclaimed developed residential stands are in Thabong (27 632) , Kutlwanong (11 774) and Meloding (10 446). In contrast, most of the developed informal stands are in Nyakallong (3 622),Riebeeckstad (2 100), Thabong (1 351), Thandanani (1 424) and Virginia (1 211).

There are 12 537 available stands that are not yet developed. These are made up of 6003 unserviced stands and 6 534 serviced stands. This translates to 48% of the available undeveloped stands not yet serviced and 52% of the undeveloped stands that are already serviced. Thandanai/2010 (1 424) most of the vacant residential stands and Virginia at 920. Thabong has the most vacant unserviced stands (1 703) and Riebeeckstad (1 463).



4.20 Land Tenure

Land tenure is the ownership or holding of land by title or lease, or permission to occupy, social or customary tenure.

There are two land recording systems:

- 1) the formal system based on survey of farms/erven, approval of survey diagrams by the Surveyor-General and registration of title in the Deeds Registry; and
- 2) transfers by conveyances of freehold titles and quitrents.

In the second system, sometimes referred to as an 'off-register' system, communal land is held either by Permission to Occupy (PTO) after demarcation of allotments for residence or arable, recording in a district land register and issue of a PTO certificate; or is held by customary tenure with no formal record.

4.21 Land Tenure Categories

Freehold Title

This applies to land formally surveyed, numbered and then registered in the deeds registry, fully owned by a juristic person, which can be transferred or leased. Most properties are 'farms' in rural areas or 'erven' in urban areas. Each may be further subdivided into smaller portions (farms in the agricultural sense often consist of a number of such cadastral units).

State Land

State Land is held by government for a range of purposes in different forms. State Land in the District, which is situated in the former Transkei areas, is legally owned or held in trust by the Minister of Rural Development and Land Reform. Some state land, especially communal land, is surveyed and registered, but has only recently been surveyed; and is still unregistered in the Deeds Registry.

State land in the former Republic of South Africa (RSA) is owned by the Minister of Public Works. The Provincial Dept of Public Works owns state land for state domestic use which falls under provincial competence constitutionally.

Before state land can be disposed of to a land reform beneficiary or a municipality, it has constitutionally to be vested in either the national or a provincial government. Unfortunately, this is a painstaking procedure, requiring the minister's signature for each individual cadastral unit.

'State Domestic Use' is tenure for uses such as schools, police stations and hospitals, and falls under the national or EC Dept of Public Works. On communal land, state domestic use was recorded on reservation certificates. Management of such facilities usually falls to the relevant government department.

'State Forest' is state land managed by Department Agriculture, Forestry and Fisheries but requires the agreement of the Minister of Rural Development and Land Reform for any change of tenure.



'Roads' are on either state, provincial, or municipal land, but national roads are held under freehold title by SANRAL. Provincial government also owns state land such as provincial Nature Reserves, and some urban land is in the process of transfer to municipalities and/or disposal to individuals.

'Municipal Land' is registered urban land owned by a local authority. The transformed municipal boundaries incorporating rural communal areas have led to tensions and misapprehensions about land ownership and control which are unlikely to be resolved until the Communal Land Rights Act and integrated planning legislation are in place. Municipal state land may be used for services, or settlement and development.

'Municipal Commonages' around or adjacent to urban areas are owned by municipalities for the benefit of local residents. Some are surprisingly large. Others have been enlarged recently under land reform. (NB the word 'commonage' is used on occasion to refer to communal land not allocated to residential or arable. This is not the same as urban or municipal commonage)

'Parastatals' such as Transnet, Eskom, Telkom, and SANRAL own land or hold it through servitudes and way leaves.

Communal Land

'Communal' land is held in trust by the Minister of Rural Development and Land Reform, but also regarded by government as co-owned by the local community. It legally is owned by the State, but is held by individuals under

PTOs, (customary tenure) (see below), by quitrent grants, or by lease. Individual's rights on it are protected by the Interim Protection of Informal Land Rights Act (IPILRA). Group ownership will be legally transferred from the state to the communities, if and when the Communal Land Rights Act is implemented.

The majority of land in communal areas is unsurveyed and unregistered. The basic spatial unit is the Administrative Area (AA) which was previously known as locations, locally known is 'ilali'. The boundaries of villages and wards existing at the time were described and gazetted in the late 1800's or early 1900's. These boundaries fixed the social landscape with wall-to-wall boundaries where previously boundaries were more fluid and there was some common land between villages. Land tenure within communal areas of the Eastern Cape is governed by a series of proclamations such as Proclamation 26 of 1936 (commonly known as PTO or Permission to Occupy legislation).

Most Admin Areas include a number of villages and cover at least several hundred hectares and fall under a headman and a number of sub-headmen. Each Magisterial District consists of 40 or 50 Administrative Areas. Each AA also forms part of a Tribal Authority Area under a chief. Tribal Authorities are then grouped under a former Paramount Chief, or now, a King.

Traditional / Customary Tenure

Customary tenure persists from pre-colonial times in rural areas. State or trust land is allocated to heads of household by a hierarchy of traditional



leaders. Government structures, such as Tribal Authorities, have been superimposed on the traditional tenure system.

The land was regarded as held by the chief on behalf of the community. Land rights are a bundle of land use rights including residence, ploughing, fuelwood, building materials, water, veldkos, medicinal plants and other rights, such as access to the communal area and participation in community forums.

Customary tenure has shown itself to be adaptable to informal tenure arrangements, and forms the foundation of a flexible, persistent social system.

Permission to Occupy (PTO)

Colonial administrators formalised customary tenure into a system commonly known as PTOs – Permission to Occupy.

A PTO is a permit for occupation of unregistered state or trust communal land for a specific purpose, under Section 4 for either residential or arable allotment.

Unlike freehold title it is a land right attached to the person, not the parcel of land. It was issued to a head of household (i.e. black, male, married, member of the community). It was free and issued for life; and is not transferable, inheritable, or usable for financial security.

By using local agricultural staff to demarcate sites by chaining, recording in a land register, and issuing the certificate at district level, the PTO process avoided the costs of the formal survey and registration system, which had led to the abandonment of the quitrent system by the 1920s.

This procedure for tenure was later linked administratively to tax collection and 'betterment' planning. Betterment was widely opposed in many regions especially in Transkei, leaving traditional tenure more common than PTOs.

Section 5 PTOs were for special purposes such as outsiders' cottages or hotels or missions, for limited periods, with payment of annual or triennial rentals. No valid PTOs have been issued since 1994, because the authority to administer these proclamations has not been delegated by the Minister to any officials.

Common hold

This is a recent form of group title to land registered in the Deeds Registry under the Communal Property Association Act or Restitution Act.

Leasehold

Land may be rented by the owner to a lessee, either less formally short-term, or formally registered in the Deeds Registry if for a period of ten years or more.



Sectional Title

Sectional title describes the separate ownership of a unit within a group-owned complex or development. Sectional title offers advantages such as heightened security, communal outdoor spaces and a greater sense of community.

4.22 Infrastructure

Infrastructure could be broadly defined and widely understood, this report will consider **infrastructure as facilities and structures needed for the effective operation of a business, state or economy**. Infrastructure includes roads, railways, airports, power generation and transmission, communications, water and waste and housing. Infrastructure is a basis for social and economic development; cities and towns, which invest infrastructure increase their chances of competitiveness, citizen liveability and promotes connectivity with adjacent towns and beyond.

It should be acknowledged that new technological advancements in smart urban systems, green energy, mass transit transportation and telecommunications play a role in assisting cities to become centres of innovation, culture and diversity. These are future trends of the development of cities that compete on a global scale; it is also not too late for town to follow suit as the levels of urbanisation are increasing drastically over the years.

Access to energy

Energy will be analysed on a household level, based on energy source; the type of energy used for cooking, lighting, and heating within the Matjhabeng municipality.

Access to solid waste removal

Waste refuse is the collection of waste and rubbish for disposal. This is usually done disposed of in a municipal landfill site.

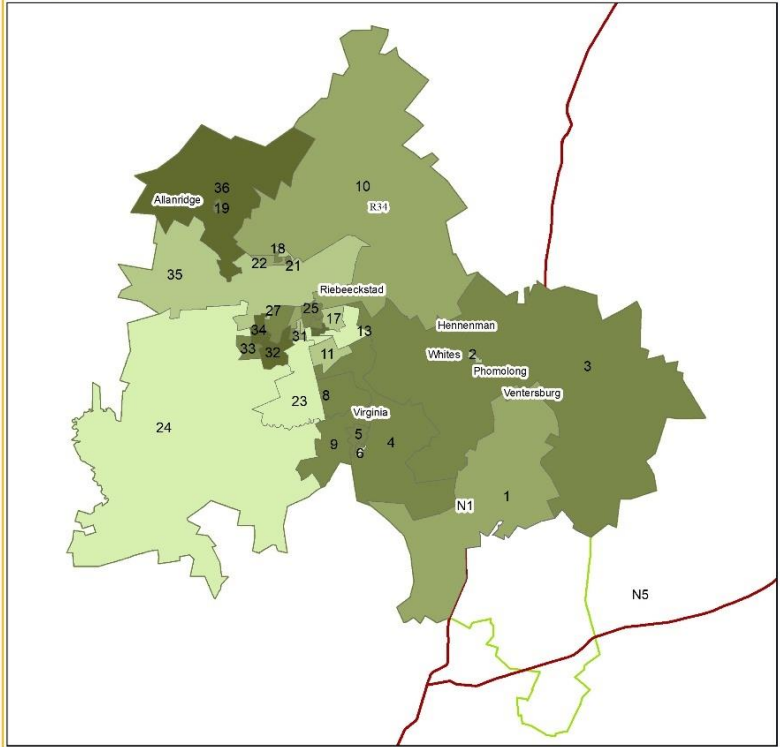
Access to piped water

Access to clean drinking water is one of the key developmental mandates of the national government and regarded as a fundamental human right. However, in the modern day, a number of people still water long distances to have access to water in rivers or streams.

The areas around Matjhabeng have the highest number of people with access to piped water although there are a significant number of wards indicating higher levels of access to piped water.



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK
ACCESS TO FLUSH TOILETS



Date: February 2021

Legend

Matjhabeng	ACCESS TO FLUSH TOILETS
National Roads	720 - 1692
Provincial Roads	1693 - 2418
Towns	2419 - 2937
	2938 - 3408
	3409 - 3873



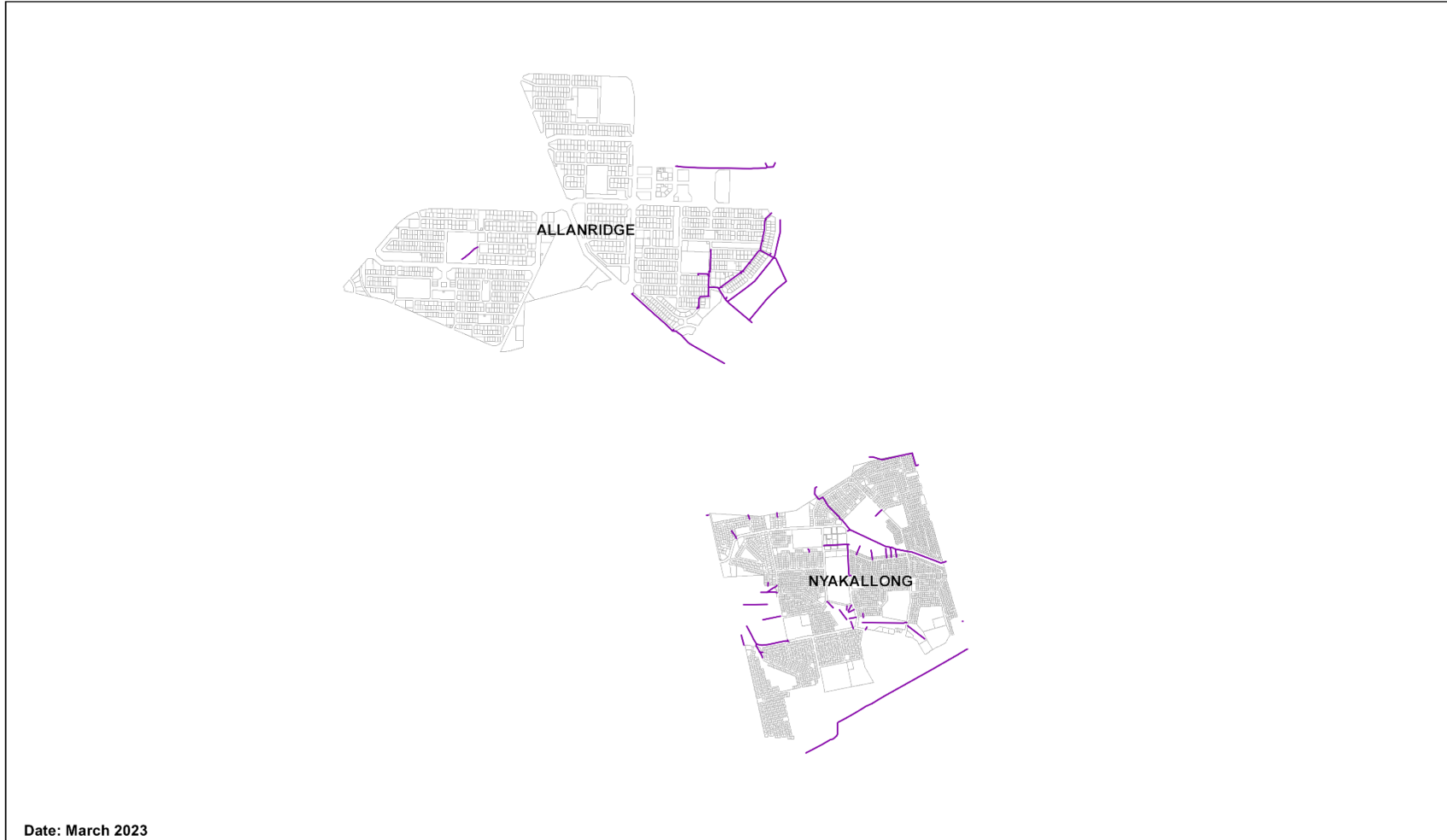
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 This data is for information purposes only, no liability shall devolve upon the local authority or its officials through the use thereof.
 Source: Department of Transport | Municipal Demarcation Board 2011 | 1:800 000

Plan 12: Access to flush toilet



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

ALLANRIDGE STORMWATER LINES



Date: March 2023

Legend

- Towns
- Stormwater Lines
- Cadastre



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Source:
Matjhabeng Local Municipality



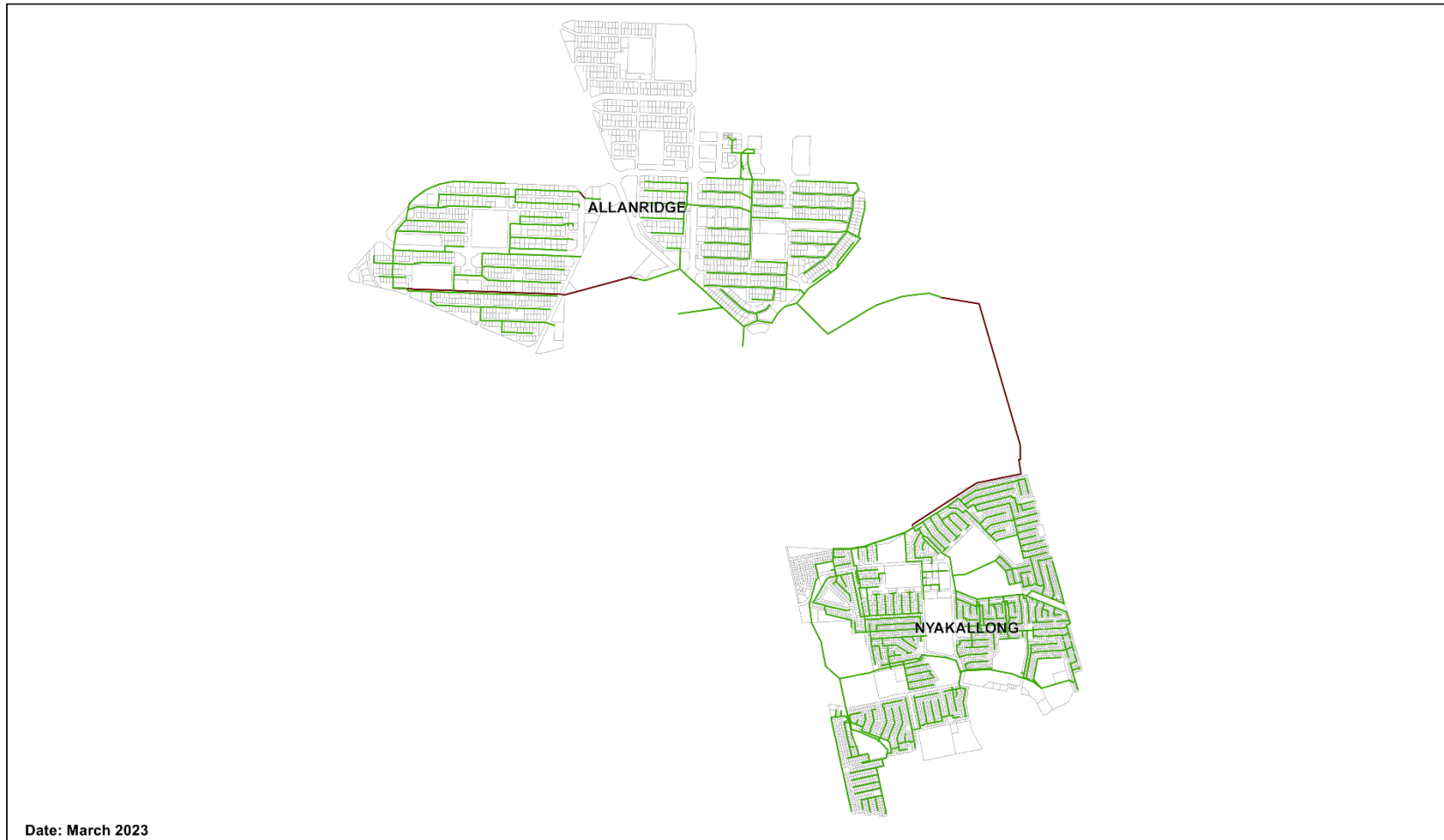
1 : 30 000

Plan 13: Allanridge stormwater lines



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

ALLANRIDGE SEWER LINES



Date: March 2023

Legend

- Towns
- SEWER_LINES
- Pump_Lines
- Cadastre



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Source:
Matjhabeng Local Municipality

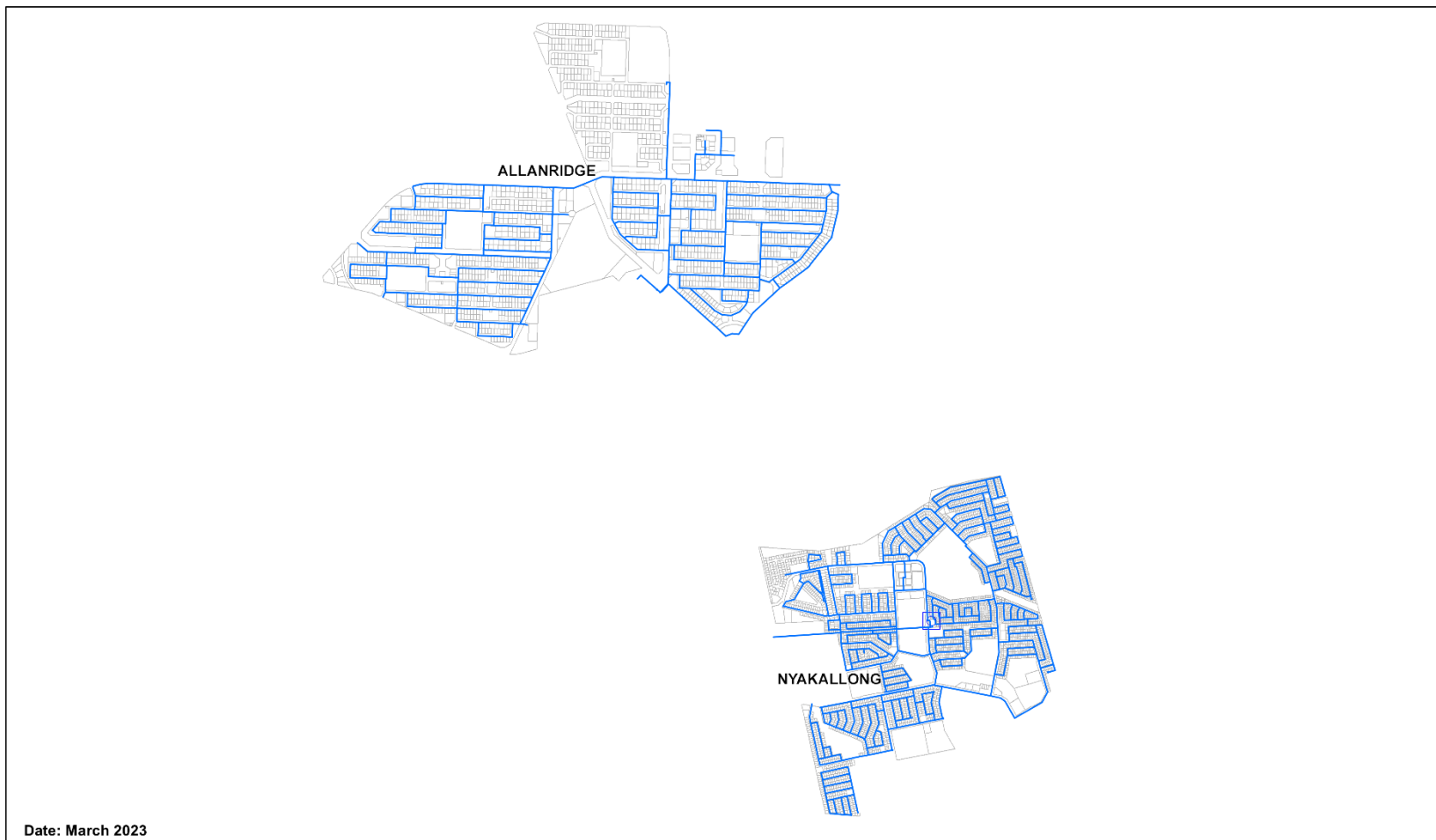


1 : 25 000

Plan 14: Allanridge sewer lines



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK ALLANRIDGE WATER LINES



Date: March 2023

Legend

- Towns
- MAT_WATER_LINES
- Cadastre



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The data is for information purposes only.

Source:
Matjhabeng Local Municipality



1 : 25 000

Plan 15: Allanridge water lines



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

ODENDAALSRUS STORMWATER LINES



Legend

- Towns
- Stormwater Lines
- Cadastre



Units of Liability and Warranty Disclaimer:
The data is for information purposes only.

Source:
Matjhabeng Local Municipality



1 : 40 000

Plan 16: Odendaalsrus stormwater lines



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

ODENDAALSRUS SEWER LINES



Legend

- Towns
- SEWER_LINES
- Pump_Lines
- Cadastre



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The data is for information purposes only.

Source:
Matjhabeng Local Municipality

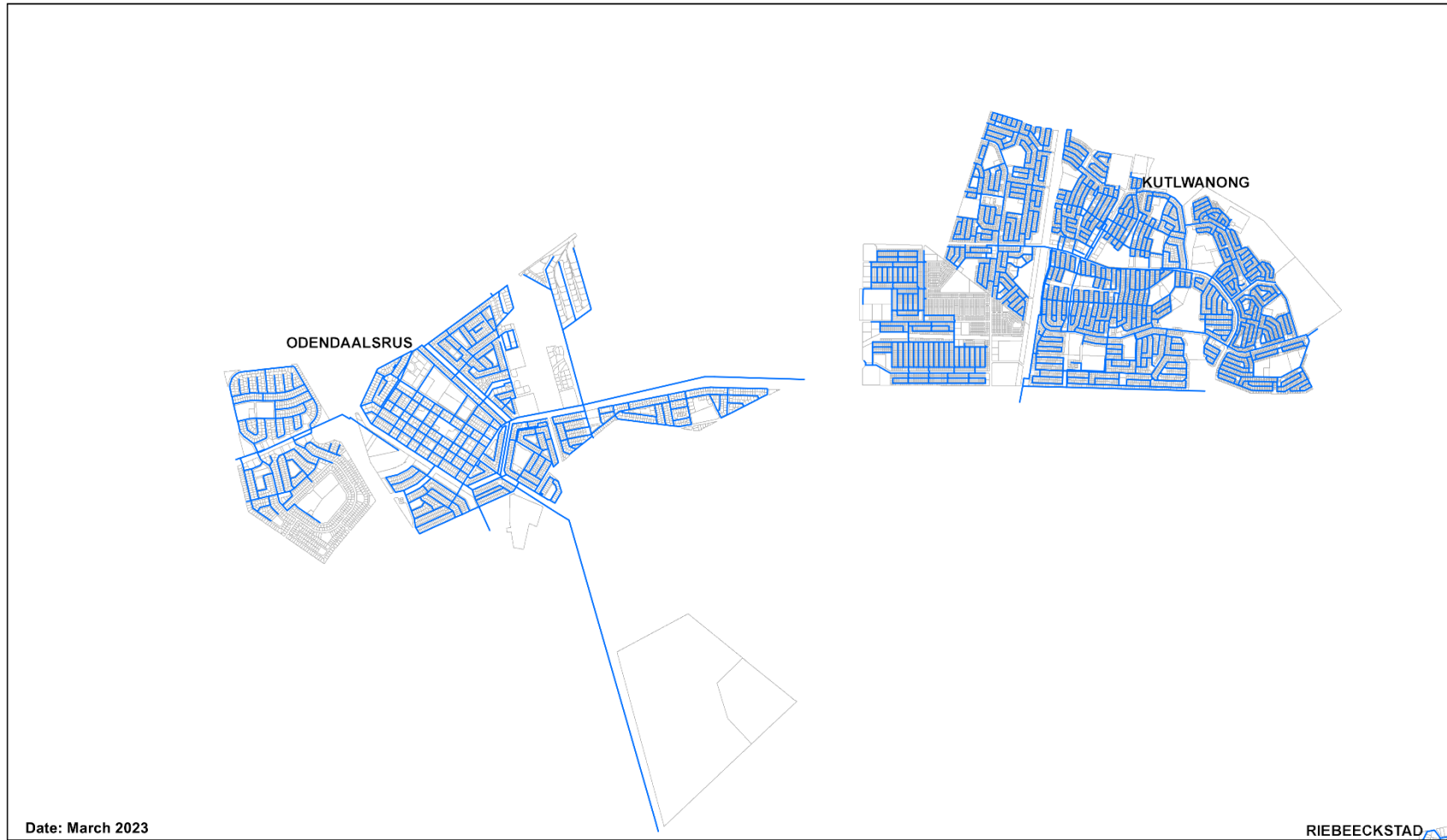


1 : 35 000

Plan 17: Odendaalsrus sewer lines



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK
ODENDAALSRUS WATER LINES

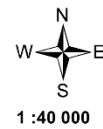


Legend

- Towns
- MAT_WATER_LINES
- Cadastre



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Source:
 Matjhabeng Local Municipality

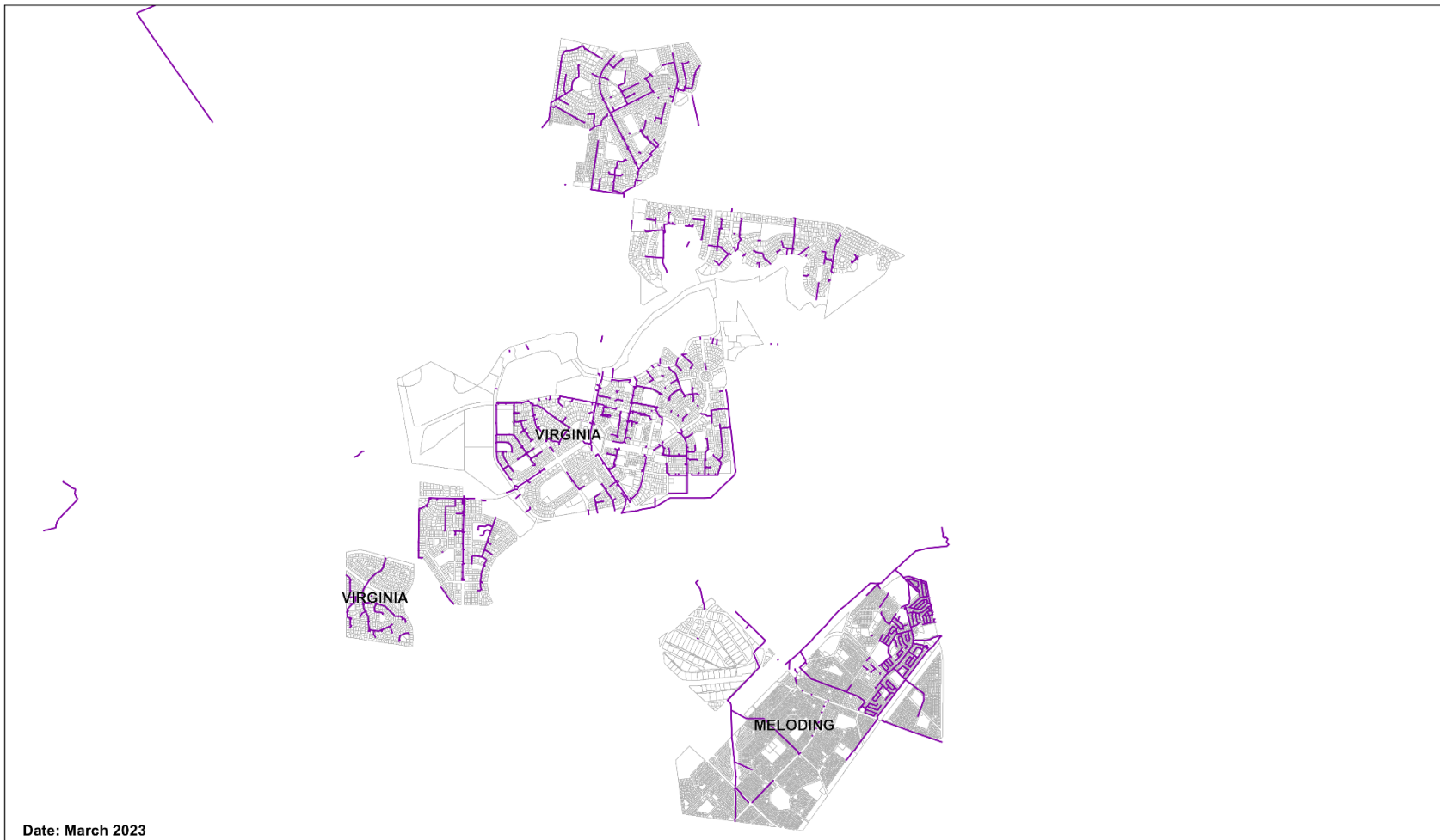


Plan 18: Odendaalsrus water lines



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

VIRGINIA STORMWATER LINES



Legend

- Towns
- Stormwater Lines
- Cadastral



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Source:
Matjhabeng Local Municipality



1 : 50 000

Plan 19: Virginia stormwater lines



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK
VIRGINIA SEWER LINES



Date: March 2023

Legend

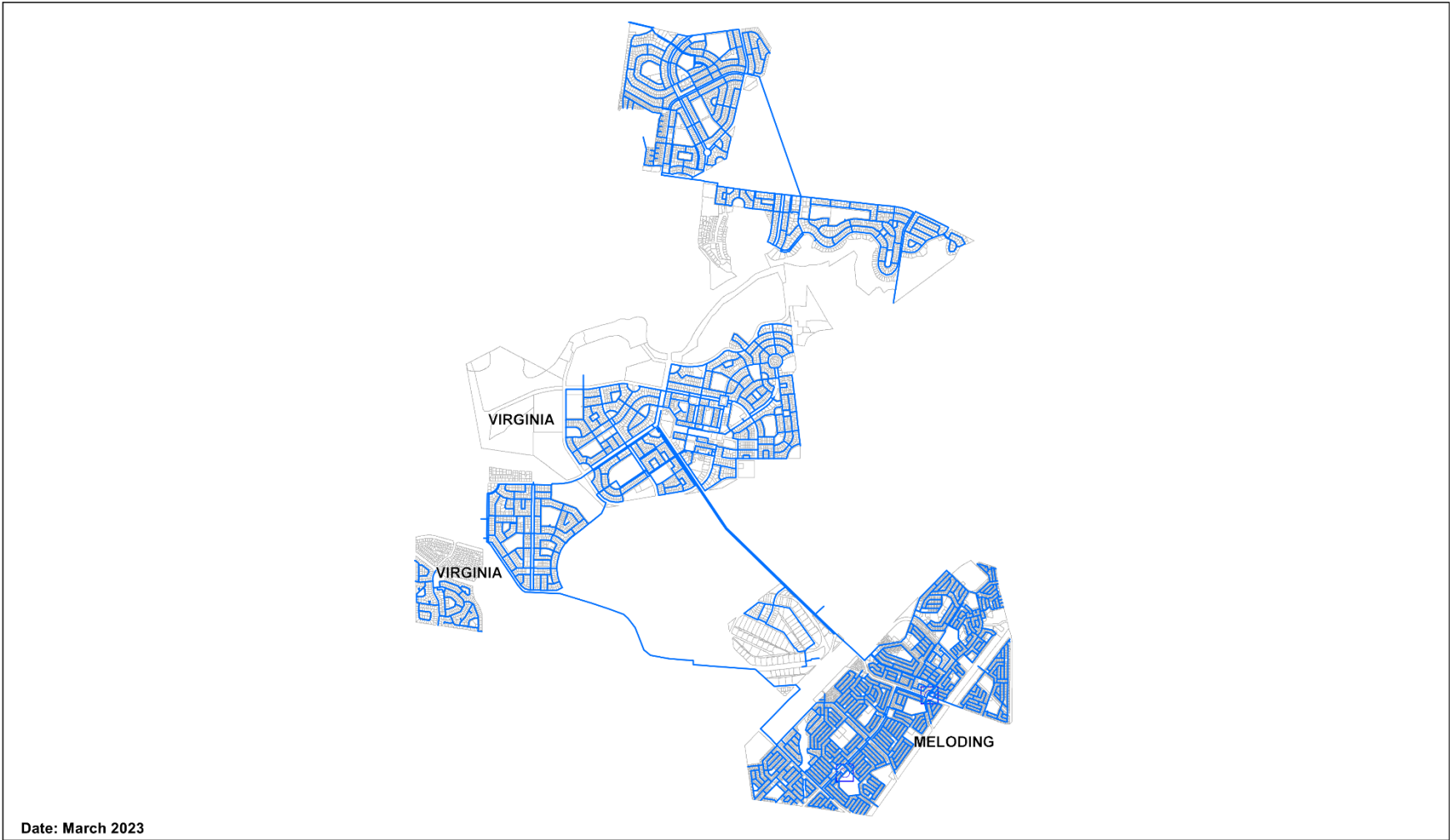
- Towns
- SEWER_LINES
- Pump_Lines
- ▭ Cadastre



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Source:
 Matjhabeng Local Municipality



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK
VIRGINIA WATER LINES



- Legend**
- Towns
 - MAT_WATER_LINES
 - Cadastre

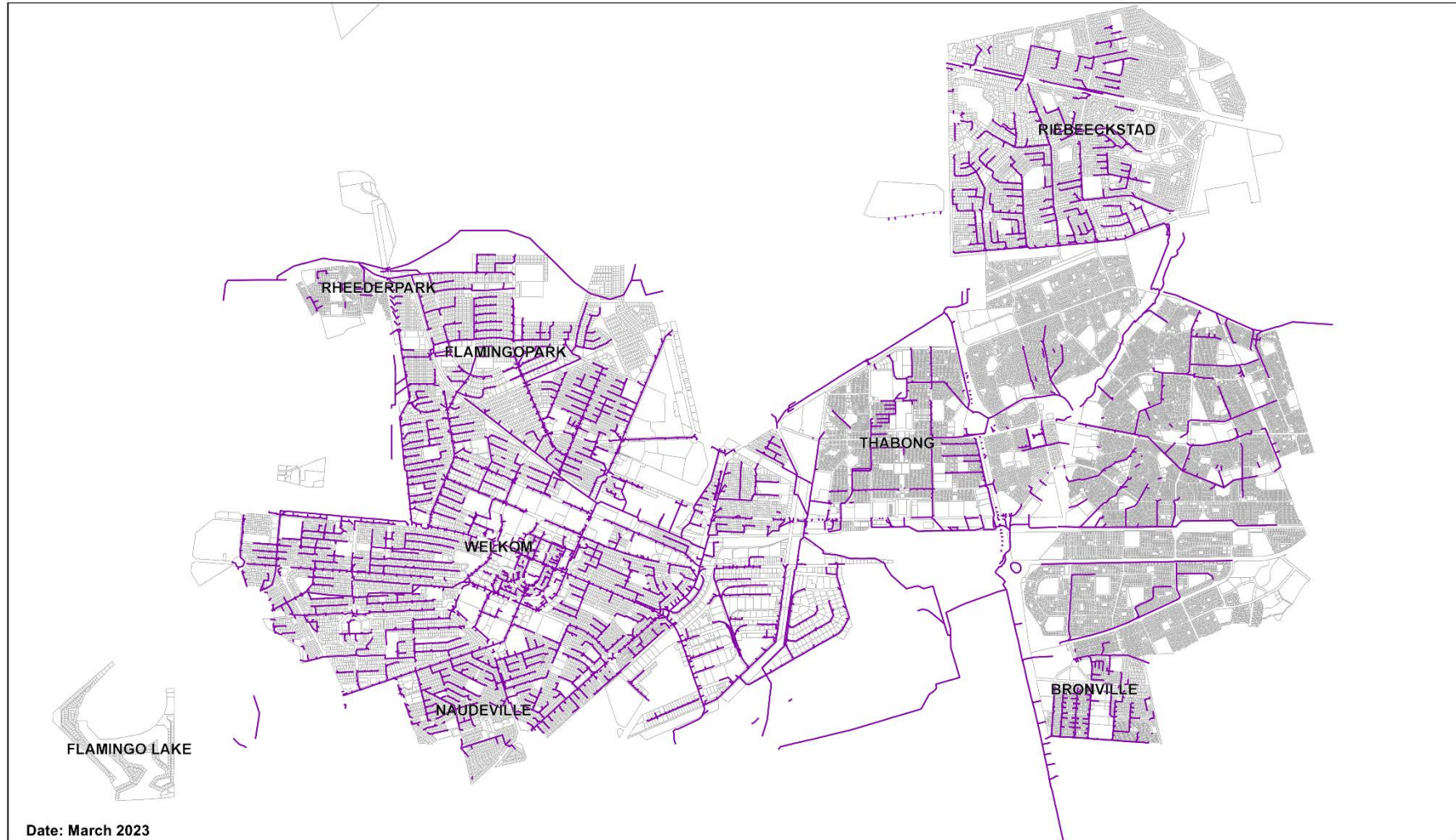


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 Matjhabeng Local Municipality



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

WELKOM STORMWATER LINES



Legend

- Towns
- Stormwater Lines
- Cadastre



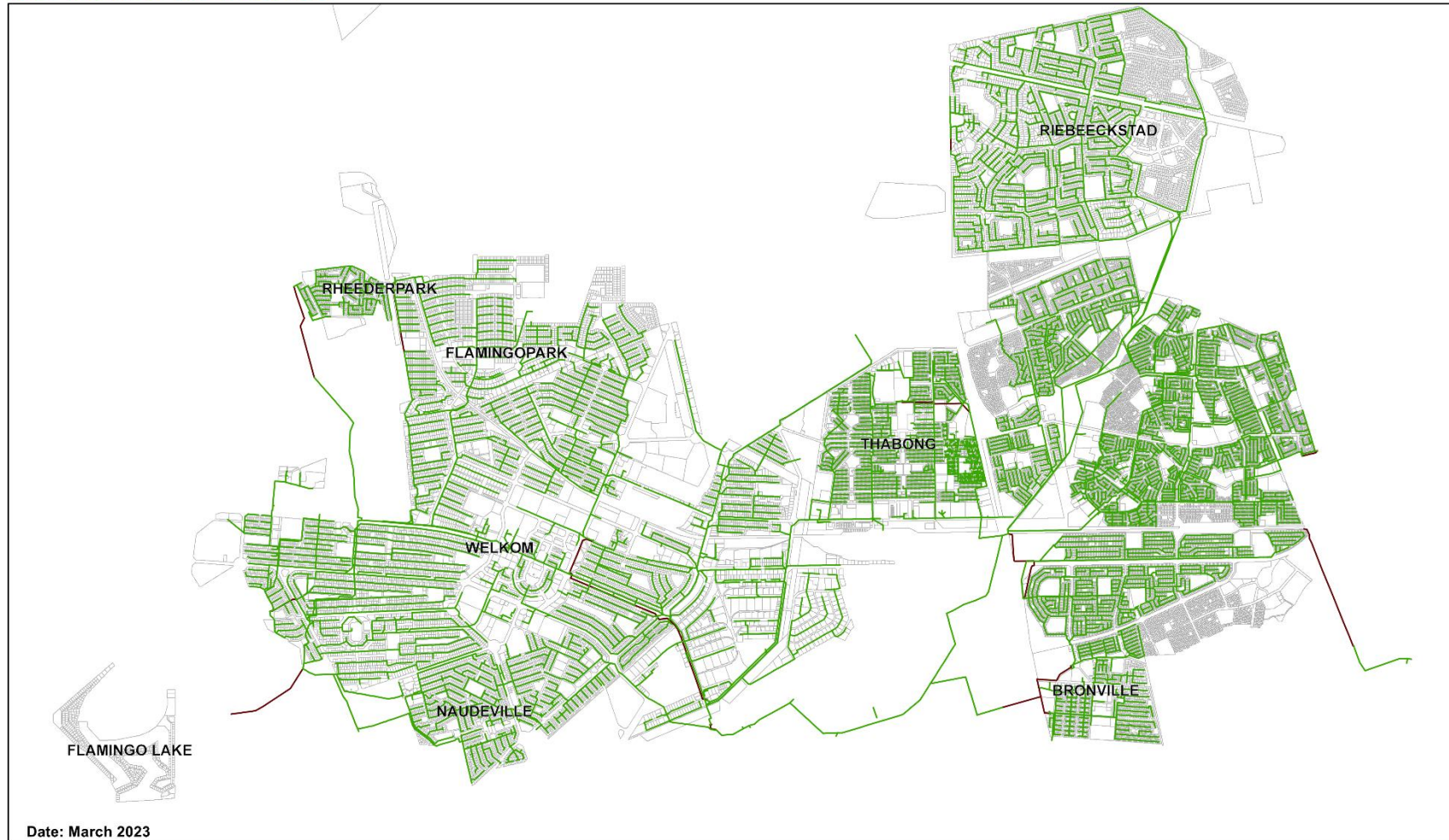
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Source:
Matjhabeng Local Municipality



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

WELKOM SEWER LINES



- Legend**
- Towns
 - SEWER_LINES
 - Pump_Lines
 - Cadastre



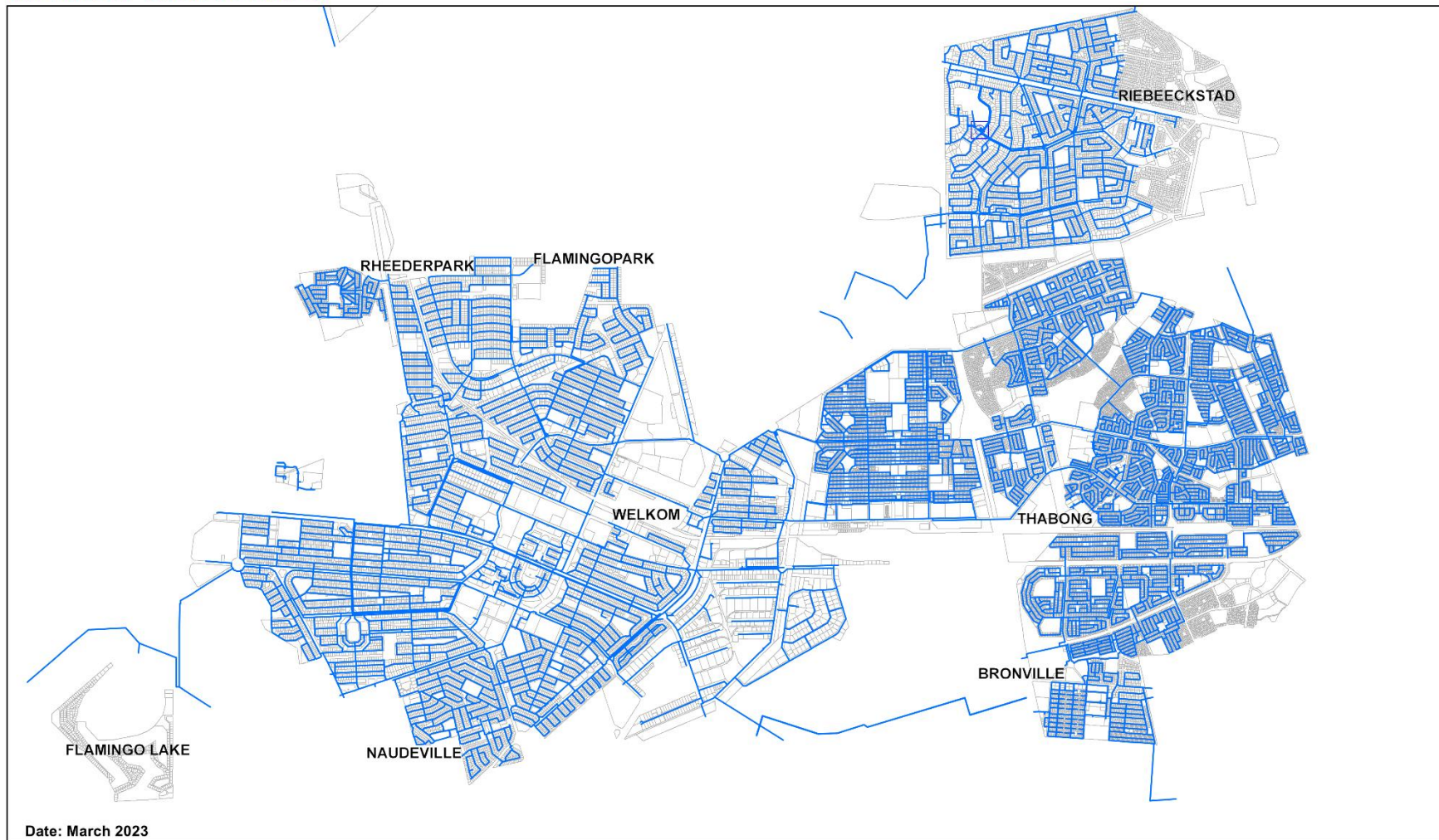
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Source:
Matjhabeng Local Municipality



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

WELKOM WATER LINES



Legend

- Towns
- MAT_WATER_LINES
- Cadastre



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Source:
Matjhabeng Local Municipality

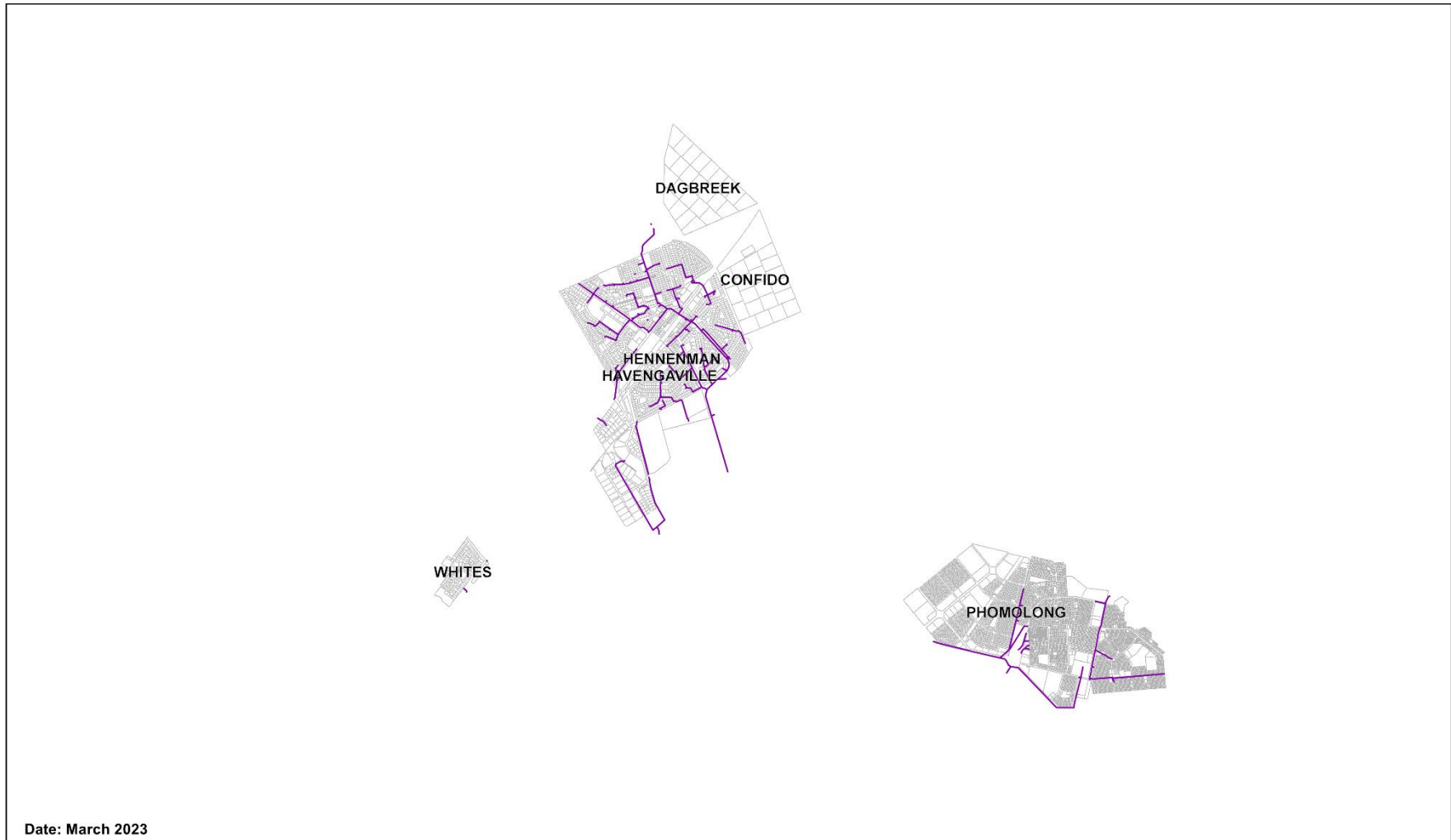


Plan 24: Welkom water lines



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

HENNENMAN STORMWATER LINES



Date: March 2023

Legend

- Towns
- Stormwater Lines
- Cadastre



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Source:
Matjhabeng Local Municipality



1 : 50 000



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

HENNENMAN SEWER LINES



Date: March 2023

Legend

- Towns
- SEWER_LINES
- Pump_Lines
- Cadastre



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Source:
Matjhabeng Local Municipality

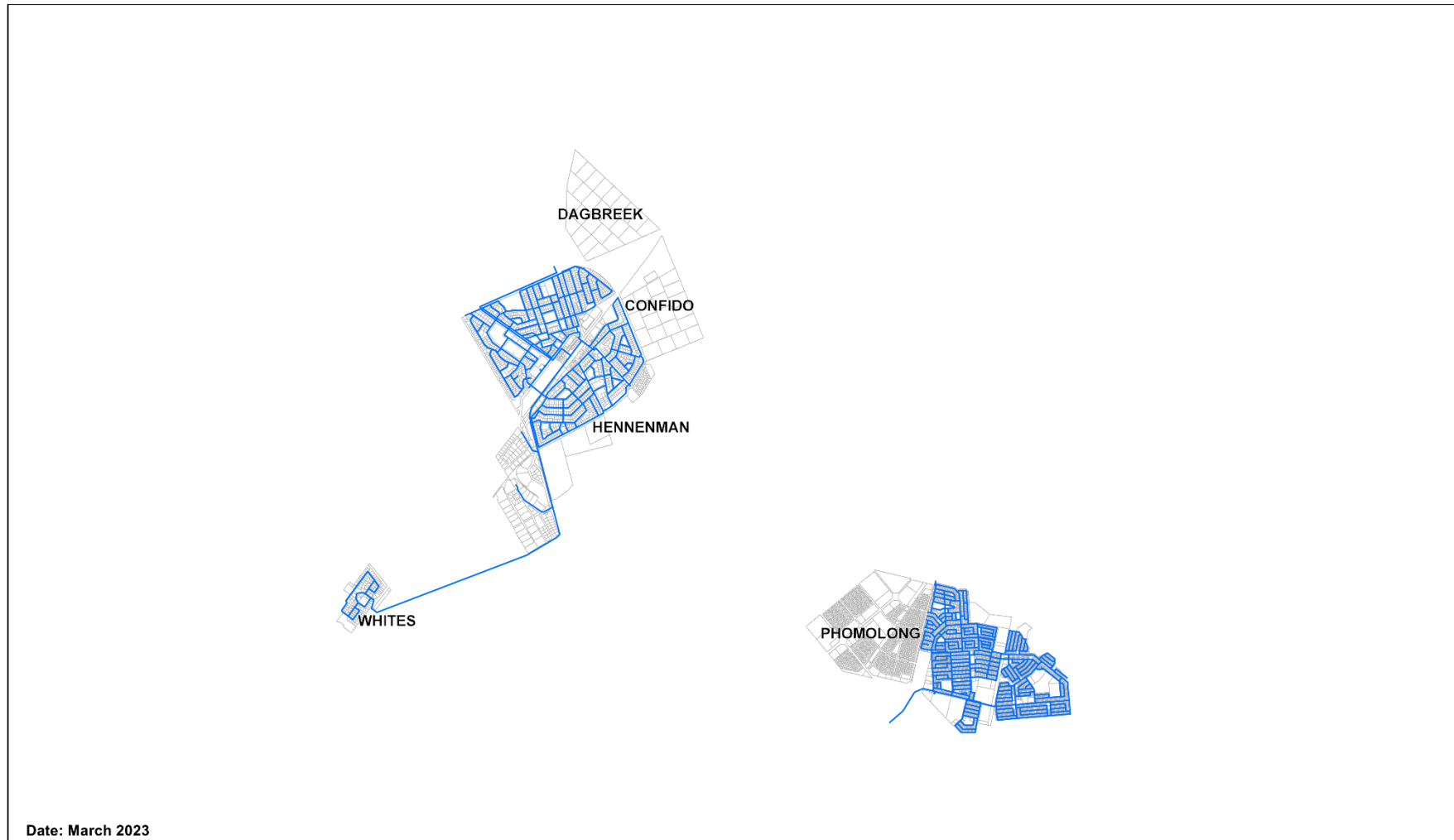


1 : 50 000



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

HENNENMAN WATER LINES



Date: March 2023

Legend

- Towns
- MAT_WATER_LINES
- Cadastre



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Source:
Matjhabeng Local Municipality



1 : 50 000



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

VENTERSBURG STORMWATER LINES



Legend

- Towns
- Stormwater Lines
- Cadastre



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The data is for information purposes only.

Source:
Matjhabeng Local Municipality



1 : 15 000



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

VENTERSBURG SEWER LINES



Date: March 2023

Legend

- Towns
- SEWER_LINES
- Pump_Lines
- ▭ Cadastre



Units of Liability and Warranty Disclaimer:
The data is for information purposes only.

Source:
Matjhabeng Local Municipality

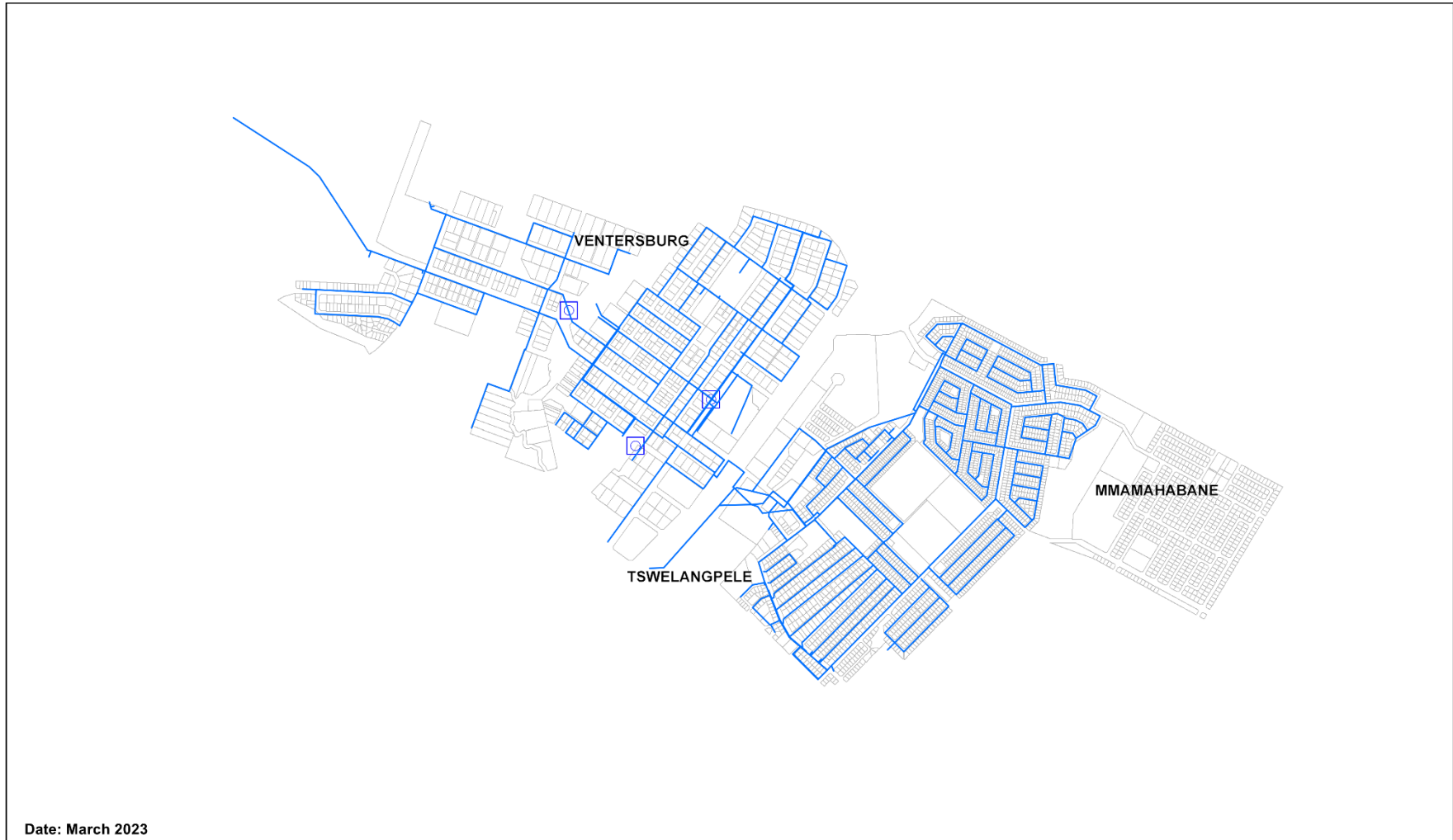


1 : 15 000



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

VENTERSBURG WATER LINES



Date: March 2023

Legend

- Towns
- MAT_WATER_LINES
- Cadastre



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Source:
Matjhabeng Local Municipality



1 : 15 000

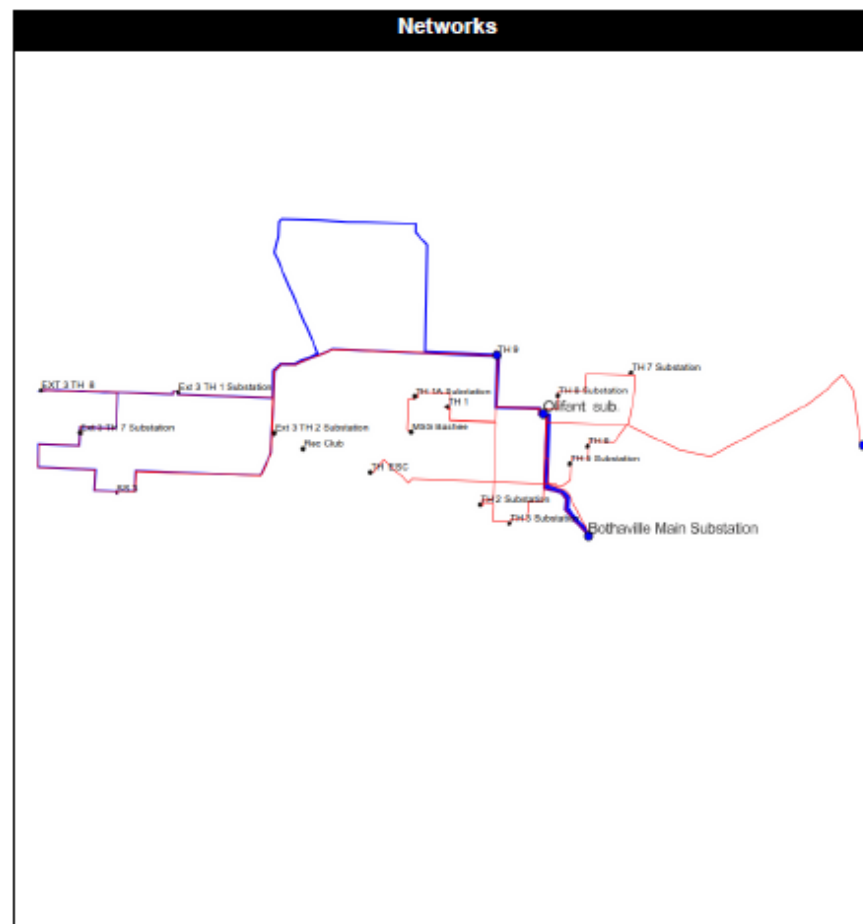


ACCESS TO ELECTRICITY

1. ALLANRIDGE (INCLUDING NYAKALLONG)

Allanridge town is supplied by Matjhabeng LM from a 6.6kV Intake Point from Eskom. The notified maximum demand (NMD) for the intake point is 2MVA and the recorded maximum demand (MD) for 2019 was 2 MVA which was recorded in the month of July.

The Matjhabeng customer base in Allanridge is mainly residential, however, there is a mine (Target Gold Mine) in the area which is supplied directly from Eskom. Furthermore, the Nyakallong Township is also supplied directly from Eskom with mainly residential customer base.



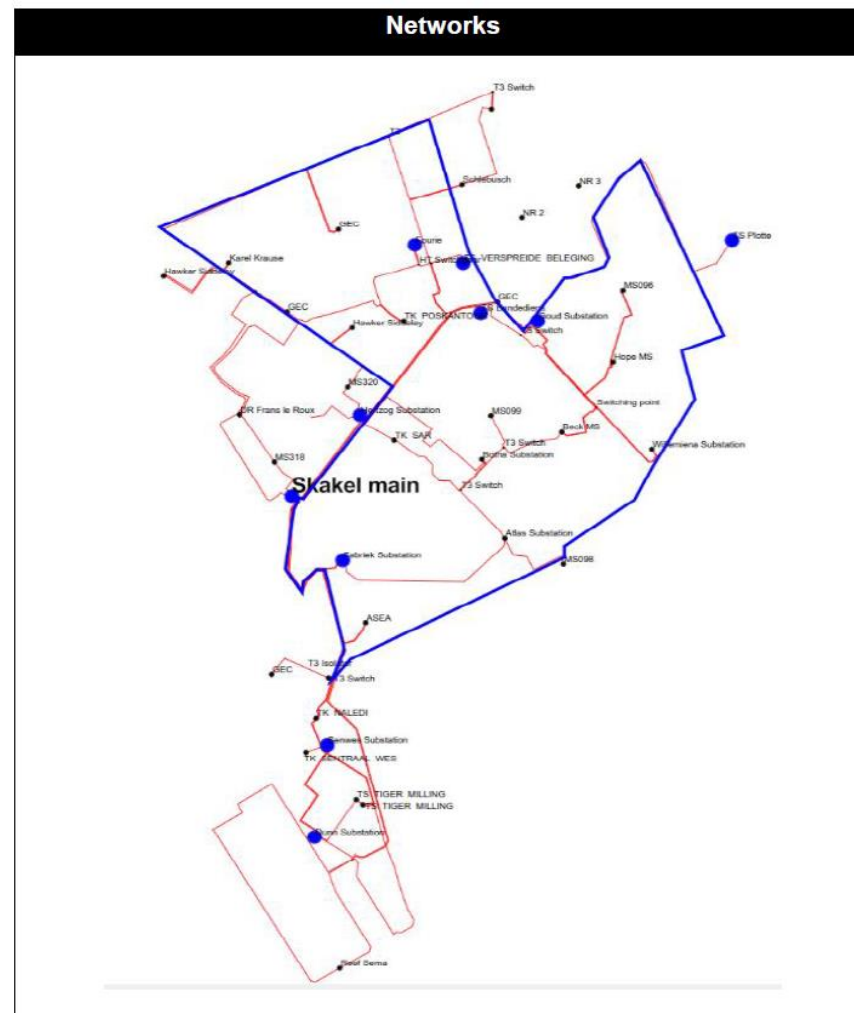
2. HENNENMAN (INCLUDING PHOMOLONG AND WHITES)

The Hennenman and Whites areas. Hennenman town is supplied by Matjhabeng LM from two (2) Intake Points from Eskom, i.e., 11kV Hennenman Main and 11kV Whites.

The notified maximum demand (NMD) for the 11kV Hennenman Main intake point is 6MVA and the recorded maximum demand (MD) for 2019 was 6.5MVA which was recorded in the month of July, exceeding the NMD.

The NMD for the 11kV Whites intake point is 0.315MVA and the recorded MD for 2019 was 0.315MVA which was recorded in the month of July.

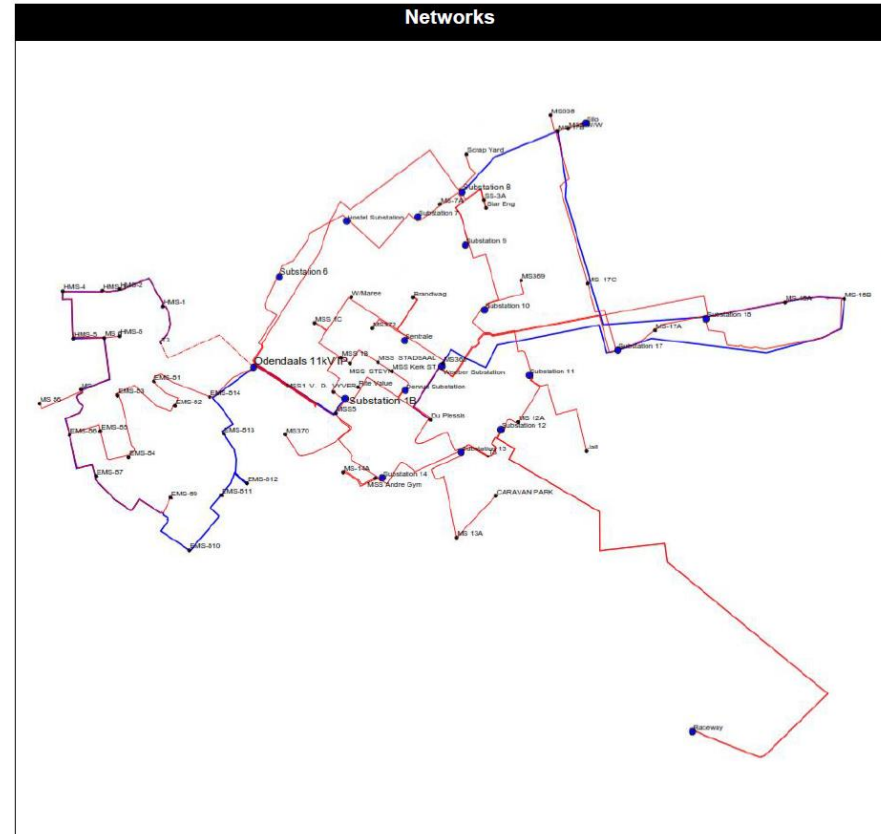
Matjhabeng customer base in Hennenman is mainly residential including some small holdings. Furthermore, the Meloding Township is supplied directly from Eskom's Hennenman Rural 132kVsubstation with mainly residential customer base.



3. ODENDAALSRUS (INCLUDING KUTLWANONG)

Matjhabeng LM area of supply in the Odendaalsrus area is supplied by Matjhabeng from a 11kV Odendaalsrus Intake Point from Eskom. The notified maximum demand (NMD) for the intake point is 9MVA and the recorded maximum demand (MD) for 2019 was 8.3 MVA which was recorded in the month of July.

The Matjhabeng customer base in Odendaalsrus is mainly residential with some farms, however, there is a mine (Anglo Geduld Mine) in the area which is supplied directly from Eskom. Furthermore, the Kutlwanong Township is also supplied directly from Eskom's Kutlwanong 132kV substation with mainly residential customer base.



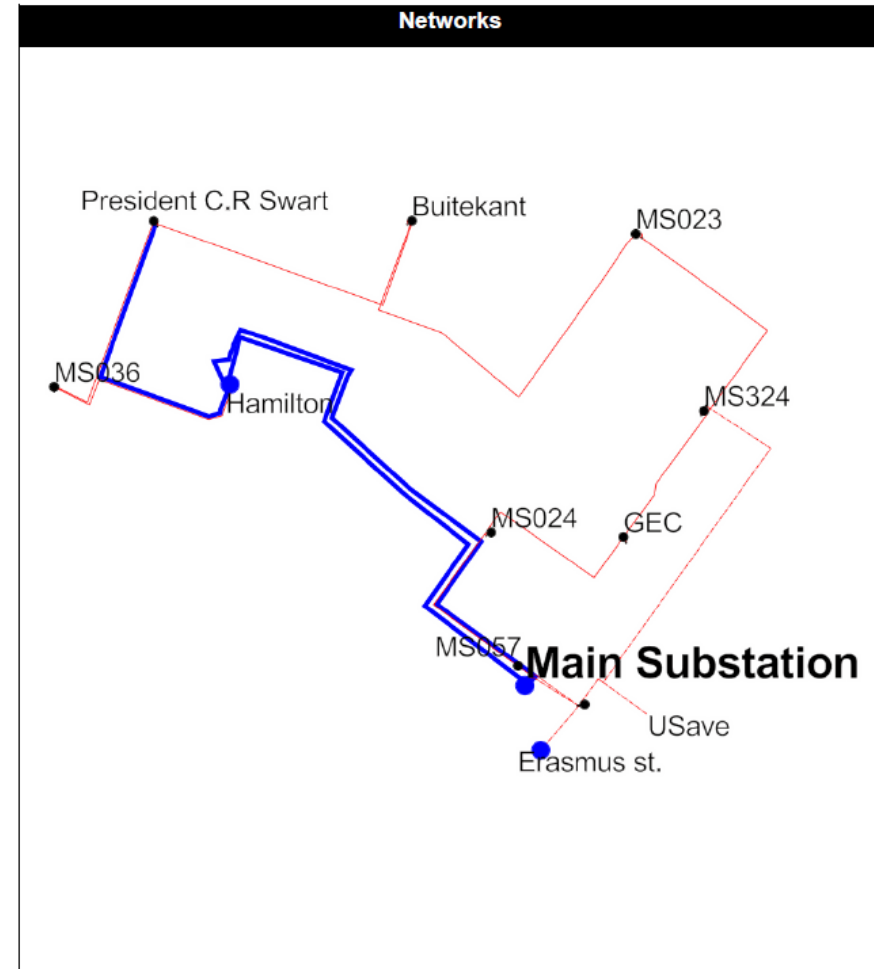
4. VENTERSBURG (INCLUDING MMAMAHABANE AND TSWELANGPELE)

Ventersburg town is supplied by Matjhabeng LM from the 11kV Ventersburg Intake Points from Eskom.

The notified maximum demand (NMD) for the 11kV Ventersburg intake point is 1.2MVA and the recorded maximum demand (MD) for 2019 was 1.4MVA which was recorded in the month of August, exceeding the NMD.

The Matjhabeng customer base in Ventersburg is mainly residential.

The Mmamahabane and Tswelangpele Townships are supplied directly from Eskom's Hennenman Rural 132kV substation via a 22kV feeder with mainly residential customer base.



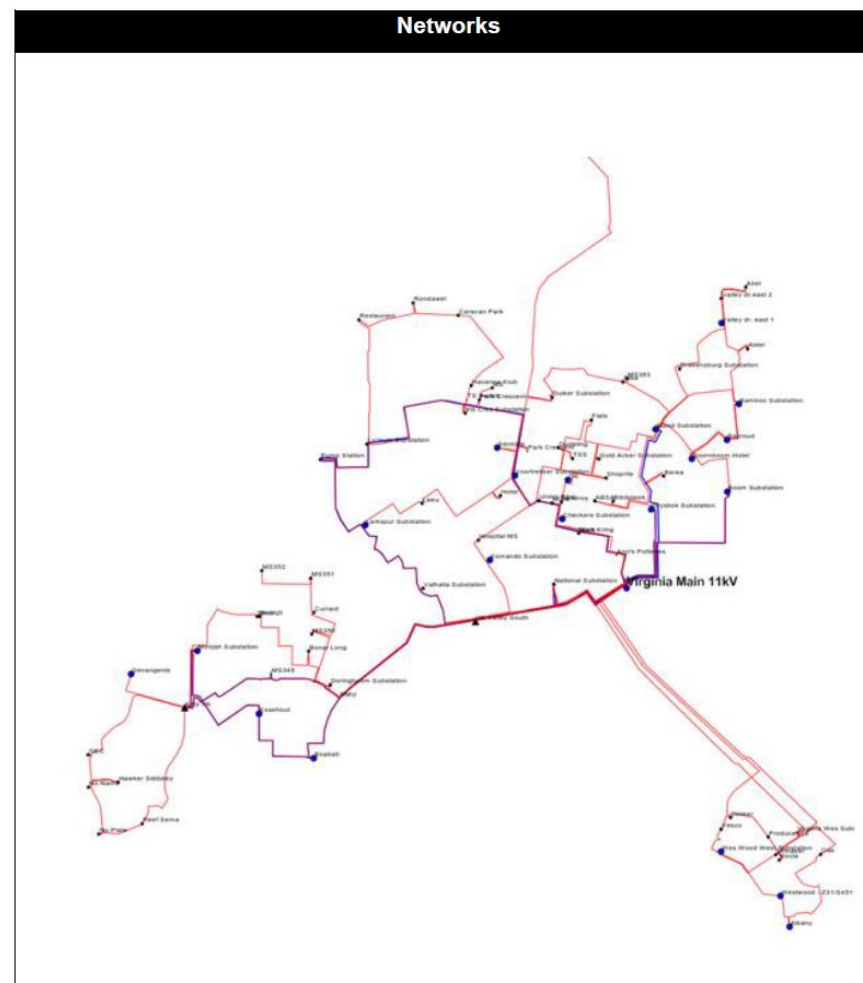
5. VIRGINIA (INCLUDING MELODING)

Virginia town is supplied by Matjhabeng LM from two (2) Intake Points from Eskom, i.e. 11kV Virginia Town (Bulk) and 11kV Virginia North.

The notified maximum demand (NMD) for the 11kV Virginia Town (Bulk) intake point is 14MVA and the recorded maximum demand (MD) for 2019 was 12.1MVA which was recorded in the month of July.

The NMD for the 11kV Virginia North intake point is 8MVA and the recorded MD for 2019 was 5.6MVA which was recorded in the month of June.

The Matjhabeng customer base in Virginia is mainly residential. However, there are mining areas around the town which are supplied directly from Eskom. Furthermore, the Meloding Township is supplied directly from Eskom's Meloding 132kV substation which is supplied from Theseus MTS with mainly residential customer base.



6. WELKOM (INCLUDING BRONVILLE AND THABONG)

Within Matjhabeng LM's area of supply, the Welkom area is supplied by a total of seven (7) distribution substations. Furthermore, the Matjhabeng LM area of supply is supplied by from five (5) Intake Points from Eskom, i.e., 132kV Welkom Bulk, 6.6kV Welkom Park, 6.6kV Welkom Town, 6.6kV Western Holdings and 11kV Riebeeckstad.

The notified maximum demand (NMD) for the 132kV Welkom Bulk intake point is 30MVA and the recorded maximum demand (MD) for 2019 was 26.3 MVA which was recorded in the month of January. The 132kV Welkom Bulk intake is supplied from Eskom's Everest MTS with two incomers, however, currently only one is operational.

The NMD for the 6.6kV Welkom Park intake point is 20MVA and the recorded MD for 2019 was 17.9 MVA which was recorded in the month of May.

The NMD for the 6.6kV Welkom Town intake point is 15MVA and the recorded MD for 2019 was 12.3 MVA which was recorded in the month of July.

The NMD for the 6.6kV Western Holdings intake point is 3.5MVA and the recorded MD for 2019 was 3.6MVA which was recorded in the month of June, exceeding the NMD.

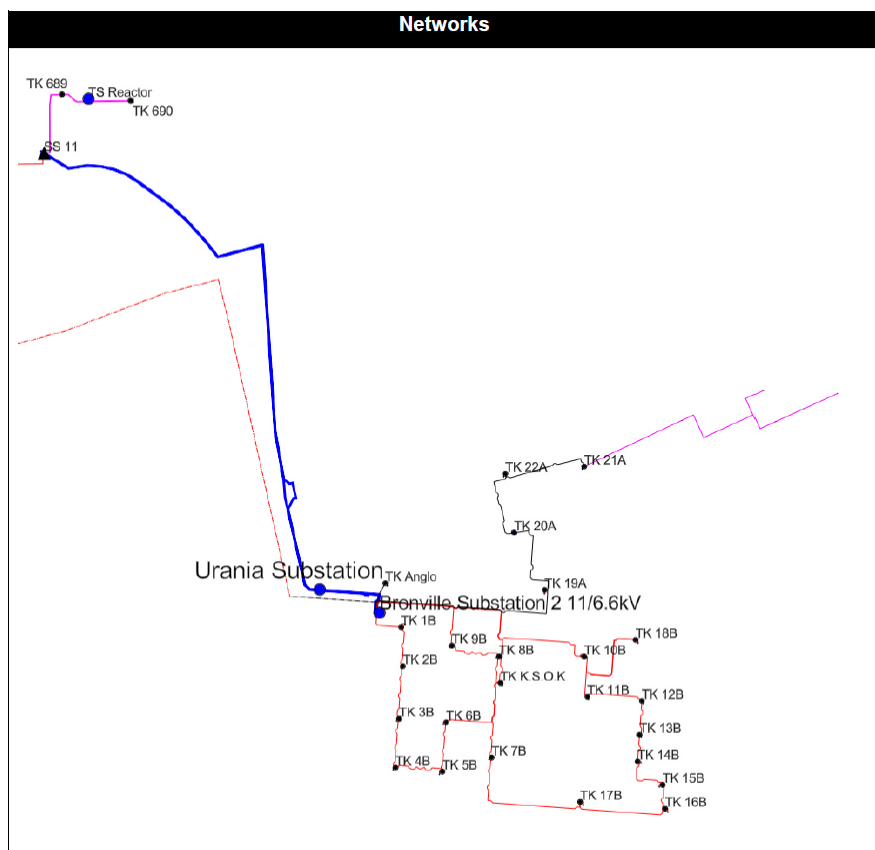
The NMD for the 11kV Riebeeckstad intake point is 14MVA and the recorded MD for 2019 was 10.4MVA which was recorded in the month of June.

The Matjhabeng customer base in Welkom is a good combination of residential, commercial and industrial customers. However, there are mining areas around the town which are supplied directly from Eskom (including Anglo Erfdeel, Anglo Dakbaarheid, Duiker, New Steyn and Brand Gold South).

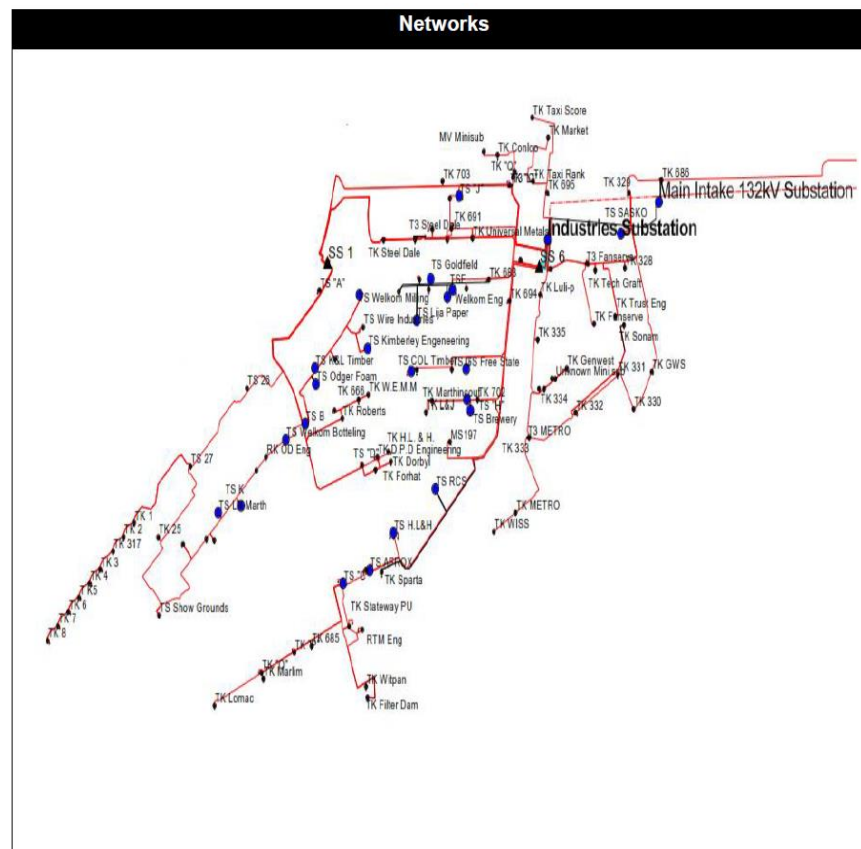
The Bronville Township is supplied via a 11/6.6kV substation. Furthermore, the Thabong Township is supplied directly from Eskom's Thabong Bulk and Thabong East 132kV substations which are supplied from Leander MTS with mainly residential customer base.



WELKOM INDUSTRIES 132/6.6KV SUBSTATION



WELKOM PARK SS6 SWITCHING STATION



4.23 Road Network

The municipality has well established road and transportation infrastructure. The main challenge for over the years has been maintenance of such infrastructure due to escalating cost due to its age. This has major implication to the budget of the municipality as whole.

MLM consist of the following types of roads: gravel and surfaced (tar and paved roads). The municipality has a total length of 156.13km inclusive of provincial, private and municipal road, of which 51km is gravel and 105.13 km is unsurfaced. Mostly on the MLM roads are surfaced and in townships roads are gravel but gradually township roads are now being given attention by upgrading from gravel to surfaced road using internal and external resources (i.e. MIG and Public Works funds).

The public transport system operating in Matjhabeng is privately owned taxis. The rail network that passes through Hennenman, and Virginia is mainline service linking the Municipality with Gauteng, Kwa-Zulu Natal, Eastern Cape and the Western Cape. However, there are local railway network mainly servicing mines. The local railway network remains property of the municipality. Matjhabeng remains the main route of national bus services, however there are no bus service operating locally in Matjhabeng Municipality except mine workers' dedicated transport.

MLM consists of national roads (N1) and regional roads (R73; R 70; R34; R30; R713 and R710).

IMPLICATIONS

The state of settlements, including buildings within the main urban centres are in a state of despair and in need of refurbishment. The CBD area of Welkom is in a state of decay although the buildings are only a single story, this has direct impacts on the amount of investment that is directed towards the CBD area by potential developers and buyers. Certain businesses may not associate with the CBD, rather, opting to lease for business space within shopping malls.

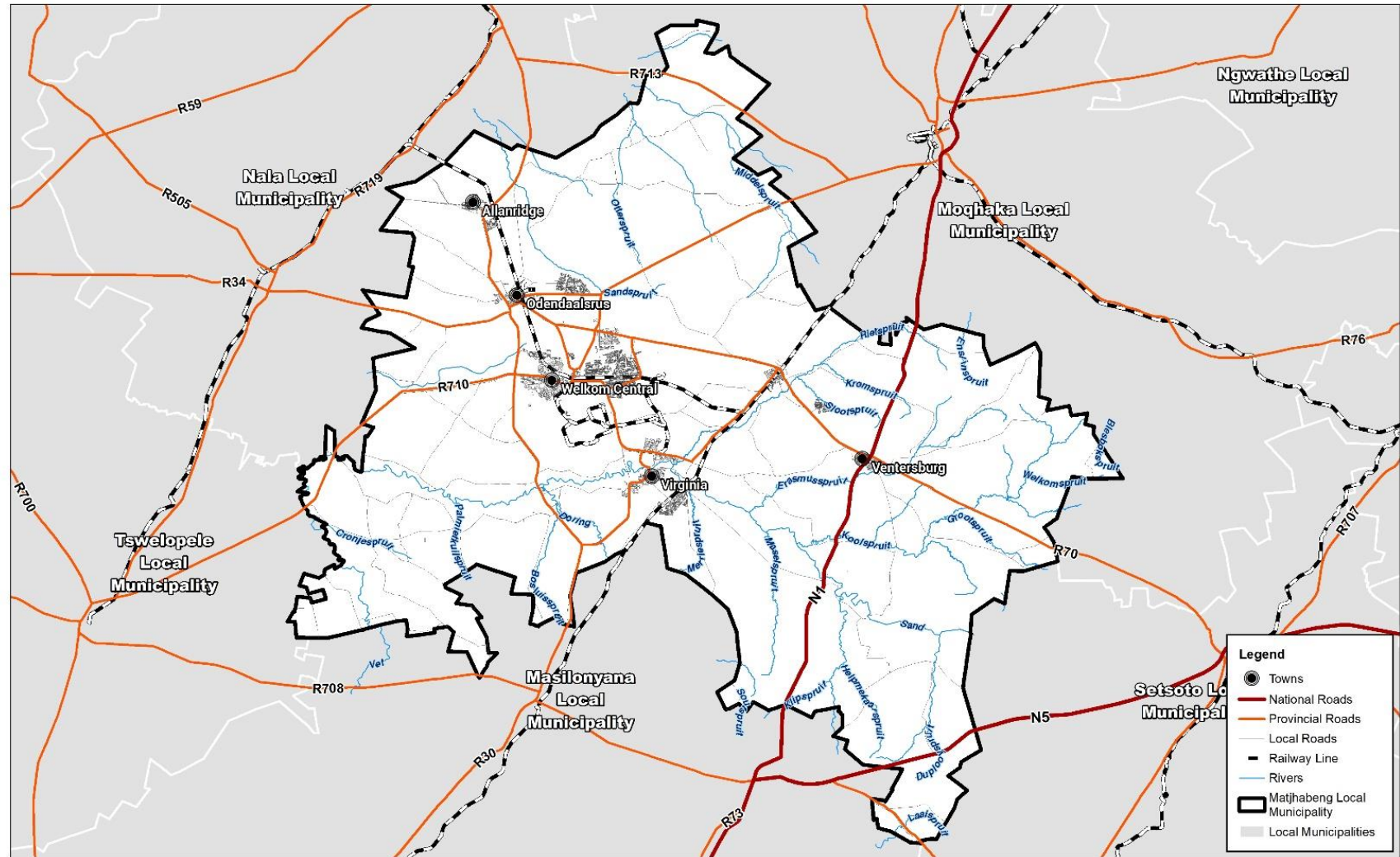
On the other hand, it should be noted that there exist great opportunities for development within the urban centres of MLM as well as their surrounding areas. There are also active social spaces within the urban centres that could be utilised for business opportunities and exploring social activity within the city.



MATJHABENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

ROAD NETWORK PLAN

1:500 000



TSHANI CONSULTING C.C. HDA

November 2021

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Transport | Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 31: Road Network Plan



4.24 Inner City Housing

With the rate of increasing urbanisation, living within the city centre is regarded as a norm. This is directly linked to the notion of compact development and densification. Because there is limited space for expansion in the city centre, the way to develop is upwards. This has shown to be a success in major world cities such as New York and London where city living is particularly popular. Cities such as Johannesburg and Tshwane have also been practising this inner-city housing strategy.

Although inner city living has been associated with uncleanliness and gangsterism, cities such as Johannesburg are slowly seeing a change on the growth of inner city living through city regeneration and urban renewal initiatives from the private and public sectors. Social housing, loft apartments and student accommodation are now located in inner city areas and developers have changed the image of the inner city in such cities.

Considering that estimates show that by 2030, 60% of the world's population will be living in urban areas, growing smaller towns should be investing towards inner city housing and compact developments. This is also **to promote the live, work, play concept** that is aimed at reducing the use of motorised transport, carbon emissions and promoting cities that remain active post working hours.

At the current state, Welkom has some form of inner-city housing although it is at a small scale. There are some residential buildings that are used for

residential purposes within the CBD although these are single storey dwellings.

4.25 Inner City Regeneration Strategy

All towns are unique from their geographic layout to their architecture. They do however have common objectives such as the safety and security of their citizenry and the provision of services in the form of utilities and transportation networks. They also face common challenges while attempting to remain competitive in securing sufficient resources to maintain and grow the town.

For a town like Welkom it faces particular challenges stemming from years of hostilities and neglect of infrastructure. Rapid urban migration of the surrounding population is placing demands on existing infrastructure and transportation networks which are beyond their original design.

4.26 Bio-Physical Analysis

The Bio-physical refers to the biotic and abiotic surroundings. The shape, environmental character, and configuration of the municipality have a pivotal role in influencing the way people have chosen to reside within the area.

This section of the report will thus discuss the state of the physical environment within the municipal jurisdiction. The bio-physical analysis.



4.27 Agriculture

The majority of the Matjhabeng Local Municipality is rural of nature where the agricultural sector contributes 4% to the local economy:

Deriving from the Phase 3 Status Quo Assessment, the following main guiding elements can be concluded:

- That large area of the Matjhabeng Local Municipality has been transformed from natural grassland to dry land cultivation (maize);
- The income derived between crop production and animal production is evenly distributed between the main categories;

4.28 Environmental Degradation

Land degradation is a hazard in areas where communities are dependent on their natural environment for a living, especially in densely populated areas, such as the former Homelands.

An area with a high population density, where the main land use is classified as subsistence farming, is at risk of environmental degradation.

Activities causing degradation is the greatest threat to grasslands. Degradation is most likely due to overgrazing and inappropriate burning regimes. Land degradation leads to soil erosion and loss in plant cover. Overgrazing results in depletion of species diversity, which in turn reduces the number of suitable habitats to maintain fauna diversity. Unsuitable

agricultural practices, such as increasing irrigation in areas of poor soils and cash crop cultivation in marginal areas is another threat to biodiversity in the district.

The greatest threat to wetlands is grazing, trampling and inappropriate fire regimes. In rivers, poor water catchment area management practices are also significant threats. Water from wetlands is relied upon in areas where no additional irrigation is supplied for cultivation.

4.29 Water Bodies and Wetlands

Rivers, catchments and wetlands are important in the functioning of the ecosystem as they provide water sources and cleanse the natural environment. This section further highlights the importance of these systems and their functioning within the municipality.

Wetlands offer a multitude of advantages to the environment, these include:

- Plant cover allows for filtering thus reducing the flow velocities and most importantly, allowing for infiltration into the soil and thereby replenishing ground water levels
- Controlling stream flow velocities, flood control and volumes
- Reduces soil erosion
- Provision of stock grazing lands
- Provision of wildlife habitat, including aquatic nurseries (fishing, hunting, material harvesting, education and game viewing)



Bodies of permanent water are very important habitats for vertebrates and invertebrates. They are especially important to birds, many with Red Data status. They need to be kept undeveloped with adequate buffer zones around them. Pollution should be monitored on an ongoing basis and polluted water bodies will be rehabilitated and/or remediate.

No development should occur within the 1:100-year floodline area.

Catchments:

The rainfall patterns have significantly changed over the years due to the impacts of climate change. Drought like conditions have become prominent. Areas noted to have annual rainfall that is more than 1 000 mm are located south east of the municipal area, including the coastal region. The rest of the municipality receives annual rainfall which is between 800 and 1 000 mm.

4.30 Woodland Savanna and Ridges

Woodland savanna is most prominent in ravines. Without the benefit of detailed assessment, these habitats are probably centres of high biological diversity and no development or change in status should be allowed.

Rocky outcrops coupled with mountainous slopes offer habitats for narrowly adapted vertebrates and invertebrates relying of rock dwelling lifestyles. This habitat type is very sensitive and no development or change in status should be allowed.

4.31 Geology, Topography and Surface Hydrology

As far as surface hydrology is concerned, a number of important perennial rivers run through the area. These rivers need be protected, and management plans should be implemented and monitored by a qualified environmental control officer.

Large-scale developments which could possibly have negative impacts on the natural land form need to be avoided. All natural tributaries and floodplains as well as the natural open spaces created by these, need to be maintained as natural as possible.

Natural floodplains and water courses should be protected and not be altered by means of unauthorized excavations and vehicle movement. Natural vegetation along these water courses need to be protected and the removal of any to be restricted. Invasive, exotic vegetation in these areas need to be removed responsibly, especially along drainage systems.

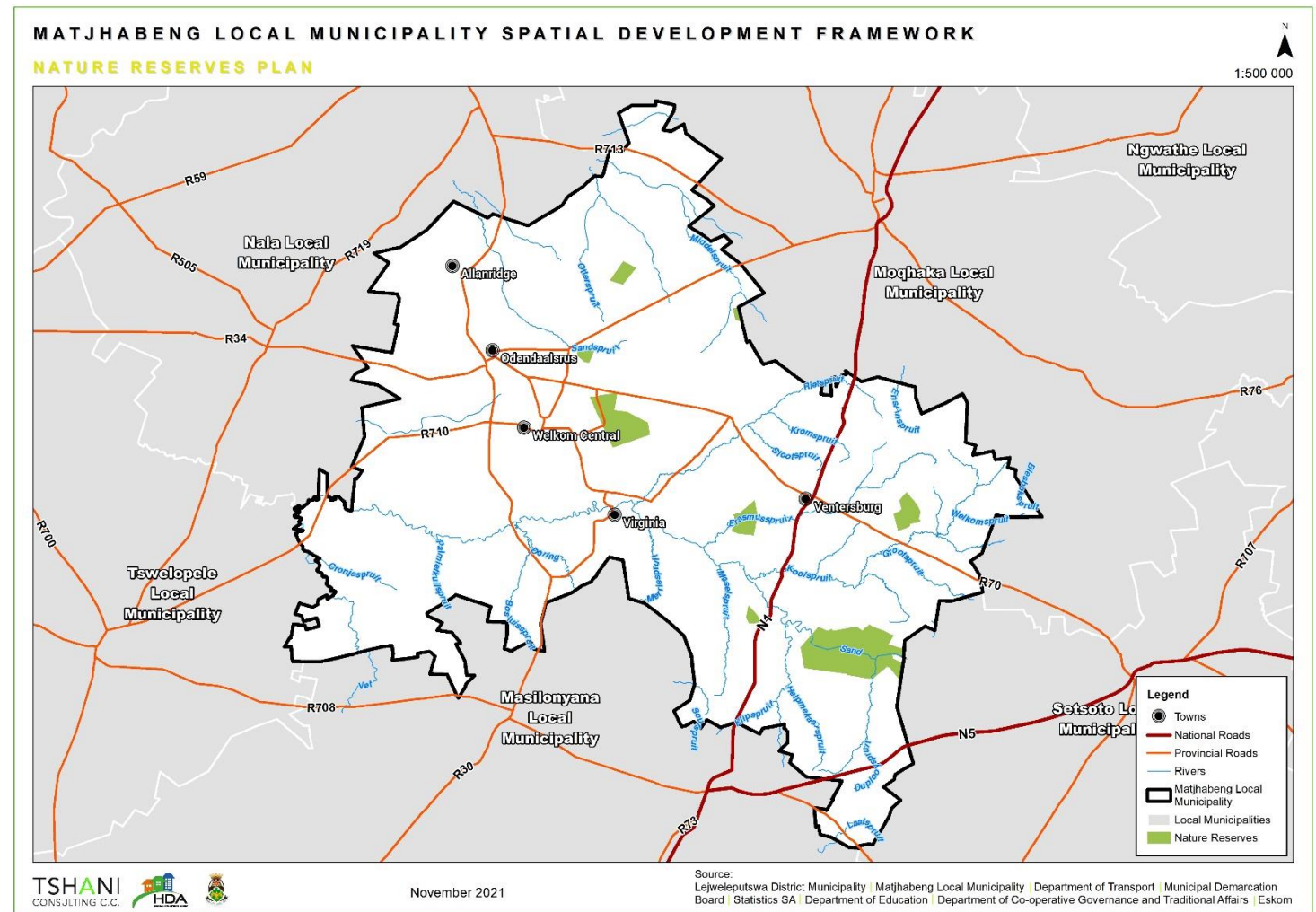
Erosion control measures need to be implemented, especially where areas have been altered and affected through agricultural activities. Geo-technical studies will assess soil suitability for any future developments and relevant mitigation and control measures shall be adhered to according to the findings of these studies.



4.32 Nature Reserves

A nature reserve is a protected area of importance for flora, fauna, or features of geological or other special interest, which is reserved and managed for purposes of conservation and to provide special opportunities for study or research.

Plan 32 indicates nature reserves that can be found within MLM.



Plan 32: Nature Reserve Plan



4.33 Climate Change

Climate change is currently one of the biggest pressing issues on the development agenda. The need to reduce carbon emissions is of great importance. Cities are said to be responsible for approximately 75% of greenhouse gases worldwide and should thus offer alternatives to change

Impacts of climate change on MLM and the world as a whole:

- Frequent and intense drought
- Storms
- Heat waves
- Weather events are becoming more frequent and severe
- Water quality decreases
- Health risks

Ways MLM can mitigate the effects of climate change:

- Put a price on carbon
- End fossil fuel subsidies
- Build low carbon, resilient cities
- Increase energy efficiency and use of renewable energy
- Implement climate-smart agriculture and nurture forest landscapes

4.34 Disaster Management

According to the IDP, the Municipality has a draft Disaster risk management plan which is embedded in the current local reality of the municipality. The purpose of the Matjhabeng Local Municipality's Disaster Risk Management Plan (DRMP) is to document the institutional arrangements for disaster risk management planning which includes the assignment of primary and secondary responsibilities for priority disaster risks posing a threat in the Matjhabeng LM. It further provides the broad framework within which the departments will implement the disaster risk management planning requirements of the Act and other entities included in the organisational structure of the Matjhabeng LM. It establishes the operational procedures for disaster risk reduction planning as well as the emergency procedures to be implemented in the event of a disaster occurring or threatening to occur in council's area. It aims to facilitate an integrated and co-ordinated approach to disaster risk management in its area of jurisdiction, which will ensure that the Matjhabeng LM achieves its vision for disaster risk management which is to build a resilient people in the Matjhabeng Local Municipal area who are alert, informed and self-reliant by establishing risk reduction and resilience building as our core principles, and developing adequate capabilities for readiness; and effective and rapid, response and recovery. The Matjhabeng LM disaster risk management plan contains a macro disaster risk assessment based on field research, observation, primary- and secondary data sources.



4.35 Biodiversity

BIODIVERSITY PRIORITY CATEGORIES

CBA1: CRITICAL BIODIVERSITY AREA 1

- DEFINITION: Areas in a natural condition. Required to meet biodiversity targets for species, ecosystems or ecological processes and infrastructure.
- OBJECTIVE: Maintain in a natural or near-natural state, with no further loss of habitat. Degraded areas should be rehabilitated. Only low-impact, biodiversity-sensitive land uses are appropriate.
- SUB-CATEGORIES: CBA1 River, CBA1 Estuary, CBA1 Wetland, CBA1 Forest, CBA1 Terrestrial.

CBA2: CRITICAL BIODIVERSITY AREA 2

- DEFINITION: Areas in a degraded or secondary condition. Required to meet biodiversity targets for species, ecosystems or ecological processes and infrastructure.
- OBJECTIVE: Maintain in a functional, natural or near-natural state, with no further loss of habitat. Degraded areas should be rehabilitated. Only low-impact, biodiversity-sensitive land uses are appropriate.
- SUB-CATEGORY: CBA2 Degraded.

ESA1: ECOLOGICAL SUPPORT AREA 1

- DEFINITION: Not essential for meeting biodiversity targets. An important role in supporting the functioning of PAs or CBAs. Often vital for ecosystem services.

- OBJECTIVE: Maintain in a functional, near-natural state. Some habitat loss is acceptable, provided underlying biodiversity objectives/ecological functioning are not compromised.
- SUB-CATEGORIES: ESA1 Foredune, ESA1 Forest, ESA1 Climate Adaptation Corridor, ESA1 Coastal Resource Protection, ESA1 Endangered Ecosystem, ESA1 River, ESA1 Estuary, ESA1 Wetland, ESA1 Watercourse Protection, ESA1 Water Source Protection, ESA1 Water Recharge Protection.

ESA2: ECOLOGICAL SUPPORT AREA 2

- DEFINITION: Not essential for meeting biodiversity targets. Important in supporting functioning of PAs or CBAs. Often vital for ecosystem services.
- OBJECTIVE: Restore/minimise impact on ecological infrastructure functioning, especially soil and water-related services.
- SUB-CATEGORY: ESA2 Restore from Near-Natural.

PA: PROTECTED AREA

- DEFINITION: Areas that are proclaimed as protected areas under national (National Environment Management: Protected Areas Act, Act 57 of 2003) or provincial (Mountain Catchment Areas Act, Act no 63 of 1970) legislation.
- OBJECTIVE: Keep in a natural state, with a management plan focused on maintaining or improving biodiversity. A benchmark for biodiversity conservation.

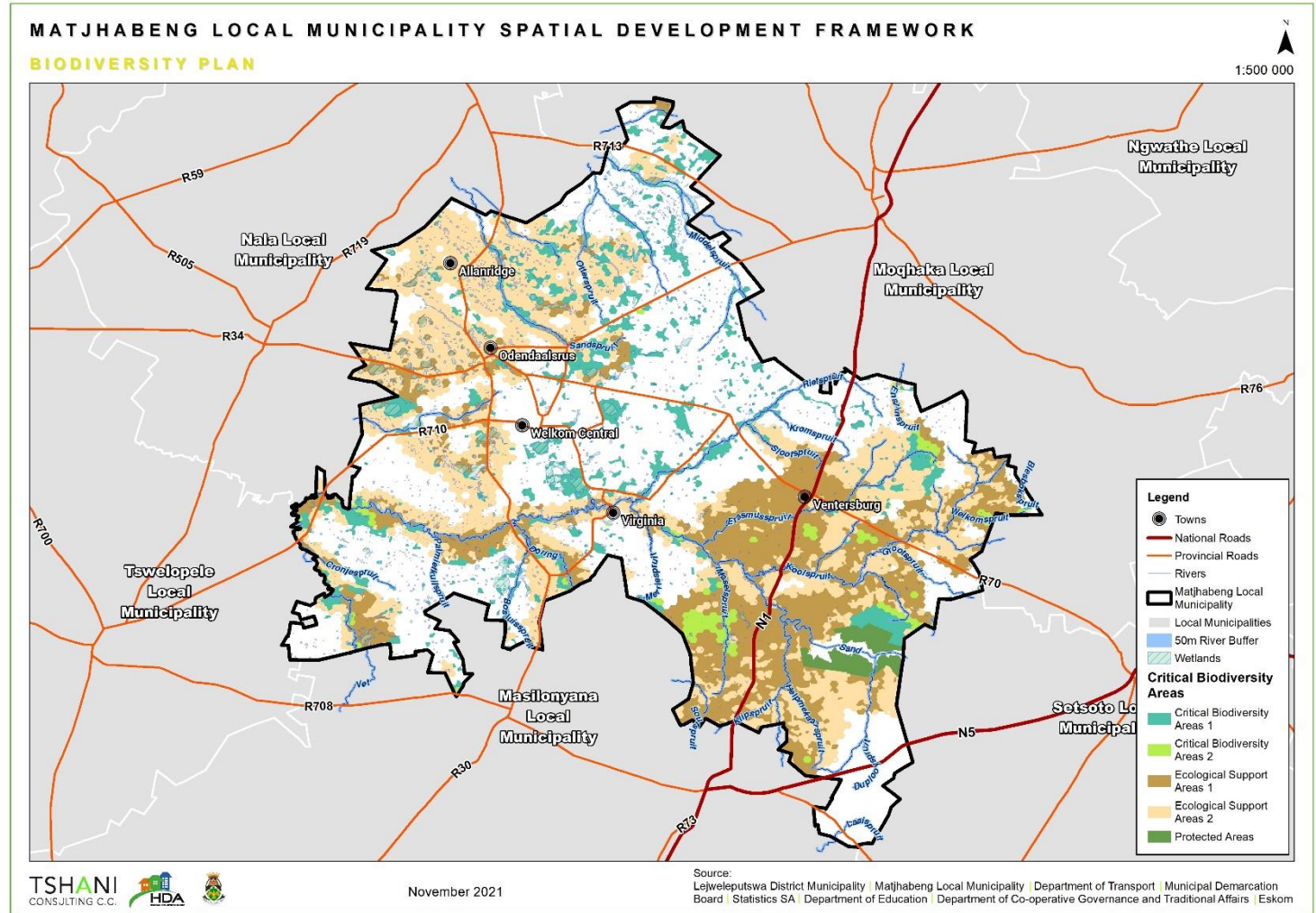


IMPLICATIONS

Climate change could have a profound effect on the area and suitable mitigation measures need to be in place.

A decision to approve land use change should be guided by the objective of the BLMC for that particular land.

Proposed developments which fall within the identified Critical Biodiversity Areas (CBAs) will have to have an Environmental Impact Assessment (EIA) completed.



Plan 33: Biodiversity plan



5. SWOT ANALYSIS & KEY ISSUES

A SWOT Analysis is an assessment in which the strengths, weaknesses, opportunities, and threats are unpacked for the municipality.

The SWOT Analysis was undertaken in a workshop session with internal and external municipal departments. Each component of the SWOT analysis was done separately where attendees were asked to write down what they see as strengths, weaknesses, opportunities, and threats pertaining to the municipality and they were asked to do this anonymously and were told that they will not be discriminated against by their feedback. The SWOT Analysis as captured through this workshop is shown below:



Figure 10: SWOT Analysis

Key Issues

The following Key Issues pertain to the Matjhabeng Local Municipality:



Figure 11: Key Issues



6. SPATIAL DEVELOPMENT STRATEGY

A “Spatial Development Strategy” refers to a comprehensive spatial image of a municipality’s strategy for development. It clarifies how individual efforts and municipal projects can be connected to achieve the best outcome for the Municipality. The development strategy includes meaningful target measures and objectives that help focus on the key efforts that implement the strategy.

6.1 Needs and Opportunities

The needs and opportunities analysis are used in decision-making situations when a desired objective is defined. This enables better decision making and prioritised development to ensure that the needs of the community is catered for.

The needs identified is derived out of analysing the Outcomes of the Spatial Analysis, the SWOT Analysis and Key issues.

MATJHABENG LOCAL MUNICIPALITY	
Needs	Opportunities
The overall improvement of the transport infrastructure in order to service the internal and external linkages (i.e. between Settlements / towns / nodal areas and within towns)	Due to the central location of Matjhabeng, opportunities exist to promote logistics and movement of goods.
There is a need to enhance the agriculture sector	This will allow for a further promotion and diversification in the skills development sector, will boost job opportunities.



Enhancing Tourism potentials to promote economic growth in the sector	Many tourism opportunities exist within Matjhabeng LM including (but not limited to), the Phakisa Racetrack, Goldfields Game Ranch, Tikwe Lodge and all the natural features such as dams, famers markets, rich heritage of Ventersburg.
Addressing the housing backlog	Land is available in towns
Bulk infrastructure is needed to allow for development of housing and business opportunities	The provision of Bulk Infrastructure will allow for further integration and growth and possible growth in the economic sector.
Spatial Restructuring needed to prioritise certain economic sectors which have potential to thrive such as agriculture, manufacturing, tourism.	Arable land exists within Matjhabeng LM so these sectors have the potential to thrive.
Need to enhance public spaces to promote pedestrian movement within towns and to bring about vibrancy of public spaces and social interaction	Majority of the towns in Matjhabeng LM were designed through Garden City Principles and thus provision for open spaces was made
Creation of youth employment initiatives by facilitating an environment where priorities are placed on the youth to provide them with the opportunities so that there are alternatives rather than seeking employment in other towns.	The TVET, CUT and jewellery institutions for skills development within Matjhabeng.
Need to resuscitate the township economy / informal economy, to facilitate this sector and to provide provisions for spaces where informal trade can occur safely.	Revitalise and develop activity corridors and nodes within townships. New township establishments to include more business and industrial sites.

Table 5: Needs and opportunities



6.2 Vision

The vision for the Matjhabeng Local Municipality SDF has been developed in line with the District SDF and Matjhabeng IDP. The vision statements for these above-mentioned plans as well as the vision for the reviewed SDF are highlighted below.

6.2.1 Lejweleputswa District SDF

According to the Lejweleputswa District SDF, the following vision was adopted:

“The Lejweleputswa district is envisaged in an appropriate international, national and provincial context which recognizes the district as a key component of the biosphere due to its comparative and competitive advantages”.

6.2.2 Matjhabeng Local Municipality IDP

The vision for the Municipality as identified in the Integrated Development Plan for the Matjhabeng Local Municipality is as follows:

“By being a benchmark developmental municipality in service delivery excellence”.

6.2.3 Matjhabeng SDF Review Vision

A visioning exercise was conducted with attendees were they were asked to imagine the Matjhabeng Municipal area in an ideal state and what do they envisage for the area.

The following points are as expressed by the attendees of the workshop as their vision elements for the Matjhabeng Municipal area.

- Beautiful farming (Agriculture)
- Phakisa Racetrack in operation
- Densely developed space
- Mixed use
- Natural resources being utilized
- Open spaces being used for agriculture
- Manufacturing Hub
- Vibrant activities
- African & Film studios
- Decentralised development in Welkom
- Tourism (river through Virginia)
- Waterfront development



- Mining beneficiation
- Creating Value Chain
- Industrialisation
- Micro retail
- Liveable space
- Urban Development Principles

The following vision statement is generated out of the vision elements mentioned above:

“A thriving municipality, harnessing the opportunities in both the agricultural and tourism sector to sustain its residents and develop its town.”

6.3 Spatial Objectives

There exist a multitude of principles, directives, and guidelines for spatial planning and development at national and provincial level.

In terms of Spatial Planning and Land Use Management, “The overall aim of the principles and norms is to achieve planning outcomes that:

- Restructure spatially inefficient settlements;

- Promote the sustainable use of the land resources in the country;
- Channel resources to areas of greatest need and development potential, thereby redressing the inequitable historical treatment of marginalized areas;
- Consider the fiscal, institutional and administrative capacities of role players, the needs of communities and the environment;
- Stimulate economic development opportunities in rural and urban areas; and
- Support an equitable protection of rights to and in land.

The various principles and directives can be translated into a set of collective development objectives in accordance with the national agenda that forms the overarching objectives of the Spatial Development Framework, namely:-

- To promote sustainable development;
- To promote efficient development;
- To promote equitable development;
- To ensure integrated development, and
- To improve the quality and image of the physical environment.



The above objectives are outlined in further detail below:-

Objective	Description
Efficiency	<i>The objective of efficiency requires that optimal development levels and functionality must be achieved with the minimum expenditure of resources. The concept relates to both functional and operational aspects and includes issues such as growth management, optimal utilisation of strategic locations, usability, mobility, productivity, and accessibility. The lack of executive functions limits the DLM in achieving this at a detail level.</i>
Sustainability	<i>The objective of sustainability requires the sustainable management and use of both natural and man-made resources. Land use and development decisions must promote a harmonious relationship between the built and the natural environment while ensuring that land development is sustainable over the long term. Other aspects that need to be considered in the sphere of sustainability are conservation, environmental health and degradation, economic sustainability and community satisfaction. The principle of sustainable development is particularly relevant in DLM as far as the natural environment is concerned. Finding means of achieving balance between the conservation of this area and economic development is an important focus area of the Spatial Development Framework.</i>
Equity	<i>The objective of equity addresses social justice and fair and equal access to opportunities, facilities or networks. Through planning, all residents irrespective of race, gender, ethnicity, faith or income should be dealt with in an equitable way. The objective of equity also refers to the manner in which planning will address the inequitable legacy inherited from the past.</i>
Integration	<i>The objective of integration requires that the separate and diverse elements involved in development planning and land use should be combined and coordinated into a more complete or harmonious whole. The objective of integration reflects the need to integrate systems, policies and approaches in land use planning and development. Firstly, it requires that the planning process is integrated, and secondly look at spatial integration of different land uses, transportation and places of living with places of working, shopping and relaxing.</i>
Liveability and image	<i>Liveability and image include aspects such as convenience, safety, security and all other aspects related to one's experience of the physical environment, either as a resident or as a visitor. This aspect also directly relates to the marketability of the area from a qualitative perspective.</i>

Table 6: Spatial Objectives



In order to achieve the future vision, the following overall objectives have been formulated:-

- Stimulate development and growth where there is proven demand.
- Use future growth and development to consolidate and improve municipal performance.
- To ensure sustainable use of environmental resources, their enhancement and replenishment.
- Capitalise on the valuable role of environmental resources.
- Enhance the uniqueness, ecological sustainability, and liveability of the municipal area.
- Meet community needs and promote community values and aspirations.
- Ensure that the municipal structure has timeless qualities and that it does not short-sightedly respond to the mere current needs, circumstances, and fashion.
- Create new social and economic opportunities and to improve access to the existing ones.
- Promote the viability of public transport.
- Promote all aspects of spatial integration.
- Enrich people's lives, as well as to enhance uniqueness and identity of municipality by means of a readable municipal form.

- Enhance the functionality of all the elements constituting the municipal area.
- Create healthy, comfortable and safe living and working environments for all.
- Instil business confidence in the municipal area as a whole by providing an enabling spatial framework that supports development.
- Manage development and the rehabilitation of dilapidated areas,
- Provide access to basic services and social facilities,
- Create employment opportunities,
- Upgrading and rehabilitation of infrastructure to support the growing transport services and new development initiatives,
- Targeted agriculture enterprises with community, private sector and Public-Private Community Partnerships in identified areas of opportunity;
- Establish enterprises linked to tourism packages, tourism and heritage routes and attractions within the municipal area and surrounds;

The following objectives have been identified specifically for Urban areas:-

- The effective integration of communities, especially low-income communities, into the urban area as a whole
- To encourage CBD development in the low cost / high density areas



- To redefine and or extend the business and light industrial areas
- To encourage utilisation of the existing underutilized industrial areas
- Provision and protection of sufficient public open spaces and parks
- Encourage growth and strengthen the tourism capacity and capability of all the towns by sustaining and focusing on linkages
- The sustainable utilisation of the environment by means of optimum utilisation of natural resources and land
- Provision of services/bulk infrastructure for the purpose of appropriate land development and expansion
- Positively performing settlements (that are convenient, equitable, efficient and attractive and that promote economic growth)
- Towns with ecological sustainable developments, respecting landscapes and creating a sense of place
- Focus on improving the quality of the public environment in degraded areas and as an integral part of all new developments
- To pursue a more compact and viable urban form, thereby facilitating medium to higher densities by means of infill development and densification where possible

The following objectives have been identified specifically for Rural areas:-

- Providing a conducive environment for agricultural production and economic returns

- Enhancing food security in rural areas
- Reducing poverty through rural development
- Improve basic living standards of low-income communities
- Promote urban and rural linkages

6.4 Development Strategies

The following development strategies were identified for the Matjhabeng Local Municipality: -

- Identify Special Development Areas, that is, areas of particular development potential or areas where priority spending is required (special needs areas) – nodal centres, development corridors, special development areas.
- Create sustainable human settlement with quality physical, economic, and social environments.
- Planning for densification/infill and careful expansion of existing settlements on productive agricultural resources.
- Promote integration of spatial development by means of efficient transport network system.
- Identify and prioritise economic opportunity areas.
- Identify and prioritise strategic economic linkages.



- Develop a sustainable local Land Use Management System to promote coordinated, harmonious, and environmentally sustainable development.



7. CONCEPT

The following components are applicable to the development of a concept plan for the Matjhabeng SDF:

7.1 Movement

- The towns are linked by National and Regional movement Routes;
- The enhancing of the agricultural sector would further require prioritisation to be placed on the movement routes between towns in Matjhabeng as well as outside of the LM – linkage to JHB, and to Bloemfontein, etc.
- A further movement linkage is encouraged between the R36 and R34
- N1 is a prominent movement route traversing the town of Ventersburg

7.2 Infrastructure

- Infrastructure upgrades are required for towns to expand and to accommodate for the housing need in Matjhabeng LM

7.3 Towns

- Towns have the potential to expand. The proposal for this is to also aim to impact on the provision of Sustainable Human Settlements.
- Towns are located in close proximity to each other and thus through the expansion of towns, towns need to support each other with regards to service provision

- There is a need to prove stronger linkages /support between the towns of Matjhabeng LM
- Residential expansion required in towns
- Increasing building density within towns can be addressed
- There is also a need for the identification of key industrial sites

7.4 Economic Growth

- The key economic sectors which the concept plan covers are as follows:
 - Manufacturing
 - Tourism
 - Agriculture
 - Retail
 - Transportation
- The concept plan aims to facilitate economic growth in the economic sectors of Matjhabeng LM. This is aimed to be achieved through the prioritisation of the Agricultural and Agro processing sectors, the opening up of industrial sites, the promotion of logistics and transportation movement, as well as the retail and trade sectors.



7.5 Agriculture

- The agricultural sector is proposed to be promoted within Matjhabeng LM
- Agro process is a spin off sector which has the potential to thrive should focus be placed on the agricultural sector
- Training / skills development centres are required to allow for the growth of the sector and to provide job opportunities for local residents

7.6 Tourism

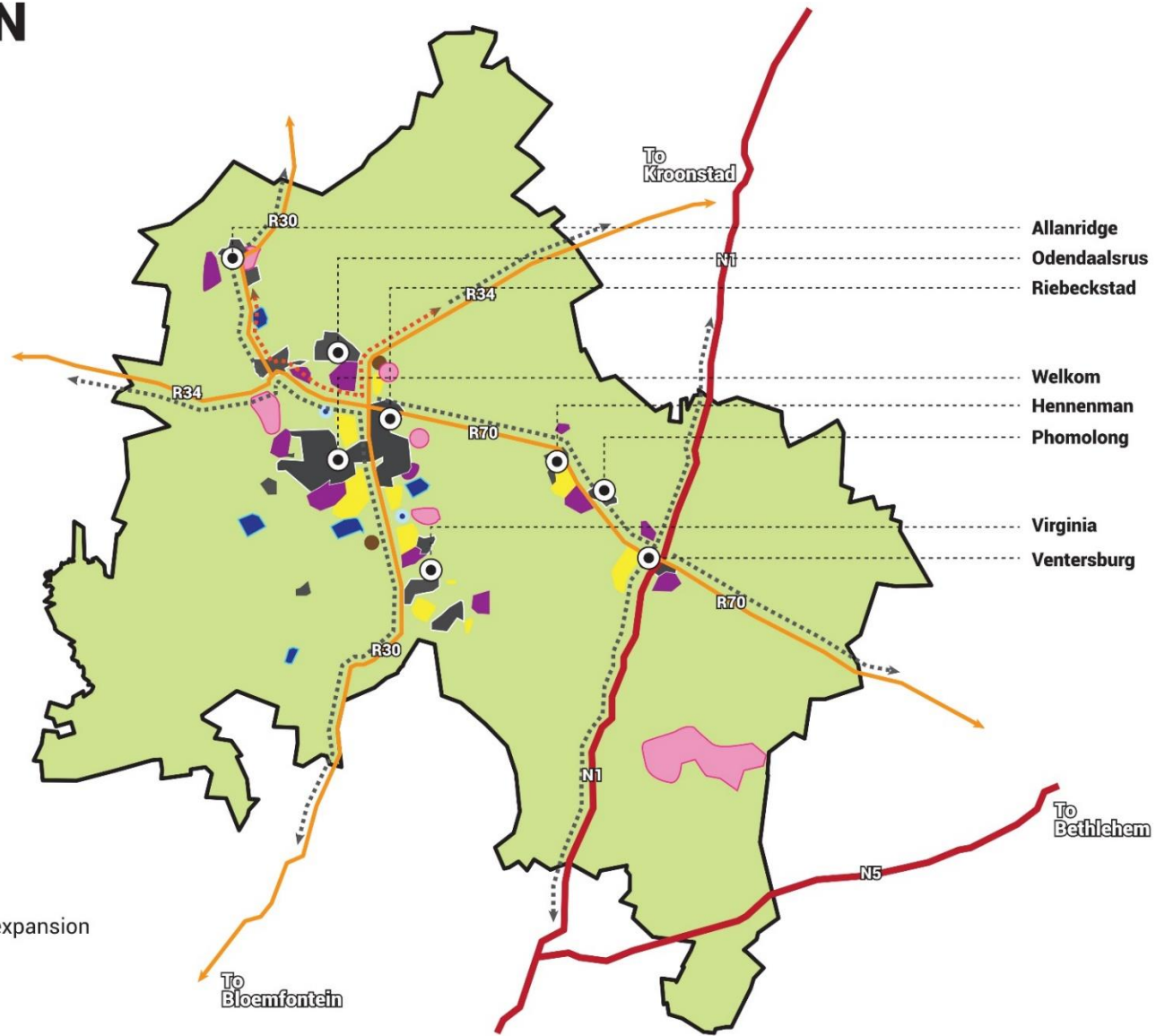
- Tourism opportunities exists within Matjhabeng which need further promotion and enhancement. The tourism opportunities include but not limited to the following:
 - Old mining sites
 - Dams
 - Phakisa Racetrack
 - Game Farms



CONCEPT PLAN

Legend

- ⊙ Towns
- ▬ National Roads
- ▬ Regional Roads
- ⋯ Linkage of transportation routes
- ⋯ Logistics Linkage
- Settlements / Town Centers
- Future Residential Expansion
- Future Industrial Expansion
- Potential Tourism Expansion
- Civic/ Training/ Business/ Office expansion
- Mines
- Agriculture
- Agriculture Training Facilities



Plan 34: Concept plan



8. PLANNING PRINCIPLES AND STRUCTURING ELEMENTS

8.1 Spatial Planning Principles

The following spatial planning principles are of critical importance for any development: -

8.1.1 Walking Distance

The proper walking distance must always be used as the measure for accessibility. According to the Guidelines for Human Settlement, Planning and Design, a convenient walking distance to public transport is often interpreted as maximum walking time of 5-10 minutes, and a maximum walking distance of 400-500 metres. There will be exceptions to these principles, particularly in deep rural areas, but these principles become applicable as soon as densities increase and where there is a need for efficient urban settlements and services.

A comprehensive neighbourhood, in which the actions of daily living, including transportation access, are within walking distance of a person's home, decreases the number of vehicle kilometres travelled by its citizens. Were the same population to live in a conventional suburban development pattern, where daily activities are separated beyond a comfortable walking distance, increased kilometres would be travelled and therefore more roads and parking spaces would be needed. Traditional urban patterns integrate human activities through a mixture of landscapes and buildings, allowing the walk from one destination to another to be a pleasant alternative to driving.

8.1.2 Integration

The implementation of the walking distance principle to promote greater access to opportunities for all people will require functional integration. In conventional suburban development, land and buildings are designated for singular use or activity. In contrast, neighbourhood development should integrate a range of activities and therefore may be better described by its building and design typology.

Fundamentally, integration must intend to maximize continuity and beauty within the public realm and minimize influence on individual building use or design as well as to ensure that all persons have equal access to the public realm.

Integration thus includes the design in a manner that considers the movement of the elderly, disabled, pregnant women, and children. This includes paving material, accommodating ramps, etc.

These issues are also resembled in reality where settlements are characterized by segregation of land uses and low-density development that cannot support public transport, or small businesses. To address these issues and achieve better access and integration, appropriate densification will have to be promoted in settlements.



8.1.3 Densification and Infill Development

A sprawling city means long travel distances to work as well as places of education, recreation, and other services. Public transport is not viable in spread-out cities, as the population densities are too low, and there are not enough potential passengers. Because spread-out cities therefore rely on private vehicles, they will always have traffic congestion and poor air quality. As people urbanise, densification and infill development should be pursued as a tool to achieve spatial integration.

The increased use of space, both horizontally and vertically, can be defined as densification and is becoming increasingly important. Densification can take place within existing areas/properties and new developments and can be accompanied by an increased number of units and/or population thresholds. Care should be taken that densification and subdivision proposals consider environment, heritage and visual impacts and not be applied indiscriminately. The availability and quality of infrastructure must also be considered in considering densification. It should be policy driven rather than status quo populist driven.

Infill development is development of vacant land between the residential areas and may be set aside for various population groups. Infill development must be well-located so as to support access to opportunities for future residents, ensure appropriate densities considering a mix of uses and residential units and include urban design guidelines.

8.1.4 Urban Design Guidelines

- Create open space systems that integrate the elements of a settlement to contribute to a meaningful urban structure. This can be done by:
 - Providing connectivity between open spaces;
 - Establishing linkages between open spaces;
 - Aligning the open space system with public buildings; and
 - Ensuring an improved quality of linkages through the continuation of special activities or functions along major routes.
- Link symbolic elements (statues) or public facilities (library, clinic, etc.) to open spaces in relation to their importance and character.
- Ensure the definition of the public spaces through the effective design of an interface between public and private domains.
- Create visual recognition and surveillance along open spaces and public routes. This can be achieved through:
 - Locating buildings around open spaces and streets so that sufficient enclosure is created;
 - The appropriate height of buildings;



- Locating the highest buildings to the southern side of the open space, with lower buildings or trees on the northern side.
- Markets should be permitted at highly accessible locations in terms of the movement network and urban structure to ensure the greatest viability possible. These locations could be modal interchanges and intersections.
- As a general rule the erection of shopping centres on the periphery of settlements should be discouraged so as to strengthen local businesses within the settlement. This should only be permitted if the intention is to initiate a new urban node at the specific location and the proposed shopping centre development is in line with the growth direction of the settlement.
- Accommodate a variety of users in and uses along the streets by doing the following:
 - Concentrate intensive activities along major vehicular and public transport routes;
 - Locate majority of public buildings and increase densities along these routes; and
 - Locate buildings closer rather than further from the streets to increase pedestrian activity, a sense of enclosure and surveillance.
- Create appropriate road cross-section widths that can provide for vehicle traffic, parking, pedestrian movement, cycling and landscaping.
- Urban block length should promote access (penetration) and encourage economic activity by orientating the short side of blocks to major streets wherever possible.
- Space buildings from each other to provide adequate solar access to buildings. In this regard the roof pitch of buildings should be orientated so that roof solar panels have a maximum continuous direct access to the sun.
- Any proposals for the redevelopment of existing buildings should consider their heritage value, elements of the vernacular architecture and, where possible, retain these important elements. Similarly, the historical characteristics of existing buildings should be considered to draw from their elements that could be integrated into the design and construction of new buildings close by.
- The use of local materials should be encouraged in the construction of new buildings.
- Encourage appropriate water-wise landscaping.
- Ensure that the main streets of the urban areas are appropriately landscaped to encourage a pleasant gateway treatment into the settlements.



8.1.5 Spatial Planning Categories (SPCs)

Spatial Planning Categories was formulated by the Dennis Moss Partnership in the Free State Provincial Spatial Development Framework. It is vital to ensure that the Matjhabeng SDF takes cognisance of this consistent with UNESCO’s biosphere reserve zonation model and include all land zonings that are provided for under the existing zoning scheme regulations.

Spatial Planning Categories	Description/ Discussion
Core Area	<ul style="list-style-type: none"> - Statutory Protected Areas - Wilderness Areas - Special Nature Reserves - National Parks - Nature reserves, including provincial, local authority and registered private nature reserves - Protected Environments - Forest Wilderness Areas/ Forest Nature Reserves - Marine Protected Areas - World Heritage Sites - Mountain Catchment Areas
Buffer Areas	<ul style="list-style-type: none"> - Non-Statutory Conservation Areas: <ul style="list-style-type: none"> o Contractual Conservation Areas o Private Conservation Areas - Ecological Corridors: <ul style="list-style-type: none"> o Freshwater Ecosystems Priority Areas (FEPA) o Rivers or riverbeds o Other Natural areas - Urban Green Areas: <ul style="list-style-type: none"> o Public Park

A total of six SPCs have been provided for land use classification at this level. The SPCs category A and B refer to the natural landscape, while categories C, D, E and F refer to the human – made environment. In addition, a number of sub-categories have been included for the purpose of refining the designation process at municipal level. (Department of Rural Development & Land Reform, 2011).

	<ul style="list-style-type: none"> o Landscaped Areas
Agriculture	<ul style="list-style-type: none"> - Extensive Agriculture:- <ul style="list-style-type: none"> o Bona Fide Game Farms o Extensive Stock Farms - Intensive Agriculture Areas:- <ul style="list-style-type: none"> o Cultivated Areas o Plantation and Woodlots
Urban Related	<ul style="list-style-type: none"> - Main Town - Local Town - Rural Settlements - Tribal Authority Settlements - Communal Settlements - Institutional Areas: <ul style="list-style-type: none"> o Place of Instruction o Place of Worship o Institution - Authority Areas: <ul style="list-style-type: none"> o Government Uses o Municipal Uses - Residential Areas: <ul style="list-style-type: none"> o Single Residential House o Group Housing



	<ul style="list-style-type: none"> ○ Guest House ○ Flats/Residential Building ○ Mixed Density Residential Area ○ GAP Housing ○ Subsidised Housing ○ Informal Housing ○ Small Holdings ○ Residential Estate - Business Areas: <ul style="list-style-type: none"> - Business Premise - Shop - Service-Related Business: <ul style="list-style-type: none"> ○ Service Trade Industry ○ Service Station - Special Business: <ul style="list-style-type: none"> ○ Casino ○ Adult Entertainment - SMME Incubators - Mixed-Use Development Areas - Cemeteries - Sports fields & Infrastructure - Airport and Infrastructure - Resorts & Tourism Related Areas - Farmsteads & Outbuildings
Industrial	<ul style="list-style-type: none"> - Agricultural industry - Industrial Development Zone - Light industry - Heavy industry - Extractive industry
Surface Infrastructure and Buildings	<ul style="list-style-type: none"> - National roads - Main roads - Minor roads - Public Streets

	<ul style="list-style-type: none"> - Heavy Vehicle Overnight Facilities - Railway lines - Power lines - Tele-communication infrastructure - Renewable energy structures - Dams & Reservoirs - Canals - Sewerage Plants and Refuse Areas - Science and Technology Structures
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Table 7: Spatial Planning Categories



8.2 Spatial Structuring Elements

In order to plan efficiently, there needs to be a focus on investing resources in areas of opportunity in order to create maximum impact. There needs to be certain structuring elements to give guidance to develop and spatial planning. For the Matjhabeng Local Municipal Spatial Development Framework, there are Spatial Structuring Elements that can guide spatial development and decision-making in the municipality. These are broken down in the section below.

The spatial framework is developed through an interconnected set of nodes, networks, and surfaces. The crux of development in this system is the movement of people, goods and services that produces the basic impetus for developing functional relationships between otherwise independent and unrelated elements. The movement of people, goods, and services are channelled along specific routes that describe a network of interaction. Where networks intersect the opportunity for people, goods and services develop to interact and this gives rise to activity nodes. The intensity of interaction gives rise to the development of a hierarchy of nodes of different sizes depending on the level of interaction taking place in a node. This one-dimensional system of networks and nodes are tied together through surfaces that fill the areas between the nodes and networks.

8.2.1 Transforming Human Settlements

Normative Theory of Good City Form of Kevin Lynch (1981) as a spatial planning and design premise. Lynch's normative theory is a systematic

effort to state general relationships between the form of a place and its value. It is recommended that this theory be applied to inform the planning, design and associated decision-making pertaining to all settlement development undertaken in the Free State.

The normative theory is based upon a set of goals that are as general as possible (i.e. not dictating particular physical solutions), but whose achievements can be detected and explicitly linked to physical solutions. The theory comprises five performance dimensions which all refer to clusters of qualities that can be measured in a common manner. These are:

- Vitality: The degree to which the form of the settlement supports the vital functions, in particular the biological requirements and capabilities of human-beings.
- Sense: The degree to which the settlement can be clearly perceived and mentally differentiated and structured in time and space by its residents, and the degree to which that mental structure connects with the values and concepts of the residents. It refers to the match between environment, our sensory and mental capabilities, and our cultural constructs.
- Fit: The degree to which the form and capacity of spaces, channels, and equipment in a settlement match the pattern and quantity of actions that people customarily engage in, or want to engage in – that is, the adequacy of the behavioural settings, including their adaptability to future action.



- Access: The ability to reach other persons, activities, resources, services, information, or places, including the quantity and diversity of the elements which can be reached.
- Control: The degree to which the use of and access to spaces and activities, and their creation, repair, modification, and management are controlled by those who use, work or reside in the relevant settlement.

8.2.2 Nodes

Nodes' is term usually ascribed to cities, towns, and villages. This tends to work against the need to achieve rural development through integration of urban and rural areas. It is accordingly proposed the term node is to be less prominent and less significant in future SDFs with the emphasis rather being placed on identifying "human settlement" where integrated programmes can be shared. Such settlement/s can be both rural and urban in nature and could serve to bridge diversity between these communities.

Nodes are generally described as areas of mixed-use development, usually having a higher intensity of activities involving retail, transportation, office, industry and residential land uses. These are the places where most interaction takes place between people and organisations, enabling most efficient transactions and exchange of goods and services. Nodes are usually located at interchanges to provide maximum access and usually act as catalysts for new growth and development.

From an efficiency and functionality perspective, the clustering of community, social and business facilities in nodes around points of highest accessibility is of vital importance, i.e. -

By clustering facilities, a high-quality node can be created that can serve as the heart of communities and promote social interaction.

- Multiple neighbourhoods can be served by social services in central points.
- The sharing of facilities between various services (e.g. buildings, logistics, parking etc.) can take place.
- Central clusters ensure enhanced accessibility and convenience for residents.
- It is proposed that the following general principles apply to the development and management of nodes:
 - In order to support the effective development of the node in the municipality, the development of urban non-residential land uses, such as business, retail, community facilities, and social services should be restricted to nodal areas.
 - Nodes should typically be located at the main access points in urban areas, typically at the intersection of a major mobility route and the major collector route.



- These nodes should show a large degree of public investment in infrastructure, public domain and social services.
- Nodes must be characterised by mixed-use, high intensity activity and higher density residential development (maximum FAR's, coverage and height should not be restricted).
- The manner in which parking in the nodal areas are treated is of importance. Large parking lots adjacent to streets should not be promoted. Buildings should be placed as close to street boundaries as possible to facilitate pedestrian movement and to define and shape the public space.
- Extroverted as opposed to introverted development patterns and typologies must be promoted.
- Site layouts and building designs of individual developments must take cognisance of and support public transport and pedestrian movement.

Welkom	Primary Node
Virginia	Secondary Node
Odendaalsrus	Tertiary Node
Allanridge	Tertiary Node
Hennenman	Tertiary Node
Ventersburg	Tertiary Node

Table 8: Nodes

In order to address spatial issues and restructure development in the municipality spatial restructuring tools are required. These tools should be used in a practical manner to ensure sustainable high-quality settlements.

The key objective of the structuring elements is as follows:

- Contain urban sprawl
- Promote urban and social integration
- Promote higher densities
- Create quality urban environments

Settlement Name	Hierarchy of node
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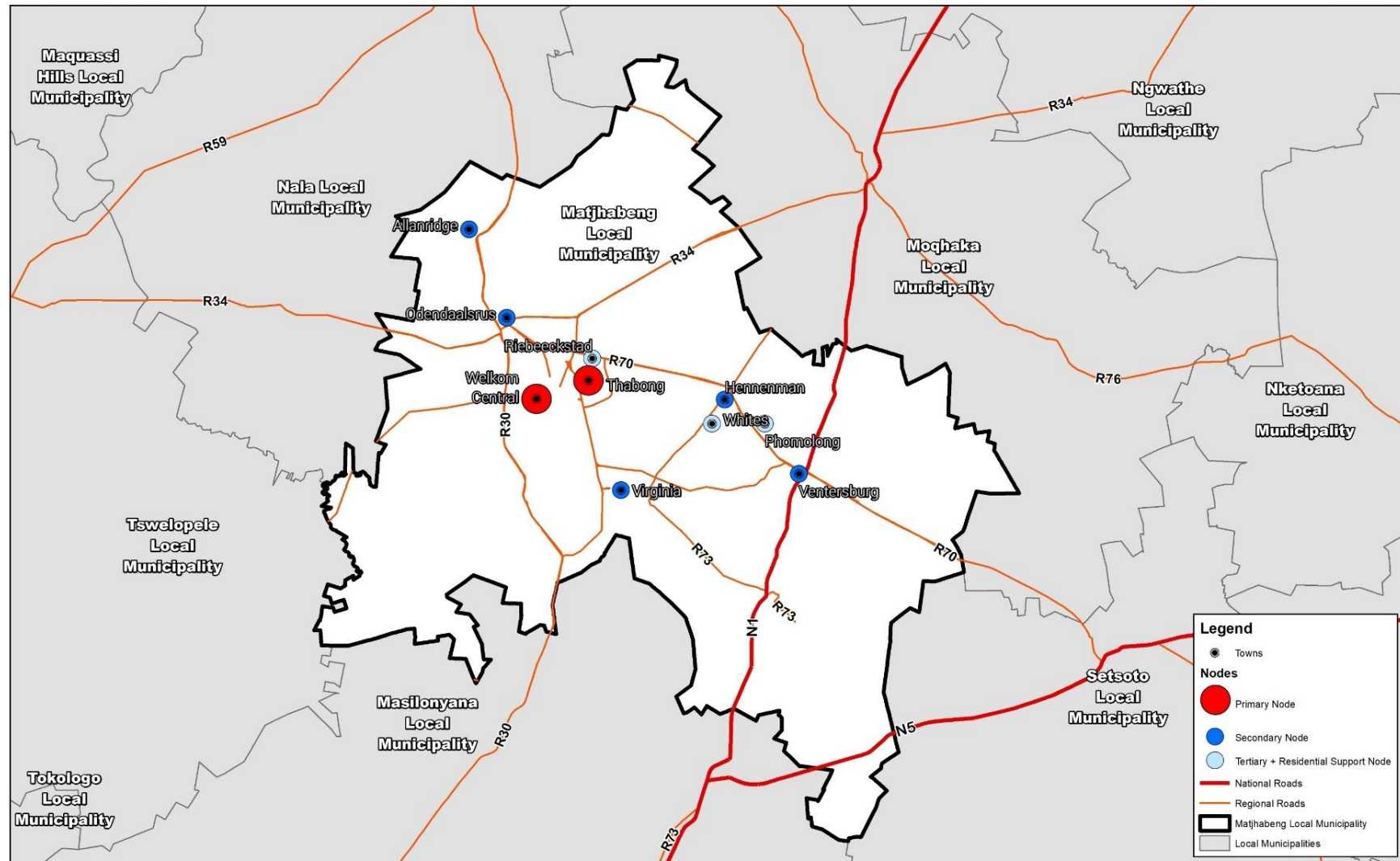
- Promote pedestrian friendly environments and movement patterns.
- Create a sense a place
- Enhancement of investment opportunities
- Simplifying decisions-making regarding development applications.



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

NODAL PLAN

N
1:525 000



Date: April 2021

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 35: Nodal plan



8.2.3 Corridors

In many cases, but not always, there may be existing corridors between nodes or there is the potential of new corridors.

Corridors are links between nodes, along which an increased intensity of development will naturally be attracted and should be encouraged. Similar to nodes, they improve access to opportunities. Corridors should provide an appropriate level of access to the opportunities along the corridor and would typically include public transport routes.

Corridors may also be of different scales:

Corridor name	Concept
Regional/Primary Corridors	Area along route linking nodes through a number of municipalities which may support more intense rural activities, such as the N1 and N5
Economic Development/Secondary Corridors	Economic development alongside regional roads within the Municipality, such as the R70, R34, R730/73, R30
Urban Corridors/Activity Corridors	More intense activities along major road and rail infrastructure in a

metropolitan area or large towns, such as:

In Welkom/Thabong:

Activity corridors are proposed within the existing urban areas with the objective to stimulate economic development by allowing higher order activities within residential stands along public transport corridors. The roads/corridors to densified, include the following:

- Welkom: State way, Long Road, Toronto Road, Tempest Road, Ararat Road, Jan Hofmeyer Road, Koppie Alleen Road, Volks Roads, Constantia Road, Power Road and Alma Road.
- Thabong: Constantia Road, Mothusi Road, Nkoane Road, A Phakati Road, Mangosuthu Buthlezi Way, Ndaki Way, Lois Street, Thb 701, Thb 784, Thb 879 and Thb 832.

In Virginia/Meloding:

Activity corridors are proposed within the existing urban areas with the objective to stimulate economic development by allowing higher order activities within residential dwellings along public transport corridors. These activity corridors will also assist in integrating Virginia and Meloding more



	<p>effectively.</p> <p>The roads which have been identified, include:</p> <ul style="list-style-type: none"> • Mel 56, 76 and 105 in Meloding; and • Virginia Way, Sandriver Way and Riverside Drive in Virginia. <p><u>In Odendaalsrus/Kutlwanong:</u></p> <p>No activity corridors have been proposed along the Provincial roads.</p> <p>Activity corridors are proposed within the existing urban areas with the objective to stimulate economic development by allowing higher order activities within residential stands along public transport corridors. The roads to be densified include:</p> <ul style="list-style-type: none"> • Kut 1 which is located in Kutlwanong and the linkage thereof with Odendaalsrus by way of ODE1. • Van Der Vyver Street, Voortrekker Avenue, Church Street and Althea Way in Odendaalsrus. Althea way is also a linkage road to Kutlwanong. <p><u>In Hennenman/Phomolong:</u></p> <ul style="list-style-type: none"> • Activity corridors are proposed to develop within the existing urban areas with the objective to stimulate economic
	<p>development by allowing higher order activities within residential sites along the public transport corridors. The roads to be utilized include:</p> <ul style="list-style-type: none"> • Phomolong: Pho1 and 2, which lead to the R70 Road; and • Hennenman: Beyers, Breet and Hertzog Street. <p><u>In Ventersburg/Mmamahabane:</u></p> <p>The establishment of activity corridors from the R70 Road through Ventersburg and Mmamahabane; and the development of access nodes from the N1 National Road need to be investigated.</p> <p><u>In Allanridge/Nyakallong:</u></p> <p>There is no direct access road between Allanridge and Nyakallong with travellers making use of the R30 road. As stated, the development of this corridor should focus on the respective access points to Allanridge and Nyakallong.</p>
Activity Streets	Minor linear concentrations of activity along a busy street in a small town or suburb.

Table 9: Corridors



DEVELOPMENT CORRIDORS WITHIN THE EXISTING URBAN AREAS

An increasing number of residential erven in Matjhabeng is being used for office/business purposes without the consent or rezoning of the properties. This trend is primarily motivated by the following reasons:

- No vacant business or office space available in the CBD;
- No vacant land available for the development of offices/business;
- Houses adjacent to the CBD are in a state of decay;
- The rent for offices within the CBD is excessive;
- From an investment perspective, it is more advantageous to purchase a property as opposed to rent a premises in the CBD;
- Residential properties along busy traffic arteries are not suitable for residential purposes owing to increase noise levels;
- Crime within the CBD is escalating and is not safe to work in the area, especially after hours; and
- Parking is a problem within the CBD's.

The usage of residential properties for offices is common in Matjhabeng and is exercised in the majorities of urban areas throughout South Africa. The existing guidelines for the establishment of offices within residential properties are as follows:

- The owner of the business must reside in the dwelling house.
- The residence shall not be used as a shop, any industry or noxious industry.
- The public display of goods either in a display window or by any other means shall not be allowed.
- The display of any notice board, advertisement or sign exceeding 500 x 300mm, is prohibited.
- Any act detrimental to the amenity and peacefulness of the surroundings, shall lead to the cancellation of this consent.
- The regular parking of vehicles with a mass in excess of 2000kg on the site or in the street adjacent to the site shall not be allowed.

- Not more than one partner and/or two (2) employees shall be employed.

In line with the number of existing residential activities and the need to identify additional areas, the Matjhabeng Local Municipality identified a number of proposed Urban Corridors and Activity Streets along which these activities will be permitted subject to application in terms of the Matjhabeng By-law on Municipal Land Use Planning, 2015 (as amended).

The following conditions are applicable to the rezoning of residential erven along the corridors:

- All alterations to the buildings shall be done by a qualified architect;
- Buildings shall not exceed two storeys in height;
- Parking shall be provided on the premises as determined by the Matjhabeng Land Use Scheme, 2022 (as amended);
- All parking shall be paved to the satisfaction of the Council;
- The area of the premises facing the street shall be landscaped to the satisfaction of the Council;
- Maximum floor space index of 0.50 for business and 0.70 for offices; and
- The following types of offices/businesses will not be allowed within these areas:
 - Adult Store
 - Liquor Store
 - Escort Club
 - Night Club
 - Discotheque
 - Tavern
 - Shebeen
 - General Industries
 - Noxious Industries
 - Motor Trade and Workshops
 - Other uses which Council can decide on from time to time at its sole discretion



That in all other areas not mentioned, along District Distributor Roads and where residences are used for office/business purposes at present, owners be forced to apply for rezoning and that applications be dealt with on merit after receiving an application for rezoning, but that no new uses in these areas be approved and that the necessary law enforcement be done and the necessary capacity be supplied for that.

ECONOMIC DEVELOPMENT CORRIDORS

The following three Economic Development Corridors suitable for corridor development in the next five to ten years has been identified:

- Alma Corridor (Alma Rd/R70 between Welkom and Odendaalsrus)
- Virginia Corridor (R730 between Welkom and Virginia)
- Hennenman Corridor (R70 between Riebeeckstad and Hennenman)

The purpose of Economic Development Corridors is to create investment opportunities and to contribute to the integration of towns in the Municipality, with Welkom located at the centre.

The envisioned development alongside these routes is to be mixed uses of nature with commercial and industrial land uses directly next to the road, on both sides, and medium to high density residential development on the perimeter of these corridors. The following zonings in terms of the Matjhabeng Land Use Scheme 2022 will primarily feature alongside the corridors:

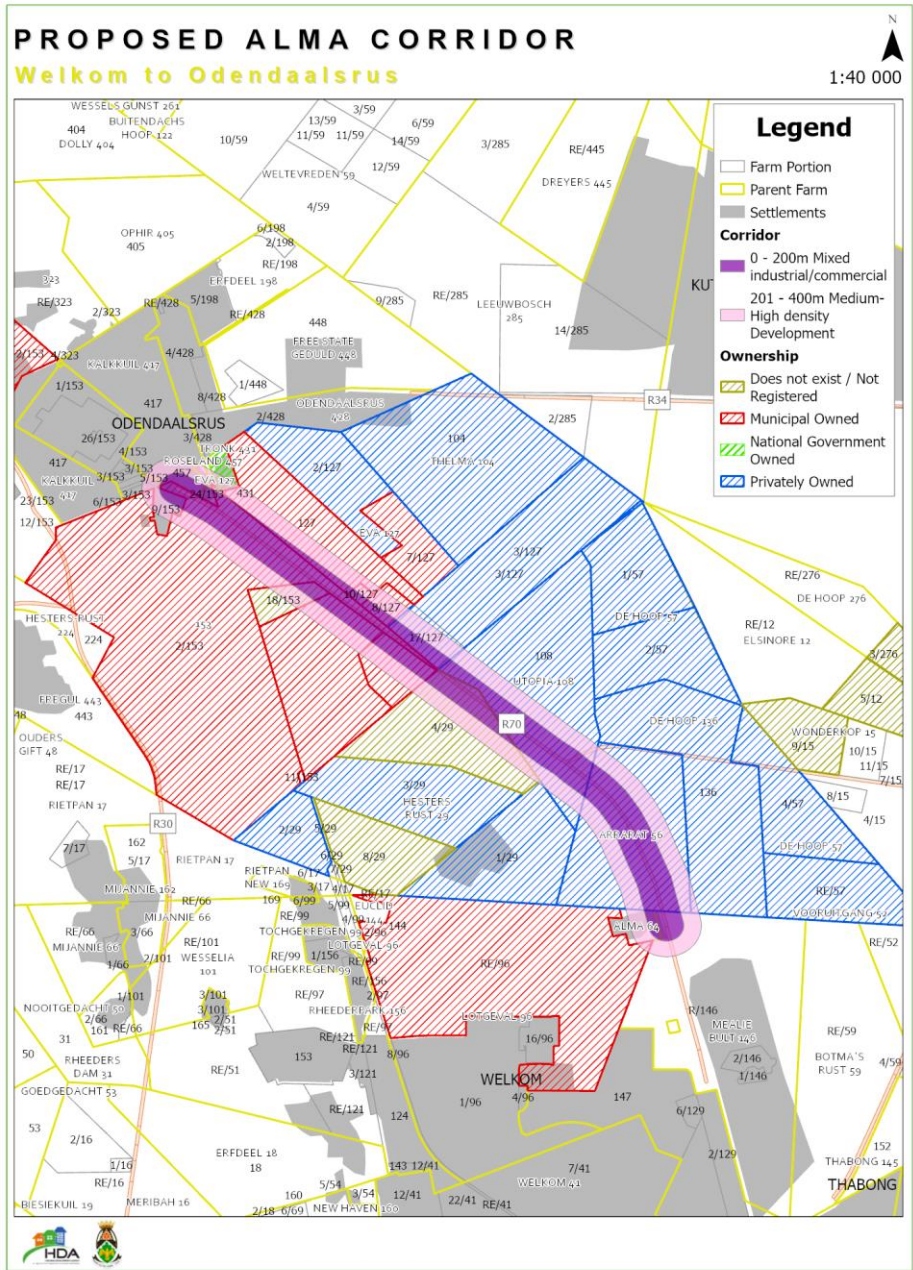
- Business 1 & 2
- General Industrial
- Residential 2
- General Residential

Further developed around the corridors are also expected where investors have already shown interest around the Phakisa area, which is located along the Alma Corridor. This will ultimately form a new economic node alongside this corridor.

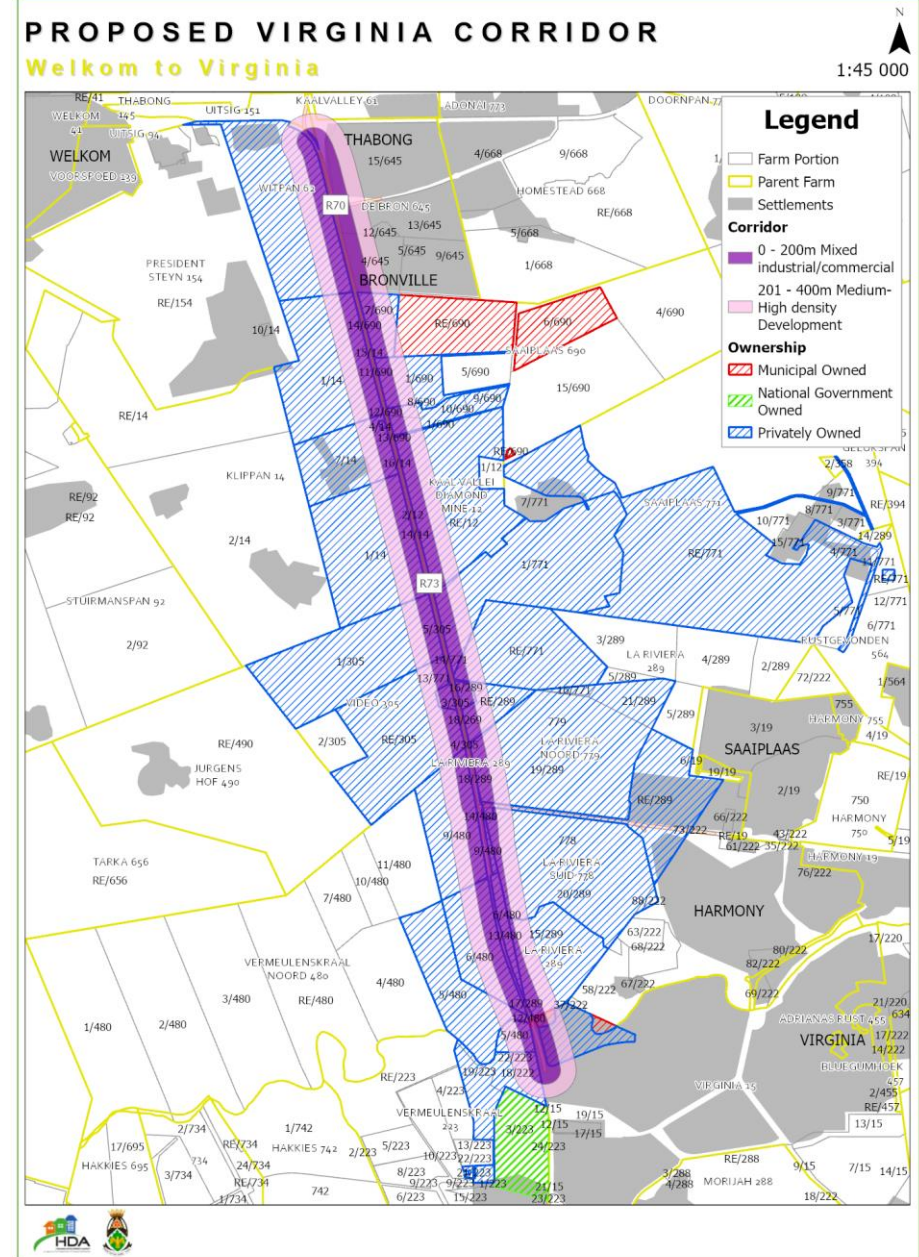
The Municipality therefore presents an opportunity for gap market development which translate to the enhancement of the Phakisa Racetrack, an asset that boasts international status while currently underutilised.

A few portions of land such as the land on which Phakisa is located is owned by the Municipality. The majority of land surrounding the corridors are however owned by other private individuals/companies which are the first area of focus, to acquire such land. It is proposed that the Municipality acquire privately owned land alongside the identified corridors within the next five to ten years in order to enhance the potential of the corridors.





Plan 36: Alma Corridor



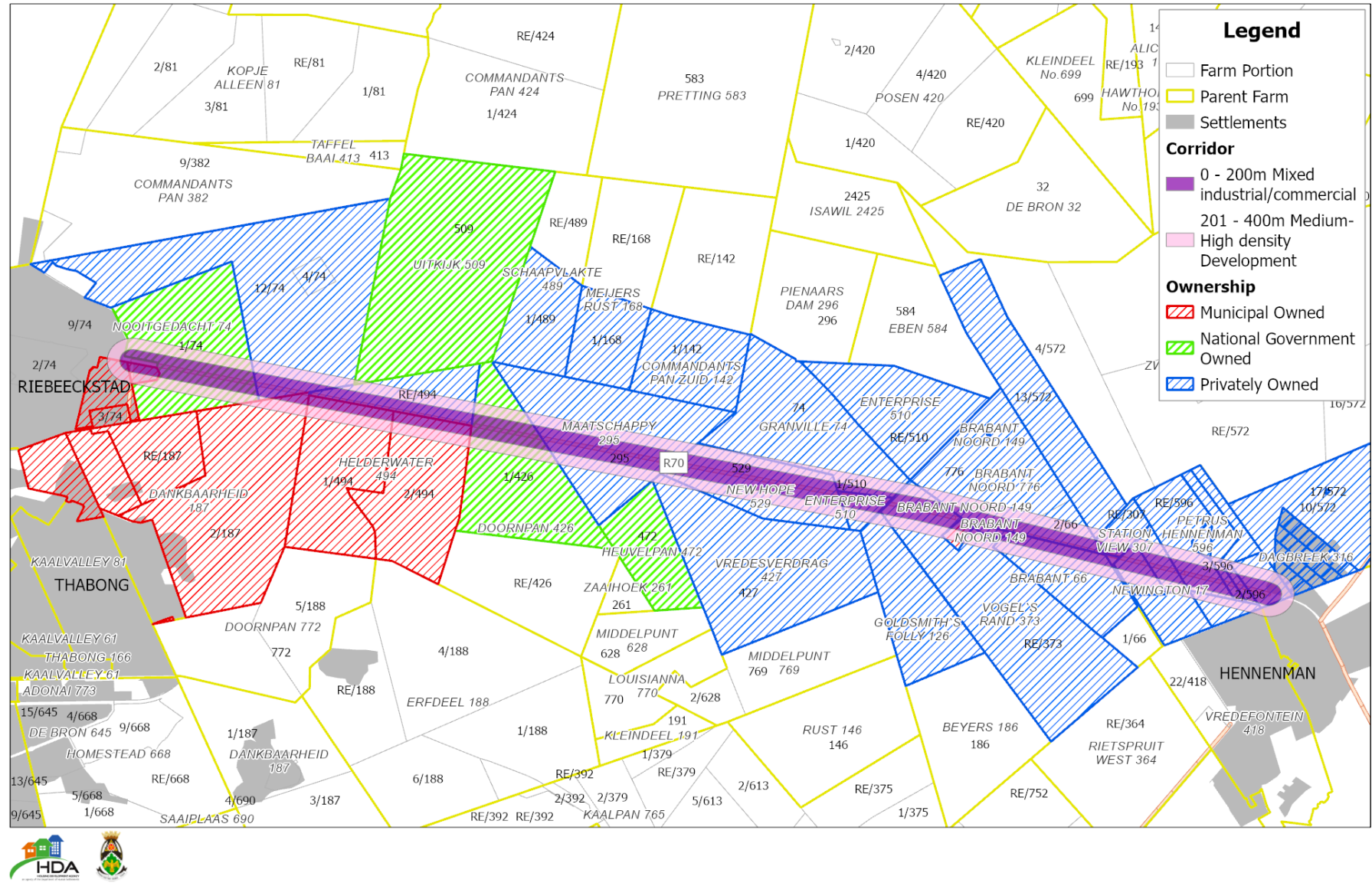
Plan 37: Virginia Corridor



PROPOSED HENNENMAN CORRIDOR

Riebeeckstad to Hennenman

1:60 000



Plan 38: Hennenman Corridor



POTENTIAL DEVELOPMENT AROUND PHAKISA RACEWAY

In May 2022, a potential developer presented the Matjhabeng Mega City Development Project to the Matjhabeng Mayoral Committee.

This project is a large-scale investment that takes multiple years to develop and build, involves multiple public and private stakeholders and has long lasting impact on the economy, the environment and society. It stimulates social and economic viability to create sustainable human settlements. The purpose is to:

- To accommodate the existing inhabitants and ensure that the resulting township is not only a low-income township area but an integrated human settlement creating facilities to accommodate various housing typologies with different tenure options thereby addressing different community housing needs.
- To give rise to economic growth of the concerned area and address job creation and poverty alleviation.
- To move away from the traditional model of housing delivery to a new model that will yield no less than 15 000 residential units.
- To move away from delivering houses that are far from economic opportunities and the most basic infrastructure.
- To integrate housing communities with economic opportunities and well-functioning business and social infrastructure.

The concept is based on the principle to create sustainable human settlements which promotes the achievement of a non-racial, integrated society, delivers quality housing and ensures green economy.

It will ideally consist of:

- Subsidized Housing, Community Residential Units, Social Housing, FLISP and Bonded Housing.
- Business and Light industry

- Community Amenities [Church, Clinics, Schools, etc.)
- Recreational Areas
- Sustainable Green infrastructure

Land Availability Agreements are therefore encouraged to achieve sustainable development through PPP alongside these corridors.

Development of the Economic Development Corridors is subject to all required specialist studies and applications which includes, but are not limited to:

- Economic Feasibility
- Environmental Impact Assessments
- Traffic Impact Studies
- Geotechnical Studies
- Flood Line Determinations
- Civil & Electrical Services
- Application in terms of the Subdivision of Agricultural Land Act, Act 70 of 1970 (as amended)
- Township Establishment Processes



8.2.4 Special Economic Zone (SEZ)

The SEZ seeks to facilitate industrial development by creating an industrial estate and taking advantage of the existing interconnected road infrastructure around Renegen's Tetra4 Gas Plant in Virginia Town. It is anticipated that given the fact that helium and natural gas are a precious commodity driving the fourth industrial revolution of the technology industry, this SEZ will attract billions of rands in investments within the municipality in the near future.

The recent discovery of natural gas in the Matjhabeng Local Municipality has offered hope for economic diversification which the municipality desperately needs and has taken it very seriously to the industrialisation agenda of government as part of the economic reconstruction and recovery within the municipality. Renegen Pty (Ltd) is an emerging producer of helium and liquefied natural gas (LNG), with existing production and sales of compressed natural gas (CNG). Tetra4 is a wholly owned Gas Plant asset of Renegen, a company listed on various stock exchanges.

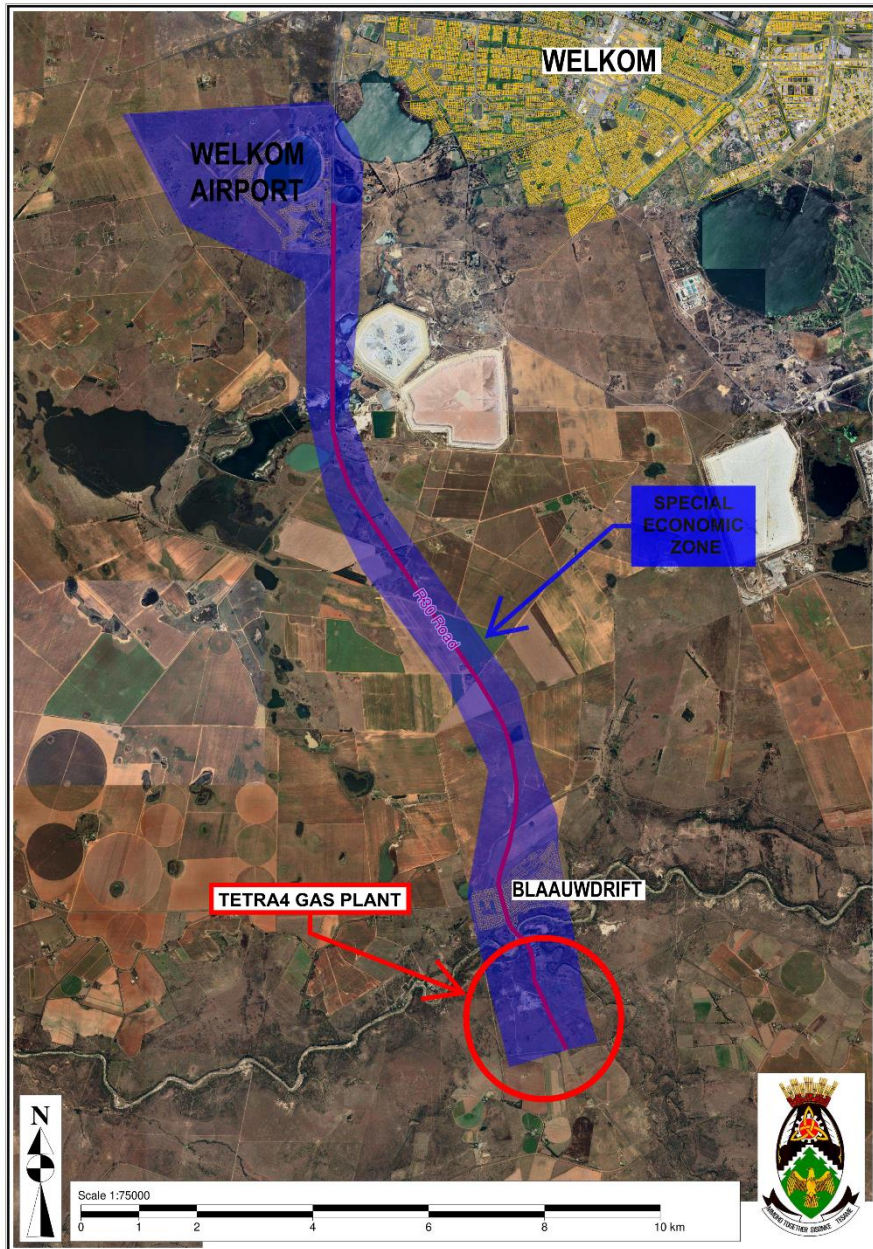
Tetra4 located near Virginia Town is the only holder of an onshore petroleum production rights in South Africa. Tetra4 is also the first helium producer with proven reserves in SA. The company focus on the commercialization of the Virginia Gas Project, which is comprised of an executed and granted production right for 187 000 hectares of gas-fields across Welkom, Virginia and Theunissen in the Free State. It is understood

that the source of the Virginia Gas Project's methane is primarily microbial, originating from deep within the Witwatersrand Supergroup.

This prioritisation is in line with the National Infrastructure Plan 2050 for energy infrastructure development prioritisation in the Country and other National Policies on Industrial Development especially the Industrial Policy Action Plan (IPAP 2018/19-2020/21). Diligence in terms of feasibility studies for a large-scale industrial development which will serve as a commodity intake sector for the secondary industries is already underway, and this will assist the Municipality to ease the pressure of electricity supply from Eskom. Furthermore, as part of the feasibility processes, the Municipality has initiated a process of statutory requirements, policy alignment related to the Gas Industry development.

Map 39 below is the spatial depiction of the desired and identified potential for as SEZ along the R30 road between the current Tetra4 Gas Plant and the Welkom Airport, which is in principles supported and encouraged. It allows for the integration of the gas plant with the airport, thus promoting investment of secondary businesses and economic growth along this route, encouraging investment in Matjhabeng from both national and international corporations.





Plan 39: Special Economic Zone

8.2.5 Urban Edge

A demarcated line and interrelated policy that serves to manage, direct and limit urban expansion and lateral growth of settlements. An urban edge will promote densification and integration and protect valuable natural, agricultural and scenic resources.

Settlement edges are used to manage investment and characteristics of infrastructure levels according to the needs of communities and economic activities located within settlement edges or outside settlement edges; and are used to encourage more efficient use of underutilized land existing in a settlement or town, through development of vacant land or the re-use of “brownfield” degraded land areas.

According to the Development Edges: A Settlement Typology Updated Approach and Data Report, 2015, prepared by the Department of Rural Development and Land Reform, over the last decade, throughout the world, and in South Africa, there has been a new focus on approaches to managing urban growth. The acceptance and use of a number of planning concepts has received widespread support. Many of these concepts and practices are not necessarily new, but they have become part of an integrated toolbox of concepts addressing common approaches.

These approaches are responses to a number of concerns and the need to address a growing awareness of the interrelatedness of issues. The undesirable features that were identified were:



- Urban sprawl, which has several dimensions, unlimited outward and "leapfrog" expansion, as well as being extremely low density.
- Large scale conversion of open space and environmentally sensitive land to urban uses
- Worsening traffic congestion
- Costly requirements to expand roads and other infrastructure
- Conversion of valuable agricultural land to urban uses.

Function of the Urban Edge

The function of an urban edge must be continuously considered, namely as:

- A purpose drawn and defensible line used as a means of restructuring the urban area and integrating the currently segregated social groups and urban uses;

These General Principles apply in terms of the legislation. However, the prospect exists that, once promulgated, the Directive Principles contained in the new Land Use Management Act would supersede these and the Spatial Development Framework would need to be reviewed accordingly.

The currently segregated social groups and urban uses;

- A growth management tool used to limit sprawl and the outward growth of the urban area, in favour of densification and infill development to ensure the more efficient use of resources and land within the urban area; and

- A conservation tool used to exclude certain elements of the environment from the urban area, in order to protect or preserve it, or to discourage its development in the short and medium term while the long-term implications are uncertain.

A growth management tool used to limit sprawl and the outward growth of the urban area, in favour of densification and infill development to ensure the more efficient use of resources and land within the urban area; and

A conservation tool used to exclude certain elements of the environment from the urban area, in order to protect or preserve it, or to discourage its development in the short and medium term while the long-term implications are uncertain.

8.2.6 Town Revitalization

South Africa does not have as single policy that exclusively prioritises or focuses on township Revitalisation. There are however a set of overarching policies, underpinned by the democratic and developmental vision expressed in the Constitution. These policies which are aligned to specific sectors such as housing, health, education etc. were developed with the intention to be the conduit through which special focus would be given to the areas that have suffered from apartheid planning.

The Urban Development Framework, developed in 1997, highlights the excluded nature of townships and informal settlements and stresses the need to 'connect' them to places of opportunity. It presents four key elements of township development:



1. Integrate the cities to negate apartheid-induced segregation, fragmentation and inequality. The focus is on upgrading informal settlements, reforming planning systems, and improving transportation and environmental management.
2. Improve housing and infrastructure by encouraging investment, increasing access to finance, maintaining safety and security, and alleviating environmental hazards.
3. Promote urban economic development to enhance the capacity of urban areas to alleviate poverty, increase economic and employment opportunities, and maximise the multiplier effect from implementing development programmes.
4. Create institutions for delivery, which will require transformation and capacity building at all levels of government, and clarity on roles and responsibilities.

The table below is extracted from The Township Renewal Sourcebook and clearly identifies the main objectives for each of the four elements:

The Township Renewal Sourcebook, 2009 indicates that there are 4 Key Elements identified to township renewal:

- Physical;
- Markets/Economic;
- Urban Management;
- Social;



PHYSICAL	MARKETS/ECONOMIC	URBAN MANAGEMENT	SOCIAL
1. Reduced transport costs and times for commuters	1. Improved competitive position of workers and work seekers in regional labour markets	1. Vibrant, safe, regulated, well-managed and maintained public and private environments	1. Enhanced access to a range of regional social opportunities
2. Greater access to regional opportunities	2. Better performance and competitiveness of township businesses	2. Increased end-user/ community involvement in urban management	2. Elimination or co-option of gangsterism and the other exploitative structures
3. Reduced physical segregation/isolation from adjacent city/town	3. Optimal performance of township residential property markets	3. Higher equity standards in township services and public facilities	3. Increased number, range, capacity and connectivity of local community institutions
4. Increased access to facilities, goods and services, requires release of vacant municipal and state land in the township	4. Improved performance of retail and services market to benefit residents	4. Higher rates of social and economic returns from investment in township public infrastructure	4. Reduced outmigration of human capacity and role models
5. Enhanced intra-township mobility and accessibility		5. The quality of residential accommodation is improved	5. Greater capacity of adults and those in positions of authority to act effectively against risky and antisocial behavior
6. Improved use of existing capital/ infrastructure assets		6. Street Naming	

Table 10: Township Revitalisation

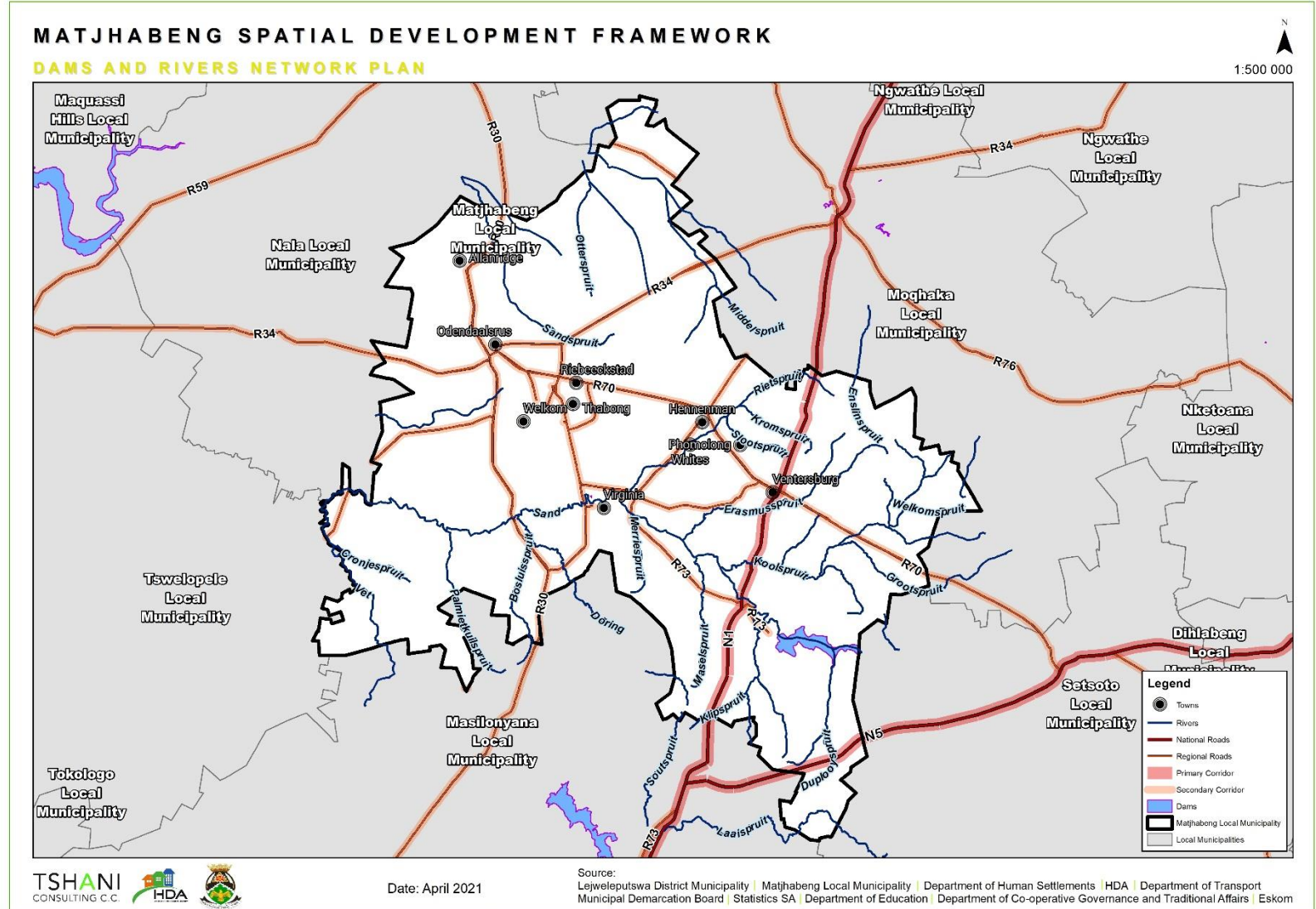


8.2.7 Infill Development

Infill development is the development of open stands within existing settlements in order to optimise the use of infrastructure, increase urban densities and promote integration.

8.2.8 Natural Features

Natural features refer to the features such as river systems and dams within the study area.



Plan 40: Dams and rivers network plan



8.2.9 Smart Growth

The urban edge is not an isolated management tool, but rather part of a package of urban growth management tools that all need to be employed equally vigorously by the local authority in order to achieve desired, sustainable and efficient urban growth management.

Internationally, a sustainable approach to growth management aptly called “smart growth” is seen as the most efficient way of developing urban areas. Smart Growth is a collection of urban development strategies aimed at reducing sprawl and promoting growth that is balanced and fiscally, environmentally, and socially responsible. Smart Growth tries to promote growth and development in areas with optimal opportunity and offers an antidote to the sprawl that has resulted from unlimited low-density development further and further away from the urban centres. Rather than simply restricting development, smart growth is focused on how and where new development should be accommodated.

Smart growth is an approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighbourhoods, and community engagement.

The principles of smart growth are:

- New growth and development must be leveraged to improve existing areas of opportunity.

- Redevelopment of existing areas must be promoted rather than abandoning existing infrastructure and facilities only to rebuild it farther out.
- Development must be “town-centre”, transit and pedestrian oriented.
- Integrated, mixed-land uses must be promoted in strategic locations.

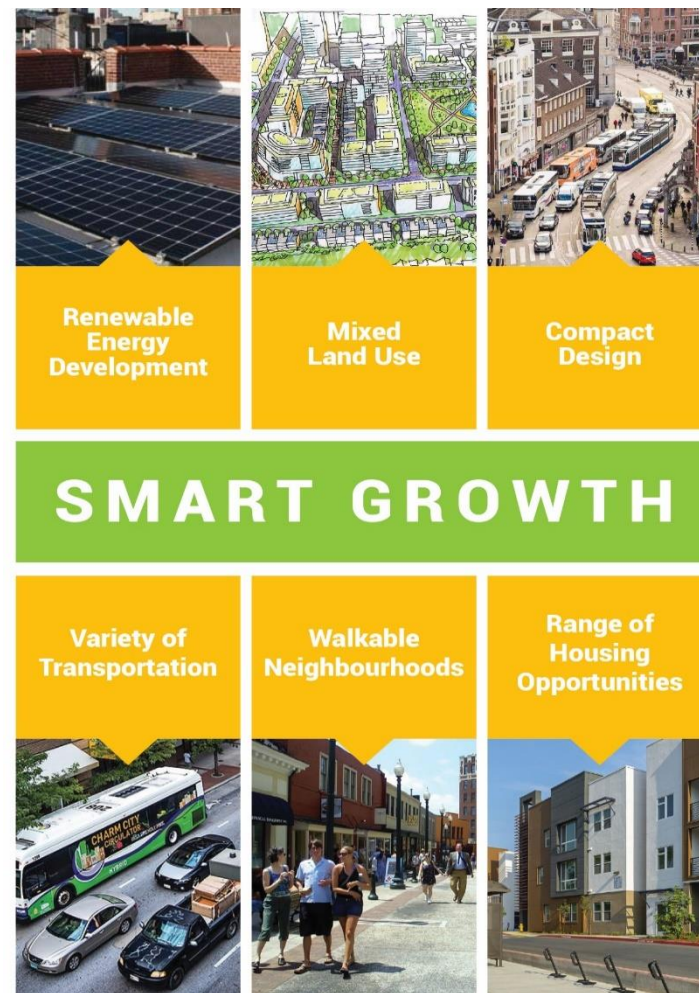
It is proposed that, in order to support the successful implementation of the urban edge, the municipality must focus on employing the following strategies:

- Management Zones along the urban edge.

Well-functioning urban environments are structured around zones of diminishing intensity as it moves away from areas of highest opportunity. Typically, the fringe of urban areas are characterised by what is termed the urban-rural transition zone, comprising low density urban development, low intensity, extensive land uses and semi-rural activities such as nurseries. The urban edge should therefore not denote a clear divide between urban and rural, but rather include management zones along the edge that makes provision for a gradual transition from an urban to a rural environment. The area directly inside the urban edge should look at lower urban intensities, while the areas directly outside the urban edge should make provision for semi-rural and rural residential activities.



- Promoting Infill development refers to the identification of vacant land parcels within the demarcated urban areas, amongst existing developments, and developing these parcels of land according to their optimal development potential levels.
- Promoting Densification in and around strategic locations is an important antidote to urban sprawl as it looks at providing high numbers of housing units in strategic, highly accessible locations with high levels of access to economic and social opportunities. If the housing demand, or part thereof, can be satisfied through centrally located high quality higher density residential development then there will be less demand for low density residential developments on the periphery. The secret to success for stimulating the demand for higher density residential living is the quality of the urban environment in which these developments are located. These areas should therefore be focus areas for public investment in infrastructure, social services, streetscape and urban design, open spaces and general high quality, positive performing urban environments.
- Managed expansion refers to the gradual and incremental outward growth of a settlement (i.e. the so-called ripple effect), but within demarcated urban development boundaries (or urban edge), as opposed to leapfrog developments that are not physically and functionally integrated with the main urban area.



9. SPATIAL DEVELOPMENT FRAMEWORK

The Spatial Development Framework of a town/city should direct and arrange the development activities and the built form in such a way that it can accommodate ideas and desires of people without compromising the natural environment and the way services are rendered. Therefore, the Spatial Development Framework should provide general direction to guide decision-making and action over a multi-year period aiming at the creation of integrated and habitable cities, towns and rural areas.

In order to enhance the objectives of efficiency, sustainability, accessibility, integration, equality and good governance, the following strategies must be used in developing policies and processes:

- Adopting a growth management approach
- Understanding the city's development context
- Utilising a city-wide approach to development
- Implement area-based development initiatives and interventions
- Identify marketable opportunities
- Providing development guidelines

The structure of the Spatial Development Framework will be aligned to the 3 SPLUMA Pillars of Biophysical, Socio Economic and built Environment.



9.1 Biophysical Framework

There are four (4) different types of conservation areas that can be found within the Matjhabeng municipal area:

- River Systems
- Dams
- Critical Biodiversity Areas
- Threatened Eco-systems

River systems can be defined as the whole natural water system in a drainage basin. Rivers are an important feature of most landscapes, acting as the principal mechanism for the transport of weathered debris away from upland areas and carrying it to lakes and seas, where much of the classic sediment is deposited. River systems can also be deposition, accumulating sediment within channels and on floodplains.

Dams A dam is a barrier that stops or restricts the flow of water or underground streams. Reservoirs created by dams not only suppress floods but also provide water for activities such as irrigation, human consumption, industrial use, aquaculture, and navigability.

Critical Biodiversity Areas are areas required to meet biodiversity targets for ecosystems, species, and ecological processes, as identified in a systematic biodiversity plan. Ecological Support Areas are not essential for meeting biodiversity targets but play an important role in supporting the

ecological functioning of Critical Biodiversity Areas and/or in delivering ecosystem services. Critical Biodiversity Areas and Ecological Support Areas may be terrestrial or aquatic.

Threatened Eco-systems are considered threatened if they are small or shrinking, if life-support systems like soil are being lost, or if crucial processes such as predator-prey relationships are being disrupted. Combining these measures gives an estimate of how likely the ecosystem is to collapse within the next 50 years.

In this case, the threatened eco-systems in the Matjhabeng municipal area are the *Vaal-Vet Sandy Grassland*:

This vegetation type occurs in the North-West and Free State Provinces and is situated in the summer rainfall region with a mean annual precipitation of ± 530 mm. The landscape is dominated by plains with some scattered, slightly irregular undulating plains and hills.

1. Environmental Guidelines

Owing to the increasing population, urban expansion and development is inevitable. However, urban expansion encroaches upon habitats with potentially high diversity as well as on land with high agricultural potential. Strategic land use planning in Matjhabeng Local Municipality need to be based on information as contained in the Environmental Studies, discouraging development in environmentally sensitive areas while earmarking other, more suitable areas for development.



The urban concentrations of Matjhabeng Local Municipality are characterized by a number of river systems in close proximity to the respective towns. These systems need to be protected from pollution and encroachment by formal developments.

Formal Residential

Home owners will be encouraged to create indigenous gardens within existing residential areas.

Proposed new residential areas will be evaluated, based on their potential impact, whether positive or negative, on the environment. “Environment” in this sense of the word includes the natural, economic, and social environment as well as the general sense of place. Residential development in environmentally sensitive areas with high agricultural potential will be discouraged.

Areas not suitable for residential development due to geological, hydrological and other constraints such as a lack of infrastructure need to be identified. “No-Go” areas will be “red flagged” and development role players will be made aware of this upfront

Sufficient open space areas need to be retained within new residential developments and where possible kept natural. Landowners should be encouraged to maintain their properties and keep them as natural and indigenous as possible, creating linkages with neighbouring properties and therefore establishing a natural habitat potential in the area. Where possible, natural habitats should not be disturbed.

Informal Residential

The growth of existing informal settlements and the establishment of new settlements need to be avoided at all costs. These settlements have a negative impact due to the lack of infrastructure and basic services. Pollution in these areas is generally high. It is therefore important that these areas be formalized and that, where possible, basic services be provided.

Education, especially with regard to the impact of pollution on the natural and social environment, should be encouraged and facilitated, informing these communities of the possible impacts and how to address these in a responsible manner. Education will contribute to the general upliftment of these communities.

Industrial / Commercial

A desired environment should include an area free of or within minimum pollution (air, water, noise, ground). Industries need to be restricted to these areas earmarked for such purposes. Non-agricultural related industrial activities on farms and agricultural holdings should be discouraged.

Strict pollution mechanisms should be implemented and adhered to, especially in sensitive areas such as along water courses. Environmental Management Plans need to be formulated for all industries and will be monitored on a regular basis by an appointed and dedicated environmental management officer (EMO).



Bulk Infrastructure

Engineering services within the municipal area should be of an adequate standard before any new developments or densification may be permitted. Services such as water reticulation and waste management (sewage disposal, solid waste) are particularly important, since portions within the municipal area have not been serviced. The lack of waterborne sewage systems in certain areas is worrying as this could have major negative environmental impacts. A backlog exists in the Municipality in the provision of water and sanitation and is mainly situated in the informal areas.

The desired environment will be one where all urban areas are serviced sufficiently with water, sanitation, electricity, waste and stormwater management. Impacts of new service infrastructure on the environment need to be investigated before such infrastructure is installed. It will need to ensure that Sewerage Treatment Works (Water Care Works) and landfills have sufficient capacity to accommodate new developments in order to avoid pollution in all forms.

2. Agriculture Value Chain

The Value Chain for the Agricultural Sector is as follows:

- (i) The primary activities are performed by farmers;
- (ii) Transform produce into raw commodities;
- (iii) Commodities are sold to agri-processors for transformation into consumer goods.

- (iv) Then sold to retailers, or exported, to be sold at consumer markets.

Agricultural Sector Developmental Opportunities are as follows:

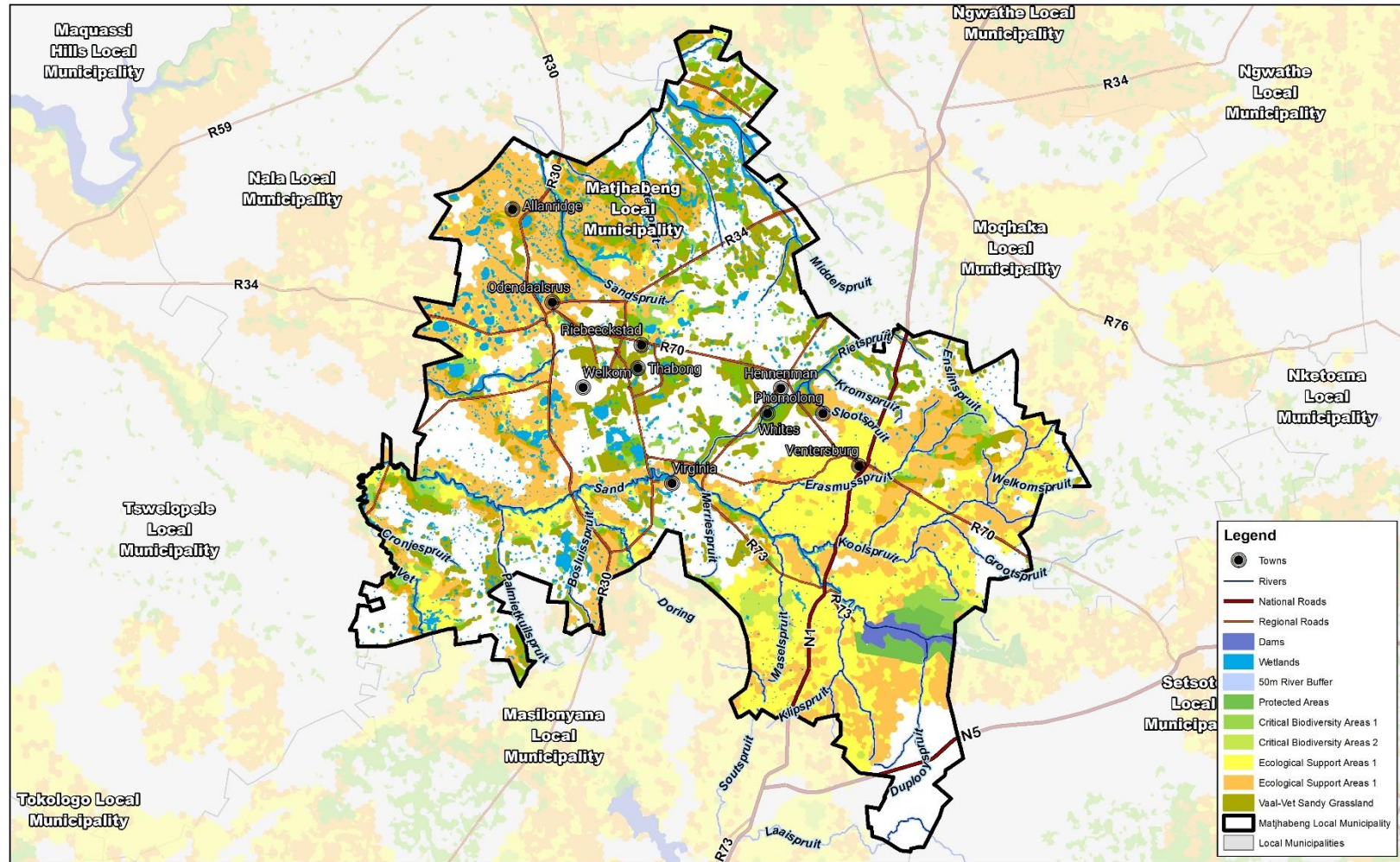
- Resource amalgamation (voluntary cooperation of farmers, public departments and private industry stakeholders) to combine all available resources to develop sustainable industries.
- Re-introduction of Emerging Farmer Training and Production Farm through the SLP/IDP Relationship with a mining group and in collaboration with Gold-fields TVET College and CUT, Mentorship Programmes.
- Agro processing potential projects include Hachery, Chicken Abattoirs and Aquaculture Farms.
- Sand-Vet Irrigation Scheme as mass production area for alternative agri-products for export as well as National markets and with emphasis on emerging farmer projects.



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

BIO-PHYSICAL FRAMEWORK PLAN

1:500 000



TSHANI CONSULTING C.C. HDA

Date: April 2021

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 41: Bio-physical framework plan



There are six (6) different types of vegetation found within the Matjhabeng municipal area:

- Winburg Grassy Shrubland
- Western Free State Clay Grassland
- Highveld Salt Pans
- Highveld Alluvial Vegetation
- Central Free State Grassland
- Bloemfontein Karroid Shrubland

Agricultural activities can be found in Merriespruit, Odendaalsrus, Welkom and Thabong.

Irrigation canals are the main waterways that bring irrigation water from a water source to the areas to be irrigated. They can be lined with concrete, brick, stone, or a flexible membrane to prevent seepage and erosion. These have been constructed from the western boundary of Matjhabeng all the way to the N1, close to Ventersburg.

Irrigation schemes can be defined as an agricultural project involving multiple holdings that depend on a shared distribution system for access to water. These can be found on the eastern direction of our study area, just below the town of Welkom on the left-hand side of Virginia.

Commercial agriculture can be defined as the opposite of subsistence agriculture. Commercial agriculture is basically growing crops intended to sell the produce for profit in the local or export market. With

reference to Matjhabeng, commercial agriculture can only be seen just next to Welkom.

Climate Change - Climate Breakdown as it has come to be termed – is regarded as the most significant challenge to human development and, indeed, human survival as a viable species on earth in our era. It is already having – and will continue to have – far reaching impacts on human livelihoods.

The CSIR Green Book is an online planning support tool that provides quantitative scientific evidence on the likely impacts that climate change and urbanisation will have on South Africa's cities and towns.

The Green book presents a number of adaptation actions that can be implemented by local government to support climate resilient development.

These adaptations include:

- Determining urban edge
- Identify all open spaces
- Identify all key ecosystems and protected areas
- Connect open spaces
- Connect key transit nodes
- Determining coastal management lines
- Identifying existing vulnerable infrastructure.



9.2 Agricultural and Rural Development

The majority of the Matjhabeng Local Municipality is rural of nature where the agricultural sector contributes 4% to the local economy.

The main agricultural products MLM are the following:

- Crops: Wheat, maize, sorghum, groundnuts, soy
- Livestock: cattle, sheep
- Vegetables
- Horticulture
- Game Farming
- Agri-tourism
- Agricultural equipment, Agric-professional services
- Agricultural processing (including meat, wheat, vegetables, etc)

The land reform process is very dependent on agriculture to succeed, but in return also provides the opportunity for growth in the agricultural sector. However, the agricultural sector serve as the main food supply source in the Municipality with a huge contribution nationally, but makes a very small contribution to the GGP.

Whereas a large number of people are already dependent on the agricultural sector, it is now feared that the sector has reached optimal

production levels, whilst the demand is increasing continuously. Furthermore, the declining food supply is also threatened by a need to produce additional forms of products such as Bio-fuels.

Other economic factors (i.e. rising food and fuel prices) also place continuous pressure on the agricultural sector and innovative solutions need to be found in order to address the long term sustainability thereof. Production in the agricultural sector should be increased through research and development of new and better products and production methods, as well as renewed investment in infrastructure and value-adding opportunities.

The different agricultural opportunities have been identified in Matjhabeng Local Municipality and have been put into three (3) different categories:

- Limited agricultural opportunities
- Low to medium potential
- High potential

1. Limited Agricultural Opportunities:

- ❖ *Maize* exports from the Free State mainly occur from the Lejweleputswa District Municipality (of which Matjhabeng Local Municipality form's part). Although the maize production is the largest agricultural contributor in Matjhabeng Local Municipality it only produces 4.7% of the Free State *maize production*. Economics



of scale other than maize meal are required for tertiary processing, which is found in the Free State, but not confined within the Matjhabeng Local Municipality (other areas are more suitable for investing in this particular value chain).

- ❖ *Wheat*: The Free State produces 32% of the total *wheat crop* in South Africa. Approximately 20% of the total area planted with wheat is cultivated under irrigation and 80% under dry-land conditions. Only 3.7% of the Free State wheat production is produced in the Matjhabeng Local Municipality.

- ❖ The Free State produces between 50% and 60% of the total *sorghum production* in South Africa, of which Matjhabeng produces $\pm 5.8\%$ of the Free State production.

Although there are opportunities to grow the industry, the priority is not high owing to the following reasons:

- Sorghum is mostly used for informal beer brewing and “Mabele” porridge;
- Some potential may exist for use as supplement in animal feed; and
- There is uncertainty in consumer demand.

- ❖ *Sheep*: The Free State is responsible for 17.4% of the sheep production in South Africa of which Matjhabeng Local Municipality only contributes 1.7% towards the Free State production. The opportunities are limited as little sheep production occurs in the Matjhabeng Local Municipality area compared to other areas in the south of the Province. It would be more beneficial and feasible to focus on developing the sheep value chain in those areas that are better suited for sheep farming.

2. Low to medium potential:

- ❖ *Groundnuts* are mainly produced in the north-western and western sections of the Free State which contributes 33% of the total South African production. Matjhabeng Local Municipality only produces 2% of the Free State production owing to the unfavourable climatic conditions (low rainfall).
- ❖ *Vegetables (potatoes)* are the most important vegetables crop in South Africa and the world's most recognised staple food. The production of potatoes in Matjhabeng Local Municipality is very limited and only produces 1.1% of the Free State production.

3. High potential:

- ❖ *Soya beans*, like groundnuts, are a high-value grain crop with many processing possibilities if a sufficient supply base can be secured. Matjhabeng offers opportunities for an increased focus on soya



production under irrigation if a sustainable take up and market can be established.

- ❖ *Sunflower Industry* (sunflower seeds) can be processed into value-added products on small scale, namely the production of niche sunflower oil. Expansion opportunities for the niche High Oleic sunflower oil produced in Matjhabeng are possible and should be investigated with existing roleplayers in the industry
- ❖ *Game Farming* is not that large within the Matjhabeng Local Municipality, but there are a number of farms which provides for both game viewing (tourism) and hunting. Although large areas have been transformed for the purposes of commercial dry-land farming (grain), there are large areas, which are characterised by natural grassland and riparian vegetation. Apart from the cattle farming, which takes place on these areas it propose that the expansion of the game farming industry be further investigated
- ❖ *Beef Industry*, a large component of cattle in the Free State is kept “informally”, and by channelling these animals through existing abattoir infrastructure with existing market off-take, value and job opportunities could be created for all entities involved in value-chain activities.
- ❖ *Poultry Industry*: Due to the growing demand for chicken as a substitute for red meat, there is an opportunity for expanding intensive chicken production, especially close to large urban areas and informal markets. The most prominent opportunities are in the

production of boiler chickens through controlled production and central abattoir facilities. This ensures control over the supply and demand base as well as the downstream value chain. Further value-adding options linked to existing or new abattoir are also possible.

- ❖ With a sound operational and ownership model, a large number of producers could be mobilised ensuring off-take agreements and the necessary support for intensive poultry production to supply the existing and growing demand for chicken. The demand for free-range poultry will probably grow strongly over the next ten years due to changing consumer demands. The demand will however be driven by consumer demand, and it is expected that the market demand volumes in the Free State will still be low.

4. Urban Agriculture:

The Matjhabeng Local Municipality is characterised by a number of natural attributes (areas not suitable for urban development), municipal commonage and land within the 500m MRA's. Existing urban agricultural practices consists mainly of staple foods for household consumption with very few products which find their way into local or other markets.

Although a number of urban agricultural areas have been identified in the respective urban Spatial Development Framework's, the success and expansion thereof will require intervention into 3(three) areas, namely:

- Redistribution of land and other assets from large scale to the smallholder sector.



- Reform of agricultural markets. Upstream and downstream agricultural markets are characterized by monopolies and lack of regulation which largely serve the needs of large scale, commercial producers. Opportunities need to be created for new entrants operating on a smaller scale and serving the local markets and to after a degree of price stability.
- Support to existing and new small – holders: No agricultural enterprise, regardless of extent can be successful without support services both to expand production and to compete with commercial farmers. At the local level, this includes agricultural extension and veterinary services, research, mechanical services, credit facilities, transport services, development of irrigation and other infrastructure, training and market information. At a wider level, it includes the construction of market places, places of storage and processing facilities.

Within the Matjhabeng Local Municipality area there are a number of vacant or unused municipal

facilities which could be investigated to assist with certain needs (storage, packaging, other).

5. Food Security

Land reform is closely linked to agriculture, where production in this sector can either be on a subsistence level, or on a commercial farming level. Either way, both these farming practices makes a certain contribution towards the economy of the Municipality, although production from

commercial farming forms part of a value chain, which makes products more expensive. In order to address the high levels of poverty in the district it becomes important to firstly produce for the district and to secure food for all inhabitants.

Land and agrarian reform within the Municipality should therefore ensure food security which will lead to poverty alleviation, job creation, skills development, etc. in order to ensure food security through the land and agrarian reform process it is important to address skills development in the agricultural sector as well as to provide emerging farmers with the right tools to become successful commercial

farmers. These include the distribution of productive high quality farm land of suitable size(s) and the protection of natural resources.

6. Commonage Development and Management

The Matjhabeng Local Municipality have commonages within their area of jurisdiction, some of which have been in operation for a long time and where beneficiaries have gained valuable experience. Due to their exposure, these beneficiaries would arguably have a much better chance to facing the challenges associated with farming. Commonages should therefore become a platform for cultivating emerging and even commercial farmers for the district. Commonages provide the opportunity to train and skill large numbers of people who can become potential beneficiaries for land reform. However, to create fertile training ground, commonages need to be properly managed and provided with infrastructure in order for its users to grow from a small-scale farmer into an emerging and later commercial farmer.



This section will discuss the Rural Development Strategies for Matjhabeng Local Municipality:

MLM falls within Focus Region 3, 4,6,7, 8 and 9 of the Lejweleputswa District Rural Development Plan.

FOCUS REGION	EXISTING PROJECTS	PROPOSED PROJECTS	FUNCTIONAL REGION - EVIDENT	TOWNS
FOCUS REGION 3	Red meat, vegetables, and other projects.	Beef & Gamme Farming.	Meats (Beef, Mutton, Game)	Winburg and eastern rural areas
FOCUS REGION 4	Piggery	Beef & Vegetables	Meats (Beef, Mutton, Game)	Brandfort towards Soutpan
FOCUS REGION 6	Grain – Maize	Grain, Poultry, Vegetables, Beef & Sunflowers	Mixed (Across all regions, excluding fruits)	Wesselsbron towards Welkom
FOCUS REGION 7	Red Meat	Grain, Sunflowers, Beef, Poultry &Vegetables	Mixed (Across all regions)	Odendaalsrus, Allan Ridge and Rural Areas
FOCUS REGION 8	n/a	Game & Poultry	Mixed (Across all regions, excluding fruits and oils)	Ventersburg and towards the east
FOCUS REGION 9	n/a	Grain, Beef & Game	Mixed (Across all regions, excluding fruits and oils)	Theunissen towards Welkom

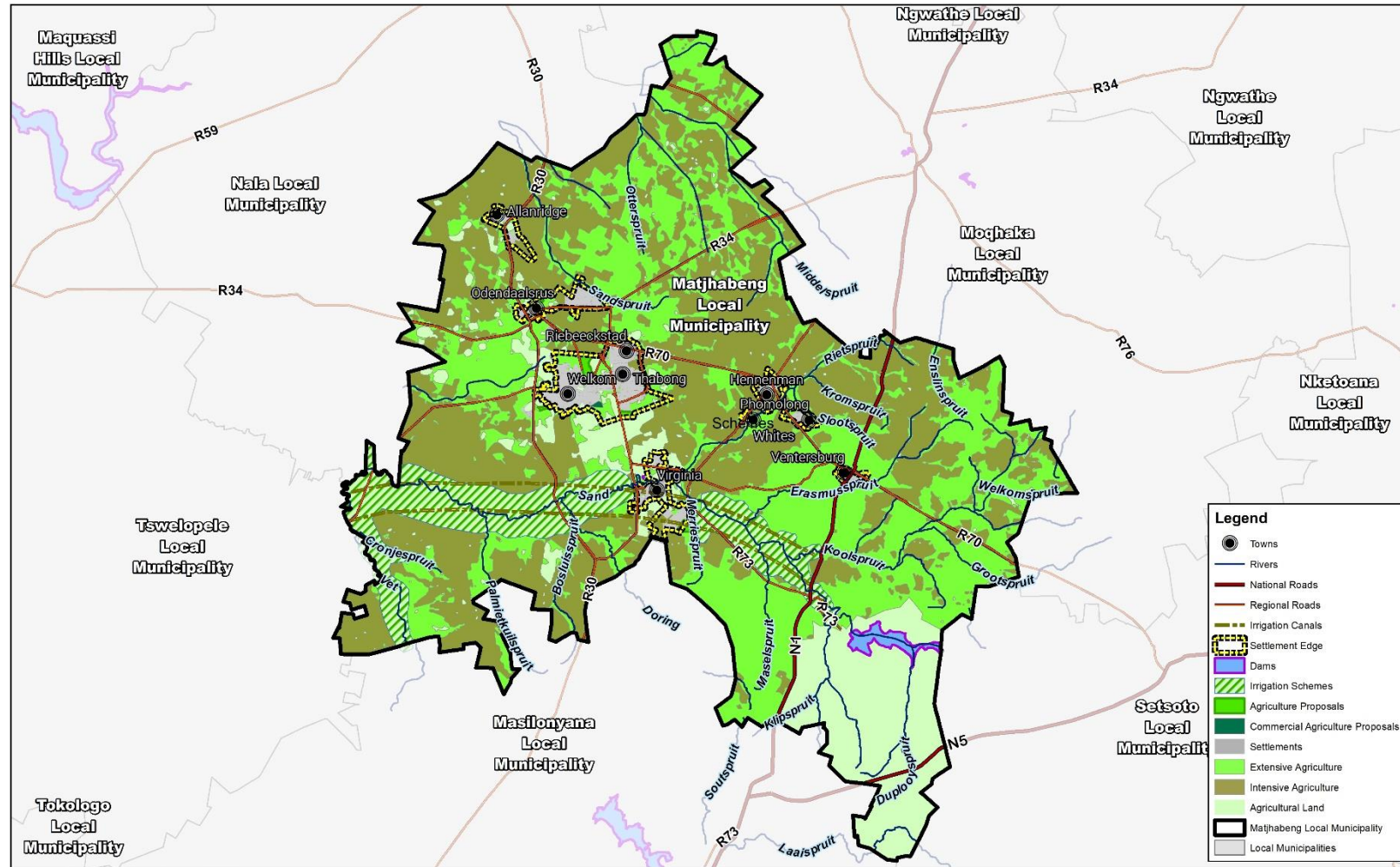
Table 11: Commonage Development and Management



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

AGRICULTURAL FRAMEWORK PLAN

1:500 000



TSHANI
CONSULTING C.C.

HDA
HUMAN DEVELOPMENT AUTHORITY

Date: April 2021

Source:
Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport
Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 42: Agricultural framework plan



9.3 Built Environment Framework

There are many different structures that can be found within the Matjhabeng municipal area.

We have identified two infrastructural proposals which are:

- Bulk water pipelines
- Roads

Bulk water pipelines can be defined as any pipe or tube designed to transport treated drinking water to consumers. The varieties include large diameter main pipes, which supply entire towns, smaller branch lines that supply a street or group of buildings, or small diameter pipes located within individual buildings.

These can be located from the town of Ventersburg all the way leading to Hennenman and Phomolong. The second one can be seen coming from Virginia, passing Welkom and Riebeeckstad and stopping at Odendaalsrus. This will mean that everyone will have equal access to water and have healthy, clean and purified water.

Roads make a crucial contribution to economic development and growth and bring important social benefits. They are of vital importance in order to make a nation grow and develop. In addition, providing access to employment, social, health and education services makes a road network crucial in fighting against poverty. Roads open up more areas and stimulate

economic and social development. For those reasons, road infrastructure is the most important of all public assets.

Connectivity and linkages is most probably the largest contributor in the structuring of urban environments.

In relation to Matjhabeng, there have been a few proposed roads. The following roads to be prioritized for Implementation.

- R34: With regard to the R34, the following linkages are proposed:
- The connectivity of the R34 Road through Welkom is not continuous. It is proposed that the R34 Road by way of the P4/1 and Koppie Alleen road be extended southwards to link with the R30 road from Bothaville towards Theunissan. The detail aligned need to be established. This extension will also provide a convenient alternative to the N1 national Road. Economic activities which focus a through traffic will also benefit.
- The linkage of the R34, south of Kutlwanong towards the R30 should also be implemented. This road could become a mobility corridor.
- Flamingopark/Rheederpark linkage road to the R70: With the proposed Phakisa Development., the northward linkage (Constantia road extension) to the R70 and the eastward extension (Brebner Road) towards the R70 and R34 will promote the development of the sub-region.



- Linkage between the R70 towards the R34, between Thabong and Riebeeckstad. This linkage will improve accessibility between the economic node of Welkom and the sub-region. With the proposed development between Riebeeckstad and Thabong this linkage will be essential.

Railways lines (Freight and Commuter): The Matjhabeng Local Municipality is blessed with a well-developed and integral rail system, which also provides siding facilities to industrial areas. They can be found at the centre of Matjhabeng, traversing through the towns of Hennenman, Phomolong, Whites, Thabong, Welkom, Riebeeckstad, Odendaalsrus and Allanridge. There is enough to service the population of Matjhabeng.

With the densification and development of future urban areas and the marketing of vacant industrial areas, the function and contribution of rail should be emphasised. With regard to the aforementioned the following is proposed:

That a rail commuter system between Nyakallong through Odendaalsrus, Welkom, Thabong towards Meloding be investigated. The link should also be connected to Hennenman. With the densification of the respective urban concentrations and the future urban development vision, this service will contribute to the effective provision of public transport.

The economic impact of an effective commuter service will be substantial as retail, services and commercial nodes will establish adjacent to the stations supported by intermodal transfer facilities (taxi and buses).

With the large number of vacant industrial areas, which makes provision for rail services, this becomes an important marketing tool. Investors which are dependent upon rail services could be attracted. Discussion need to be entered into the Transnet to establish frequency, services provided and logical requirements.

Air Services: There are a number of airfields and landing strips within the municipal area. The upgrading of the Welkom airport to provide for higher order services will be of importance to complement the existing transport system and to contribute to the multi-nodal transport system.

The Welkom airport can be supported by the Virginia airstrip where proposals have been made for some commercial activities.

9.4 Overall Municipal Development Proposals

Based on the concept plan and Vision for Matjhabeng LM, the overall development proposals for Matjhabeng LM is the growth and development of the municipality which was previously reliant on the Mining Sector, to now prioritise and focus its energy on the other growing sectors of manufacturing, retail, tourism and agriculture.

In order to serve the residential needs of the residents of the LM, further housing provision is needed in all towns of the MLM serving a variety of housing typologies for all income groupings.

In order to ensure sustainability and integration, it is proposed that the growth of towns occurs to integrate and link the towns of Matjhabeng more



closer to one another. For example, the growth of Welkom town should occur along the R 30 in a northerly direction towards Odendaalsrus.

Mixed use Strategy

Live, work, play communities spur economic growth, social interactions and quality of life.

Connected communities also reduce the need for private vehicles, increasing the viability of public transport, walking, and bicycling as well as more shared community spaces like plazas, parks, and sidewalks all of which foster interaction. Public transit-friendly neighbourhoods benefit local economies. Less time commuting and more walking increases support of local businesses.

The demand for live-work-play (LWP) communities drives the need for mixed use developments. The demand for mixed use development will grow as the digital transformation continues. This trend has been boosted because of COVID 19 where work-from-home or working and living in the same building is set to become the new normal. It is proposed that the SDF support the live-work-play development trend in appropriate locations.

Live-work-play (LWP) communities: Mixed-use commercial and residential developments where people have the opportunity to live, work and play (shop, dine, etc.) all in a relatively close distance to one another.

Mixed-use development: Generally three or more significant revenue-producing uses (such as retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation) that promotes urban integration and higher

densities and creates a walkable community with uninterrupted pedestrian connections.

It is proposed that the SDF continue to facilitate an increase in densities and the mix and intensity of land uses along designated Development Corridors and at key commercial Nodes, Including the inner-city area. This is proposed deliberately to continue the re-structuring of the city, with the ultimate objective remaining that of a functional and inter-related settlement pattern where high density, efficiently functioning urban areas provide the platform for a strengthening urban economy with strong linkages to outlying peri-urban and rural areas (“Building on Urban and Rural Strengths”).

Densification Strategy

It is also proposed that Densification be promoted by:

1. Allowing the development of smaller residential erven. This includes the subdivision of larger erven to smaller sizes such that they would be in keeping with the surrounding densities
2. Encouraging higher densities in ‘low cost’ housing developments.
3. Encouraging development of flats and townhouses (cluster housing) and Social Housing in areas of high accessibility.
4. Discouraging subdivision of agricultural land (outside of the Urban Edge) by setting a minimum subdivision size of 10ha.
5. Setting a maximum rural residential density of 1 du/ha, except in designated Rural villages



Industry / Manufacturing

In order to promote growth in the manufacturing and agro-processing sectors, if essential for the development proposals of the towns of MLM to allocate potential industrial sites where such activities could take place. These should be located away from residential activity but also have easy access to the transportation routes.

Emphasis needs to also be placed on the education sector including skills development programmes or skills training facilities in as aim to upskilling the low skilled population to allow them to improve their livelihoods for themselves and their family.

Protecting the natural environment is also of great importance as this also allows for the growth in the tourism sector. The cleaning up of natural systems such as dams and rivers should be priorities to create an enabling environment for the attraction of bird life and other animals.

The following section will address the detailed proposals applicable to the various towns of Matjhabeng LM.



9.5 Land Use Proposals

The following Land Use Proposals have been developed through a detailed study of understanding the current land use patterns of the towns of Matjhabeng as well as unpacking Land use development trends within these towns and likelihood of development guidelines and future trends and direction of growth.

The detailed Land Use proposals have been conducted for the following towns within the MLM:

- Allanridge / Nyakallong:
- Virginia / Meloding
- Welkom / Thabong
- Odendaalsrus
- Hennenman
- Ventersburg / Mmamahabane

1. Allanridge/ Nyakallong:

The Allanridge/Nyakallong urban concentration has been identified as a “Residential Support Node” owing to the following reasons:

- It is located at the most northern section of the nodal urban development axis and is relatively isolated from the remainder of the higher order urban concentration (Welkom);

- Although it provides residential opportunities to some mining employees, a large number of retired persons have settled in the area; and
- The “quiet” town of Allanridge, together with supporting infrastructural services, basic commercial and social activities provide a tranquil environment.

The Housing need for Allanridge and Nyakallong is as follows:

Market Segment	Backlog	Backlog Spread
Fully Subsidised Housing	64 %	4118
Gap Market (FLISP)	30 %	1930
Affordable Housing (No Subsidy)	4 %	257
Open Market	2 %	129
TOTAL BACKLOG		6434

Table 12: Allanridge and Nyakallong Housing Need

The Spatial Development Framework *proposals* for Allanridge/Nyakallong are as follows:



In this town, a lot of vacant sites can be found. There is great opportunity for residential expansion, by selling the vacant site for future development or for selling to individuals to build their dream homes.

There are more vacant sites just along the R30, which can be classified as a middle-income area, there is potential for it to be converted into low-income status area and possibly have a new layout. This portion of land receives its electrical supply from the municipality.

Above it, on the northern portion there are existing residential sites with also quite a lot of vacant sites, these vacant sites can be sold to buyers for middle class development.

There is a river which is commonly known as “Sink pan”, which has a lot of flamingos, there is potential to attract tourists for birdwatching. Just across the road next to Stickpan, there is great potential for mixed-use development for guesthouses in which will be used by the tourists as well as the development of a garage, for travellers to fill up their vehicles.

There is an existing taxi-rank in this town which is used by the people of this town for local trips. Just opposite the taxi rank, there are vacant sites which have the potential for mixed use development of an informal market or fires station.

Just below Sink pan, there are 100 vacant sites which are currently being developed for township establishments. On the southern direction, there is a large vacant site owned by Harmony Gold which has the potential for being converted to industrial sites. Across the road from that, there is a vacant site which has the potential for a garage development.

Urban Agriculture: Land within the urban edge which are located within the 500m mining buffer or which is affected by the river system could be used for the purposes of urban agriculture. An area to the north (adjacent to evaporation pond) and south (river systems) is proposed to be used for urban agriculture.

Public Open Space:

The Public Open Spaces need to be assessed and re-evaluated as part of the re-design of the vacant residential areas in Allanridge.

In view of the strategic vision of this urban concentration, the provision and definition of Public Open Spaces need to be effectively integrated to attract future residents to the area.

Infrastructure Proposals:

Allanridge:

- Year 2021: Increase the NMD to 7 MVA.
- Year 2023: Replace the 5MVA transformer with a 1 x 10MVA transformer to increase capacity. (if Eskom wants a 20 MVA transformer, they will have to cover the remainder of the cost).
- Year 2023: Request the Intake point to be on the HV side.
- Year 2025: Increase the NMD to 8.6 MVA.

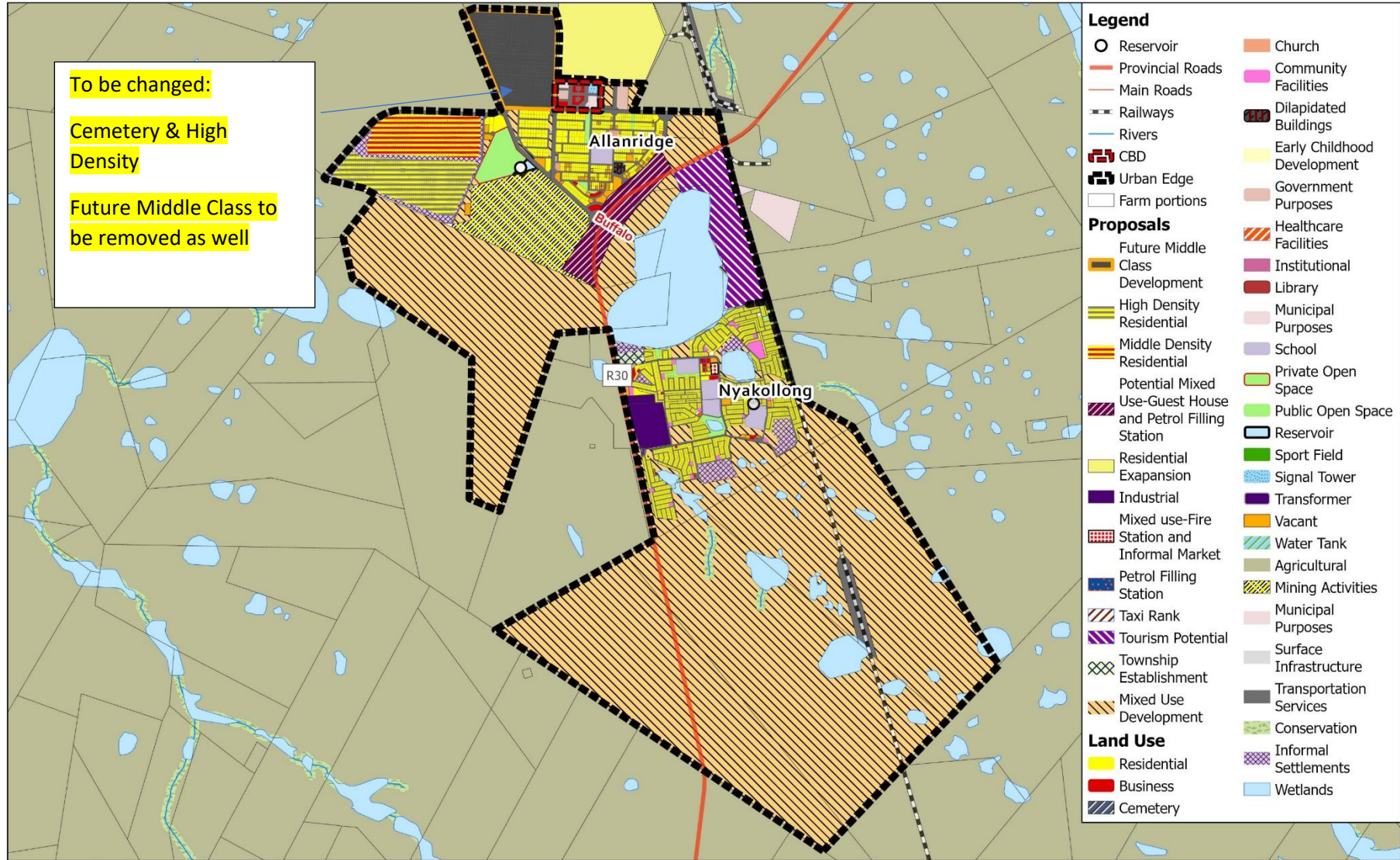


MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

ALLANRIDGE/NYAKALONG LAND USES

N
1:38 500

To be changed:
Cemetery & High Density
Future Middle Class to be removed as well



Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 43: SDF PLAN: Allanridge / Nyakallong



2. Virginia / Meloding:

The Virginia urban concentration has been identified as a “Tourism” node owing to the following reasons:

- There are a large number of tourism activities within the area;
- The urban areas are transverse by the Sand River; and
- The area is well accessible by way of the R34 and R73 Provincial roads.

As per the MLM Human Settlement Sector Plan 2021, the Housing need for Virginia and Meloding is as follows:

Market Segment	Backlog	Backlog Spread
Fully Subsidised Housing	64 %	4 422
Gap Market (FLISP)	30 %	2 073
Affordable Housing (No Subsidy)	4 %	276
Open Market	2 %	138
TOTAL BACKLOG		6 909

Table 13: Virginia and Meloding Housing Need

The Spatial Development Framework *proposals* for Virginia are as follows:

There are over 100 sites along the R73 which have the potential for being converted into low-cost housing. Next to these vacant sites, there exist old mining houses which can be converted into family units.

There is also a training facility for jewellery, in which there is a proposal for a big gold-chain plant.

In close proximity to the above-mentioned training facility, there is a sporting academy which is being funded by Harmony Gold.

There is an old, abandoned mine, just above it there are sites which have the potential of being converted into mixed-use developments.

There are a lot of mines that have closed down and are no longer operational in this town. There are old mining houses which have the potential of being converted into family units.

Next to these old mining houses, there are industrial sites where there is a factory which manufactures plastic bearings to Durban which are shipped out from the harbour to the rest of the world.

There exists a golf course and a taxi ranks int this town. Also, there is a lodge called “Tikwe River Lodge” which attracts tourists within the town of Virginia.

There is a huge plot of land on the right-hand side of the R73 which has great agricultural potential.

Virginia currently has a housing backlog of more than 3000 houses.



Infrastructure Proposals:

Virginia Main:

- Year 2021: Increase the NMD to 20 MVA.
- Year 2022: The demand will require an upgrade of the transformer. Replace the 20 MVA transformer with a 30 MVA transformer.
- Year 2024: Increase the NMD to 24 MVA.

Virginia Main Feeder Bay 1&3:

- Year 2022: Given that networks are old, upgrade the 95 mm² PILC Cu cables to ±5500 m, 2x185 mm² PILC Cu.

Virginia Main Feeder Bay 6&8

- Year 2022: Given that networks are old, upgrade the 95 mm² PILC Cu with ±9800 m, 150 mm² PILC Copper to strengthen the ring and maintain firm capacity

Virginia Main Feeder Bay 9&10

- Year 2024: Given that networks are old, upgrade the 95 mm² PILC Cu with ±1100 m, 150 mm² PILC Copper to strengthen the ring and maintain firm capacity.

Virginia North:

- Year 2022: Increase the NMD to 10 MVA

Virginia North Feeder Bay 1

- Year 2022: Install a ±800 m, 95 mm² XLPE Cu interconnector from Fauna Park 2 – Tungsteng Sub

Virginia North Feeder Bays 4&9

- Year 2022: Install a ±850 m, Hare OHL from Queens Way South – Umzinto.
- Year 2022: Install a ±1300 m, Hare OHL from Mussina – Marico – Monikana.

Virginia North Feeder Bays 5&10

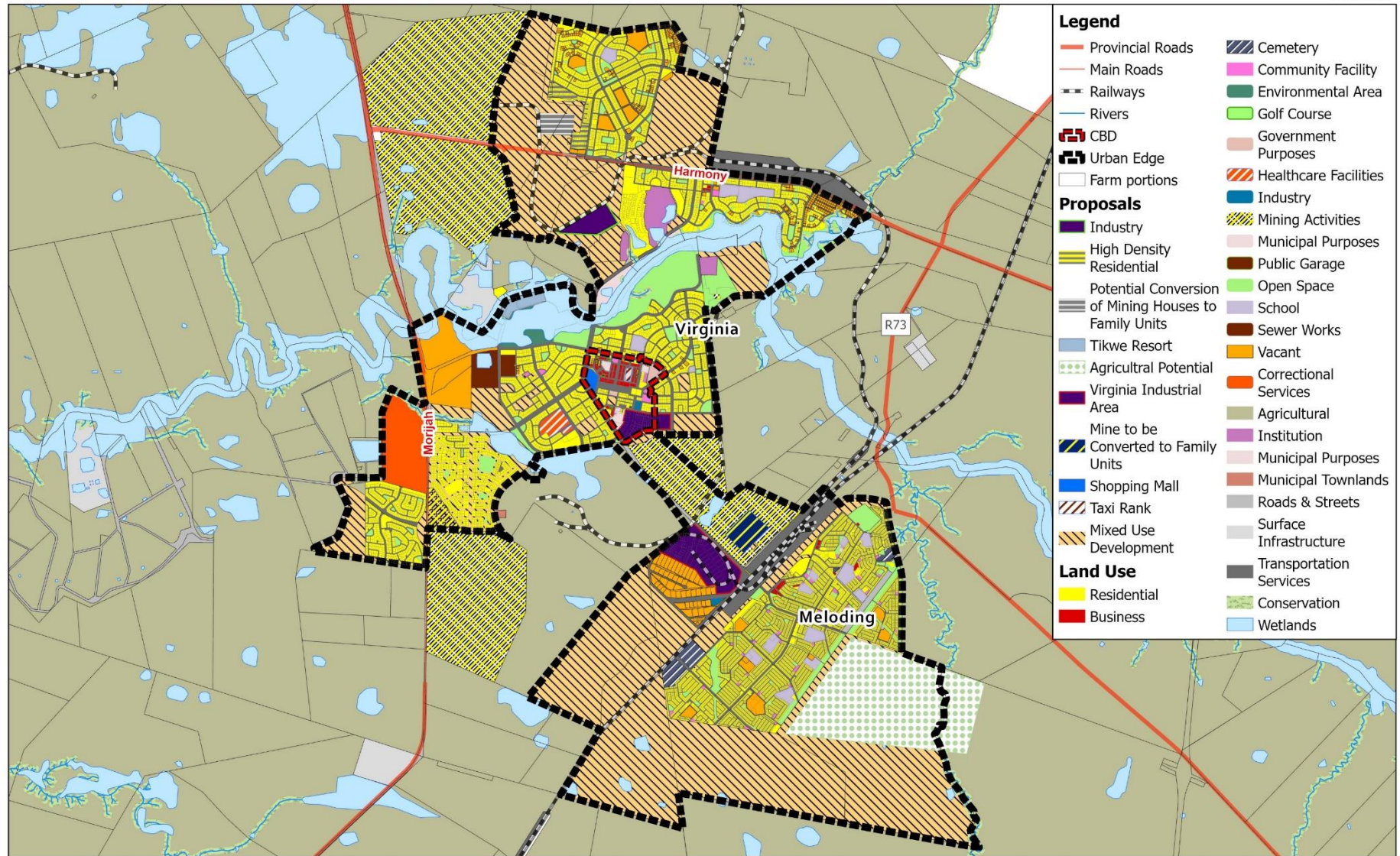
- Year 2022: Install a ±5000 m, Hare OHL from Virginia North – Joel Park (Feeder Bay 5) to close the ring.
- Year 2022: Install a ±2200 m, Hare OHL from Virginia North – Riverside North (Feeder Bay 10) to close the ring.



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

VIRGINIA / MELODING LAND USES

1:54 500



Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 44: SDF PLAN: Virginia / Melding



3. Odendaalsrus / Kutlwanong:

The Odendaalsrus urban concentration has been identified as “Sports” node owing to the following reasons:

- It is associated with the Phakisa Racetrack which is internationally renowned;
- It is in close proximity to other higher order sports facilities;
- It is well accessible by way of the R30, R70 and R36/1 Roads; and
- It has a number of vacant municipal owned erven which could be converted for sporting and related activities.

As per the MLM Human Settlement Sector Plan 2021, the Housing need for Odendaalsrus and Kutlwanong is as follows:

Market Segment	Backlog	Backlog Spread
Fully Subsidised Housing	64 %	5 192
Gap Market (FLISP)	30 %	2 434
Affordable Housing (No Subsidy)	4 %	325
Open Market	2 %	162
TOTAL BACKLOG		8 113

Table 14: Odendaalsrus and Kutlwanong Housing Need

The Spatial Development Framework *proposals* for Odendaalsrus are as follows:

There is a 500-watt Solar Project currently underway in this town. Opposite this project, there are vacant sites and as well as existing sites which all have the potential of being converted into agricultural sites.

Next to the R34 there are vacant sites which have the potential of being converted into low-cost housing.

There are also over 200+ sites which there have been proposals for them to be converted into a township establishment.

The mine in this town is still operational unlike the mines in the other towns.

There is a stadium named as “Kutlwanong Sport Stadium” which needs to be upgraded because it is currently in a bad state.

Next to this stadium, there are vacant sites which are earmarked for a shopping mall.

In this town, there is also potential for mixed-use development for a clinic and industrial sites.

There are also sites which have been sold to the South African Police Service (SAPS) because they intend on putting up a huge police station.



Infrastructure Proposals:

Odendaalsrus:

- Year 2025: Install a 2nd 10 MVA transformer to increase capacity. (if Eskom wants a bigger size transformer, they will have to cover the remainder of the cost).
- Year 2028: Increase the NMD to 10 MVA

Odendaalsrus Feeder 1

- Year 2022: Upgrade the backbone cable to ± 8000 m 185 mm² PILC Copper to ensure reliability

Odendaalsrus Feeder Bays 2 & 11 (Hospital Park)

- Year 2022: Replace the 35 mm² XLPE Copper cable with ± 4000 m Fox conductor OHL to increase capacity and maintain firm capacity. Connect from T3 through to EMS-81

Odendaalsrus Feeder Bay 12 (Eldorie Park)

- Year 2022: Replace the 35 mm² XLPE Copper cable
- Year 2022: Upgrade the cable to 185 mm² PILC Copper to increase capacity;
- Year 2022: Create a feeder ring (± 8000 m) with Olifants_Bay 11 feeder

Odendaalsrus Feeder Bay 4 (Substation 1B & MSS5)

- Year 2022: Replace the OHL Fox conductor with a ± 650 m with a Chicadee conductor OHL to increase capacity.
- Year 2023: Construct a 2nd ± 650 m, Chicadee conductor OHL to ensure firm capacity, with ± 100 m, 2x95 mm² XLPE Copper one terminating at MSS5 and the other at Sub 1B.

Odendaalsrus Feeder Bay 9 (Substation 8)

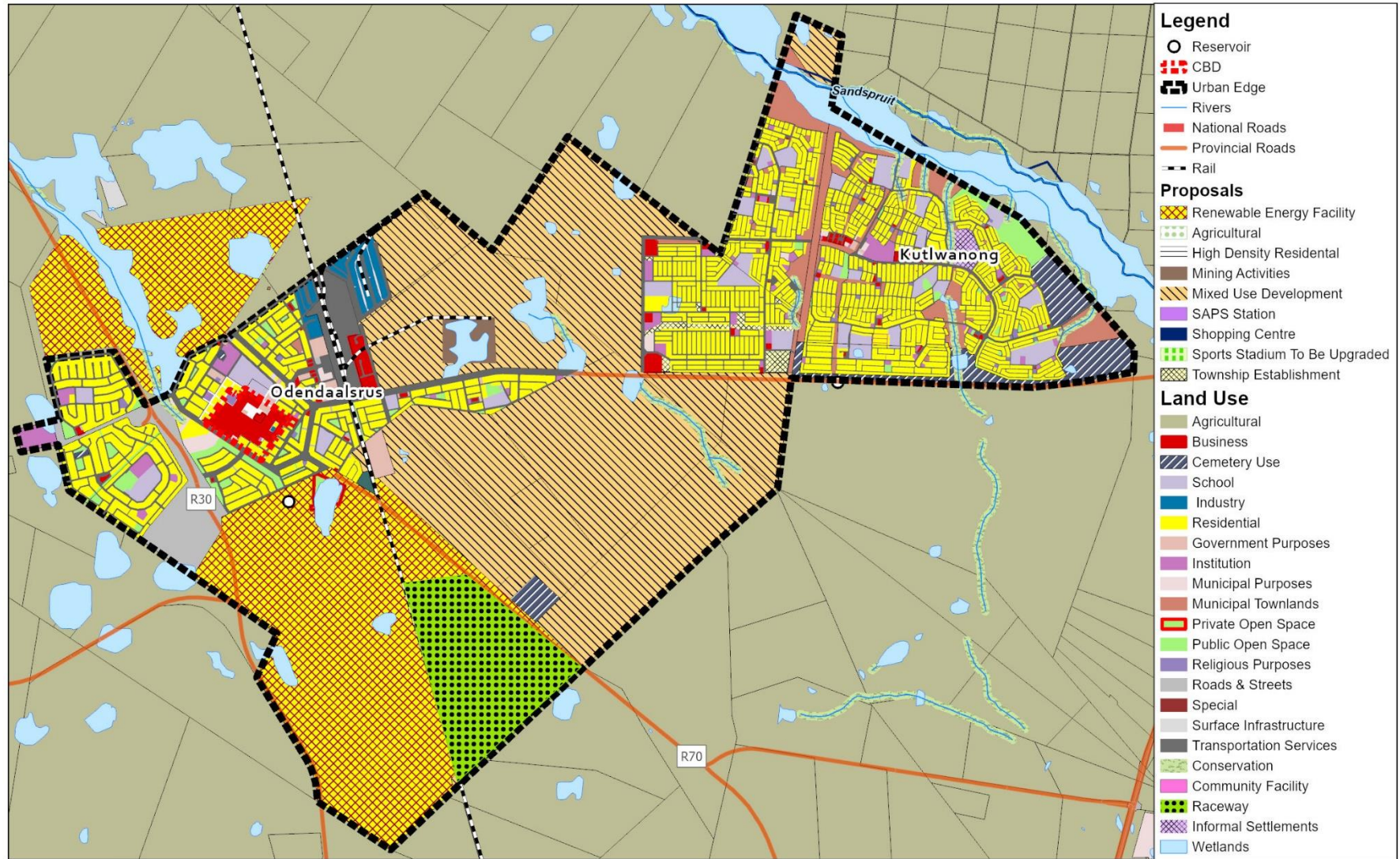
- Year 2022: Replace the 95 mm² XLPE Copper cable with ± 3000 m OHL Chicadee conductor connecting from Sub 18 – MS18A – MS18B – MS17A – Sub 17.
- Year 2022: Replace the stolen cable with a new ± 800 m OHL Chicadee conductor connecting from Sub 8 – MS 17B. Extend the OHL Chicadee (± 1600 m) conductor from MS17B – MS17C – Sub 17.
- Year 2022: Replace the stolen cable with a new ± 2200 m OHL Chicadee conductor connecting from Sub 18 – Weeber
- Year 2022: Install a new breaker at Weeber substation
- Year 2022: Install a new ± 500 m OHL Chicadee conductor connecting from Weeber – Du Plessis



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

ODENDAALSRUS / KUTLWANONG LAND USES

1:42 000



Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 45: SDF PLAN: Odendaalsrus / Kutlwanong



4. Welkom / Thabong:

The Welkom/Thabong area includes Bronville and Riebeeckstad is the most populous area in Matjhabeng LM.

The major road network routes entering Welkom are as follows:

- R30 from Odendaalsrus entering Welkom Centre
- R30 from Klerksdorp / Bloemfontein
- N1 and R34 route from Kroonstad and Johannesburg
- R730 from Virginia
- R70 to Hennenman
- Proposal for the linage of the M1 / Koppie Alleen Road to the R30
- Upgrade of intersection at Uitsig/R730 intersection

The integration principle applies to the Welkom region where town expansion for the Welkom area is proposed to take place north towards Odendaalsrus. Residential expansion is noted within the Lotgeval area north of Welkom. The changes with development relating to this region is the accessibility to bulk infrastructure.

As per the MLM Human Settlement Sector Plan 2021, the Housing need for Welkom and Thabong is as follows:

Market Segment	Backlog	Backlog Spread
Fully Subsidised Housing	64 %	23 815
Gap Market (FLISP)	30 %	11 163
Affordable Housing (No Subsidy)	4 %	1 488
Open Market	2 %	744
TOTAL BACKLOG		37 210

Table 15: Welkom and Thabong Housing Need

The following points have been extracted from the Flamingo Park Pre-feasibility Study:

- A Land Availability Agreement has already been awarded to densify and develop the existing vacant erven in Flamingo Park X2, 3, 4 and 5.
- A portion of X17 is very suitable for the development of commercial activities e.g. conference centers etc.
- There is a strong demand for development of high density residential facilities north of the Koningkryk Church e.g. for old age homes, student accommodation, town houses.
- Harmony Gold is taking action to address the defunct mining land along Alma Road e.g. to redevelop the mining land into a mixed



land use area for commercial activities including industrial development and residential areas.

Residential expansion on mining land:

The Matjhabeng SPLUMA by-law identifies the procedure as for residential (and other uses) expansion in a previously mining area. A Pollution Analysis would need to be completed as well as a Rehabilitation Plan approved by the Department of Mineral Affairs.

Airport Expansion and surroundings

The Welkom airport has the potential for expansion as a regional airport in terms of being home to small charter aircraft companies due to the close proximity of Welkom to Johannesburg with Welkom being a mere 70min flight from Johannesburg.

The airport currently also serves a refuelling destination for many aircrafts. This is mostly due to the central location of Welkom and MLM. Opportunities for further growth in this can also be further investigated.

Further opportunities exist for industrial activities to be located surrounding the airport region due to land availability and further for logistical movement of goods.

Other land uses which can be accommodated surrounding the airport is Commercial/ business activity which would attract businesses who prefer to be located in close proximity to the airport.

Further potential exists in this region for tourism related activities surrounding the Flamingo Lake and upgrade and maintenance of the existing golf course to support this.

Surrounding the Toronto lake, the existing Portuguese Gardens area as well as further south has potential for agricultural activity.

Within this region, there is also a need for the upgrade of the existing purification works to serve this area.

Witpan Lake and surrounds

There is also an opportunity for the utilisation of this area for tourism in the form of active and passive recreational tourism through picnics and the use of the golf course. The lake can also serve to accommodate international boat races due to the depth of the lake.

There is a need for the upgrade of the water purification works is required in this region.

Harmony Gold Head Office is currently located in this region. This links to the opportunity for Commercial activity in the area north east of the Witpan Lake.

Industrial expansion is also proposed in this region to serve the need of further industrial activity within MLM. This is to extend from the existing industrial sites.



Uitsig / main railway line

The catalyst for growth in this region is owing to the proposal of the SANRAL upgrade of the R730 linking through Bronville to the road bordering Thabong and Bronville.

This intersection upgrade attracts the vacant land parcels surrounding this region for Commercial or Industrial activity.

The existing functioning Witpan Water Purification Works is located in this region servicing Thabong.

A site located south of Bronville has been earmarked for urban agriculture. The water purification facility has the capacity to transport water through the canal running parallel to the R 730 road and to link in to service this proposed opportunity. Future expansion exists in the Homestead area where the development has the potential for mixed housing, commercial and retail.

Doornpan

Possibility of approximately 200 sites exists adjacent to the road bordering Thabong.

Helderwater Game Park and function venue is a tourism development servicing this markets' needs.

Thabong

- Proposal of 500 sites to be accommodated in Freedom Square

- Opportunity for more sites north of Thabong
- Thabong Ext 6 for GAP Housing
- Township establishment for the properties adjacent to the Goldfields TVET College
- Proposal for middle income housing in the area between Thabong and Riebeeckstad

Botma's Rust

The Botma's Rust is currently vacant and located next to a provincial hospital and across the road from it, there is road which leads to a township named as Thabong. Next to the provincial hospital, there is Central University of Technology (CUT). Botma's Rust is owned by CUT. This piece of land has huge potential for town houses, nursing homes and student accommodation which is very critical in the town of Welkom.

Vooruitgang:

This piece of land has been allocated for a multi-purpose stadium project. It involves:

- Student accommodation
- Sport training academy
- Light industrial
- 40 000-seater stadium



- Retail facilities

Regional sporting facility

This vacant portion of land is directly opposite Vooruitgang. From the previous SDF it was earmarked for a regional facility and remains to be earmarked for such purposes.

CBD:

- Shortage of sites for industrial purposes therefore provision for such sites needs to be made.
- Proposal for a taxi rank.
- Erf 19144 earmarked for a shopping centre.
- The site adjacent to Erf 19144 has been earmarked for a big police station.
- Potential for an informal area which is split into (light industrial service and small retail)
- Expansion of Liberty Centre
- Expansion of Goldfields Mall
- Need to implement informal trading regulations
- Provision for parking facilities needs to be made

Movement and Accessibility

There is a need in this region for a Truckstop.

Infrastructure Proposals:

Welkom Industries 132/6.6kV Substation

- Year 2023: Install a 3rd cable, ± 2500 m, 150 mm² XLPE, Cu to create a three-legged ring to maintain firm capacity
- Year 2023: Supply Bronville substation from Urania substation with ± 1000 m, Chicadee OHL
- Year 2023: Supply the 5MVA Thabong Purification Plant from the newly built Urania Substation with ± 4000 m, Chicadee OHL from Urania substation to SS11.

Welkom Park SS6 Switching Station

- Year 2028: Install a 4th cable on the SS 6 Feeder (Spare), ± 200 m, 150 mm² XLPE, Cu to maintain firm capacity;
- Year 2022: Upgrade the cable to 185 mm² PILC Copper to increase capacity;
- Year 2022: Create a feeder ring (± 8000 m) with Olifants_Bay 11 feeder

Welkom CBD Feeder Bays 7&16

- Year 2021: Install a 3rd cable, ± 1300 m, 70 mm² XLPE, Cu from CBD substation to William street to create a three-legged ring to maintain firm capacity



Welkom Park 6.6kV Intake

- Year 2022: Increase the NMD to 30 MVA.
- Year 2024: Increase the NMD to 35 MVA.
- Year 2025: Construct a new Rheedepark substation to de-load Welkom Park intake by supplying SS2 switching station (± 9 MVA)

Welkom Park Bay 19 Feeder

- Year 2022: Install a new ring of, ± 2000 m, 150 mm² XLPE, Cu to strengthen the feeder;
- Year 2023: Install 2 x 500 kVA mini-sub to cater for additional load;
- Year 2025: Install 2 x 500 kVA mini-sub to cater for additional load;
- Year 2027: Install 2 x 500 kVA mini-sub to cater for additional load;
- Year 2029: Install 2 x 500 kVA mini-sub to cater for additional load;

Welkom Park Feeder Bays 20&21

- Year 2022: Install a new ± 2200 m, 95 mm² XLPE, Cu cable from Welkom Park substation to TS102 to replace the damaged cable and ensure firm capacity

Welkom Park SS2 Switching Station

- Year 2022: Install a 3rd cable, ± 5400 m, 150 mm² XLPE, Cu from Welkom Park substation to SS2 switching station to replace the stolen cable and maintain firm capacity,

- Year 2022: To further alleviate the congestion on the internal rings supplied from SS2, construct a new ± 3200 m, 70 mm² XLPE from SS2 switching station to TK stadium,
- Year 2025: Install ± 2800 m, 3x240 mm² XLPE, Cu cables from the proposed Rheedepark substation to SS2 switching station

Welkom Park SS7 Switching Station

- Year 2022: Install a 4th cable, ± 950 m, 240 mm² XLPE, Cu to increase capacity;
- Year 2022: Install ± 2500 m, 3x240 mm² XLPE, Cu cables from the proposed Rheedepark substation to SS2 switching station;

Welkom Town 6.6kV Intake

- Year 2022: Increase the NMD to 20 MVA.
- Year 2025: Construct a new Rheedepark substation to de-load Welkom Town intake by supplying SS 5 switching station (± 8 MVA)

Welkom Town SS9 Switching Station

- Year 2022: Install a 3rd cable, ± 2200 m, 150 mm² XLPE, Cu from Welkom Town substation to SS9 switching station to replace the stolen cable and maintain firm capacity
- Year 2025: Install a 4th cable, ± 2200 m, 150 mm² XLPE, Cu from Welkom Town substation to SS9 switching station to further strengthen the switching station and maintain firm capacity



Western Holding 6.6kV Intake

- Year 2022: Increase the NMD to 10 MVA.
- Year 2025: Construct a new Rheedepark substation to de-load Western Holdings intake by supplying the Rheedepark Ext2 (± 5 MVA) Development as well as the Lotgeval development (± 15 MVA):

Rheedepark 44kV Intake

- Year 2025: Construct a new Rheedepark 44/11/6.6kV, 3x30MVA substation (27°57'14.57"S, 26°42'58.60"E)
- Year 2025: Loop-in and loop-out of the Euclid – Holding Mills 44kV lines ± 3000 m, 2 x Chicadee OHL
- Year 2025: Install 6.6kV, ± 2800 m, 3x240 mm² XLPE, Cu cables from the proposed Rheedepark substation to SS2 switching station;
- Year 2025: Install 6.6kV, ± 1800 m, 3x240 mm² XLPE, Cu cables from the proposed Rheedepark substation to SS5 switching station;
- Year 2025: The Rheedepark Exts developments will a three-legged ring with a total length of ± 13000 m of 150 mm² XLPE, Cu cables, with approximately 15 x 500kVA mini-sub.
- Year 2030: Construct a new Lotgeval 11kV switching station to supply the Lotgeval development;
- Year 2030: The proposed switching station is to be supplied by 2 x Double-circuit Chicadee OHL to ensure 18MVA firm capacity;

- Year 2030: Construct approximately 15000 m of 11kV, Chicadee OHL to supply the anticipated demand;
- The Lotgeval demand will require a total of 39 x 500kVA mini-sub installed as follows:
 - Year 2030: 19 x 500 kVA
 - Year 2033: 12 x 500 kVA
 - Year 2035: 8 x 500 kVA

Proposed New Welkom Park 44/6.6kV Substation

- Year 2027: Construct a new Welkom Park 44/6.6kV, 2x20MVA substation next to the existing intake point to take over the load of the existing intake point.
- Year 2027: At Welkom Bulk Intake point, introduce transformation by constructing new 132/44kV, 2x40MVA transformer with only 1x40MVA transformer installed
- Year 2027: Construct a new Welkom Bulk – Welkom Park 44kV, ± 5600 m, Chicadee OHL
- Year 2027: Construct a new Western Holding – Welkom Town 44kV, ± 3500 m, Chicadee OHL



Proposed New Welkom Town 44/6.6kV Substation

- Year 2029: Construct a new Welkom Town 44/6.6kV, 2x20MVA substation next to the existing intake point to take over the load of the existing intake point.
- Year 2029: Construct a new Welkom Bulk – Welkom Town 44kV, ±4000 m, Chicadee OHL

Proposed Western Holding 44/6.6kV Substation

- Year 2031: Construct a new Western Holding 44/6.6kV, 2x10MVA substation next to the existing intake point to take over the load of the existing intake point.
- Year 2031: Construct a new Rheedepark – Western Holding 44kV, ±5000 m, Chicadee OHL
- Year 2031: At Welkom Bulk Intake point, install the 2nd 132/44kV, 40MVA transformer.
- Year 2031: Construct a new Western Holding – Welkom Town 44kV, ±3500 m, Chicadee OHL

Proposed Welkom Park – Rheedepark 44kV OHL

- Year 2032: To close the 44kV ring, construct a new Welkom Bulk – Welkom Town 44kV, ±15000 m, Chicadee OHL

Riebeeckstad 11kV Intake

- Year 2022: Increase the NMD to 20 MVA.

- Year 2023: Install a 2nd 20 MVA transformer to have firm capacity.
- Year 2023: Request the intake point to be on the HV.
- Year 2027: Increase the NMD to 32.4 MVA.
- Year 2030: Install a 3rd 20 MVA transformer to maintain firm capacity.

Riebeeckstad Bay 16&17 Feeder

- Year 2034: Install a new cable of, ±6000 m, 95 mm² XLPE, Cu to create a three-legged ring and maintain firm capacity;
- Year 2028: Install 3 x 500 kVA mini-sub to cater for additional load

Riebeeckstad Bay 19 Feeder

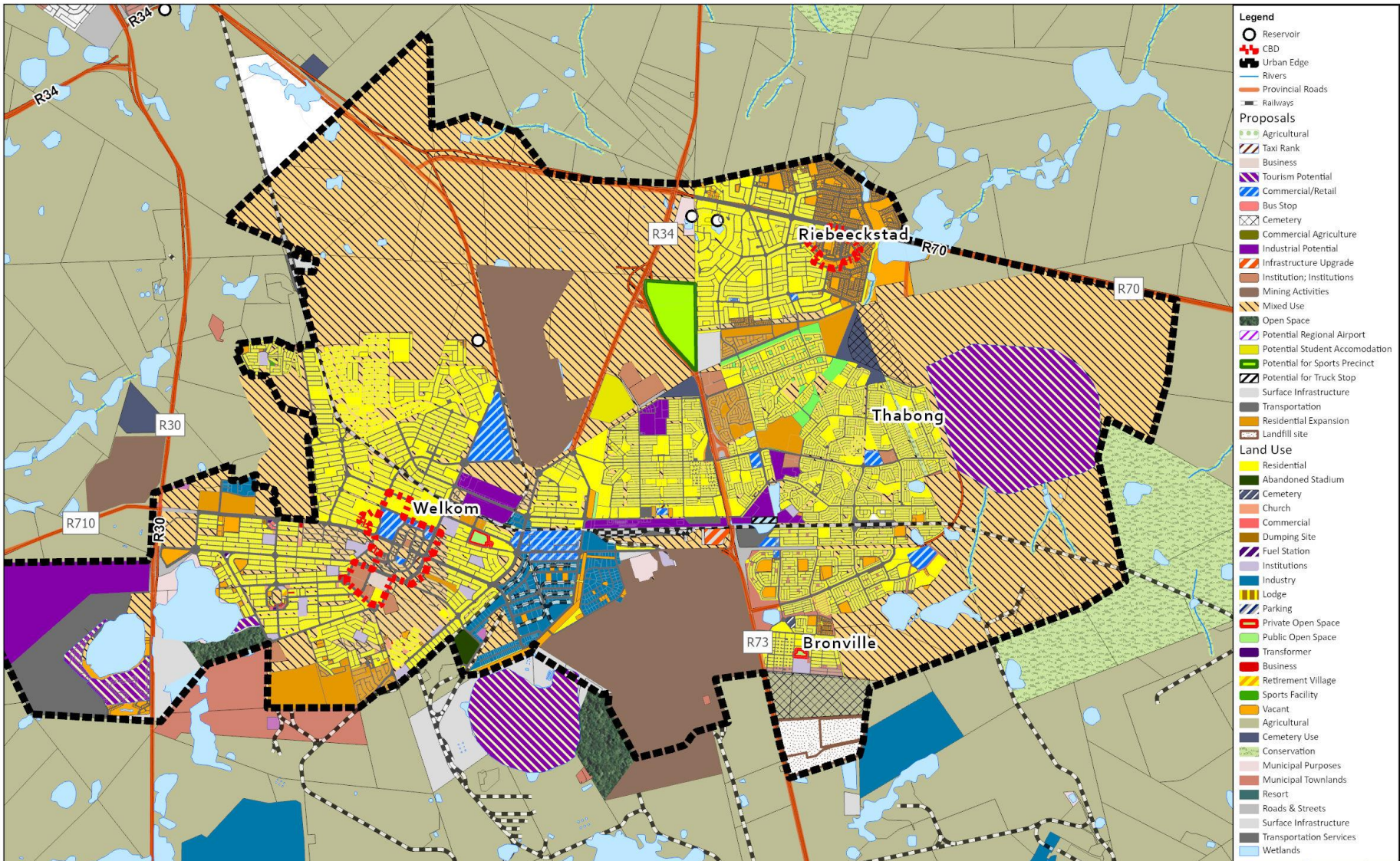
- Year 2027: Construct a new Bongani switching station to supply the college, hospital, Bongani multi-storey accommodation, stadium, etc.
- Year 2027: Install 2 x ±4000 m, Chicadee OHL from Riebeeckstad to the proposed Bongani SwS,
- Year 2027: Install 5 x 500 kVA mini-sub to cater for additional load
- Year 2028: Install 5 x 500 kVA mini-sub to cater for additional load
- Year 2029: Install 3 x 500 kVA mini-sub to cater for additional load
- Year 2030: Install 3 x 500 kVA mini-sub to cater for additional load
- Year 2031: Install 2 x 500 kVA mini-sub to cater for additional load



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

WELKOM / THABONG LAND USES

1:70 000



Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport
Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom



5. Ventersburg/Mmamahabane

The Ventersburg/Mmamahabane urban concentration has been identified as a “N1 Service” nodenowing to the following reasons:

- This urban area is bisected by the N1 National Road between Western Cape and Limpopo Provinces;
- The N1 Road carries large volumes of traffic which is characterized by freight, tourists and local traffic patterns;
- The urban area is strategically located between Kroonstad and Mangaung; and
- It already fulfils a service function to through traffic

Ventersburg/Mmamahabane CBD With the upgrade of the N1 National Road, it is proposed that the total area to be investigated and planned (urban renewal strategy). The potential of economic activities within this urban concentration is large, and for such reason it is important that proper planning be conducted for the area.

The urban renewal strategy should focus on potential activities, locality thereof, movement of traffic through the area and a detail implementation plan.

Within the Ventersburg area, there are a large number of vacant residential stands which needs to be developed, prior to the establishment of new areas.

There is a small area (± 13 ha) to the north of Ventersburg along the R70 which have been earmarked for future urban development. This area is considered to be an infill development.

Within Mmamahabane, There are a number of informal settlements which need to be upgraded. As some of these settlements are located along the river system, environmental consideration in the formalization of these areas will be of utmost importance.

An area to the south of Mmamahabane has been identified for future urban development. This area is privately owned and in close proximity to the river system and sewer outfall works. Although it needs to be investigated, it is not the preferred option.

Infrastructure Proposals:

Ventersburg:

- Year 2021: Increase the NMD to 3 MVA.
- Year 2026: Increase the NMD to 7 MVA.
- Year 2030: Increase the NMD to 8.2 MVA

Ventersburg Bay 2 & 3

- Year 2021: Replace the damaged cable running to Hamilton substation with a new ± 1400 m, OHL Mink conductor.
- Year 2021: Upgrade the President CR Swart – Buitekant line to ± 750 m, OHL Mink conductor



- Year 2021: Upgrade the Buitekant – MS023 line to ± 1100 m, OHL Mink conductor
- Year 2026: Install 5 x 500 kVA mini-substations to cater for additional load
- Year 2028: Install a 3rd cable, ± 1500 m, 70 mm² XLPE, Cu from Ventersburg to President CR Swart street to create a 3-legged ring, to strengthen the ring

Refurbishment:

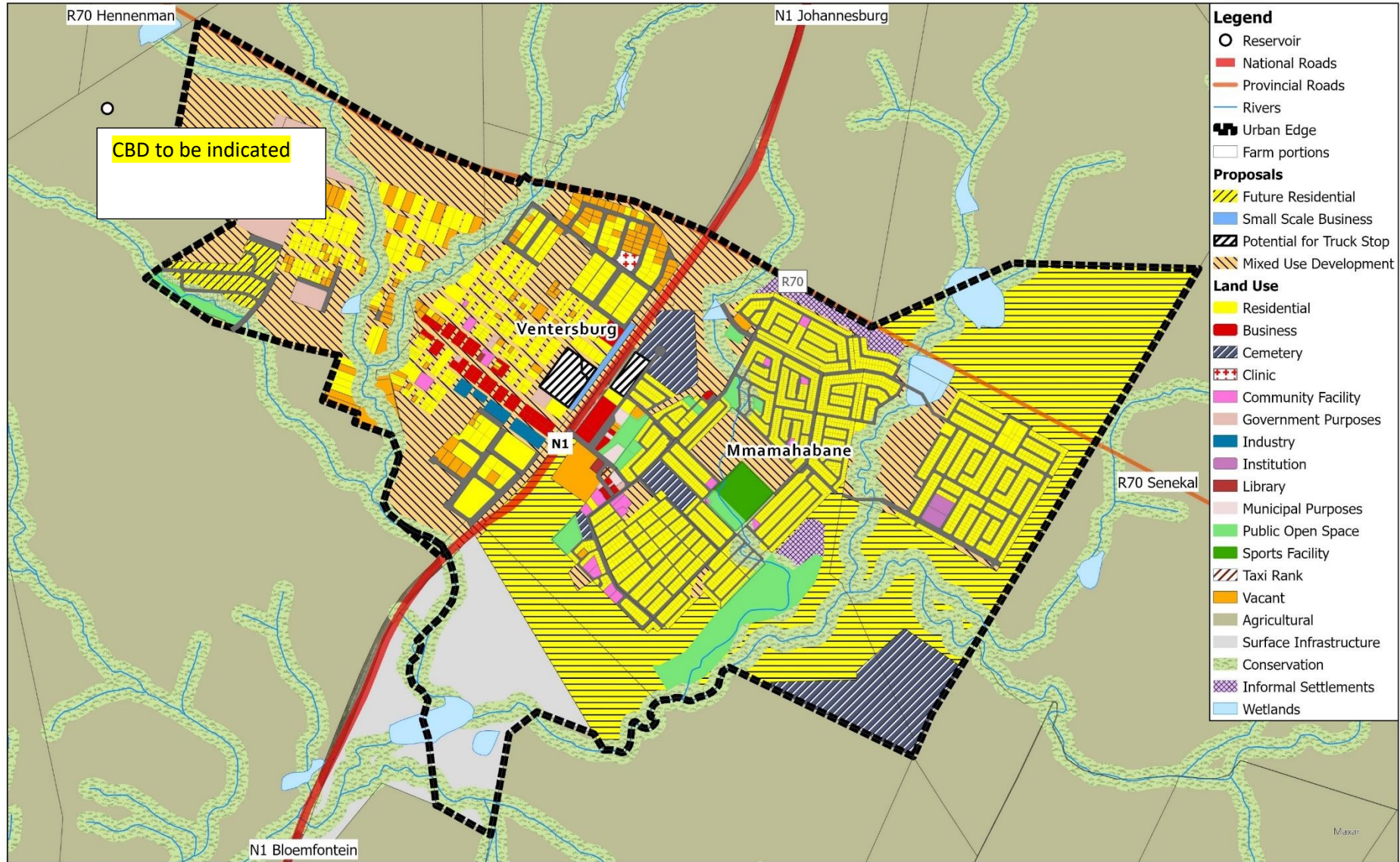
- The general condition of the Ventersburg Main Substation is poor and severely aged. The infrastructure has been operational for many decades with many of the conductors in the network being 6mm² Copper cables fed by severely aged switchgears
- The switchgear units which require attention include; the USave and Eskom Feeder Bays which require refurbishment
- The substation transformers show evidence of oil leaks and previous burns on the bushings.



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

VENTERSBURG / MMAMAHABANE LAND USES

1:16 000



- Legend**
- Reservoir
 - National Roads
 - Provincial Roads
 - Rivers
 - Urban Edge
 - Farm portions
- Proposals**
- ▨ Future Residential
 - ▨ Small Scale Business
 - ▨ Potential for Truck Stop
 - ▨ Mixed Use Development
- Land Use**
- ▨ Residential
 - ▨ Business
 - ▨ Cemetery
 - ▨ Clinic
 - ▨ Community Facility
 - ▨ Government Purposes
 - ▨ Industry
 - ▨ Institution
 - ▨ Library
 - ▨ Municipal Purposes
 - ▨ Public Open Space
 - ▨ Sports Facility
 - ▨ Taxi Rank
 - ▨ Vacant
 - ▨ Agricultural
 - ▨ Surface Infrastructure
 - ▨ Conservation
 - ▨ Informal Settlements
 - ▨ Wetlands

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport
Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 47: SDF PLAN: Ventersburg / Mmamahabane



6. Hennenman/Phomolong

The Hennenman/Phomolong urban concentration has been identified as an “Agricultural” node owing to the following reasons:

- It is not dependent upon the mining sector;
- It provides a service to the adjacent farming community; and
- It is well accessible from National (N1) and Provincial Roads (R70).

Within the Hennenman CBD, there are a number of vacant stands, which indicates that this area is not developed to its potential. It is proposed that a CBD precinct plan be prepared for Hennenman which need to investigate the development and marketing of the intermodal facility (rail and road). In view of its accessibility to the N1 and the existing rail linkage this area needs special attention.

The Hennenman industrial area is underutilized and need to be marketed as an investment opportunity. Not only is this area strategically located in close proximity to National and Provincial Roads, but is also serviced by rail. The disposal of erven need to be subject to the effective provision of engineering infrastructure.

Phomolong:

In view of its remote locality from Hennenman, it is proposed that provision be made for higher order mixed land used node at the entrance from the R70 to Phomolong. This node will provide for retail, services, service industries and higher density residential development.

It is further proposed that the existing informal settlement be upgraded if technically and environmentally suitable and extension is to be made in a westward direction on the farm of Ventersvlakte, 740. This farm measures 424ha in extent and will be to assist to accommodate for a significant portion of the housing need.

Infrastructure Proposals:

Hennenman

- Year 2022: Increase the NMD to 7.8 MVA.
- Year 2026: Increase the NMD to 7 MVA.
- Year 2030: Increase the NMD to 8.2 MVA

Feeder rings:

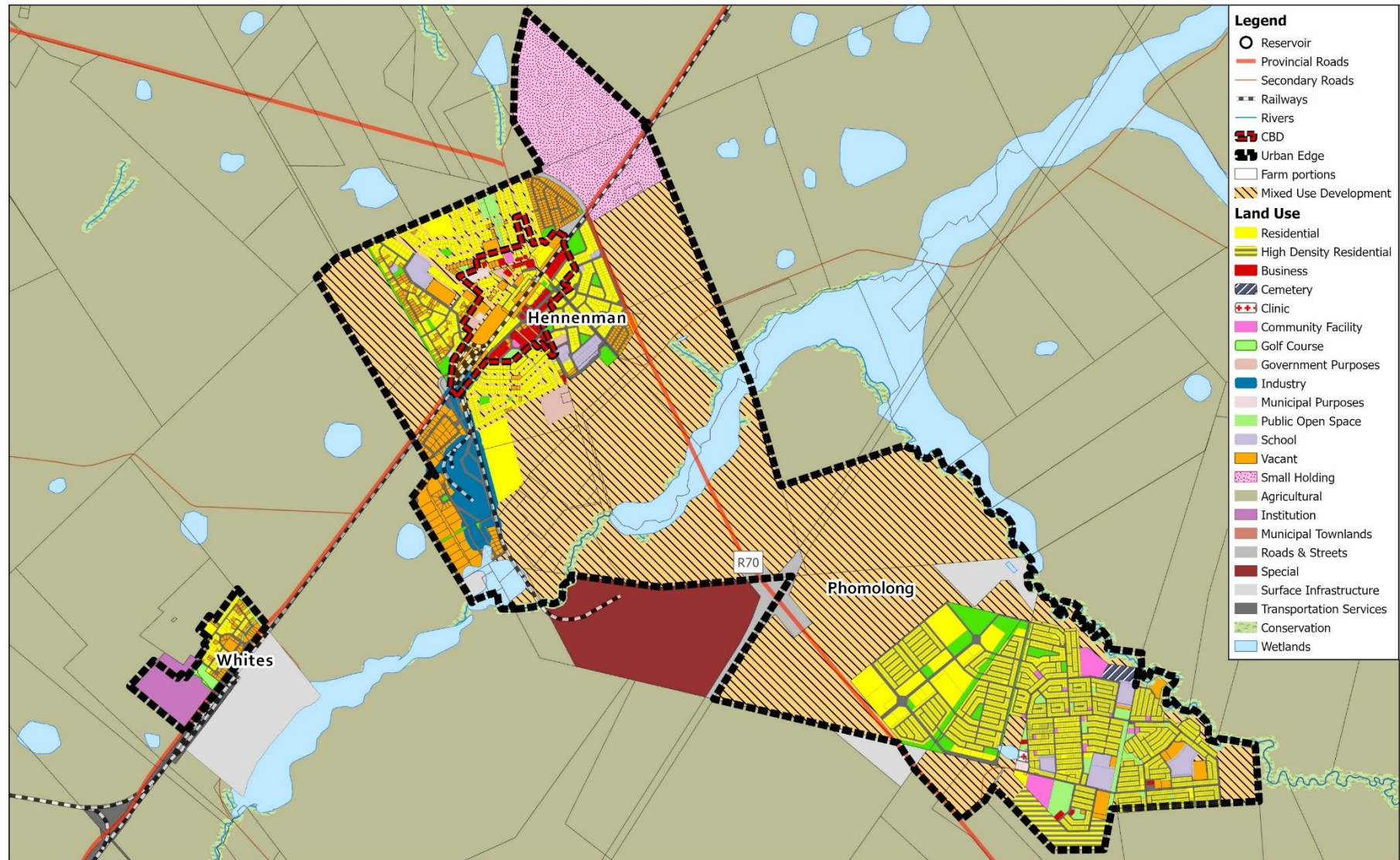
- Year 2022: Construct a new ± 10000 m, OHL Mink conductor ring around the town various substations on 11kV overhead lines



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

HENNENMAN / PHOMOLONG LAND USES

N
1:35 000



Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 48: SDF PLAN: Hennenman / Phomolong

7. Blaauwdrift

The Blaauwdrift town was established in 1953 with General Plan No. 4171/1953 on Portion 3 of the farm Blaauwdrift 188, Theunissen District.

This township is undeveloped and remains to be in the natural condition of the farm.

It is located \pm 16km south of Welkom alongside the R30 road and Doorn River. The R30 road leads to Theunissen to the south and Welkom/Odendaalsrus to the north.

The township register of Blaauwdrift has since its establishment not been opened and the underlying farm is registered to a private person.

The development of the town is not anticipated within the next 5 years for the following reasons:

- The town is remote;
- No social services;
- No bulk engineering services;
- Limited economic opportunities;

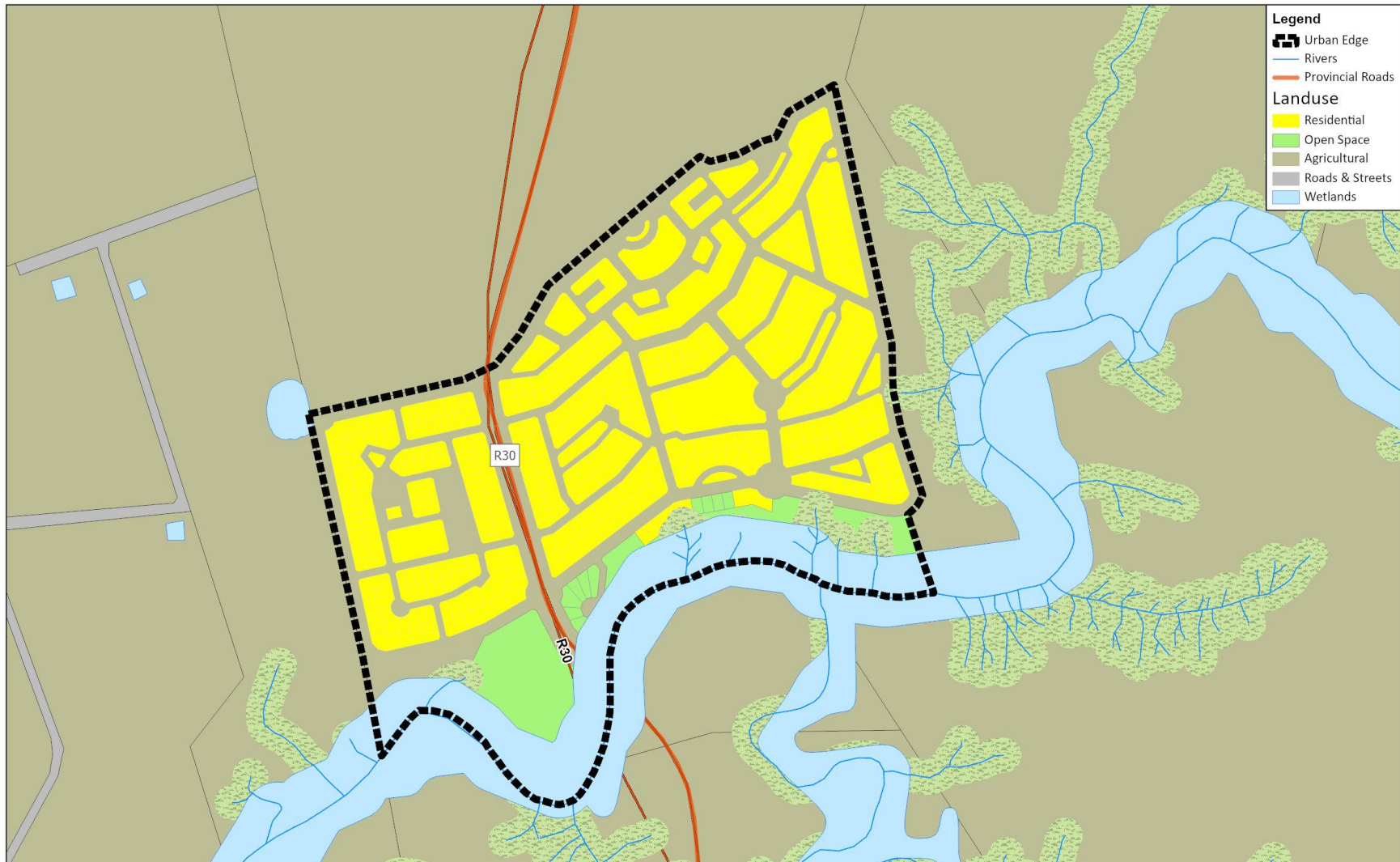
The only existing economic opportunities in close proximity of the town is the TETRA4 gas plant situated across the Doorn River. This gas plant provides limited job opportunities and can therefore not justify or sustain a whole town alone.



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

BLAAUWDRIFT LAND USES

1:10 000



Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 49: SDF PLAN: Blaauwdrift



9.6 Basic Infrastructure Within MLM

1. Sanitation:

Matjhabeng has 12 wastewater treatment works (1 Decommission), 49 sewage pump stations and 1,255,501m of reticulation infrastructure. More than 1/3 of reticulation system is more than 40 years old. Reticulation consists mostly of vitrified clay pipes (prone to roots penetration and joint dislocation), old AC pipes used mainly on rising mains and frequent bursts have been reported.

An investigation was conducted of households without flush and chemical toilets:

Municipality	Household Number (2011)	Percentage (%) (2011)	Household Number (2015)	Percentage (%) (2015)
Matjhabeng	2113	17.62	126.885	11.14

Table 16: Sanitation

The table below summarises the Projected Sewer Demands (ML) for Matjhabeng Local Municipality (MLM Draft Water and Sewer Master Plan, 2021):

MATJHABENG SEWER PREDICTIONS (2019-2029)											
WWTW	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Allanridge	3,5363 34	3,8000 1	4,0636 86	4,3273 62	4,3843 8	4,6480 56	4,9117 32	5,1754 08	5,4390 84	5,9664 36	5,9664 36
Odendaal srus	2,6112 16	2,8028 24	2,9944 32	3,1860 4	3,3776 48	3,5692 56	3,7608 64	3,9524 72	4,1440 8	4,3356 88	4,5272 96
Kutlwano ng	8,4102 72	9,0274 08	9,6445 44	10,261 68	10,878 816	11,495 952	12,113 088	12,730 224	13,347 36	13,964 496	14,581 632
Theronia	11,369 572	12,203 858	13,038 144	13,872 43	14,706 716	15,541 002	16,375 288	17,209 574	18,043 86	18,878 146	19,712 432
Witpan	15,883 144	18,040 833	20,198 521	22,356 21	24,513 898	26,671 586	28,829 275	30,986 963	33,144 652	35,302 34	37,460 028
Thabong	34,838 856	36,626 401	38,413 945	40,201 49	41,989 034	43,776 578	45,564 123	47,351 667	49,139 212	50,926 756	52,714 3
Virginia	11,893 925	12,766 687	13,639 45	14,512 212	15,384 974	16,257 737	17,130 499	18,003 262	18,876 024	19,748 786	20,621 549
Hennenman	1,1684 84	1,2542 26	1,3399 68	1,4257 1	1,5114 52	1,5971 94	1,6829 36	1,7686 78	1,8544 2	1,9401 62	2,0259 04
Phomolog	3,4259 904	3,6773 856	3,9287 808	4,1801 76	4,4315 712	4,6829 664	4,9343 616	5,1857 568	5,4371 52	5,6885 472	5,9399 424
Whites	0,0691 48	0,0742 22	0,0792 96	0,0843 7	0,0894 44	0,0945 18	0,0995 92	0,1046 66	0,1097 4	0,1148 14	0,1198 88
Ventersburg	0,4207 48	0,4516 22	0,4824 96	0,5133 7	0,5442 44	0,5751 18	0,6059 92	0,6368 66	0,6677 4	0,6986 14	0,7294 88
Mmamahabane	1,407	1,5280 02	1,7700 06	1,8910 08	2,0120 1	2,1330 12	2,2540 14	2,3750 16	2,4960 18	2,6170 2	2,7380 22
TOTALS	95,034 69	102,25 348	109,59 327	116,81 206	123,82 419	131,04 298	138,26 176	145,48 055	152,69 934	160,18 181	167,13 692

2. Electricity:

The MLM is currently wholly supplied from Eskom via 12 bulk intake points. It is forecasted that the demand will grow from a base of approximately 103 MVA in 2019 to approximately 118 MVA, 121 MVA and 125 MVA, for the low, likely and high scenarios.

Eskom serves all mines and all townships in the municipal area and thus there is sufficient bulk infrastructure available to serve the whole area. Main challenge however remains an aging electrical infrastructure in particular in towns where the municipality is provider. However, a change in cost



recovery and their subsidization policy has made it expensive to electrify the rural areas, and these include farms and farming communities who need such basic power support

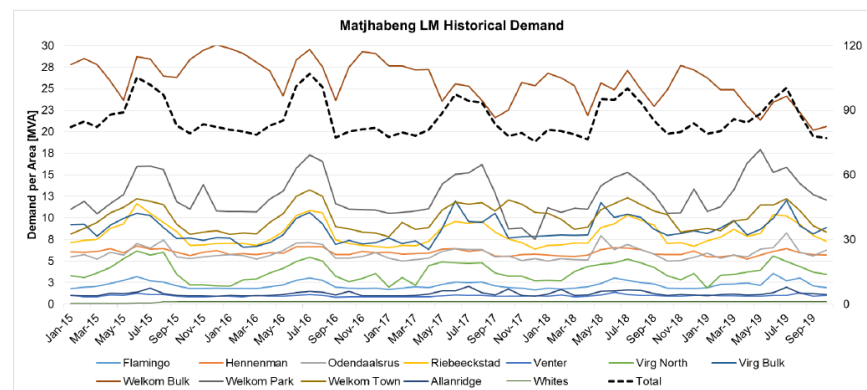
An investigation was conducted of households without electricity:

Municipality	Household Number (2011)	Percentage (%) (2011)	Household Number (2015)	Percentage (%) (2015)
Matjhabeng	10 963	8.90	7.175	5.65

Table 17: Electricity

Power System Demand Data

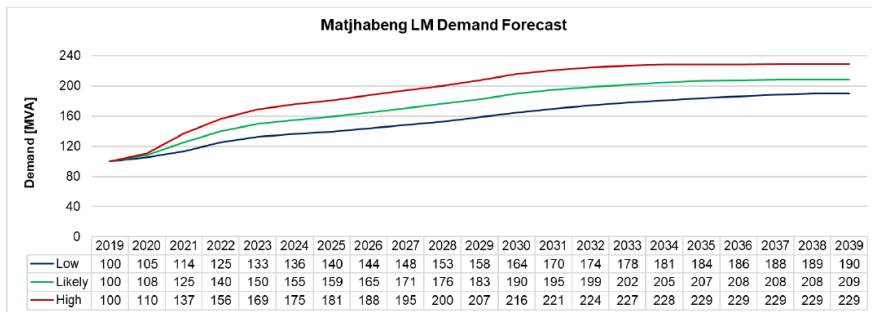
Additional information such as recorded maximum demand information for the different substations and Eskom Intake points were also received from Matjhabeng LM electricity department. In instances where substation information was unavailable or incomplete. This historical data was used to better understand the typical size of the demand for customers on the Matjhabeng LM network.



The peak demand has largely remained the same since 2015, hovering around 100 MVA with the least peak demand of 97 MVA in 2017 and maximum peak demand of 106 MVA in 2016. Table 5-1 outlines the Intake substation loading at the time of Matjhabeng LM peak demand for the year 2019 (July 2019). It should further be noted that the Welkom Bulk intake supplies the Welkom CBD and Welkom Industries substation, with peak loading of 14.7 MVA and 9.8 MVA, respectively (MLM Electrical Infrastructure Masterplan, 2021).

The graphs below provide the developed demand forecast results. It is forecasted that the demand will grow from a base of approximately 100 MVA in 2019 to a High Scenario of approximately 229 MVA. The Low Scenario is forecasted to reach approximately 190 MVA and the Likely (Medium) Scenario is forecasted to reach approximately 209 MVA by 2039. The average growth rate per annum over the period of 20 years for the low, likely and high scenarios are 3.09%, 3.62% and 4.18%, respectively (MLM Electrical Infrastructure Masterplan, 2021).





3. Water:

Matjhabeng local Municipality is a water services authority in terms of Water Services Act, No:108 of 1997. Sedibeng Water is water services provider in terms of the same Act. Matjhabeng has a well-established Water infrastructure consists mostly of reservoirs (4) and 99 Km of bulk pipelines of Sedibeng Water, 5 pump stations, 1,540,862 m of reticulation pipeline. More than 1/3 of reticulation system is more than 40 years old and 36% of water reticulation consists of old AC pipe which is prone to damage.

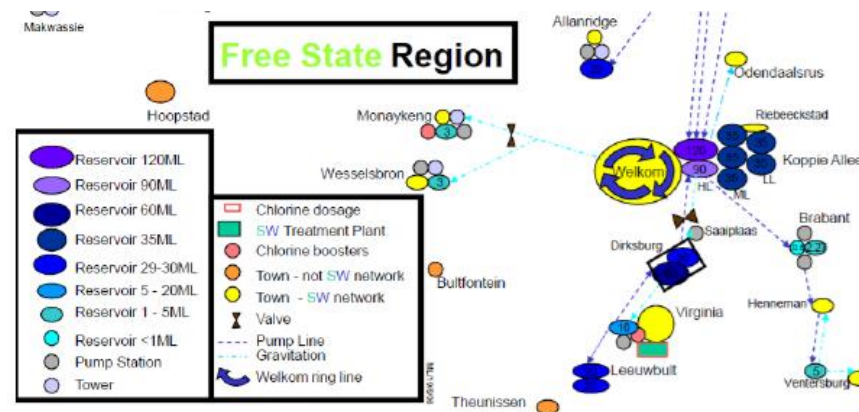
Municipality	Household Number (2011)	Percentage (%) (2011)	Household Number (2015)	Percentage (%) (2015)
Matjhabeng	55 691	45.21	5.060	3.99

Table 18: Water

Sedibeng Water Distribution Network

Matjhabeng Local Municipality(MLM) gets its water supply from Sedibeng Water Board(SWB).

It has been reported that there is an amount of about R12 Billion which MLM owes the SWB which is a major problem and can affect any implementation plans to upgrade the current distribution network by the SWB.



The Balkfontein water purification plant is the major supplier of all the six systems. It is a Class B facility with a design capacity of 360 MI/d. Its annual average production is 197 MI/d. It is operating at 55% of its design capacity.

The MLM prepared a water demand management strategy to deal with the challenges identified in the status quo section of this report and the growth in population.

Reducing the demand for water is a critical tool of managing the water demand.

The aims of the Strategy are:



- To build on current demand management activities;
- To achieve significant and sustained water savings by consumers;
- To minimize losses and non-revenue water in the distribution network;
- To continue to build a water conservation culture in the community;
- To improve water billing via metering, data management and reporting; and
- To ensure the municipality positively contribute to the National Water Conservation targets set by the National and Provincial Department of Water and Sanitation.

The Water Demand Management Strategy details the key activities, in line with the approved budget, that all relevant stakeholders intends to undertake over the next 2 years to assist in reducing the demand for water and improving water use efficiency in the Matjhabeng Municipal area.

The table below shows the Projected Water Demand (ML) for Matjhabeng Local Municipality for 2019-2029 Municipality (MLM Draft Water and Sewer Master Plan, 2021):

MATJHABENG WATER PREDICTIONS (2019-2029)											
WWTW	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Allanridge	4,4204 175	4,7500 125	5,0796 075	5,4092 025	5,4804 75	5,8100 7	6,1396 65	6,4692 6	6,7988 55	7,4580 45	7,4580 45
Odendaal srus	3,2640 2	3,5035 3	3,7430 4	3,9825 5	4,2220 6	4,4615 7	4,7010 8	4,9405 9	5,1801 1	5,4196 1	5,6591 2
Kutlwano ng	10,512 84	11,284 26	12,055 68	12,827 1	13,598 52	14,369 94	15,141 36	15,912 78	16,684 2	17,455 62	18,227 04
Theronia	14,211 965	15,254 823	16,297 68	17,340 538	18,383 395	19,426 253	20,469 11	21,511 968	22,554 825	23,597 683	24,640 54
Witpan	19,853 931	22,551 041	25,248 152	27,945 262	30,642 373	33,339 483	36,036 594	38,733 704	41,430 815	44,127 925	46,825 036
Thabong	43,548 571	45,783 001	48,017 432	50,251 862	52,486 293	54,720 723	56,955 154	59,189 584	61,424 015	63,658 445	65,892 876
Virginia	14,867 406	15,958 359	17,049 312	18,140 265	19,231 218	20,322 171	21,413 124	22,504 077	23,595 03	24,685 983	25,776 936
Hennenm an	1,4606 05	1,5677 825	1,6749 6	1,7821 375	1,8893 15	1,9964 925	2,1036 7	2,2108 475	2,3180 25	2,4252 025	2,5323 8
Phomolon g	4,2824 88	4,5967 32	4,9109 76	5,2252 2	5,5394 64	5,8537 08	6,1679 52	6,4821 96	6,7964 4	7,1106 84	7,4249 28
Whites	0,0864 35	0,0927 775	0,0991 2	0,1054 625	0,1118 05	0,1181 475	0,1244 9	0,1308 325	0,1371 75	0,1435 175	0,1498 6
Ventersbu rg	0,5259 35	0,5645 275	0,6031 2	0,6417 125	0,6803 05	0,7188 975	0,7574 9	0,7960 825	0,8346 75	0,8732 675	0,9118 6
Mmamah abane	1,7587 5	1,9100 025	2,2125 075	2,3637 6	2,5150 125	2,6662 65	2,8175 175	2,9687 7	3,1200 225	3,2712 75	3,4225 275
TOTALS	118,79 336	127,81 685	136,99 159	146,01 507	154,78 023	163,80 372	172,82 721	181,85 069	190,87 418	200,22 726	208,92 115



4. Categorisation of Services

The table below identifies the role / function of the Matjhabeng Local Municipality with regards to the provision of basic services:

Service Type	Description	Municipality's Role
Basic Services	<ul style="list-style-type: none"> • Water • Sanitation • Electricity • Waste Management • Roads and Storm Water 	<ul style="list-style-type: none"> • Infrastructure such as bulk and reticulation for water and electricity, sanitation and roads are absolutely critical for the municipality's ability to meet its mandated legal obligations and residents' expectations. • These services have to be supplied consistently and sustainably aiming at universal access (reaching all households) • These are income generating services except for Roads, so they must be provided with the aim of generating surpluses that can cover the costs of the other non-income services.
Community Services	<ul style="list-style-type: none"> • Libraries • Community Centres • Parks • Cemeteries • Public Squares • Sports Fields • Emergency Services (fire stations, ambulances, disaster management) • Public health and safety 	<ul style="list-style-type: none"> • Apply norms and standards set by DPSA, in collaboration with the CSIR • The municipality is charged with attending to community services, which are public goods and service, but not necessarily services for which the municipality is able to tax residents. Therefore, the rateable services must make a surplus to enable a subsidisation of the local community services.
Social Services	<ul style="list-style-type: none"> • Early childhood centres • Schools • Clinics • Hospitals • Police stations 	<ul style="list-style-type: none"> • These functions fall outside the competencies of the municipality. However, the municipality is interested in the performance of these institutions and the outcomes. • Basic education, decent health care, safety, the inclusion of rural communities and improving employment are critical aspects toward building a quality of life, developing vibrancy and taking MLM into the future.

Table 19: Categorisation of Services



5. Housing:

According to the MLM Human Settlement Sector Plan, 2021; the type of Household composition for Matjhabeng is as follows:

- **Total Population:** 406 461
- **Total Households:** 149 021
- **Formal Dwellings:** 116 981
- **Traditional Dwellings:** 596
- **Informal Dwellings:** 29 357
- **Other:** 2086

The MLM Human Settlements Sector Plan 2021 outlined the Potential Residential Development across all market segments. It is informed by the 2018 Potential Land for Residential Development Report development by the LED Directorate in Matjhabeng. It weighs the human settlements need against the amount of available developable land in MLM.

Type	% of total House holds	Housing Backlog	Housing Supply	Balance
Fully Subsidised Housing Market	64 %	40 637	54 277	Positive Balance- 13 590
<ul style="list-style-type: none"> • No Income • R 1- 3500 				

Gap Market (FLISP)				Negative Balance
<ul style="list-style-type: none"> • R 3501- R 22 000 	30 %	19 048	1 284	- 17 764
Affordable Housing (No Subsidy)				Positive Balance -
<ul style="list-style-type: none"> • R 22 001- R 24 000 	4 %	2 539	5 135	2596
Open Market (Middle to High Income)				Positive Balance
<ul style="list-style-type: none"> • R 24 001 and over 	2 %	1 270	1 127	- 143
TOTAL BACKLOG		63 494	61 823	

Table 20: Housing

The above table is informed by the 2018 Potential Land for Residential Development Report development by the LED Directorate in Matjhabeng. It weighs the human settlements need against the amount of available developable land in MLM. From this information, it is apparent that there is a sufficient amount of land to meet the current and future human settlement needs across all market segments in the municipality. A key bottleneck in unlocking these land parcels is the issue is the lack bulk and internal services. Infrastructure Investment should be spatially targeting these pockets of land.



The detailed breakdown per town is shown below (MLM Human Settlement Sector Plan, 2021):

Area	Demand	Supply	Balance	Bulk Required	Cost	Internal Services Required
Allanridge	257	877	620	<ul style="list-style-type: none"> Roads Electricity 	R 86.2 m	<ul style="list-style-type: none"> Water Electricity Sewer Roads and stormwater
Virginia	276	601	325	<ul style="list-style-type: none"> Electricity 	R 19.1 m	<ul style="list-style-type: none"> Electricity Water Sewer Roads and stormwater
Ventersburg	120	140	20	<ul style="list-style-type: none"> Electricity 	R 4.5 m	<ul style="list-style-type: none"> Electricity
Hennenman	73	1 368	1 295	<ul style="list-style-type: none"> Electricity 		<ul style="list-style-type: none"> Electricity Roads and stormwater
Odendaalsrus	325	356	31	<ul style="list-style-type: none"> Electricity Roads 	R 28.3 M	<ul style="list-style-type: none"> Electricity Water Sewer Roads and stormwater
Welkom (Affordable Segment)	1 488	3 497	2 009	<ul style="list-style-type: none"> Electricity Roads Water 	R 481.8 m	<ul style="list-style-type: none"> Electricity Water Sewer Roads and stormwater
Welkom (Open Market Segment)	351	744	393	<ul style="list-style-type: none"> Electricity Roads 	R 90.3 m	<ul style="list-style-type: none"> Electricity Water Sewer Roads and stormwater

Table 21: MLM Human Settlement Sector Plan, 2021



Land development for residential purposes will be guided by the following elements:

- All open land in the different urban areas previously earmarked for residential development should be developed as a first priority. These land parcels are highlighted in the Land Use Proposals section below.
- All defunct or undeveloped mining land and open spaces between urban areas should be developed as a second priority or simultaneously with developments highlighted as a first priority subject to environmental stability.
- The existence of well-established residential areas with high land values should be protected against urban decay. Transitional zones between low and high residential income areas can be planned to assume the projection of well-established residential areas. These transitional zones must be planned to the satisfaction of the Municipality and these zones can include and land use providing for the desirable transition.
- Areas indicated for residential development should make provision for the different income levels of the population, linked to different housing typologies.
- The minimum stand sizes should adhere to the policies of the National and Provincial governments.

- Mining hostels in the past offer housing to mainly heads of households and could be utilised for high density family based residential development and or educational facilities, community facilities, commercial hive development on ground floor with residential development on top floors.
- Private hostels should be upgraded to high-density family or single dweller units and ownership of land should be promoted.

The following areas have been declared as priority areas for low cost (low density) housing development

- Thabong - Homestead 668
- Thabong - Portion of Kijknou 81 (Low cost)
- Thabong Portion of the farm Doornpan 772 (private land) for low cost housing
- Thabong - Erf 19143 Thabong (low cost)
- Welkom - Mealiebult 146 (Low cost) – Harmony land
- Welkom - Lotgeval 96 (low cost)
- Allanridge/Nyakallong – Zoetspruit and the redevelopment of existing erven in Phase 1 – Allanridge.
- Odendaalsrus/Kutlwanong – Redevelopment of existing erven in Eldorie as well as the further development of Leeuwbosch.



- Hennenman/Phomolong – Hennenman X10 and further development of Ventersvlakte 740.
- Ventersburg/Mammahabane – Ventersburg X6 (land restitution) as well as the farm Kromfontein 209.
- Virginia/Meloding – Land acquisition for at least 3000 erven.

The following areas have been declared as priority areas for medium and high density (low and middle income housing development including student accommodation):

- Bothmas Rust 159 (Medium density – student accommodation, townhouses, rental accommodation) – (CUT land)
- Welkom X17 (Medium density – student accommodation, town houses, rental accommodation)
- Naudeville X2, the vacant erven in Flamingo Park, a portion of Thabong X22 and Thabong T6 be prioritized for the middle to high

income market (gap market housing) for development by the private sector

Further Residential proposals are outlined as follows:

- Existing vacant and serviced residential erven (both high density and single residential erven) be marketed on a regular basis via the Public Bidding Process in terms of the MFMA. In this regard there should be strong emphasis on the creation of gated developments by the private sector – even through the consolidation of single residential erven.
- Opportunity be given to the private sector via the MFMA process of competitive bidding to take over the management of all the Municipal owned rental units.
- Provision of lacking infrastructure of all vacant industrial areas be addressed in order to create a marketable product



Available services for proposed residential developments

SITE DESCRIPTION	AREA	ZONING	CURRENT STATUS	READINESS	OWNERSHIP	BULK INFRASTRUCTURE
BOTHMAS RUST	83,8ha	Agriculture	Vacant Farm Land		CUT	To be Investigated
WELKOM X17	106 ha	Undetermined	Vacant		Municipal	To be Investigated
Erf 2/22391 State Way, Bedelia	10323m	General Residential	Vacant– suitable for social housing projects		Municipal	To be Investigated
Erf 3/22391	8803	General Residential	Vacant Land – suitable for social housing projects		Municipal	Investigation in progress
Erf 1311	14764	General Residential	Vacant land – suitable for social housing projects	To be rezoned	Municipal	No Bulk services available. A major upgrade of sewage system and electricity is required.
Erf 1312	14286	General Residential	Vacant land – suitable for social housing projects	To be rezoned	Municipal	No Bulk services available. A major upgrade of sewage system and electricity is required.
Erf 1313	14286	General Residential	Vacant land – suitable for social housing projects	To be rezoned	Municipal	No Bulk services available. A major upgrade of sewage system and electricity is required.
Erf R/1314	17494	General Residential	Vacant land – suitable for social housing projects	To be rezoned	Municipal	No Bulk services available. A major upgrade of sewage system and electricity is required.
Erf 2/28836	31954	Municipal	Vacant land – suitable for social housing projects	To be rezoned	Municipal	No Bulk services available. A major upgrade of sewage system and electricity is required.
Erf 3/8836	107162	Municipal		To be rezoned	Municipal	
Erf 4/8836	58931	Municipal		To be rezoned	Municipal	
Erf 5/8836	153850	Municipal		To be rezoned	Municipal	



Mealiebult 146, Harmony Land		Farmland	Vacant land – very suitable for social housing projects – Harmony can donate land	To be rezoned	Harmony Gold	No Bulk services available. A major upgrade of sewage system and electricity is required.
8980, Doorn	9048	Municipal	Council resolved to make available for social Housing	To be rezoned	Municipal	3166
6224, Doorn	13826	Government		To be rezoned	Municipal	Investigation in progress. Bulk electricity can amount to R8 million
Existing hostel (old mining hostel)	Pres Steyn Mine area	General Residential	Private takeover of mining hostel	To be upgraded and expanded	Private	Currently supplied by Harmony. Must be connected to Municipal services
Municipal Rental Stock	Thabong	Residential	Occupies – needs upgrading	To be upgraded	Municipal	Ready

Table 22: Available services for proposed residential developments

6. Land Legal / Institutional Guidelines

The establishment of townships and densification within the existing residential areas is conducted in terms of a legal framework regardless of income or race. The difference between the respective residential typologies vests primarily with the funding organization, where middle to higher income residential developments are funded by the private sector and the lower income developments funded by the public sector (BNG).

Densification within existing urban structure is primarily conducted by way of rezoning (change of zoning from Residential 1 to Residential 2/3 – Townhouses) or subdivision (subdivision of an erf as dictated by the density

requirements of the Town Planning Scheme). Township Establishment is conducted on Farm land in terms of the Township Ordinance, 9 of 1969.

The provision of affordable housing is the responsibility of National, Provincial and Local Government. Although the primary responsibility vests with the Public Sector, a number of agreements have been entered into with the Private Sector (Financial Sector) to assist with the delivery of integrated housing developments. The challenge is to go beyond the provision of mass housing but to build communities and create conditions which will promote economic and community sustainability. In addressing new developments, the following criteria need to be considered:



- Availability of bulk infrastructure;
- Ownership of land;
- Access to social amenities and economic opportunities;
- Access to public transport; and
- Integration of the urban structure

As a part of the development areas, a mix of housing typologies at higher densities need to be established which will ultimately create more sustainable and liveable communities that are better suited for demographic and cultural diversity. This is in line with the “Breaking New Ground” Policy of the Department of Human Settlements.

Community Residential Units (CRU's) need to be considered to provide stable rental tenure for lower income persons (Below R3 500) who are not able to access private rental and social rental market. This program replaces the National Hostel Re-Development program and is coherent program dealing with different forms of public residential accommodation in good locations with public support.

From a spatial point of view, the best localities for CRU's are in the immediate vicinity of economic activity nodes which normally offers a variety of business/social services as well as movement corridors.

This type of housing can also be aligned with the Neighbourhood Development Partnership Grant (NDPG) for the certain areas in order to further strengthen the identified activity nodes namely:

- Areas in close proximity or within CBD's; or
- Identified mixed land use zones.

Other residential support programmes from the National Government need to be addressed, namely:

- The intervention for distressed communities in identified mining towns; and
- The Informal Settlement Upgrading Support Programme (NUSP) as managed by the Housing Development Agency (HDA).

7. Greenfield Developments

The important aspect of the planning and implementation of these future residential areas is to adhere to the policy guideline from the Department of Human Settlements to promote the establishment of BNG projects (Breaking New Ground). The primary objective of this policy is to provide integrated and sustainable townships thereby providing housing opportunities to residents with different income levels and different housing typologies (subsidized, bonded and rental).

A number of future “Greenfields” development areas have been identified within the respective urban areas. The development of the identified areas need to be further investigated and is subject to the following elements:

- Land ownership profile and the release of land. Some of the identified land parcels is privately owned and could delay the process of township establishment (longer land release



mechanism). Land ownership should not be viewed as a restrictive condition for effective integration.

- Availability of Infrastructure: An assessment need to be conducted on the future land development areas in terms of the availability of bulk infrastructure. Although it is accepted that bulk infrastructure need to be upgraded to service new development areas, the locality of the future development areas to bulk infrastructure, including roads is important. Existing infrastructure need to be maximized.
- Environmental Considerations: With the development of future areas, the following elements need to be investigated:
 - Locality of the future areas to mining infrastructure, outfall works and cemeteries. In all of the aforementioned, buffer zones are applicable.
 - River Systems: No development shall take within the 1:100 year floodline.
 - Wetlands: No development shall take within wetlands, which is also protected by a buffer zone.
 - Geological Conditions: Soil suitability is important as it dictates the construction material to be applied when building houses/infrastructure. The area is under laid by clay, which could require the rafting of foundations. There is no dolomite in the area.

- Bio-diversity: An assessment in terms of bio-diversity importance was conducted by the Free State Department of Environment. Areas of high bio-diversity need to be protected (sensitive areas, red data species, etc).
- Accessibility: The future development areas need to be accessible from either Municipal or Provincial roads. Should the development be located adjacent to Provincial Roads, a number of restrictions will occur, namely access points at specific points (distance restrictions) and building lines along the roads (usually 95m, which could be relaxed). The application for Township needs to be supported by a Traffic Impact Assessment.
- Legal Parameters: The formalization and implementations of new development areas is guided by a legal framework (Townships Ordinance, No 9 of 1969), which requires a number of technical and legal aspects to be adhered to.

8. Student Accommodation

It has been noted in recent years that the demand for Student Accommodation has been increasingly growing within the MLM, specifically withing Welkom.

These particular groupings of individuals have particular needs from housing, including but not limited to the following:

- Ease of access to public transportation



- Accessibility to retail services
- Recreational and entertainment
- Generally smaller sized units with basic finishes.
- Less requirement for on site parking facilities

Designated areas for student accommodation is to be addressed within the Welkom region. Student Accommodation can take place in multiple forms of low density to higher density.

9. Public Open Space

A large number of surplus public open spaces are available in the historically advantaged townships. Some of these open spaces can be transformed for the purpose of higher density residential development. Prior to the disposal of public open spaces, the following guidelines need to be followed:

- A number of urban areas was planned to create the “Green City” concept. It will be important to maintain the definition of these areas within the larger urban environment;
- All public open spaces need to be inspected and evaluated in terms of functionality and definition;
- Should public open spaces be identified to be used for alternative uses, these uses must be identified; and
- Community involvement into this process will be essential.

An important factor in determining the number and size of active open spaces mainly relates to the development and maintenance costs thereof. In other words, the number of active open spaces that are developed should

not exceed the budget available to develop such open spaces. Also, there must be sufficient funds to maintain these open spaces over the long run.

Past experience has proved that active open spaces that are not fully developed and maintained often lose their practical value to local residents. Therefore, it is argued that fewer active open spaces that are reasonably developed and maintained are far more useful than a large number of active open spaces that are not.

10. Central Business Districts

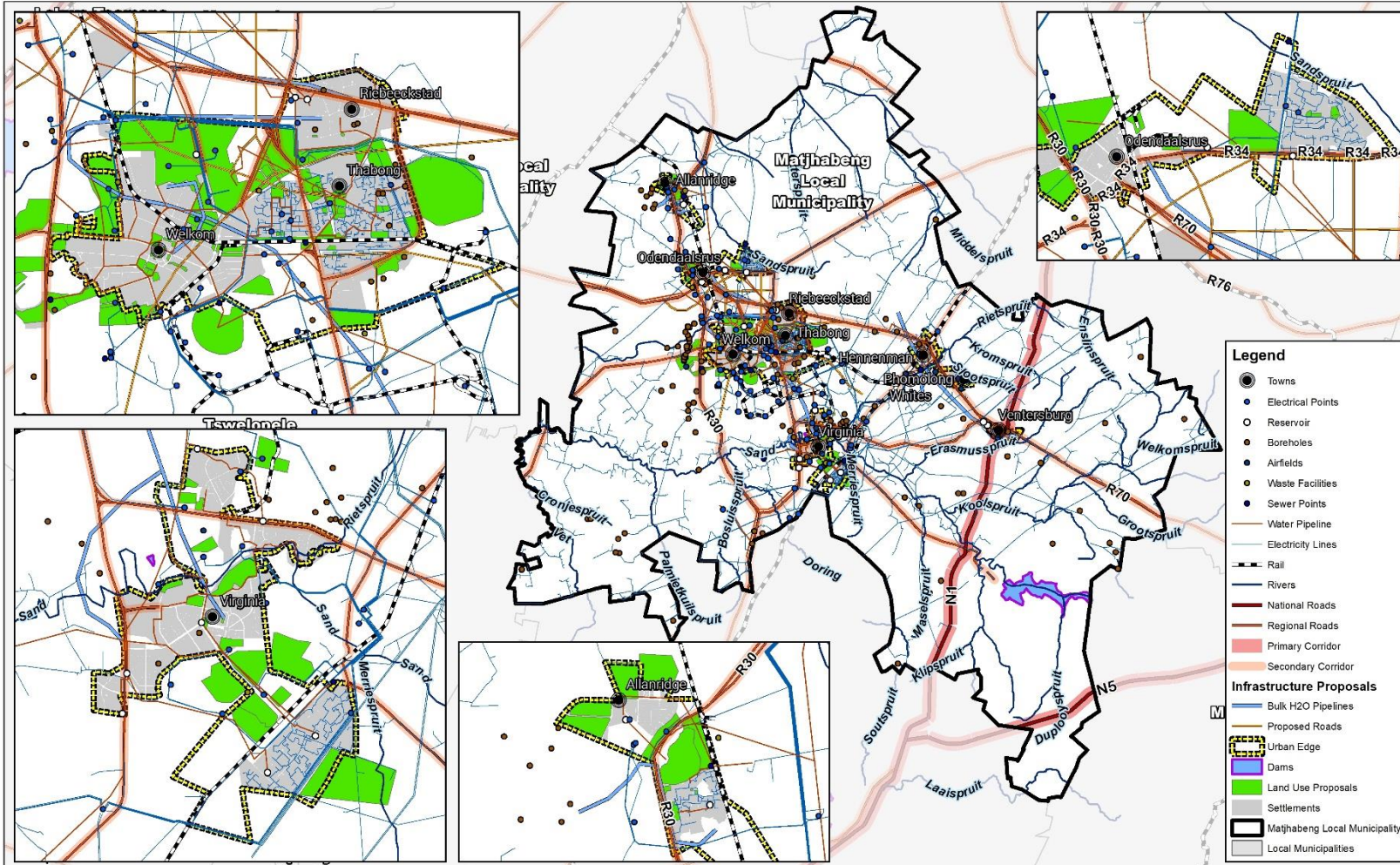
Densification and infill development can contribute in reaching threshold populations in close proximity to Central Business Areas necessary for the economy (retail/social activities) to reach optimum levels, thereby providing additional job creation opportunities.



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

BUILT ENVIRONMENT FRAMEWORK PLAN

1:525 000



TSHANI
CONSULTING C.C.

HDA

Date: April 2021

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 50: Built environment framework plan



9.7 Mining Framework

Matjhabeng is essentially a post mining-boom establishment. Due to excessive dependence on one sector, it became a single industry town and other peripheral businesses were being established around the same industry. With non-mining productivity and income being low, having limited resources (human and financial) and compounded by the complacency and a lack of political and administrative will, it became a challenge to diversify the economy to cope with the challenges posed by the mine closure or downscaling.

Matjhabeng is a post-mining town, like most mining towns across the country, its economy was historically undiversified. Most non-mining businesses that were established in the town were established to support the mining sector. The closure of mines in the town has led to the collapse of the local economy and widespread divestitures.

The Mining Charter, as well as other mining codes emphasise the development of local businesses and their incorporation into the value chains of mining companies. Thus mining towns are likely to have a class of entrepreneurial minded individuals - a key element for economic development and poverty alleviation

According to the Department of Mineral Resources & Energy, there are twelve (12) mines that are still in operation within the Matjhabeng Municipal area, namely they are:

- Anglo Allied Bricks
- Corobrik – Odendaalsrus Quarry
- Freegold Operations
- Free State Bricks (Pty) Ltd
- Free State Operations (Masimong Unisel & Phoenix)
- MV Sand Supply CC
- OMV Crushers
- Sand Van Vuuren
- Shaft Sinkers (Pty) Ltd
- Stone & Allied
- Target Operations
- Harmony Gold



1. Mining with regards to Bulk Infrastructure

Before development can proceed on undeveloped/defunct mining land the following investigations must be done:

- The capacities and condition of bulk services supply to development areas should be determined and evaluated for compliance with municipal requirements.
- Existing sewerage and water reticulation networks, which may be utilised in developments, should be evaluated for compliance with municipal requirements.
- The general conditions of existing roads should be verified to determine whether these roads comply with geometric standards and municipal requirements.

2. Mining with regards to Environmental Considerations

It is important that mining houses clarify environmental restrictions such as radiation, acid mine drainage, subterranean water quality, general contamination and geotechnical restrictions before land is to be developed for urban land usage.

It is further important to realise that mining land is to be released in terms of the Mineral and Petroleum Resources Development Act of 2002, MPRDA No: 28 of 2002 as amended, before mining land could be used for urban purposes (closure certificate).

A comprehensive Environmental Impact Assessment needs to be conducted prior to any development. These EIA's need to consider the bio-

physical environment, health considerations social impact and climatic conditions.

3. Mining with regards to residential developments:

The integration of mining villages/hostels into the urban structure need to be carefully assessed in terms of the following criteria:

- Agreements between the Mining House and Municipality; and process of Township Establishment need to be discussed with the Municipality;
- If the proposed residential developments are located away from existing urban areas, and cannot be effectively integrated, the issue of sustainability need to be evaluated. With these remotely located settlements, sustainability is not achieved as complimentary services (schools, clinic's, retail, other) are not provided, resulting in long-term residential "islands" of poverty. The maintenance of services from the Municipality also becomes expensive (distance, economy of scale principles) which often does not justify such expenses;
- The availability of complimentary social and economic services
- Any future residential/urban development need to take cognisance of existing and future mining activity. It is proposed that no urban development takes place within the 500m buffer area surrounding mining residential areas, including evaporation ponds (MRA's).

4. Shaft areas and Reduction Plants



Defunct shaft areas should be utilised for non-noxious industrial and commercial land uses and should be planned as an integrated development unit into the surrounding neighbourhoods.

5. Rock and refuse dumps

Rock and refuse dumps in the area should be rehabilitated and township development can only proceed when dumps are removed and rehabilitated.

6. Explosive magazines

Defunct explosive magazines should be rehabilitated when development is considered. Note must be taken regarding the limitations for residential development when explosive magazines are still in operation.

7. Concession stores, mining offices and security training areas

Concession stores should be incorporated as local business areas in proposed development areas.

Mining offices should be used as office/park-commercial/park facilities and the high quality of gardening should be continued to enhance the tranquillity of the area.

Existing security training areas should be used as community facilities for example a school, orphanage, old age home, etc.

8. Sports facilities

Existing mining sport facilities should be re-utilised in future urban developments as sport zones. Adjacent hostels to these facilities should be converted for indoor sport such as karate, wrestling, boxing, etc.

9. Mine Water Canals

Mine water canals still in operation when township development proceeds in earmarked mining areas should be incorporated and safeguarded in respect to pollution and health within the guidelines of the national Department of Health, Department of Water Affairs and Forestry and Department of Environmental Affairs.

10. Excavation Areas

These areas need to be rehabilitated before or during urban development processes.

11. Existing Mining Road Networks

These roads are assets and should be incorporated in future development plans as internal/external linkages.

12. Railway Network Systems

If development in a mining area proceeds, investigations should be done to establish the feasibility of re-using existing railway lines for alternative uses such as industrial, commercial or rail base transportation systems.

13. Slimes Dams

Due to radiation levels no slimes dams can be re-seed for urban development purposes. Slimes dam footprints can only be reused once all contamination has been satisfactorily addressed.

14. Mining Opportunities:

The Mining Sector Developmental Opportunities are as follows:



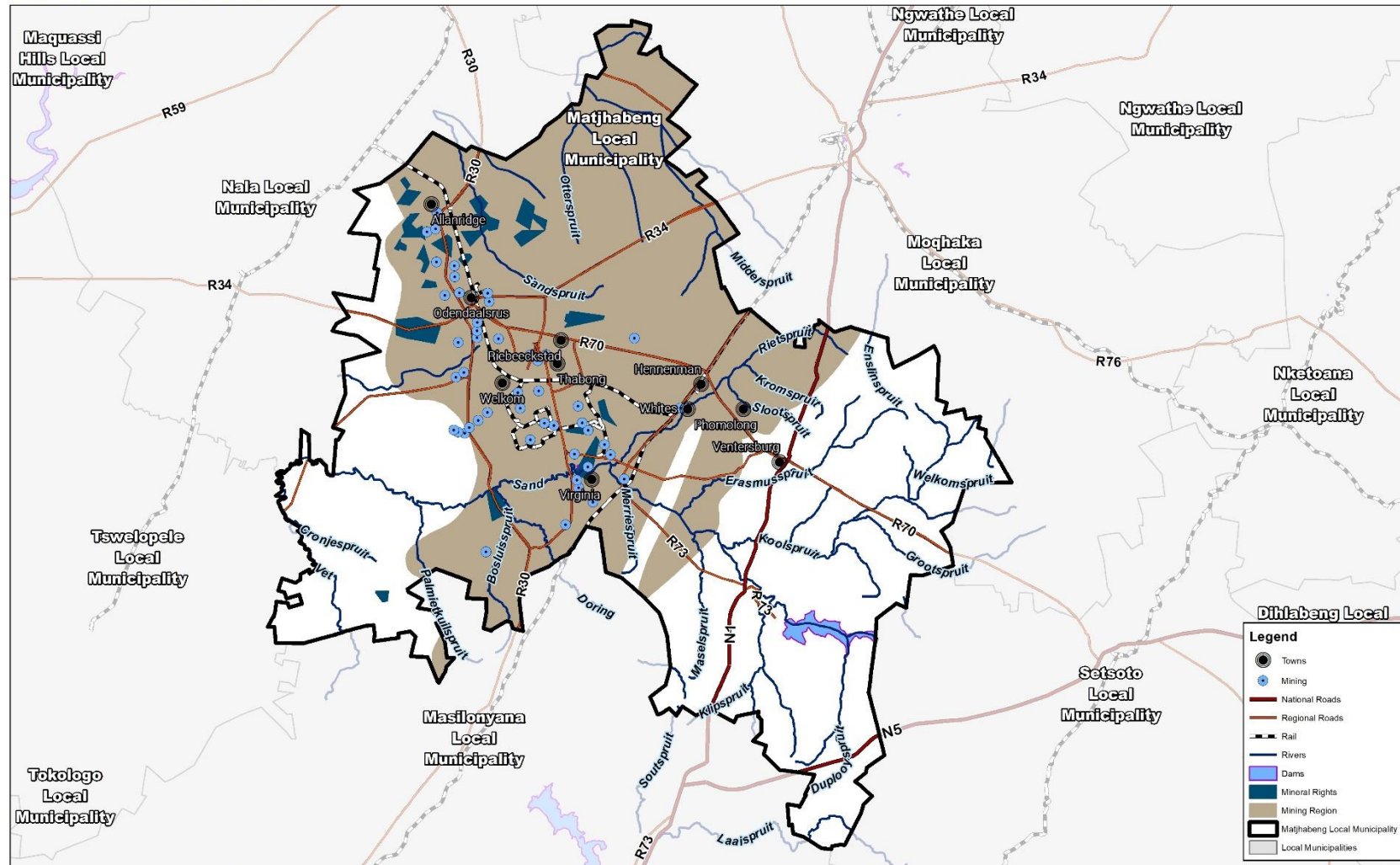
- Coal to the south of Welkom should be prospected as a possible opportunity
- According to African Carbon Energy, there are two minable coal seams for approximately 10 years.
- Tailings (mining waste) consist of various mineral qualities, depending on the rock mined in the area. Tailings from mining may be utilised in the production of construction materials, windowpanes, windscreens for motor vehicles and crockery



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

ACTIVE MINING PLAN

1:500 000



TSHANI CONSULTING C.C. HDA

Date: April 2021

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 51: Active Mining Plan



9.8 Socio-Economic Framework

The basic sociological framework is about the relationship between the distribution of socially valued goods and the culture that gives goods their social meaning. A socio-economic framework is about the relation between allocation, distribution, culture and preferences

9.8.1. Economic Framework:

The following section aims to unpack the Economic Framework underpinning MLM and aims to highlight the areas of focus to lead to economic growth for MLM.

The aim of the Economic Framework is to flag key opportunities for private and government investment, as well as to identify other economic activities that will boost the economy of MLM. In doing this, MLM can invest in opportunities to accelerate economic growth, job creation and transform the Local Municipal area. Spatial strategies and plans as well as the land use management regime administered by the MLM must be designed so as to facilitate and enhance the opportunities for sustainable economic development in the area.

Current Economic Situation in MLM

The backbone of the current economy is the dwindling mining industry. The economy is likely to continue to regress on the heels of eminent mines closure.

The aim is for Matjhabeng LM to further grow its local and global comparative economic advantage as peripheral industries like finance, research and development for example will grow as more money is injected into circulation.

The most fundamental of interventions in energizing LED processes are those of improving the local business environment, reviewing local regulatory processes that impede local development initiatives, appropriate support for small business development, enhancing coordination across different government departments and strengthening the competitiveness of municipality, which are the major drivers of economic growth.

Major Economic Sectors in MLM

The *main economic sectors* within the Matjhabeng LM are as follows:

- Manufacturing
- Tourism
- Agriculture
- Gold Jewellery (training or secondary economy)
- Transportation (logistics) – the centrality of Matjhabeng LM within the landscape of SA
- Retail



Manufacturing

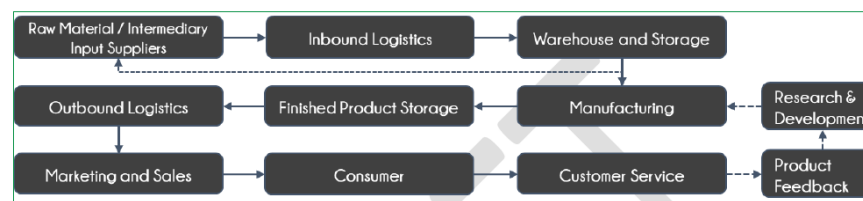
Manufacturing is a sector which can further be prioritised for economic growth in Matjhabeng LM. Manufacturing refers to the value add on raw materials produced or extracted. Due to the central location of MLM, this comparative advantage can be exploited for goods can be transported throughout the country.

An opportunity arises for the manufacturing of value-added meat products that could be exported to the nearby urban areas in Gauteng.

The manufacturing sector can be divided into the following subsectors:

- Food, beverages and tobacco
- Textiles, clothing and leather goods
- Wood and paper; publishing and printing
- Petroleum products, chemicals, rubber and plastic
- Other non-metal mineral products
- Metals, metal products, machinery and equipment
- Electrical machinery and apparatus
- Radio, TV, instruments, watches and clocks
- Transport equipment
- Furniture;

Free State. Bone or carcass meal is a value-added product that could be used in the manufacturing of animal feed and fertilizer. The rendering process is, however, energy and water intensive. Due to its central location, throughput capacity and access to carcasses, Matjhabeng is an ideal location for value-addition activities and the manufacturing of pet food.



Manufacturing Developmental Opportunities include:

- Align Agroprocessing with Agri parks
- Develop the Agroprocessing Industry
- Introduce a Science Park to the Welkom CUT Campus
- Development of an Special Economic Zone (SEZ)
- Develop Recycling Plants
- Develop Clothing and textile Factories
- Introduce New Biofuel Developments



Tourism

The Matjhabeng Local Municipality identified 4 (four) tourism areas which have the potential to be developed and marketed in order to promote economic growth. These tourist areas are:

- Events Tourism through Phakisa Racetrack, Griffons Rugby Stadium, etc.;
- Mining Tourism through old mining sites;
- Agri-Tourism; and
- Eco-Tourism.

The tourism opportunities will be explained in detail in the Tourism Framework section.

Informal Economy

Informal trading is as much a part of the past, present and future of the Matjhabeng Municipality as are other forms of economic activity. It contributes towards job creation and thereby helps in the absorption of many who would otherwise be economically idle. As with the formal economy, it helps in the alleviation of poverty, the indirect medium to long-term outcome of which includes reduced levels of petty crime and criminality.

81.7% of Matjhabeng economic output is generated from Trading sector of which 10% of this is from informal sector trading (Matjhabeng Informal Trade Policy).

Types of Informal Sector include:

- Street and Pavement
- Intersection trading
- Trading at transport interchanges
- Mobile trading
- Special purpose markets
- Those trading during major events

Interventions:

Spatial development will focus on the gradual development of aesthetically inferior and poorly serviced demarcated informal trading spaces. Spatial planning requirements for the accommodation of informal trading shall apply to private property developers as well, especially if the new development displaces a present market, or has potential to attract the interest of informal traders in the long-run.

The process of registering informal traders should become transparent, simple and user-friendly. LED will coordinate an inter-departmental standing committee meeting which intended to sit on weekly basis an approval of trading process to compile a single, comprehensive form with sections that address all the requirements necessary to ensure that any informal trading licenses, certificates or permits that are issued are registered.



A basic site rental should be set by MLM, then differentiate rentals for other levels should be determined accordingly. The methodology used to determine an amount of rental payable should take into account, inter alia, the services and infrastructure available at the trading space allocated.

SMME

A substantial percentage of formal businesses trading in Matjhabeng are small, contributing a low percentage of total output and an even lower percentage of total employment

The most fundamental of interventions in energizing LED processes are those of improving the local business environment, reviewing local regulatory processes that impede local development initiatives, appropriate support for small business development, enhancing coordination across different government departments and strengthening the competitiveness of municipality, which are the major drivers of economic growth.

small medium and micro enterprise (SMME) sector is one of the high impact priority sectors for the province and district in their economic development and LED strategies, respectively. In order to grow and develop, small businesses need knowledge about business opportunities, capacity to run a business and access to services. Matjhabeng as a business and investment space or unit needs to shift from a municipality of job seekers and talkers (complaining for entitlement and for the once was economy...), to one of entrepreneurial job providers by increasing entrepreneurship activity in line with the changing nature of work globally in accordance with a well thought out implementation plan.

Interventions

Matjhabeng aims to retain, grow existing industries and support the development of new industries through maximizing knowledge, capacity and opportunities.

Matjhabeng Municipality should have a business support policy and a dedicated small business development and promotion programme.

Matjhabeng should also actively and indirectly aid locally based or relocating and establishing SME firms take advantage of international business opportunities by its support through MIC and LDA through the DTI's Exporter Development Programme and Matjhabeng Community Cooperative sector support body initiatives. In addition there is a need to raise awareness about business and entrepreneurship and facilitate greater links between educational and entrepreneurship activities.

Transportation/ Logistics

Matjhabeng LM is quite centrally located within South Africa. The N1 route also traverses the LM. This location can be used as a comparative advantage towards promoting the transportation and logistics sector.

SANRAL also has plans for the rerouting of the N1 within the Matjhabeng LM which will make this proposal also more feasible.

An opportunity also exists for the growth of the Welkom Airport into a regional airport where which could potentially be the home to smaller charter aircrafts through the marketing of Welkom being approximately 250KM from Johannesburg.



The sector includes activities related to providing passenger or freight transport, by rail, road, water or air and includes supporting activities such as the operation of railway stations, terminal and parking facilities, cargo handling and storage, traffic control activities, navigation and pilotage activities

Matjhabeng LM's Transportation, Storage and Communication sector recorded a growth in its GVA contribution from 2018 to 2019, with 2018 recording approximately R3,2 billion contribution.

Employment in the Transportation, Storage and Communication sector projects growth in the ten-year future

	Utilities	Passenger Transport	Freight Transport	Other Logistics and Storage Activities	Tele-communication	Postal Services
(SIC) Standard Industrial Classification		Transport Sub-sector		Storage Sub-sector	Communication Sub-sector	
Logical Demarcation		Transport Sub-sector		Telecommunications Sub-sector		Postal Sub-sector
Modes		<ul style="list-style-type: none"> • Rail • Road • Pipeline • Air • Water 	Surface			

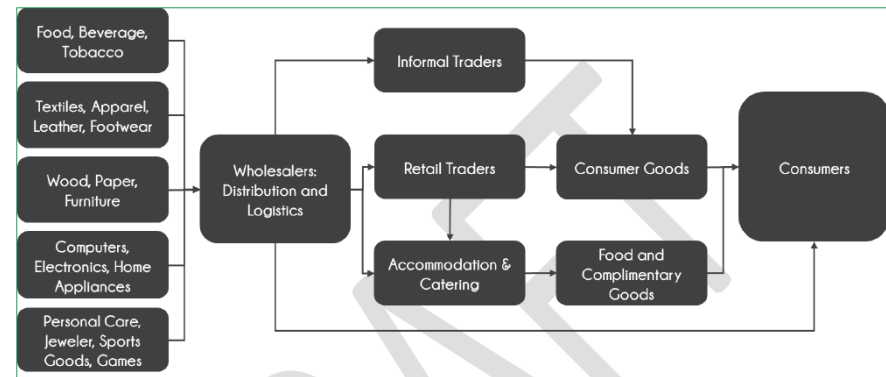
Retail

The Matjhabeng LM, and Welkom town in particular has been a growth in this sector over the past few years servicing the region surrounding Welkom

and Matjhabeng LM (Kroonstad, Senekal, etc.) as an alternative to travelling to Bloemfontein / Johannesburg for retail needs.

This is coupled to the service sector where many service-oriented businesses in Matjhabeng service a much wider market than just the towns in MLM.

In order for these sectors to thrive, there is a need to address the transportation sector to allow for the ease of movement between MLM and the various centres serviced.



Mining

The existing urban areas are imbalanced in terms of the provision of higher order social, industrial and commercial activities. The aforementioned historical provision is further accessebated by the fact that with the decline of the mining sector, a large number of existing commercial, social and industrial activities closed down which resulted in the provision of excess



vacant office space together with the already vacant stands still to be developed.

Further economic proposals are outlined as follows:

- A strategy for the development of the informal business sector as well as the management thereof (regulations for informal trading, administration procedures, development of facilities) be prioritized
- a CBD redevelopment and re-vitalization strategy and implementation plan be developed for approval by Council
- Necessary communication structures be established between the Municipality and the private sector in order to assist problem identification, the development of strategies and implementation plans
- High potential commercial land be alienated on a continuous basis via the MFMA process of competitive bidding in support of the high potential growth sectors, but that strong emphasis be placed on the financial feasibility of such project in the evaluation of development proposals
- Priority be given to the creation of economic activity areas and business areas in all disadvantaged areas to create economic

opportunities, employment and to improve the quality of living for these communities

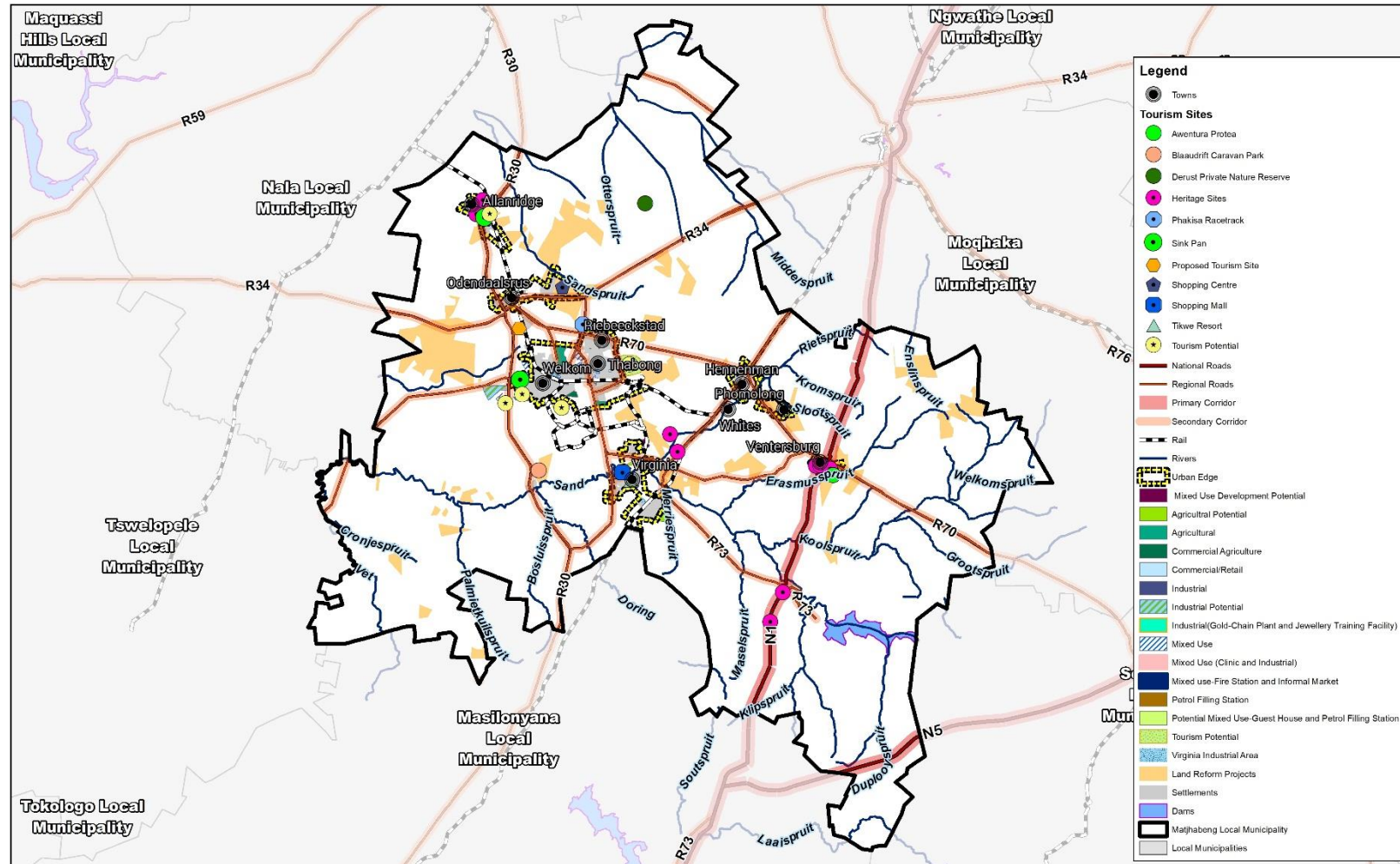
- creation of industrial areas in all disadvantaged areas be prioritized in order to create economic opportunities and employment in all previously disadvantaged areas
- The potential of the Welkom airport as a regional airport and facility center be actively marketed via the MFMA process of competitive bidding
- development proposals be invited for the show grounds, either to re-instate the agricultural show or for the development of other commercial activities
- the Incentive Scheme for high potential economic growth sectors (industrial, commercial, agricultural, tourism, training and support) be re-instated and actively marketed



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

ECONOMIC FRAMEWORK PLAN

1:500 000



TSHANI CONSULTING C.C. HDA

Date: April 2021

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 52: Economic Framework Plan



9.8.2. Tourism Framework

The Matjhabeng Local Municipality, through its Vision 2030, has identified tourism as a sector that is key to the future economic growth of the municipality.

MLM tourism sub sectors are as follows:

- Sports and Events
- Agri-tourism
- Mining Tourism
- Eco-tourism
- Agri-Tourism

1. Sports and Events

Many opportunities exist for exploring income generation relating to events and sporting. The Phakisa Racetrack presents major opportunity to host large motorsport events. The North West Stadium, with its capacity to seat 10 000 people also has the opportunity to bring in tourism through sporting.

The Flamingo Lake with its natural beauty and attracting birds, also has the capacity to host boating competitions.

2. Agri-tourism

Agri-tourism is a broad term used to define any agriculturally based operation or activity that brings visitors to a farm. Agri-tourism includes a wide variety of activities, including buying agricultural produce directly from a farm stand, picking fruit, feeding animals, working on a farm during a holiday or staying at a B&B on a farm.

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This sub-sector is supported by municipalities through LED processes and initiatives. These agri-tourism offerings combine the rural experience with a so-called “Slow food” experience of the local cuisine and wine.

Given its predominant agricultural base, Matjhabeng has a strong competitive advantage in the development of agri-tourism products and offerings.

3. Eco-tourism

Eco-tourism essentially refers to nature-based tourism experiences sought by tourists. It is intended to be a low-impact and environmentally conscious tourism activity. Eco-tourism activities include:



- Bird-watching
- Hiking
- Canoeing
- Safaris
- Wildlife experiences

Eco-tourism is an increasingly popular form of tourism, particularly given the growth in environmental awareness globally.

The Sand River Tourism Route is also located within Matjhabeng LM which includes the towns of Allanridge, Odendaalsrus Welkom, Verginia and Ventersburg.

4. Mining Tourism

Mining Tourism refers to the utilisation of old mining sites for tourism opportunities through showcasing the operations of a mine. This allows tourists the chance to understand how raw materials are mined to eventually become a product that we are familiar with. Further, mining tourism allows tourists with the opportunity to showcase the uniqueness of MLM through the understanding of why the towns in MLM began.

The potential availability of Harmony's President Steyn No 2 Shaft for mine tourism purposes.

Potential support if the initiative is adopted as a Social and labour Plan initiative of Harmony Mines.

5. Tourism opportunities

Tourism opportunities in Matjhabeng include as follows:

- Phakisa Raceway: The events hosted at Phakisa provide a central opportunity to market and attract tourists to MLM
- Aandenk Monument: The Aandenk monument is situated north of Odendaalsrus near the town of Allanridge on the R 30 road to Bothaville. The monument marks the site where a borehole was sunk in the search for gold bearing reef in the Free State in May 1933
- Flamingo Lake: Flamingo Lake is situated west of the town of Welkom and accessed from the airport road. The large lake is home to flamingos and many other birds.
- Harmony Farm: bordering the banks of the Sand River in the Virginia district
- Harmony Mine - Steyn Shaft No 2.: The Harmony mine President Steyn Shaft no 2 is situated south east of Welkom. The mine is no longer in a working operation at shaft no 2. enabling visitors to observe the layout and working of a mine
- North West Stadium /Griffons Rugby Stadium: The North West Stadium, home of the Griffons Rugby Club is situated to the west of Welkom town

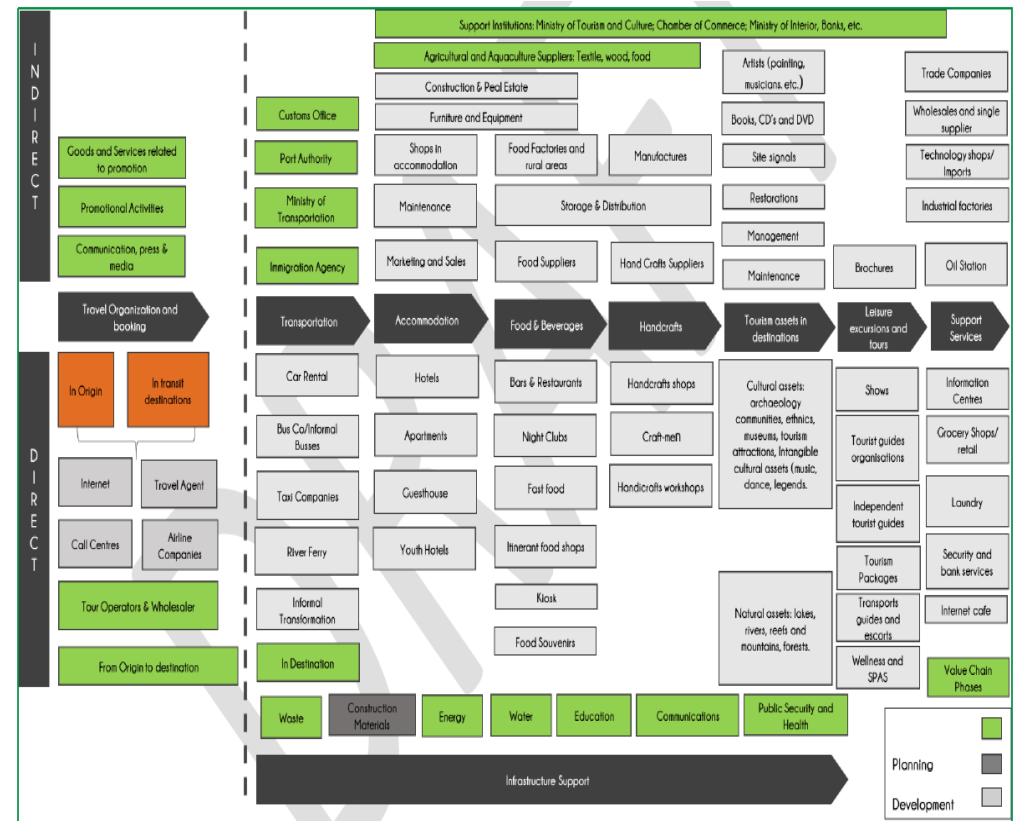


- Skanskraal Monument: The Skanskraal Monument is a square plan walled stone structure build in 1853, reputedly by two hundred Basotho troops of King Moshoeshoe the 1st, founder of the Basotho Nation. The structure is located on a low hill to the west of the town of Ventersburg
- Willem Pretorius Game Reserve is the largest nature reserve in Matjhabeng. It encircles the Allemanskraal Dam. The Sand River flows from east to west through the reserve. It was opened to the public in 1961 and covers 12,000 hectares.

Interventions:

In order to facilitate an enjoyable experience by tourists, it is critical that efforts are made to improve the quality of service that tourists will receive at tourist attractions and products within MLM.

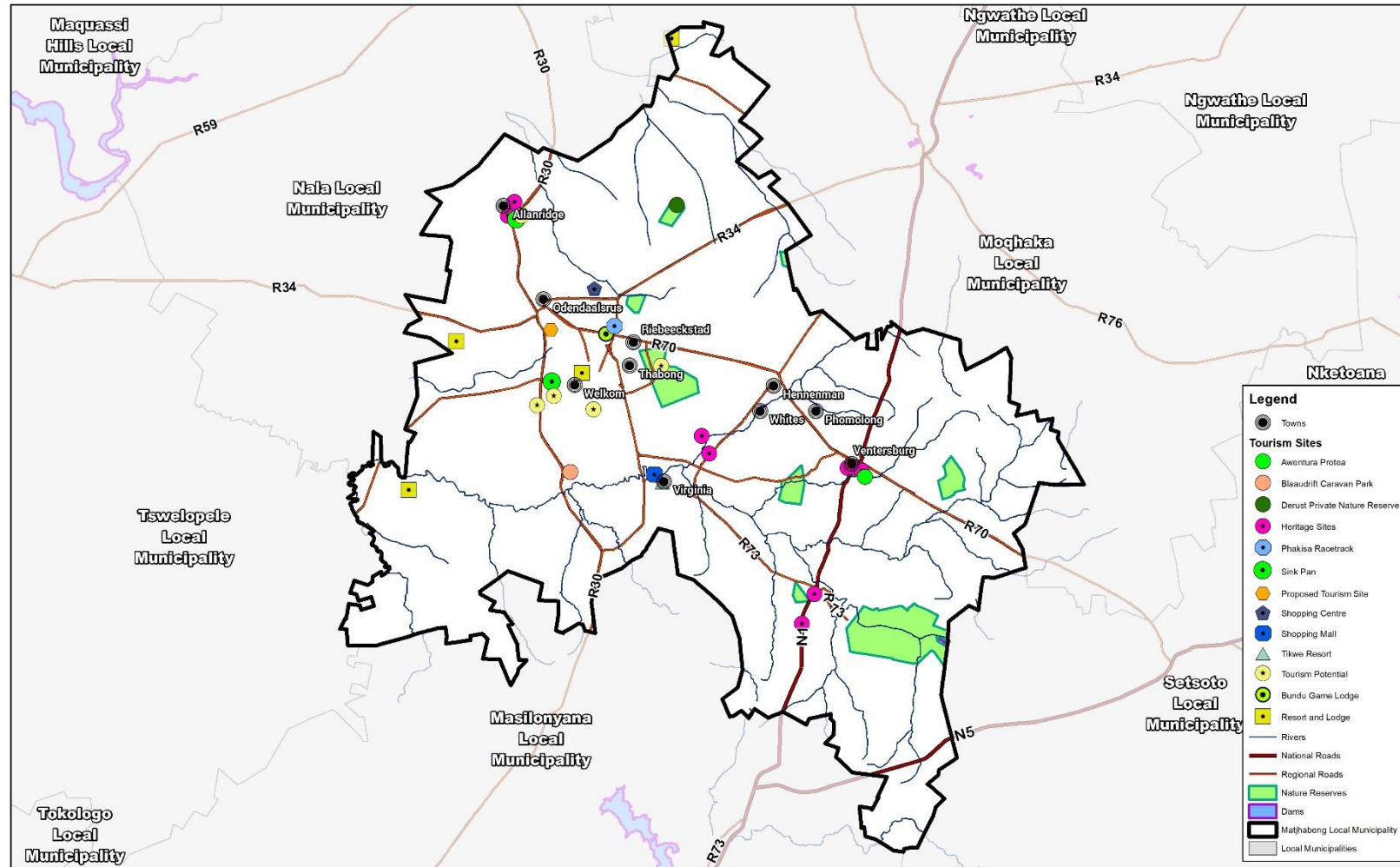
In order for this growth to occur, it is essential that there are strong partnerships between the public and private sectors. Tourism investment by both these sectors should be co-ordinated and targeted so that returns on investment are maximised.



MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

TOURISM FRAMEWORK PLAN

1:500 000



TSHANI CONSULTING C.C. HDA

Date: April 2021

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 53: Tourism Framework Plan



9.8.3. Social Facilities Framework

The Social Facilities Framework aims to provide a basis for the provision of Social Amenities within the Municipality in terms of the requirement of each facility in alignment with the CSIR Guidelines (Neighbourhood Planning and Design Guide Red Book, CSIR 2019). These Guidelines are summarised below:

Public Facility	Public facilities satisfy specific individual or community needs that include the following
	Minimum size of facility is 130sqm
Crèche/ Nursery	Minimum population needed 5000
School	50 sqm per 45 children Maximum walking distance of 750m
Primary School	Minimum population needed is between 3000-4000 Minimum size of school is 2.4 ha
High School	Minimum population needed is between 6000-10000 Space needed is 4.6 ha Max travel time: 30 min
Mobile clinic	Self-contained unit

	Space needed to park and operate clinic One unit should serve 500 people Minimum population needed to develop a clinic is 7000 people
Clinic	0.125 ha per 7000 people Max walking distance: 2km
Libraries	Libraries can serve populations of 5000- 50 000 people Libraries can be combined- convenient clusters Minimum size 130 sqm
Religious centre	2000 people are required to support a single religious centre. Dependent on facilities that are provided , a site can range from 150sqm to 3000 sqm

Table 23: Social Facilities Framework



HIV Prevalence:

Estimates on HIV-prevalence in 2015 by Global Insight are used as investigation.

Global Insight used the following variables:

- Number of people receiving prevention of mother to child transmission treatment
- Percentage of children receiving the ART
- Percentage of children born to HIV+ mothers on Cotrimoxazole
- Adults with advanced AIDS to estimate the HIV+ population

According to the Lejweleputswa District SDF, the number and percentage of HIV prevalence in Matjhabeng:

Municipality	Population Number	Percentage (%)
Matjhabeng	54.485	13.09

Table 24: HIV Prevalence Matjhabeng

Based on table above Matjhabeng (13.09 %), it is further stated in the District SDF that the Matjhabeng LM has the highest HIV prevalence in the District (Global Insight, 2015).

There are sufficient clinics within the Matjhabeng municipal area, servicing all the main towns of the municipality. Most of which are within a 2,5 Km walking distance. Refer to plan below

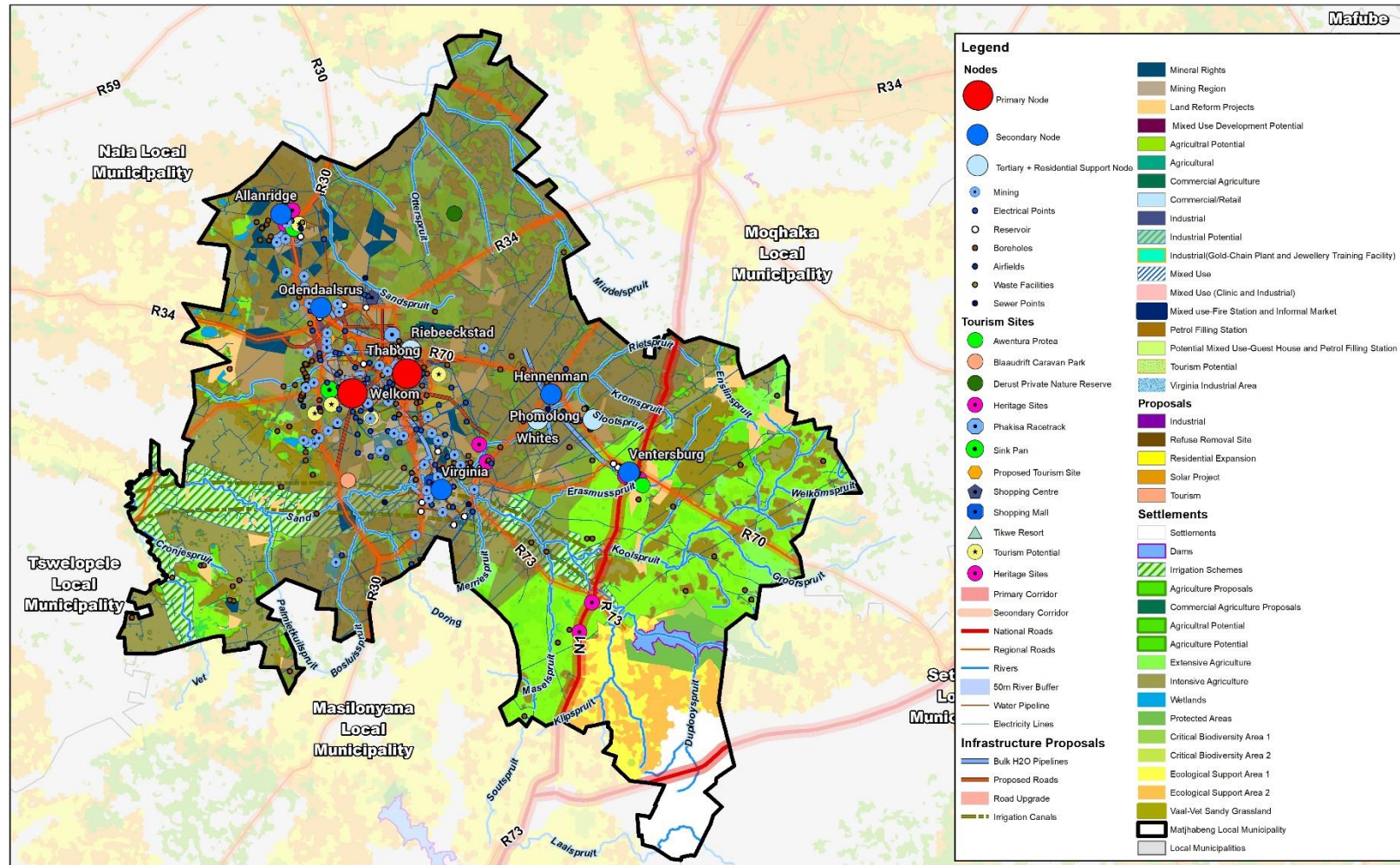


MATJHABENG SPATIAL DEVELOPMENT FRAMEWORK

SPATIAL DEVELOPMENT FRAMEWORK PLAN

1:500 000

Wafube



Legend	
Nodes	<ul style="list-style-type: none"> Primary Node Secondary Node Tertiary + Residential Support Node Mining Electrical Points Reservoir Boreholes Airfields Waste Facilities Sewer Points
Tourism Sites	<ul style="list-style-type: none"> Aventura Protea Blaauwdrift Caravan Park Derust Private Nature Reserve Heritage Sites Phakisa Racetrack Sink Pan Proposed Tourism Site Shopping Centre Shopping Mall Tikwe Resort Tourism Potential Heritage Sites Primary Corridor Secondary Corridor National Roads Regional Roads Rivers 50m River Buffer Water Pipeline Electricity Lines
Proposals	<ul style="list-style-type: none"> Industrial Refuse Removal Site Residential Expansion Solar Project Tourism
Settlements	<ul style="list-style-type: none"> Settlements Dams Irrigation Schemes Agriculture Proposals Commercial Agriculture Proposals Agricultural Potential Agriculture Potential Extensive Agriculture Intensive Agriculture Wetlands Protected Areas Critical Biodiversity Area 1 Critical Biodiversity Area 2 Ecological Support Area 1 Ecological Support Area 2 Vaal-Vet Sandy Grassland
Infrastructure Proposals	<ul style="list-style-type: none"> Bulk H2O Pipelines Proposed Roads Road Upgrade Irrigation Canals
	<ul style="list-style-type: none"> Mineral Rights Mining Region Land Reform Projects Mixed Use Development Potential Agricultural Potential Agricultural Commercial Agriculture Commercial/Retail Industrial Industrial Potential Industrial(Gold-Chain Plant and Jewellery Training Facility) Mixed Use Mixed Use (Clinic and Industrial) Mixed use-Fire Station and Informal Market Petrol Filling Station Potential Mixed Use-Guest House and Petrol Filling Station Tourism Potential Virginia Industrial Area
	<ul style="list-style-type: none"> Mineral Rights Mining Region Land Reform Projects Mixed Use Development Potential Agricultural Potential Agricultural Commercial Agriculture Commercial/Retail Industrial Industrial Potential Industrial(Gold-Chain Plant and Jewellery Training Facility) Mixed Use Mixed Use (Clinic and Industrial) Mixed use-Fire Station and Informal Market Petrol Filling Station Potential Mixed Use-Guest House and Petrol Filling Station Tourism Potential Virginia Industrial Area
	<ul style="list-style-type: none"> Settlements Dams Irrigation Schemes Agriculture Proposals Commercial Agriculture Proposals Agricultural Potential Agriculture Potential Extensive Agriculture Intensive Agriculture Wetlands Protected Areas Critical Biodiversity Area 1 Critical Biodiversity Area 2 Ecological Support Area 1 Ecological Support Area 2 Vaal-Vet Sandy Grassland
	<ul style="list-style-type: none"> Bulk H2O Pipelines Proposed Roads Road Upgrade Irrigation Canals
	<ul style="list-style-type: none"> Matjhabeng Local Municipality Local Municipalities



Date: April 2021

Source: Lejweleputswa District Municipality | Matjhabeng Local Municipality | Department of Human Settlements | HDA | Department of Transport Municipal Demarcation Board | Statistics SA | Department of Education | Department of Co-operative Governance and Traditional Affairs | Eskom

Plan 54: Spatial Development Plan (Regional Map)



10. BROAD LAND USE MANAGEMENT GUIDELINES

The schedule below sets out the broad guidelines and/or land use objectives related to those land use categories. Adjustments will need to be made to suit particular circumstances in each municipality or portion of each municipality. Of significance is the need to achieve a fusion of indigenous land use management systems with the conventional/technical approach used to date. This adapted system will need to be the outcome of ongoing stakeholder engagement under the auspices of a specific project in future.

SDF Land Use Category	Development Objective	Land Use Type	Common Terms	Land Use Management Guidelines on Preferred Outcomes
Environmental Areas	Protection of the core biodiversity areas, natural resources and the ecological system through integration and alignment of SDFs with the environmental policy and spatial frameworks.	Core	Biodiversity category 1, Wetlands, Protected Reserve	<p><i>Land Use:</i></p> <ul style="list-style-type: none"> Limited buildings, tented camps or huts. Only walking and horse-riding trails. Includes the natural landscapes as reflected in the Biodiversity plan. No agricultural uses Limited development such as eco-tourism and soft-adventure activities. <p><i>Level of Infrastructure and Services:</i></p> <ul style="list-style-type: none"> Limited infrastructure or services required for sustainability of the environmental area. The only management activity should be the maintenance of trails, collection of sites of cultural and historical significance. Access along existing paths/ trails only.
		Conservation	Nature reserves, floodplain, river corridor, indigenous forest heritage site	

Human Settlements	Managed development of compact and sustainable human settlements with appropriate infrastructure, amenities and socio-economic opportunities.	Major Settlements	Cities, Large towns, Large urban built-up areas with CBDs, Industrial development zones, Industrial complexes, Peri-urban interface	<p><i>Typical Land Uses:</i></p> <p>Residential, business and offices, CBDs / mixed use zones, industrial, Government and municipal purposes, civic and social, small-scale urban agriculture, transport and access, utilities and services, sport, leisure and recreation, tourism facilities (including hotels, resorts, bed and breakfast accommodation, camp sites and caravan parks.</p> <p><i>Level of infrastructure and services:</i> Full Municipal services according to available resources.</p>
		Towns and Settlements Regions	Local service centres / Small towns, and transitional or interface areas / peri-urban areas	<p><i>Typical Land Uses:</i></p> <p>Residential, business and offices, CBDs / mixed use, industrial, Government and municipal purposes, civic and social uses, agriculture, transport and access, utilities and services, sport, leisure and recreation , tourism facilities.</p> <p><i>Level of infrastructure and services:</i> Basic to Full Municipal Services according to available resources</p>
		Dispersed settlement / villages	Scattered or dispersed settlements/ villages / , homestead, resorts	<p><i>Typical Land Use:</i></p> <p>Residential, agriculture, woodlots, social facilities, recreational facilities, shops, taverns, small-scale commercial activities, tourism and nature reserves.</p>



				<i>Level of infrastructure and services:</i> At Least Basic level as Resources permit
Resource Areas	Integrated and broad-based agrarian transformation leading to sustainable livelihoods, increased rural economic development and improved land reform.	Agriculture (arable and grazing), forestry, tourism, mining and quarrying Renewable energy potential areas.	Subsistence / commercial farming, rural areas, commercial plantation , indigenous forest, heritage resources and attractions, lodges, holiday resorts/camps, tourist routes, sand and mineral mining, wind farms, nuclear, bio-gas, hydro-electric, solar energy areas	<ul style="list-style-type: none"> ▪ Agricultural activities, tourism, resorts, nature reserves (public and private) ▪ Afforested areas and associated infrastructure ▪ Tourism attractions, accommodation and infrastructure. ▪ A positive Record of Decision (RoD) for an Environmental Impact Assessment (EIA) and a permit from Department of Minerals and Energy (DME) are a pre-requisite for an application for sand and mineral mining. ▪ Managed construction of legal roads to legal sand mining sites will significantly reduce the incidence of illegal activities and the environmental degradation associated with sand mining ▪ A positive RoD for an EIA and a permit from DME are a pre-requisite for an application for renewable energy provision.
Infrastructure	Efficient, integrated spatial development of infrastructure and transport systems in shared focus areas	Strategic transport routes, Communications, Alternative energy, Municipal	Higher order infrastructure (roads, rail, sea and air) Cellular masts, radio telecommunication wind turbines, solar	<ul style="list-style-type: none"> ▪ Requirements of the National Environmental Management Act apply. ▪ Certain applications, such as, cellular masts and radio telecommunication facilities, and solar panels, require an EIA and special consent of the Municipality. ▪ Cellular masts and radio telecommunication facilities, and solar panels must be carefully placed to avoid visual impacts on landscapes of significant symbolic, aesthetic,



			<p>panels, electrical facilities, etc.</p> <p>Water services, cemeteries, etc.</p>	<p>cultural or historic value and should blend in with the surrounding as far as possible.</p> <ul style="list-style-type: none"> ▪ A positive RoD for an EIA and a permit from Department of Minerals and Energy (DME) and or Department of Economic Development and Environmental Affairs (DEDEA) are a pre-requisite for an application for alternative energy installation
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Table 25: Broader Land Use Management Guidelines



10.1 General Guidelines Applicable to all Development

Any prospective applicant or developer is required to comply with the requirements of the Community Land Rights Act (CLARA) in terms of procedures and protocols described in Section 20.5. In all aspects they must fully inform the affected communities by means of advertisements in the press and public meetings where any development type as described below is contemplated. The following general guidelines apply:-

- The abstraction of water for any use from any river within the study area must have prior approval from DWAF and should require a full EIA to ensure that environmental impacts are negligible;
- The erection of tunnels for farming as well as the clearing of land where indigenous vegetation is affected is to be subject to an EIA.
- A suitable setback for development from any identified Sub Tropical Thicket Biome and/or indigenous vegetation corridors (conservation area) shall be determined in the EIA process; and
- Should rezoning and subdivision applications be submitted separately for the same property, environmental scoping/EIA's will be required.
- The Motivation Report of any application for development must motivate how the application complies with the principles of the Development Facilitation Act, the development principles, the conceptual framework and the guidelines contained in this framework plan;
- The motivation Report must be supported by a report confirming availability of a sustainable water supply must be submitted as part of any land use application, a storm water management plan, an

agricultural assessment report which considers current and future agricultural potential, with written comment obtained from the Department of Agriculture (if applicable);

- Environmental Impact Assessment/Scoping Reports will be required.
- A Site Development Plan for all development (including subdivisions) must contain details of proposed development density, coverage, layout, landscaping, building design, position of all structures, stands, and the 100-year flood line above any water course, proposed parking and internal roads.

10.2 Environmental Requirements

The following guidelines are applicable:

- Sub-Tropical Thicket Biome and Indigenous Vegetation Conservancy areas:

All applications for development (including subdivisions) within the STEP (Subtropical Thicket Biome) area and outside of the Urban Edge require a Special EIA as contemplated in the STEP Guidelines.

- National Environmental Management Act:
Any application must comply with NEMA (as amended) and the relevant regulations (especially Chapter 4).
- To ensure quality of EIA's the following is proposed:
 - o A review consultant may be appointed at the discretion of DEDEA and at the developer's expense, to confirm/review inter alia



- Whether a sustainable water source is available
- Whether sufficient areas for endangered, indigenous vegetation (forming part of the no-development zone on the property concerned) has been retained/rehabilitated.
- With regard to the policy on the subdivision/development of sensitive environmental areas and agricultural land, including the conservation of Prime and Unique Agricultural Land, the local Department of Agriculture should assist in the identification of Prime and Unique Agricultural Land and land that has irrigation potential;

The following table provides an indication of some of the probable triggers for a Basic Assessment or Scoping/ Environmental Impact Assessment (EIA), as prescribed by the 2014 Environmental Impact Assessment Regulations promulgated under the National Environmental Management Act of 1998:-



Government Notice Number	Activity No(s)	Description of listed activity
GN No R.983 Listing Notice 1 Basic Assessment	1	The development of facilities or infrastructure for the generation of electricity from a renewable resource where- (i) the electricity output is more than 10 megawatts but less than 20 megawatts; or (ii) the output is 10 megawatts or less, but the total extent of the facility covers an area in excess of 1 hectare; excluding where such development of facilities or infrastructure is for photovoltaic installations and occurs within an urban area.
	2	The development and related operation of facilities or infrastructure for the generation of electricity from a non-renewable resource where- (i) the electricity output is more than 10 megawatts but less than 20 megawatts; or (ii) the output is 10 megawatts or less, but the total extent of the facility covers an area in excess of 1 hectare.
	9	The development of infrastructure exceeding 1000 metres in length for the bulk transportation of water or storm water- (i) with an internal diameter of 0,36 metres or more; or (ii) with a peak throughput of 120 litres per second or more; excluding where- (a) such infrastructure is for bulk transportation of water or storm water or storm water drainage inside a road reserve; or (b) where such development will occur within an urban area.
	10	The development and related operation of infrastructure exceeding 1000 metres in length for the bulk transportation of sewage, effluent, process water, wastewater, return water, industrial discharge or slimes – (i) with an internal diameter of 0,36 metres or more; or (ii) with a peak throughput of 120 litres per second or more; excluding where-

		(a) such infrastructure is for bulk transportation of sewage, effluent, process water, wastewater, return water, industrial discharge or slimes inside a road reserve; or (b) where such development will occur within an urban area.
	11	The development of facilities or infrastructure for the transmission and distribution of electricity- (i) outside urban areas or industrial complexes with a capacity of more than 33 but less than 275 kilovolts; or (ii) inside urban areas or industrial complexes with a capacity of 275 kilovolts or more.
	13	The development of facilities or infrastructure for the off-stream storage of water, including dams and reservoirs, with a combined capacity of 50000 cubic metres or more, unless such storage falls within the ambit of activity 16 in Listing Notice 2 of 2014.
GN No R.983 Listing Notice 1 Basic Assessment	23	The development of cemeteries of 2500 square metres or more in size.
	24	The development of- (i) a road for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010; or (ii) a road with a reserve wider than 13,5 meters, or where no reserve exists where the road is wider than 8 metres; but excluding- (a) roads which are identified and included in activity 27 in Listing Notice 2 of 2014; or (b) roads where the entire road falls within an urban area.
	25	The development and related operation of facilities or infrastructure for the treatment of effluent, wastewater or sewage with a daily throughput capacity of more than 2000 cubic metres but less than 15000 cubic metres.
	27	The clearance of an area of 1 hectare or more, but less than 20 hectares of indigenous vegetation, except where such clearance of indigenous vegetation is required for- (i) the undertaking of a linear activity; or (ii) maintenance purposes undertaken in accordance with a maintenance management



		plan.
	28	Residential, mixed, retail, commercial, industrial or institutional developments where such land was used for agriculture or afforestation on or after 01 April 1998 and where such development: (i) will occur inside an urban area, where the total land to be developed is bigger than 5 hectares; or (ii) will occur outside an urban area, where the total land to be developed is bigger than 1 hectare; excluding where such land has already been developed for residential, mixed, retail, commercial, industrial or institutional purposes.
GN No R.984 Listing Notice 2 SCOPING/EIA	1	The development of facilities or infrastructure for the generation of electricity from a renewable resource where the electricity output is 20 megawatts or more, excluding where such development of facilities or infrastructure is for photovoltaic installations and occurs within an urban area.
	2	The development and related operation of facilities or infrastructure for the generation of electricity from a non-renewable resource where the electricity output is 20 megawatts or more.
	11	The development of facilities or infrastructure for the transfer of 50 000 cubic metres or more water per day, from and to or between any combination of the following – (i) water catchments; (ii) water treatment works; or (iii) impoundments; excluding treatment works where water is to be treated for drinking purposes.
	15	The clearance of an area of 20 hectares or more of indigenous vegetation, excluding where such clearance of indigenous vegetation is required for- (i) the undertaking of a linear activity; or (ii) maintenance purposes undertaken in accordance with a maintenance management plan.
	25	The development and related operation of facilities or infrastructure for the treatment of effluent, wastewater or sewage with a daily throughput capacity of 15000 cubic metres or more.
	27	The development of –



		<p>(i) a national road as defined in section 40 of the South African National Roads Agency Limited and National Roads Act, 1998 (Act No. 7 of 1998);</p> <p>(ii) a road administered by a provincial authority;</p> <p>(iii) a road with a reserve wider than 30 metres; or</p> <p>(iv) a road catering for more than one lane of traffic in both directions;</p> <p>but excluding the development and related operation of a road for which an environmental authorisation was obtained for the route determination in terms of activity 5 in Government Notice 387 of 2006 or activity 18 in Government Notice 545 of 2010, in which case activity 24 in Listing Notice 1 of 2014 applies.</p>
<p>GN No R.985 Listing Notice 3 Basic Assessment</p>	<p>1</p>	<p>The development of billboards exceeding 18 square metres in size outside urban areas, mining areas or industrial complexes.</p> <p>(d) In KwaZulu-Natal:</p> <p>i. Trans-frontier protected areas managed under international conventions;</p> <p>ii. Community Conservation Areas;</p> <p>iii. Biodiversity Stewardship Programme Biodiversity Agreement areas;</p> <p>iv. A protected area identified in terms of NEMPAA, excluding conservancies;</p> <p>v. World Heritage Sites;</p> <p>vi. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority;</p> <p>vii. Sites or areas identified in terms of an International Convention;</p> <p>viii. Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional</p> <p>ix. Core areas in biosphere reserves;</p> <p>x. In an estuarine functional zone;</p> <p>xi. Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority, or zoned for a conservation purpose;</p>

		<p>xii. Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any other protected area identified in terms of NEMPAA or from the core area of a biosphere reserve; or</p> <p>xiii. Areas seawards of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined.</p>
<p>GN No R.985 Listing Notice 3 Basic Assessment</p>	4	<p>The development of a road wider than 4 metres with a reserve less than 13,5 metres.</p> <p>(d) In KwaZulu-Natal:</p> <ul style="list-style-type: none"> i. In an estuarine functional zone; ii. Trans- frontier protected areas managed under international conventions; iii. Community Conservation Areas; iv. Biodiversity Stewardship Programme Biodiversity Agreement areas; v. World Heritage Sites; vi. A protected area identified in terms of NEMPAA; vii. Sites or areas identified in terms of an International Convention; viii. Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans; ix. Core areas in biosphere reserves; x. Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose; xi. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; xii. Outside urban areas: <ul style="list-style-type: none"> (aa) Areas within 10 kilometres from national parks or world heritage sites or 5 kilometres from any other protected area identified in terms of NEMPAA or from the core areas of a biosphere reserve; or



		<p>(bb) Areas seawards of the development setback line or within 1 kilometre from the high-water mark of the sea if no such development setback line is determined; or</p> <p>xiii. In urban areas:</p> <p>(aa) Areas zoned for use as public open space;</p> <p>(bb) Seawards of the development setback line or within 100 metres from the high-water mark of the sea if no such development setback line is determined; or</p> <p>(cc) Within urban protected areas.</p>
<p>GN No R.985 Listing Notice 3 Basic Assessment</p>	<p>12</p>	<p>The clearance of an area of 300 square metres or more of indigenous vegetation except where such clearance of indigenous vegetation is required for maintenance purposes undertaken in accordance with a maintenance management plan.</p> <p>(b) In KwaZulu-Natal:</p> <p>i. Trans-frontier protected areas managed under international conventions;</p> <p>ii. Community Conservation Areas;</p> <p>iii. Biodiversity Stewardship Programme Biodiversity Agreement areas;</p> <p>iv. Within any critically endangered or endangered ecosystem listed in terms of section 52 of the NEMBA or prior to the publication of such a list, within an area that has been identified as critically endangered in the National Spatial Biodiversity Assessment 2004;</p> <p>v. Critical biodiversity areas as identified in systematic biodiversity plans adopted by the competent authority or in bioregional plans;</p> <p>vi. Within the littoral active zone or 100 metres inland from high water mark of the sea or an estuarine functional zone, whichever distance is the greater, excluding where such removal will occur behind the development setback line on erven in urban areas;</p> <p>vii. On land, where, at the time of the coming into effect of his Notice or thereafter such land was zoned open</p>



		<p>space, conservation or had an equivalent zoning;</p> <p>viii. A protected area identified in terms of NEMPAA, excluding conservancies;</p> <p>ix. World Heritage Sites;</p> <p>x. Sites or areas identified in terms of an International Convention;</p> <p>xi. Areas designated for conservation use in Spatial Development Frameworks adopted by the competent authority or zoned for a conservation purpose;</p> <p>xii. Sensitive areas as identified in an environmental management framework as contemplated in chapter 5 of the Act and as adopted by the competent authority; or</p> <p>xiii. In an estuarine functional zone.</p>
GN R. 921 Category B Scoping/EIA (National Environmental Management Waste Act)	8	The disposal of general waste to land covering an area in excess of 200m ² and with a total capacity exceeding 25 000tons
	9	The disposal of inert waste to land in excess of 25 000 tons, excluding the disposal of such waste for the purposes of levelling and building which has been authorised by or under other legislation.

Table 26: Environmental Requirements



10.3 Defined Nodes Outside of the Urban Edge

These encompass the proposed rural service centres. Shops; service industries, offices and limited size tourist related businesses could be allowed at such nodes. In addition, social, health, education and safety and security facilities are to be encouraged to locate in these nodes. Standard provisions of approved policies, Town Planning controls, building by-laws, aesthetic and signage controls are in place for these areas as defined in municipal policy documents and this SDF.

1. Natural Tourism Areas

These are areas where limited development may occur subject to an environmental assessment and management plan, the STEP guidelines, and associated protocols.

- Limited and regulated tourism facilities; Small accommodation facilities that are low-key, low-impact and in harmony with the natural environment;
- Agricultural activities;
- Existing rural settlement.

Any development contemplated in the Nature Tourism Areas would need to adhere to the following guidelines:

- The development of a site must not be dependent on the creation of a new road. Existing roads may be upgraded to improve access but where there is no existing road, this should inform the type of tourism facility that is developed.

- The maximum carrying capacity for all development sites, until an SEA or EIA has taken place, is 36 beds or 20 small units. All development sites should be well located in the Nature Tourism buffer area to safeguard the sense of place and eco-tourism opportunities available to that site.
- Development of these sites requires a full EIA and a live Environmental Management Plan that addresses, inter alia, the disposal of solid waste.
- Full IEM procedures are to precede any development whereby the precautionary principle shall apply with approval conditions requiring rehabilitation of the environment and specifications regarding the use of the remainder (for example; conservation, private nature reserve etc);

2. No Development Areas

These areas are where no development is to be contemplated:

- No development is to be permitted on any nature reserves and the outer boundary of the vegetation of coastal forests and reserves.
- All river valleys and ground with slopes equal to or exceeding 1 in 3 should be demarcated as no-development zones.
- The locality of launching sites is to be determined by DEDEA.
- Areas below the 1 in 100-year flood line are excluded from development (including boundary walls and fences). The practice of raising the floor level of buildings above the 1:100-year flood line is not favoured from a flood risk point of view.



- Areas required for the rehabilitation of indigenous vegetation identified in the environmental management plan are excluded from development;
- Areas that are developable but cannot be accessed without going through undevelopable land are also regarded as undevelopable.
- Any other areas as determined by DEDEA (such as coastal grasslands).
- Access to rivers are only to be created after specialist evaluation and prior approval from the relevant authorities.

3. Subdivision of Agricultural Land

The subdivision of farms into multiple individual farms to avoid the rezoning process and/or to achieve de facto residential development is not considered desirable, as it negates the intention and spirit of the zoning categories provided in the Subdivision of Agricultural Land Act 70 of 1970.

The Subdivision of Agricultural Land Act 70 of 1970 (SALA), Scheme 8 Regulations, indicate that the minimum subdivision of agricultural land is 0.8 Hectares. Where no subdivision is involved, a density of 1 dwelling unit for every 10 Hectares, up to a maximum of 5 dwelling units, is permitted, subject to consent and proof that the farming programme is sustainable and economically viable.

Accordingly, and with due cognisance of the trends and pressures for land development on land currently zoned for agricultural purposes, it is proposed that the guidelines of Subdivision of Agriculture Land Act 70 of

1970 be applied within the Matjhabeng Local Municipality, but with a recommended minimum subdivision size of 10 Hectares for agricultural land.

Should an applicant wish to pursue intensive farming activities on land holdings smaller than 10 Hectares, the application for Subdivision of Agricultural Land must be accompanied by a full motivation, including an Agricultural Feasibility Report indicating sustainability of the proposed enterprise

The development of this land for non- agricultural purposes should only be allowed if:

- The land has already been subdivided to such an extent that it is no longer agriculturally viable;
- The land has already been developed for non-agricultural purposes;
- The proposed development does not compromise the primary agricultural activity of the property;
- The proposed development comprises a secondary activity to supplement a landowner's income;
- It will facilitate the implementation of the Land Reform Programme and Labour Tenant Projects.

The Department of Agriculture does not consider anything less than 20 Ha as a viable unit; therefore, it is proposed that subdivisions of less than 20 Ha should not be allowed. This information is also recommended for inclusion into the draft Land Use Management Guidelines.



10.4 Cooperative Governance Approach to Spatial Planning

The Constitution makes it clear that all the three spheres of governments are interdependent and interrelated. The Constitution therefore assigns planning responsibilities to the Provinces to undertake the following:

- Implementation of provincial and regional planning policies and regulations as enshrined in Schedules 4 and 5 of the Constitution;
- Implementation and regulations to monitor and support municipalities in exercising their municipal functions.

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) is a framework act for all spatial planning and land use management in South Africa, which seeks to promote consistency and uniformity in procedures and decision-making as well as addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments. SPLUMA, mandates the Free State Government to be responsible for the co-ordination, integration and alignment of the following:

- Provincial plans and development strategies with policies of National Government;
- The plans, policies and development strategies of Provincial Departments; and

- The plans, policies and development strategies of district and local municipalities.

There should be inter-governmental relation (IGR) structures that should be used to facilitate implementation of the SDF, that is, there should be co-operative approach to spatial planning and land use management to achieve sustainable governance system in the SDF.

In the Matjhabeng Local Municipality, proposals for SDF governance, amongst others, should include the following:

- A need to establish interdepartmental spatial coordination committee in the Office of the Premier with the necessary oversight to formulate the SDF, resolve the responsibilities for spatial planning within the provincial government level, remove duplications and recommend that COGTA be responsible for overseeing spatial planning in the province.
- Ensure limiting peri-urban sprawl through strong local land use controls.
- Establish an integrated LUMS in the province involving all stakeholders
- Preparation of credible “wall-to wall” SDFs by LMs with both technical and tradition leaders / indigenous approach to land use management.
- Regular capacitating of municipal planners with guidelines from SACPLAN
- There should be CoGTA’s capacity assistance to LMs in terms of co-operative governance



The above proposals should be implemented within the Matjhabeng Local Municipality as a way of alignment with the province and to guide efficient spatial planning within the Municipality.

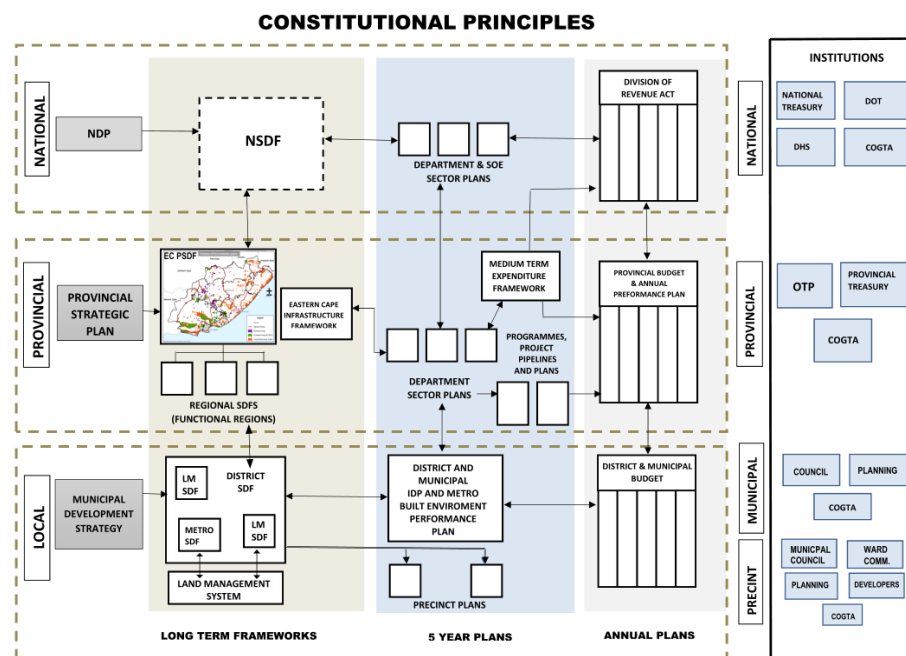


Figure 12: Constitutional Principles

10.5 Guidelines for Preparation of Municipal Land Use Management Scheme (LUMS)

In the preparation of Municipal LUMS, the following processes or phases adopted from Chapter 4 of Department of Rural Development and Land Reform Guidelines for the development of LUMS (2015) must be followed by local municipalities.

- Phase 1: Inception – compilation of work plan and obtaining council resolution
- Phase 2: Research Analysis and Recommendation – data collection and analysis, land audit, translating SDF into more detailed broad land use areas and status quo report
- Phase 3: Draft Report and Supporting Documents – select zones and prepare the scheme map, land uses and development parameters, draft general and land use definitions, develop policies and additional controls as well as procedures to be included in scheme
- Phase 4: Consultation and Amendments – public participation, circulation to relevant authorities, submission to council for support of the scheme in principle, obtain public comments and revision based on public comments.
- Phase 5: Final Report and supporting material – preparation of final scheme clauses and scheme maps and submission to council for adoption / approval.
- Phase 6: Implementation – promulgation of scheme and training of officials



Contents of Land Use Schemes

A Scheme is a tool used by a Municipality to manage development according to the vision, strategies and policies of the Integrated Development Plan and Spatial Development Framework in the interests of the general public to promote sustainable development and quality of life. A Scheme is formally approved in terms of relevant legislation and consists of a map and a set of regulations by which land use is managed.

The Scheme must be prepared for the whole of the municipal area including both urban and rural areas. Preparing wall-to-wall Schemes places an emphasis on the need to develop policies to contain urban sprawl, guide growth of built up areas and define high potential agricultural land needing protection to prevent the uncontrolled spread of unsustainable development into outlying areas.

For example a Scheme in a municipality may comprise the following:

- A complex approach for urban areas (greater number of zones, regulations and management overlays);
- A simple approach for the informal settlements surrounding the urban area (fewer zones and regulations); and
- Very strict controls in environmentally sensitive areas.

The linkage and alignment between this Spatial Development Framework and the proposed Land Use Management Scheme is done through the proposed Spatial Planning Categories (SPC's).

In terms of the Spatial Planning and Land Use Management Act, 2013, the land use management system need to be completed within a period of 5 years after the proclamation of the Act.

A Land Use Scheme is a legislative plan and should consist of a written document and maps. The plan should have the following contents:

- Introduction
- Vision and Statements of Intent
- The Zones, Management Areas and Management Plans required for the area of applicability
- Land Use Matrices and Development Control Templates showing permitted and prohibited land use
- Definition of terminology
- Policies and Guidelines
- Procedures regarding application, consent, appeal etc
- Land Use Scheme Maps, Maps

10.6 Communal Land

- An applicant who wishes to develop on or change the land use purpose of communal land located in the area of a traditional council where such development will have a high impact on the community or such change requires approval in terms of a land use scheme applicable to such area, must apply to the Municipality in the manner provided for in relevant chapter of the municipal planning by-law;



- No application pertaining to land development on or change the land use purpose of communal land may be submitted unless accompanied by power of attorney signed by the applicable traditional council;
- All application pertaining to Communal Land are to be read in conjunction with and applied with respect to the Communal Land Tenure Bill.

11. IMPLEMENTATION PLAN

This section serves as the Project Identification and Implementation Plan section of the report. Based on the key development proposals identified in the chapters above, the implementation plan also includes an Implementation Plan of the identified projects completed with a list of likely funders of the projects, as well as budget estimates and the period of Implementation.

This section serves to conclude the Matjhabeng Local Municipal Spatial Development Framework by reinforcing the link between the SDF and the IDP. In this regard, the Plans overleaf illustrate the spatial pattern of investment currently being implemented through the present IDP and, as such, provide a “picture” of the IDP’s planned pattern of expenditure.

An implementation plan is a management tool designed to illustrate the critical steps in developing the various sectors within a Municipality. It is a guide that helps the municipality be proactive in developing and identifying any challenges along the way. It also allows any person to fully understand the goals of the municipality. The aim of the Implementation Plan is to assist

the municipality achieve their development goals by identifying staged development processes, supporting institutional arrangements as well as defining clear and implementable projects.

Inclusion of the proposed strategy programmes and business indicators by line departments in their Service Delivery and Budget Implementation Plans (SDBIP) will be expected. Lead Departments have been identified and these Departments will be required to ensure that the strategy programmes are planned, budgeted for and implemented. The identified programmes and interventions must be included in Matjhabeng’s Medium Term Revenue and Expenditure Framework (MTREF) process and budget provisions made by Departments.

11.1 CAPITAL INVESTMENT FRAMEWORK

The Capital Infrastructure Investment Framework is a response to ensure that capital budget and related operational funds are structured according to the strategic objectives and related outputs as discussed above. Secondly that its funding allocation responds to national and provincial directives within the context of the Municipal developmental realities. The Capital Infrastructure Investment Framework is the means through which capital projects are identified and prioritized for implementation in the following financial year and medium-term period (3 years). The objectives of the CIIF are to:



- Contribute towards the eradication of service delivery backlogs, especially in poor and marginalized areas by prioritizing projects in these locations;
- Ensure the improved management of the existing infrastructure, with more attention given to road and street lighting maintenance.
- Improve service delivery through infrastructure and services that are planned, delivered, and managed in an objective and structured manner.
- Direct future public and private investment, by aligning capital budget requirements of departments as defined in the Integrated Development Plan's Sector Plans.
- Make a positive impact towards improving the local economy. To this extent, the municipality intends to spend 70% of the capital budget here below to and among local businesses.

THE CAPITAL EXPENDITURE PRIORITIES ARE AS FOLLOWS:

1. AGING INFRASTRUCTURE

The municipal infrastructure is aging, resulting in numerous service delivery challenges. It is critical that resources are allocated to this deterioration and to modernize and update this key element of service delivery. Maintenance plans must be developed to replace worn out lines, create redundancies, provide new service lines for growing, as well as existing needs, and to ease the stress on the existing infrastructure. These plans must include more aggressive preventive

maintenance. The plans should also take the opportunity to form part of an extended public service works program that will contribute to job creation and entrepreneurship.

2. ROADS, MAINTENANCE AND RECONSTRUCTION

Similarly, the roads and streets require repair, maintenance and upgrading. Aging and deferred maintenance contribute to the challenging road conditions that must be resolved. As part of the aging infrastructure, the same issues exist with respect to the pavement management system. This system must direct the replacement; maintenance and upgrading with adjunct goals of providing employments and creating a better municipal plant to attract new and expanding businesses to Matjhabeng, hence stimulate the local economy.

3. THE TRANSFORMATION OF THE INSTITUTION

The process of transformation is a journey, not a destination. It is a permanent feature of a dynamic society that continuously has to sharpen its business competitiveness. The Municipality must develop a process to continue to challenges the way it operates, and deliver services. This constant review should assure that it never loses an opportunity to improve itself either by better delivering services, or delivering them more efficiently.



4. SERVICES SITES

The provision of service sites remain a big challenge for the Municipality. There are residents who are patiently waiting for the opportunity to have their own sites so that they can start to build their own houses without queuing for the Reconstruction and Development Program.

5. WATER AND SANITATION

The national program of eradicating the bucket system and other systems that are not meeting the standards will have to be met in the next eight years. We are also bound by those developmental objectives and improvement of our people's livelihoods.

6. IMPROVED REFUSE REMOVAL

The Municipality is making improvements in sanitation. However, the resolve in this area requires additional enhancements. The need to replace aging equipment, machinery and specialised vehicles still remains a challenge. Therefore, alternative mechanisms are required. Compliance with relevant legislation is important. Above all the enforcement of cleanliness is paramount, as it engaging the communities to work to maintain a clean and safe environment.

7. DEVELOP LABOUR INTENSIVE PROJECTS TO CREATE LOCAL EMPLOYMENT

The high unemployment rate in Matjhabeng requires a deliberate programme that will ease the pressure on our indigent policy and thus threatening our fiscal sustainability. This will be a special programme that may target only those who are registered with the Municipality as indigent.

8. DEVELOP POLICIES AND PROGRAMS (INFRASTRUCTURE INVESTMENT/ CAPITAL 2022-2025)

See table below.



MUNICIPAL INFRASTRUCTURE GRANT FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
1.1	<i>Kutlwanong: Upgrading of waste water treatment works phase 2)</i>	10,18,20, 21,22	Construction	Establishing and providing infrastructure to cemeteries	73 252 538,93	28 669 488,63	5,710,000.00	490,000.00
ROADS AND STORMWATER								
1.8	Nyakallong: Construction of storm water system – phase 2	19	Design	Provision of storm water management	24 900 836,36		6 212 486,42	-
1.14	Nyakallong: Construction of roads, sidewalks & stormwater	19,36	Not registered	Construction of internal paved roads, pedestrian walkways and storm water management	25 000 000.00	-	29 252 222,20	-
SANITATION								
1.31	Upgrade of Kutlwanong WWTW Phase 2 to accommodate the new 3000 Stands	10,18,20, 21,22	Construction	Upgrading of WWTW to accommodate sewer volume from 3000 new stands	73 252 538,93	28 669 488,63	0.00	0.00
1.35	Thabong/Bronville Ext 15: Provision of sanitation for 617 stands	11	Registered	Provision of waterborne sanitation including water and sewer network	24 900 356,09	15 191 417,10	-	-
1.38	Phomolong Upgrading of WWTW	2,3	Design	Upgrading of wastewater treatment works	28,000,000.00	6 586 371,35	9 502 539,69	
	Thabong: Refurbish and upgrade of old sewer pump station and rising main	25	Design	Refurbishing of pumpstation to channel the sewer to the treatment plant	16 324 686,80		15 247 017,62	



	Virginia/Meloding: Refurbish and upgrade of 2 sewer pump stations and rising main	4,9	Design	Refurbishing of pumpstation to channel the sewer to the treatment plant	24 892 878,02	16 065 490,58	-	
	Thabong: Refurbishment of wastewater treatment works and associated works	31	Construction	To refurbish the treatment works to treat sewer that enters the plant	64 245 884,29	29 475 716,67		
	Refurbish Brain Street sewer network and upgrade main outfall to Big Frank Pump Station	35	Not registered	Refurbishing of pumpstation to channel the sewer to the treatment plant	21 500 000.00	-	21 500 000.00	
WATER								
1.30	Kutlwanong Replacement of asbestos water pipelines to uPVC pipes	Various	Construction	Replacement of asbestos pipes	32 788 281,44	6 800 953,51	-	-
RECREATIONAL FACILITIES AND SPORTS								
1.33	Virginia/Meloding: New indoor Sports and Recreational Facility – Phase 2	4,5,6,7	Design	Upgrading of sports complex	14 642 950,00	6 148 306,74	5 734 294,07	
SOLID WASTE MANAGEMENT								
1.39	Upgrading of Welkom Landfill Site	11	On hold	Upgrading of landfill to accommodate waste volumes	35 416 600,07		10 323 144,17	
1.40	Upgrading of Odendaalsrus Landfill site	35,36	Not registered	Upgrading of landfill to accommodate waste volumes	11,388,421.28	-	500,000.00	10,319,000.22

WATER SERVICES INFRASTRUCTURE GRANT FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
1	Refurbishment of Theronia WWTW and Purified Effluent System	33	Inception Stage	Refurbishment of the WWTW to a functional capacity of 15MI per day and the refurbishment of the purified effluent system for the purpose of irrigating schools, municipal parks, road medians, traffic circles, etc.	R56 825 000.00	R30 000 000	R26 825 000	R -
TOTALS						R30 000 000	R26 825 000	R-

INTEGRATED NATIONAL ELECTRIFICATION PROGRAMME GRANT FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2021/23	BUDGET 2023/24	BUDGET 2024/25
1	WELKOM Reinstatement of the 20MVA 132KV/11kV/6.6kV vandalised Urania Substation at Bronville Town Area	32	Planning	To ensure an effective and safe 132kV Distribution network	R126,837,499.90	R14,587,499.90	R15,000,000.00	R97,249,999.33
2	Rheederspark X2 (Phomolong Village): 12MVA Sub-station and Electrification of 869 households	35	Planning		R27 000 000	R10 000000	R 5000 000	R8 000 000
3	BRONVILLE EXT 15 & 9 Electrification of 500 households	11/12	Planning	Electrical 132kv substation must be repaired for R126m before project can commence	R91,000,000	R68,000,00	R10,000,000	R13,000,000
TOTALS						R92,587,499	R30,000,000.00	R118,249,999.33



OWN FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Thabong: Installation of bulk zonal water meters and valves	All	Design Stage	MIG Counter funding	R7 000 000	R1 170 000		
	Phomolong: Upgrading of Sewer Pumpstation	2&3	Tender Stage	MIG Counter funding	R13 000 000	R3 833 905		
	Upgrading of the Klippan Pump station and Sand river channel	32	Construction	Upgrading the capacity of the pumps for the management of the Witpan	R35 000 000	R14 996 095	R10 000 000	
	Refurbishment of Welkom Airport	24	Design Stage	Replacement of runway lights and resealing and refurbish facilities.	R50 000 000		R12 000 000	R12 000 000
	Refurbishment of Virginia Municipal Offices	9	Planning	Complete renovation of building as it has dilapidated	R4 000 000			R 4 000 000
	Refurbishment of the Kutlwanong Municipal Offices	5	Planning	Complete renovation of building as it has dilapidated	R3 000 000		R 3 000 000	-
	Refurbishment of the Allanridge Municipal Offices	36	Planning	Complete renovation of building as it has dilapidated	R2 000 000		R 2 000 000	-
	Fencing of Main Municipal Offices in Welkom	32	Planning		R2 000 000		-	R2 000 000-
	Construction of new Municipal Cattle Pound	32	Planning		R10 000 000	R5 000 000	R5 000 000	-
	Extension of the main Municipal Building and construction of new Council chambers	32	Planning	Current chambers and offices DMREs not address requirements of councilors and officials.	R50 000 000		R25 000 000	R25 000 000
	Reinstatement of 6.5 KM	32,28	Contractor	PROJECT IS IN THE	R16 000 000	R16 000 000		



OWN FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Streetlight Koppie Alleen in the Welkom Unit	and 27	on site	IMPLEMENTATION PHASE				
	Allanridge Phase1		Planning 482 Stands to be Electrified	Eskom intake point and NMD needs to be upgraded and increased. Medium voltage networks must be upgraded to incorporate the additional loads.	R 57 172 000,00	R35,000,000	R12,172,000	R10,000,000
	Allanridge Phase 2		Planning 286 Stands to be Electrified	Eskom intake point and NMD needs to be upgraded and increased. Medium voltage networks must be upgraded to incorporate the additional loads.	R 13 156 000,0	R10,000,000	R3,156,000	
	Ventersburg LAND RESTITUTION PROJECT X 6		Planning 62 Stands to be Electrified	Eskom NMD needs to be increased as well as the intake point needs to be upgrade electrical medium voltage networks must be upgraded to an estimated value of r5,3m	R 8 152 000,00	R5,300,000	R2,852,000	
	Ventersburg LAND RESTITUTION PROJECT X 5		Planning 37 Stands to be Electrified		R 1 702 000,00		R1,702,000	
	Refurbishment of Mimosa Multipurpose Recreation Facility			Complete renovations because the facility dilapidated.	R1 500 000	R500 000	R500 000	R500 000
	Fencing of Mmamabane Stadium	2		Upgrading of the facility cannot be completed unless access is restricted and controlled. The fence	R500 000	R500 000		



OWN FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
				is stolen				
	Fencing of Nyakallong Stadium	19		Upgrading of the facility cannot be completed unless access is restricted and controlled. The fence is stolen	R500 000	R500 000		
	Refurbishment of dilapidated buildings and grandstands at stadiums and fields	2, 19			R1 500 000	R500 000	R500 000	R500 000
	Refurbishment of swimming pools at Kopano Indoor Sport Centre and Bronville	16, 11			R500 000	R500 000		
	Refurbishment of Mimosa Multipurpose Recreation Facility			Complete renovations because the facility dilapidated.	R1 500 000	R500 000	R500 000	R500 000
	Fencing of Mmamabane Stadium			Upgrading of the facility cannot be completed unless access is restricted and controlled. The fence is stolen	R500 000	R500 000		
	Fencing of Nyakallong Stadium			Upgrading of the facility cannot be completed unless access is restricted and controlled. The fence is stolen	R500 000	R500 000		
	Refurbishment of dilapidated buildings and grandstands at stadiums and fields	2, 19			R1 500 000	R500 000	R500 000	R500 000



OWN FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Refurbishment of swimming pools at Kopanono Indoor Sports Centre and Bronville	11,16			R500 000	R500 000		

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Hennenman LAND RESTITUTION PROJECT		Planning 361 Stands to be Electrified	Eskom intake point and NMD needs to be upgraded and increased. Electrical medium voltage networks must be upgraded to an estimated value of 7m	R23 606 000	R7,000,000	R6,606,000	R10,000,000
	Virginia Extension 10 Kitty		Planning 178 Stands to be Electrified	Eskom intake point and NMD needs to be upgraded and increased.mv and lv infrastructure stolen	R 43 188 000,00	R35,000,000	R8,188,000	
	Virginia Extension 13 Kitty		Planning 237 Stands to be Electrified	MV and LV infrastructure stolen	R 10 902 000,00			R10,902,000
	Virginia Saaiplaas		Planning 361 Stands to be Electrified	Eskom intake point and NMD needs to be upgraded and increased. Mv and lv infrastructure stolen	R 16 606 000		R10,000,000	R6,606,000
	Welkom NAUDEVILLE EXT 2		Planning 318 Stands to be Electrified	Eskom intake point and NMD needs to be upgraded and increased. Mv and lv infrastructure stolen and needs to be replaced at an estimated cost	R 19 628 000	R5,000,000	R10,000,000	R4,628,000



OWN FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
				implication R5m				
	Welkom Flamingo (up market)		Planning 351 Stands to be Electrified	Electrical intake substation will be required to be built for the proposed project to an estimated amount of R65M	R 111 146 000	R95,000,000	R16,146,000	
	Welkom Flaming Park X5		Planning 14 Stands to be Electrified	Electrical intake substation will be required to be built for the proposed project to an estimated amount OF R95M	R 644 000,00	R0,664,000		
	Welkom Flaming Park X2		Planning 392 Stands to be Electrified		R 18 032 000,00		R18,032,000	
	Welkom Flaming Park X3		Planning 52 Stands to be Electrified		R 2 392 000,00			R2,392,000
	Welkom Flaming Park X4		Planning 42 Stands to be Electrified		R1 932 000,00		R1,932,000	
	Riebeeckstad (Norman Street)		Planning 120 Stands to be Electrified	MV AND LV INFRASTRUCTURE STOLEN	R 17 520 000,00	R12,000,000	R5,520,000	
	Riebeeckstad (Lusette Street)		Planning 78 Stands to be Electrified	MV AND LV INFRASTRUCTURE STOLEN	R 3 588 000,00			R3,588,000
	Riebeeckstad (Koppie Alleen School)		159 Stands to be Electrified	MV AND LV INFRASTRUCTURE STOLEN	R 7 314 000,00	R7,314,000		



OWN FUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	BRONVILLE EXT 15 & 9		Planning 500 Stands to be Electrified	Electrical 132kv Substation Must Be Repaired For R68m Before Project Can Commence	R91 000 000,00	R68,000,000	R13,000,000	R10,000,000
	RHEEDERSPARK EXT 2		Planning 714 Stands to be Electrified	Electrical Intake Substation Will Be Required To Be Build For The Proposed Project To An Estimated Amount Of R65m	R97 844 000,00	R65,000,000	R20,000,00	R12,844,00
	Riebeeckstad 1st Phase Military Veterans (28 Stands)		Planning 28 Stands to be Electrified	Eskom Intake Point And Nmd Needs To Be Upgraded. Mv And Lv Infrastructure Stolen	R3 388 000,00	R2,100,000	R1,288,00	
	Rheederspark 2nd Phase Military Veterans (25 Stands)		Planning 25 Stands to be Electrified	Eskom Intake Point and Nmd Needs To Be Upgraded. Mv And Lv Infrastructure Stolen	R1 150 000,00	R1,150,000		
	ELDORIE X13		Planning 356 Stands to be Electrified	Electrical Medium Voltage Networks Must Be Upgraded to An Estimated Value Of R8m	R 24 376 000,00	R8,000,00	R10,000,000	R6,376,000
TOTALS					R745,038,000	R 41 000 000	R 57 000 000	R 43 000 000



PROJECTS IMPLEMENTED BY OTHER ORGANS OF STATE

DEPARTMENT OF WATER AND SANITATION								
ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
BUCKET ERADICATION								
	Meloding: Cemetery & Clinic area, Sewer and Water network for 350 stands to be finalised – Bucket eradication (<i>Babereki</i>) and Phase 5 in ward 6	4, 5, 6			To be verified with DWS			
	Phomolong Bucket eradication (<i>Babereki</i>)	2,3		The project was suspended by the Client. 2 848 households do not have access to a functional toilet	To be verified with DWS			
WASTEWATER TREATMENT WORKS – REGIONAL BULK INFRASTRUCTURE GRANT (RBIG)								
	Upgrading of the Thabong WWTW to 42ML capacity	33	Planning	Refurbishment of the WWTW to a functional capacity of 15ML per day	R10 000 000	R10 000 000		

SPORTS, ARTS, CULTURE AND RECREATION					
Item No	Project Name	Implementing Agent	Project Value	Current status	COMMENTS
1	Indoor sport facility at Nyakallong	Provincial Department of Sports, Arts, Culture and Recreation	R20 000 000	Planning	Budget to be verified
2	Thandanani Ward 25 : Outdoor Multi-Purpose Court	Provincial Department of Sports, Arts, Culture and Recreation	R20 000 000	Planning	Budget to be verified



DEPARTMENT OF HUMAN SETTLEMENTS

HUMAN SETTLEMENT DEVELOPMENT GRANT (HSDG)								
ITEM NO	PROJECT NAME	WARD NO	CURRENT STATUS	COMMENTS/NOTES	PROJECT VALUE	BUDGET 2022/2023	BUDGET 2023/2024	BUDGET 2024/2025
F00030006/1	Hostel Welkom Hostel G - Phase 1	All	All			R 8 401 324,00		
F15020018/1	Welkom Hani Park (Thabong Ext 18) 5000 Water and Sewer - Phase 1	All	All			R 44 612 000,00		
F16040029/1	Welkom Thabong Ext 6, 7, 8,9,10 & 11 (Dichocolateng) 1478 Water and Sewer - Phase 1	All	All			R 6 330 000,00		
F17040011/1	Matjhabeng Kutlwanong Ext 13 2925 (k10) Water and Sewer - Phase 1	All	All			R 30 640 000,00		
F17040016/1	Matjhabeng Allanridge Nyakallong Ext 5 for 97 erven Water and Sewer - Phase 1	All	All			R 4 440 000,00		
F17040034/1	Welkom 62 Military Veterans Lois Construction (Ithuteng Consultancy) - Phase 1	All	All			R 1 704 000,00		
F17040042/1	Ventersburg 100 Mixed Development - Infrastructure	All	All			R 4 440 000,00		
F18100003/1	Virginia 100 Units (2020/21) - Phase 1	All	All			R 12 731 936,00		
F18100004/1	Welkom Rheederspark 100 Units - Phase 1	All	All			R 12 731 936,00		
F21080033/1	Matjhabeng: Meloding Township Est - Phase 1	All	All			R 1 624 000,00		
F22010014/1	Refurbishment Wastewater Plant - Odendaalsrus/Eldoire	All	All			R 52 000 000,00		



DEPARTMENT OF HUMAN SETTLEMENTS

Reference Number	Project name	Area		Timeframes		Actual budget		
		Location	Ward	Start date	End date	2022/2023	2023/2024	2024/2025
Department	Informal Settlement Upgrading Plan Grant (ISUPG)							
	Matjhabeng: Selatile Moloji - Water and Sewer for 390 sites in Welkom, Thabong/Bronville Ext 26 (Freedom Square)	Freedom Square & C Section	Bronville Ext 26			5 000 000		
	Matjhabeng: Water and Sewer for 500 sites in Mmamahabane Ext 4	Roma and DND	Mmamahabane Ext. 4			15 000 000		
	Matjhabeng: Water and Sewer for 800 sites in Thabong Ext 25 Homestead	Rethuseng, Matlharantleng (Bronville) and Ext 20 1&2	Thabong Ext 25			15 000 000		
	Matjhabeng: Water and Sewer for 854 sites in Hennenman, Phomolong	Baipehing	Phomolong Ext 5			12 000 000		
	Water and Sewer for 873 sites in Welkom, Thabong Ext 27 (Phokeng)	Phokeng block 1&2 and Kgotha	Thabong Ext 27			4 000 000		
	Matjhabeng Mun Planning and Surveying 2011-2014 - Phomolong 500 - Bopa Lesedi	Baipeing	Phomolong Ext 5			40 000		
	Matjhabeng Mun Planning & Surveying 2011-2014 - Kutlwanong 2900 - Bopa Lesedi	L & Block 1, 6&5, K6 Mshenguville, K5 and Block 4, K10	Kutlwanong Ext. 13			40 000		
	Matjhabeng: Doornpan N1 Township Est (Phase)	N1 Gugulethu	Farm Doornpan 772			250 000		
	Virginia unit 3 & 7 Water and Sewer	Units 3 & 7	Ext 4			6 000 000		
	Upgrading of informal settlements in Nyakallong and Allanridge		Ward 19 and 36			TBC		
	Matjhabeng Mun Planning & Surveying 2011-2014 (Mmamahabane 500 - Bopa	Roma and DND and R70	Mmamahabane Ext. 4			40 000		



DEPARTMENT OF HUMAN SETTLEMENTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Welkom Hani Park (Thabong Ext 18)				103 950 000	18 900 000	18 900 000	66 150 000
	Welkom Thabong Ext 11 (Dichocolateng)				29 700 000	16 200 000	13 500 000	0
	Welkom Phokeng Infrastructure				22 869 000	0	11 448 000	11 421 000
	Matjhabeng: Water And Sewer Kutlwanong 2900 (k10)				43 875 000	0	21 600 000	22 275 000
	Phomolong: Finalization of Putswastene project (Hlasela)			The project was suspended before township registration, consolidation of ervens and registration of ervens could be finalized	To be verified by PDHS			



DEPARTMENT OF ECONOMIC, SMALL BUSINESS DEVELOPMENT, TOURISM AND ENVIRONMENTAL AFFAIRS (DESTE A)

Project name	Area		Coordinates/ property description	Timeframes		Actual budget		
	Location	Ward		Start date	End date	2021/2022	2022/2023	2023/2024
Update of Wetland Maps	Provincial	N/N	Province	01 April 2022	31 March 2023	No specific Budget, operational Budget	No specific Budget, operational Budget	No specific Budget, operational Budget
Green Muzzle Anti-poaching Projects	Provincial	N/a	Province	01 April 2022 Monthly	31 March 2023	No specific Budget, operational Budget	No specific Budget, operational Budget	No specific Budget, operational Budget
90 Environmental activities conducted	All	All	Provincial	01 April 2022	31 March 2024	-	R50 000	R60 000
Capacity building activities conducted	All	All	Provincial	01 April 2022	31 March 2024	-	R30 000	R40 000
initiatives to promote renewable energy	All	All	Provincial	01 April 2022	31 March 2024	-	R15 000	R20 000



DEPARTMENT OF FORESTRY, FISHERIES AND THE ENVIRONMENT

NAME OF PROJECT	DISTRICT	LOCAL MUNICIPALITY TO BENEFIT	NUMBER OF CANDIDATES APPOINTED	RESOURCES PROVIDED BY DEA	KEY PERFORMANCE AREAS
Secondment Of Youth Environmental Coordinators (YCOP programme).	Lejweleputswa	All five local municipalities	Five (5)	Laptops, Transport, Cellphones, salaries for 3 years	<ul style="list-style-type: none"> Coordinate ward based environmental education programme Coordinate the school based environmental education programme Focal point for DEA to ensure effective communication and coordination between DEA and the local municipality Provide support in the coordination of stakeholder engagements & events <li style="color: red;">The contracts were extended by two years from April 2022 to March 2024

PROVINCIAL DISASTER MANAGEMENT CENTRE

Project name	Area		Coordinates/pr operty description	Timeframes		Actual budget	
	Location	Ward		Start date	End date	2021/2022	2022/2023
Review Matjhabeng Local Municipality Disaster Management Plan	Matjhabeng Local Municipality (Welkom)	All Wards		04 July 2022	31 August 2022		



DEPARTMENT OF POLICE ROADS AND TRANSPORT

Project name	Area		Coordinates/ property description	Timeframes		Actual budget		
	Location	Ward		Start date	End date	2021/2022	2022/2023	2023/2024
Non-Motorized Transport (NMT) - Evaluation	All Municipalities in the Province	All	N/A	01 June 2022	31 March 2023	0	0	0

DEPARTMENT OF WATER AND SANITATION

Project name	Area		Timeframes		Actual budget	
	Location	Ward	Start date	End date	Project Stage	2022/2023
Refurbishment of Theronia WWTW	Lejweleputswa DM	Welkom	under construction	June 2022	Construction	TBC



DEPARTMENT OF PUBLIC WORKS

Project name	Area		Coordinates/ property description	Timeframes		Actual budget		
	Location	Ward		Start date	End date	2021/2022	2022/2023	2023/2024
National Youth Service	All four Districts and Metro	n/a	n/a	1 April 2022	31 March 2023	5 630m	5 852m	5 852m
Skills Training	All four Districts and Metro	n/a	n/a	1 April 2022	31 March 2023	6 230m	6 652m	6 652m
Cash for Waste	Xhariep District	n/a	n/a	1 April 2022	31 March 2023	4 132m	4 132m	4 132m
Community Work Programme	All four Districts and Metro	n/a	n/a	1 April 2022	31 March 2023	11 954m	11 954m	11 954m
Cleaning and Greening	All four Districts and Metro	n/a	n/a	1 April 2022	31 March 23	5 869m	5 869m	5 869m
Allanridge	Matjhabeng	n/a	28.0015S, 26.8910E	01 July 2022	15 Dec 22	3 529m	3 529m	3 529m



ESKOM AND HOUSING DEVELOPMENT MULTI YEAR PLANNING

Project Name	Current Year	Budget Year	Funding	Project Type	DMRE TOTAL Planned CAPEX Excl 15% VAT 2022/2025	DMRE TOTAL Planned CAPEX Incl 15% VAT INC ADMIN 2022/2025	TOTAL Planned Connections 2022/2025	Average Cost per Connection	Beneficiaries-Village names
2022-2023 Financial Year									
Hennenman Rural SS 20MVA Transformer	2021-2022	2022-2023	DMRE	Pre-engineering	R 599 797,00	R 689 766,55	0	R -	Hennenman
Kutlwanong Ext 13 Phase 3	2021-2022	2022-2023	DMRE	Households	R 825 000,00	R 948 750,00	50	R 16 500,00	Kutlwanong Ext 13 Phase 3
Homestead Development East Ext 15	2021-2022	2022-2023	DMRE	Households	R 9 900 000,00	R11385 000,00	600	R 16 500,00	Homestead Development East Ext 15
Phomolong Ext.6 Phase 1 Electrification	2021-2022	2022-2023	DMRE	Households	R 3 680 000,00	R 4 232 000,00	240	R 15 333,33	Phomolong Ext.6 Phase 1
Matjhabeng Infills	2021-2022	2022-2023	DMRE	Infills	R 68 000,00	R 78 200,00	8	R 8 500,00	Matjhabeng LM
Matjhabeng FDH	2021-2022	2022-2023	DMRE	FDH	R 115 000,00	R 132 250,00	5	R 23 000,00	Matjhabeng LM
2023-2024 Financial Year									
Nyakallong	2021-2022	2023-2024	DMRE	Pre-Engineering	R 200 000,00	R 230 000,00	0	R -	Nyakallong
Phomolong Ext.6 Electrification Phase 2	2021-2022	2023-2024	DMRE	Households	R 4 080 000,00	R4 692 000,00	240	R 17 000,00	Phomolong Ext.6
Hennenman Rural SS 20MVA Transformer	2021-2022	2023-2024	DMRE	Infrastructure-Sub	R 16 200 000,00	R18 630000,00	0	R -	Hennenman
Matjhabeng Infills	2021-2022	2023-2024	DMRE	Infills	R 68 000,00	R 78 200,00	8	R 8 500,00	Matjhabeng
Matjhabeng FDH	2021-2022	2023-2024	DMRE	FDH	R 115 000,00	R 132 250,00	5	R 23 000,00	Matjhabeng



ESKOM AND HOUSING DEVELOPMENT MULTI YEAR PLANNING

Project Name	Current Year	Budget Year	Funding	Project Type	DMRE TOTAL Planned CAPEX Excl 15% VAT 2022/2025	DMRE TOTAL Planned CAPEX Incl 15% VAT INC ADMIN 2022/2025	TOTAL Planned Connections 2022/2025	Average Cost per Connection	Beneficiaries-Village names
2024-2025 Financial Year									
Phomolong Ext.6 Electrification Phase 3	2021-2022	2024-2025	DMRE	Households	R 6 600 000,00	R 7 590 000,00	400	R 16 500,00	Phomolong Ext.6-
Nayakalong	2021-2022	2024-2025	DMRE	Households	R 1 650 000,00	R 1 897 500,00	100	R 16 500,00	Nayakalong
Hennenman Rural SS 20MVA Transformer Phase 2 Electrical work	2022-2023	2024-2025	DMRE	Infrastructure-Sub	R 8 849 623,00	R10177 066,45	0	R -	Hennenman
Matjhabeng Infills	2021-2022	2024-2025	DMRE	Infills	R 68 000,00	R 78 200,00	8	R 8 500,00	Matjhabeng LM
Matjhabeng FDH	2021-2022	2024-2025	DMRE	FDH	R 42 500,00	R 48 875,00	5	R 8 500,00	Matjhabeng LM
Totals					R 53 060 920,00	R 61 020 058,00	1669		



OTHER

Item No	Project Name	Implementing Agent	Project Value	Current status	COMMENTS
	Refurbishment of the Virginia way from Virginia to Meloding (6.6km)	Provincial Department of Roads and Transport	R60 000 000	Planning	To be verified if Province will support
	Upgrade of R730 Thabong Interchange	SANRAL	R800 000 000	Design Stage	Project has been suspended until funds are available
	Matjhabeng Municipality: Provide and install an Energy Efficient Street, High Mast and Building lighting Infrastructure for the Matjhabeng Municipal Area.	GIZ/ EEDSM	R18,000,000 And R5,000,000	Implementation Stage	Under execution
	Sunelex 500 MVA PV Plant Project	MLM DMRE National Treasury	R9 billion	TR 1 Stage and feasibility	TR 1 Stage and feasibility



UNFUNDED PROJECT

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
MUNICIPAL BUILDINGS								
	Extension of the main Municipal Building and construction of new Council chambers	32	Planning	Current chambers and offices DMREs not address requirements of councilors and officials.	R50 000 000	R25 000 000	R25 000 000	
MUNICIPAL SERVICES (WATER, SEWER, ELECTRICITY)								
	Service 10 business stands 9520, Welkom	32	Planning		R 1 000 000			
	Service 11 light industrial stands in X39, Welkom	32	Planning	Sewer and water to be constructed to enable development of the stands	R 3 000 000			
	7 ^{de} -laan incorporation (Odendaalsrus)	36	Planning	Old Mine infrastructure.				
	Service 23 light industrial area in Thabong Constantia Road	30	Planning	Stands needed by SMME's for businesses.	R 6 000 000			
	Procure Water Pressure Reduction System (PRV) to reduce the occurrence of burst pipes	All	Planning	No PRV's in Welkom and Thabong to regulate water pressure on old water networks.	R 9 000 000			
	Data logging of bulk water meters to monitor consumption	All	Planning	Procurement of 5 Data Loggers as part of Water	R 1 500 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	trends, trigger alarms and calculate losses due to pipe bursts			Demand Management.				
	Erect Boreholes in all wards	All	Not Registered	1 Borehole Per Ward to alleviate impact of water interruptions				
	Matjhabeng Release of 3000 Services Sites annually	All	Not Registered	Service and release 3000 site per year for next five years				
COMMUNITY AND RECREATIONAL FACILITIES								
	Fencing of Kutlwanong Park	18	Planning		R 1 500 000			
	Develop One (1) per ward	All	Not registered	Create Safe Place for recreational Spaces				
	Build a satellite Fire Station in Thabang	25	Planning	This facility should be at the Centre of Thabong to reduce response time in cases of emergencies	R 25 000 000			
	Development and fencing of Fan Park	30	Planning	There is a need for a developed park in the area.	R5 000 000			
	Fencing of Central Park and building of a guard house	27	Planning		R3 000 000			
	Upgrading / Refurbishment of Kutlwanong tennis courts	18	Planning		R15 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Upgrading of Thabong Tennis courts	28	Planning		R15 000 000			
	Build an outdoor community gym	11	Planning		R10 000 00			
	Build a cricket pitch	11, 36, 7	Planning		R15 000 000			
	Build Indoor Sports Centres in Allanridge, Kutlwanong, Ventersburg and Bronville/Hani Park area	All	Not Registered					
	Refurbishment of all Municipal Halls	All	Not Registered					
	Plant 10000 trees	All	Not Registered					
SEWER NETWORKS REFURBISHMENT								
3.6	Refurbish Brain Street sewer network and upgrade main outfall to Big Frank Pump Station	35	Planning	Regular sewer spillages due to poorly executed project.	R 8 000 000			
3.7	Refurbish Odendaalsrus outfall sewer	36	Planning	Outfall sewer about dysfunctional and sewer spillages on a regular basis.	R14 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
3.9	Hennenman: Replace portion of outfall sewer to eliminate pump station	3	Planning	By replacing portion of network old pump station not needed to be refurbish and eliminate operational and maintenance costs of existing pump station	R 3 000 000			
3.10	Refurbishment of collapsed sewer in Welkom Koppie Alleen Road	27, 32	Planning	If sewer network is not refurbished in time the existing road may also have to be reconstructed at very high cost.	R15 000 000			
5.4	Refurbishment of the sewer network to be functional in Thabong X15N, X18, X19 and X20 (Hani Park) (5100 stands)	11, 12, 13, 14,15, 23	Planning	Existing network not functional. About 5000 stands, most with formal RDP houses, without sewer system.	R80 000 000			
	Refurbishment of the Purified Sewer Effluent (PSE) system in Theronia WWTW	33	Planning	To reduce usage of potable water for irrigation purposes and to regulate Theronia and Flamingo pan levels.	R56 000 000			



UNFUNDED PROJECTS

WASTEWATER TREATMENT WORKS								
	Refurbish of Ventersburg WWTW.	1	Planning	Cleaning of oxidation ponds and refurbish pipe system.	R 5 000 000			
	Refurbish of Hennenman WWTW as well as main pump station.	2	Planning	Need a refurbishment to ensure that effluent is according to standards	R15 000 000			
	Upgrade and refurbish of Phomolong WWTW to ensure addressing new development.	2	Planning	Current works only sized for current stands.	R20 000 000			
	Refurbish and Upgrade Odendaalsrus WWTW by addressing chlorination, drying beds, maturation ponds and humus tank to comply with Green drop standards.	36	Planning	Needs refurbishment and upgrade to ensure that effluent conform to Green Drop Standards.	R 5 000 000			
SEWER PUMP STATIONS								
	Refurbish and upgrade the following pump stations: Extension Nr 3,		Planning	Pumpstations in poor condition and spillages occur. health and safety hazard.	R22 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Goudrif Nr 2, Akasia, Goudrif Nr 1, Althea, Meloding, Northern, Ben Regal, Eldorie, Kitty, Gawie Theron and Henneman							
	Replace 450mm rising main line between Major pump station and Theronia sewerage works and enlarge sump of Major pump station.	33	Planning	Infrastructure old. If breakage occur major spillage of raw sewerage into Toronto pan.	R 7 000 000			
	Upgrading of the Klippan Pump station <i>(Including upgrading of the Mostert/ Sand river canal)</i>	32	Planning	Pump station not effective on management of water level of Witpan.	R40 000 000			
	Construct and upgrade security and alarm systems at pump stations and sewerage works to reduce theft and damage to infrastructure	All	Planning	Regular dysfunctional pump stations and WWTW due to theft and vandalism. Expensive to repair.	R15 000 000			
WATER								
3.19	Replacement of worn-out galvanised steel pipes in	All	Planning	Reduce water loss	R50 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Matjhabeng towns							
3.20	Replacement of Asbestos water pipelines in Matjhabeng towns	All	Planning	Reduce water loss	R50 000 000			
	Erect/Construct Boreholes in all wards	All	Not registered	Reduce the impact of unplanned water supply disruption. 1 Borehole per ward				
ROADS AND ANCILARRIES								
	Thabong: Formalise 10 busy intersections with traffic lights (<i>Traffic Impact Study to be compiled</i>)	All	Planning	Intersections operate on substandard levels during peak times which causing unsafe conditions.	R6 000 000			
	Thabong: Formalise 1.7 km of roads (THB272, THB280, THB118, THB278, THB290, THB294, THB 246)	17	Planning		R12 000 000			
	Thabong: Construct Dr. Mnyandu Crescent	15	Planning		R 4 000 000			
	Thabong: Construct 3.6 km of roads (Mosunkutu, Molope, Dr. Makhelemele, South/West, Mofubetsoana, James Ngake,	26	Planning		R22 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Mmatsa and Modikeng Street							
	Thabong: Construct 2 km of roads Mmolai Street, George Mooi Street, Lebogang Street, Motshei Street, Tsotetsi Street, Bakodi Street, Mokgomo Street, Ndaki Street.	29	Planning		R 12 000 000			
	Phomolong: Formalise Radebe Road & Basil Road	2	Planning		R 9 000 000			
	Thabong: Pave Moshoeshoe Street, Mike Selloane Street, N.J Ntolo Street, Mlangeni Street, Morolong Street, Mathe Street	14	Planning		R15 000 000			
	Thabong: Dr Mnyandu_Crs, Sambo_Str, E Tshekedi_Str, Bridgeman Botes_Str, L Modimoeng_Str, S Yoyo_Str, Dn Makhethas_Str, Moshoeshoe_Drv	15	Planning		R 13 000 000			
	Mmamahabane: Upgrade roads to the	1	Planning		R 9 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Primary Schools and Clinics							
	Thabong Construct Road THB 192 (Constantia Road)	13	Planning		R 2 000 000			
	Virginia Way Service lanes	9	Planning	Formal high-income area with developed stands	R 3 000 000			
	Meloding: Construct roads to accommodate stormwater challenges MEL9,10,13,14,165 & 398	4,7	Planning	Stormwater challenges.	R 9 000 000			
	Thabong: Construct RP Teheli and THB 360,361,364 & 523 to address taxi routes and storm water challenges	16	Planning	Stormwater challenges.	R10 000 000			
	Thabong T15: Construction of roads to address taxi route and storm water challenges THB 341, 342 & THB350	16	Planning	Stormwater challenges.	R 6 000 000			
	Kutlwanong: K9 north portion where roads are inaccessible	10, 18	Planning	Stormwater challenges.	R 24 000 000			
	Welkom: Upgrade Arrarat and Volks	34	Planning	High occurrence of accidents. Traffic	R 5 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Road intersection			Department need to regulate during peak times.				
	Welkom: Upgrade Tempest and Pretorius Street intersection	27	Planning	High occurrence of accidents. Traffic Department need to regulate during peak times.	R 4 000 000			
	Riebeeckstad: Craib Avenue and Lois Str	25	Planning	High occurrence of accidents	R 3 000 000			
	Thabong: Formalize busy intersections with traffic lights (Traffic impact study to be compiled)	30,26,29,12	Planning	Outcome of preliminary Taxi study in CBD	R 7 000 000			
	Power and Pambili Road intersection	32	Planning	Problematic intersection	R 1 000 000			
	Rebuild Alma Road	27	Planning	Existing road in poor condition. Past expected lifetime.	R 10 000 000			
	Rebuild Stateway service lanes	27,32,34	Planning	Roads damaged during sewer constructions.	R15 000 000			
	Rebuild Second street between Stateway and Half street and address storm water problems.	32	Planning	Existing road in poor condition. Past expected lifetime.	R 5 000 000			
	Construct un-designed Gravel roads to give	All	Planning	To address problematic roads where residents	R15 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	residents access to stands in rainy season at 15Km per annum			cannot reach their houses during wet weather.				
	Complete the Street identification program.	All	Planning	Street naming project	R 10 000 000			
	Create a street sign asset management system, survey existing indicators and update system.	All	Planning	Was done by Market Demand. Must be verified and updated.	R 2 500 000			
	Installation/construct ion/upgrading of road sign posting to ensure safe operation of traffic.	All	Planning		R 5 000 000			
	Refurbish and upgrade overhead signage and lighting to enhance driving directions though towns and safe operation thereof.	All	Planning	Signage needs refurbishment. More than 30-year-old without any maintenance.	R10 000 000			
STORMWATER								
	Construct and upgrade pedestrian bridges over main storm water channels to ensure safe crossing thereof. Stateway (2),	12	Planning		R 2 600 000	R 1 000 000	R 1 600 000	



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Togo Drive (1), Moshoeshoe railway (1), Nkoane Road (5), and Buicke Tshabalala (2)							
	Upgrade main storm water system in Geelwortel /Toronto channel (2km)	28	Planning	To manage water level of Toronto, pan lake	R 5 000 000			
	Odendaalsrus: refurbish main outfall storm water canal from Taxi Rank to the vlei area	36	Planning	Part of major system. Needs refurbishment before more damage occur.	R 6 000 000			
	Virginia: Dam wall in Sand River: Upgrade / maintenance as required by law.	2	Planning	Legislation	R 3 000 000			
	Retention dams for preventing flooding of Tana Street	32	Planning	Houses flooded regularly during rainstorms.	R 3 000 000			
	Address storm water on existing roads prone to flooding in all towns	All	Planning	Attend to stormwater challenges where water stands after rainstorms and damage road infrastructure.	R 1 000 000			
	Extend Xaluva channel north of Nkoane Road	28	Planning	Formalize canal to improve affectivity and reduce maintenance	R 2 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
				actions and costs				
	Extend Bronville X9 channel to Blesbokpan	11	Planning	Formalize canal to improve affectivity and reduce maintenance actions and costs	R 3 000 000			
	Upgrade storm water in Dr Tlali Street	28	Planning	Formalize canal to improve affectivity and reduce maintenance actions and costs	R 2 500 000			
	Odendaalsrus: refurbish main outfall storm water canal from Taxi Rank to the vlei area	36	Planning	Formalize canal to improve affectivity and reduce maintenance actions and costs	R 6 000 000			
	Upgrade main storm water system in Meloding near railway crossing	4,5,6,7,9	Planning	Formalize canal to improve affectivity and reduce maintenance actions and costs	R 7 000 000			
	Phomolong: Upgrade informal canal from road PHO 146 to the main canal and on stand 10839	2	Planning	Formalize canal to improve affectivity and reduce maintenance actions and costs	R 1 500 000			
	Phomolong: construction of new canal from WWTP to spruit	3	Planning	Proper management of effluent to curb erosion.	R 5 000 000			
	Thandanani (2010): Construction of storm water cut off drains	25	Planning	Stormwater management to prevent damage to property.	R 1 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Finalization of Uitsig canal retention dam (Stand 8083 Thabong).	29	Planning		R 5 000 000			
	Formalizing storm water canal at school in T15	16	Planning		R 500 000			
	Formalizing storm water canal in Thuhlwane street: Thabong	29, 31	Planning		R 5 000 000			
	Formalizing storm water canal at A Phakathi near Nkoane road	16,25	Planning		R 300 000			
	Concrete Lining existing canals at 5km per annum.	All	Planning		R40 000 000			
	Virginia: Dam wall in Sand River: Upgrade / maintenance as required by law.	8, 9	Planning		R 3 000 000			
	Retention dams at Meloding (Albany)	5,9	Planning		R 3 000 000			
	Retention dams for preventing flooding of Tana Street	27	Planning		R 6 000 000			
	Relining of Stateway Canal Lindsey to Anthony	29	Planning		R 4 000 000			



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
BUILDINGS								
	Upgrading of Industrial Park, Meloding municipal offices, Long Road flats, Welkom show grounds, Klippan Training centre, 7de Laan Odendaalsrus	5,30,32,36	Planning		R 4 000 000			
	Upgrading of Old Public Safety building	27	Planning		R 3 000 000			

PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
ELECTRICITY							
132KV DISTRIBUTION							
WELKOM Upgrade of SCADA system	32	Planning	Ensure control over remote substations	R10,722,536	R3,668,236	R2.821,720	R4,232,580
WELKOM Reinstatement of the 20MVA 132KV/11kV/6.6kV vandalized Urania Substation at Bronville Town Area	32	Planning	To ensure an effective and safe 132kV Distribution network	R126,837,499.90	R14,587,499.90	R15,000,000.00	R97,249,999.33
ADMINISTRATION AND STRATEGIC PLANNING							
Matjhabeng Energy Efficiency residential load	All	Planning	Council benefiting from the time of use tariffs	R 5,819,726.	R 5,819,726.		



UNFUNDED PROJECTS

	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	management							
	MATJHABENG Ring fencing and Asset Evaluation of the Matjhabeng Electrical Engineering Services Department - All 6 Towns	All	Planning	To ensure effective and efficient electrical service delivery to the community of the Matjhabeng Municipality that comply to the NERSA licensing requirements.	R 5,344,337	R 5,344,337		
	WELKOM Quality of supply	All	Planning	To ensure that a good quality of supply is provided to the community	R 4,384,247	R2,630,548	R1,227,589	R526,109

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
DISTRIBUTION LOW AND MEDIUM VOLTAGE								
	VENTERSBURG Electrification 75 stands X1	1	Planning	To ensure the effectiveness of the medium voltage distribution networks	R12,884,038	R12,884,038		
	HENNENMAN Electrification 11 Stands X12	3	Planning	To ensure the effectiveness of the medium voltage distribution networks	R12,666,804	R12,104,295	R562,508	
	Welkom Re Electrification of Phomolong Rheeders Park X2 583 stands	35	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 11,169,976	R 11,169,976		



UNFUNDED PROJECTS

	Welkom Re Electrification of Naude Ville X2 330 stands	32	Planning	To ensure the effectiveness of the medium voltage distribution networks	R18,341,180	R9,170,590	R9,170,590	
	WELKOM Alma development	27,10	Planning	To ensure the effectiveness of the medium voltage distribution networks	R19,131261	R6,377,087	R6,377,087	
	HENNENMAN Ring electrical supply 11kV Atlas Street	3	Planning	To ensure the effectiveness of the medium voltage distribution networks	R562,508	R562,508		
	HENNENMAN Ring electrical supply 11kV Goud Street	3	Planning	To ensure the effectiveness of the medium voltage distribution networks	R669,753	R669,753		

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	ODENDAALSRUS Provision and installation of a 11kV electrical main electrical supply to Hospitalpark from Sub 1A (1.7km)	35	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 4,047,610	R 4,047,610		
	ODENDAALSRUS Provision and installation of a 11kV electrical ring and interconnector feeders between Hospital Park and	36	Planning	To ensure the effectiveness of the medium voltage distribution networks	R2,638,308	R2,638,308		



UNFUNDED PROJECTS

	ODENDAALSRUS Upgrade electrical supply to Du Plessis Single	36	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 210,443	R 210,443		
	ODENDAALSRUS Complete 11kV electrical ring feed in CBD Area (Odendaal Street)	36	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 236,749	R 236,749		
	ODENDAALSRUS Replace stolen 11kV Medium Voltage Supply cable between Sub 8 and Mini Substation MS 17B Industrial Area	35	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 1,203,675	R 1,203,675		

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	ODENDAALSRUS Replace stolen 11kV Medium Voltage Supply cable between Sub 1A and Mini Substation MS5	36	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 717,422	R 717,422		
	ODENDAALSRUS Replace 11kV Medium Voltage Supply ring feeder cable between Sub 18 MS 18A and MS18 Eldorie	36	Planning	To ensure the effectiveness of the medium voltage distribution networks	R2,539,548	R2,539,548		



UNFUNDED PROJECTS

	ODENDAALSRUS Upgrading of overhead electrical networks that was damaged due theft and vandalism	35,36	Planning	To ensure the effectiveness of the medium voltage distribution networks	R19,075,277	R6,358,425	R6,358,425	R6,358,425
	WELKOM Ring feed Vista & Bongani Hospital	28	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 3,395,161		R 3,395,161	
	WELKOM ST Helena upgrading of cable distribution network	32	Planning	To ensure the effectiveness of the medium voltage distribution networks	R2,805,918	R1,052,219	R1,052,219	R701,479

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	VIRGINIA Upgrading of electrical ring feed 11kV to Fauna Park	9	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 2,200,892	R1,052,219	R1,149,672	
	VIRGINIA Upgrading of electrical ring feed 11kV to Baobab Str	9	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 350,739	R35,073	R315,665	
	VIRGINIA Upgrading of electrical ring feed 11kV to Virginia and Harmony	8	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 1,094,308	R526,109	R568,198	



UNFUNDED PROJECTS

	WELKOM Upgrading of the St Helena Electrical distribution network	32	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 8,618,943	R6,865,244	R1,052,219	R701,479
	WELKOM DMRE Electrification Extension X15 X9 Thabong Bronville Phase 6	12	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 7,316,719	R5,563,020	R1,753,698	
	WELKOM Provision and Installation of a Bulk supply Overhead Line Bronville and Extension 15 Thabong	12	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 3,507,397	R1,753,698	R1,753,698	

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	WELKOM Upgrading medium voltage network Flamingo Park	34	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 2,104,438	R1,052,219	R1,052,219	
	WELKOM Upgrading medium voltage network Stateway new Businesses	32,33	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 11,478,756	R5,579,951	R3,985,679	R1,913,126
	WELKOM Upgrading medium voltage network EXT 9 &15	12	Planning	To ensure the effectiveness of the medium voltage distribution	R 2,104,438		R1,052,219	R1,052,219



UNFUNDED PROJECTS

	WELKOM Upgrading medium voltage network Civic Centre	32	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 7,683,203	R 7,683,203		
	WELKOM Upgrading medium voltage network Industrial Area	27	Planning	To ensure the effectiveness of the medium voltage distribution networks	R5,101,669	R5,101,669		
	HENNENMAN Replace overhead transmission lines in Fabriek street	3	Planning	To ensure the effectiveness of the medium voltage distribution networks	R385,813		R385,813	

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	WELKOM Rehabilitation of low voltage reticulation Phase 1 Bedelia	33	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 2,893,603	R1,139,904	R1,753,698	
	WELKOM Ext 19 LT electrical reticulation upgrade	12	Planning	To ensure the effectiveness of the medium voltage distribution networks	R1,155,658	R526,109	R629,549	
	WELKOM Flamingo Park LT Electrical distribution upgrade	34	Planning	To ensure the effectiveness of the medium voltage distribution	R 1,728,485	R876,849	R851,636	



UNFUNDED PROJECTS

	WELKOM Upgrade of SCADA system and the Control Room at CBD Substation	27,32,33 ,34,35	Planning	Ensure control over remote substations	R 18,341,180	R9,876,020	R2,821,720	R5,643,440
STREET LIGHTS								
	PHOMOLONG Provision and installation of Street Lighting for main entrance road 6013.29 meters	2,3	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 1,963,163	R654,387	R654,387	R654,387
	NYAKALONG Provision and installation of Street Lighting for main entrance road 1416.16 meters	36,19	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R482,335	R482,335		

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	MMAMAHABANE Provision and installation of Street Lighting for main entrance road 4089.42 meters	1	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 1,335,079	R445,026	R445,026	
	MELODING Provision and installation of Street Lighting for main entrance road	4,5,6,7,9	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 1,758,359	R586,119	R586,119	



UNFUNDED PROJECTS

	KUTLWANONG Provision and installation of Street Lighting for main entrance road 1128.54 meters	18,20,22,10	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 368,436			R 368,436
	KUTLWANONG Provision and installation of 118 Solar Street Lighting in Kutlwanong	18,20,22,11	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 4,655,838	R 4,655,838		
	THABONG: NKOANE ROAD Provision and installation of Street Lighting for main entrance road 6294.79 meters	16,17,26,29	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 2,055,072		R 2,055,072	

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	THABONG: MANGOSUTHU BUTHELEZI ROAD Provision and installation of Street Lighting for main entrance road 1936.4 meters	14	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 632,179		R 632,179	



UNFUNDED PROJECTS

	THABONG: PHAKATI ROAD Provision and installation of Street Lighting for main entrance road 1959.05 meters	28	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 639,574		R 639,574	
	THABONG: NDAKI ROAD Provision and installation of Street Lighting for main entrance road 7225.81 meters	26	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 2,359,042		R 2,359,042	
	THABONG: MOTHUSI ROAD Provision and installation of Street Lighting for main entrance road 2124.26 meters	29,31	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 693,511	R 693,511		



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	THABONG: CONSTANTIA ROAD Provision and installation of Street Lighting for main entrance road 2124.26 meters	30,12,14,31	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R1,875,627	R1,875,627		
	HENNENMAN Provision and installation of two (2) high mast lights for Phomolong	2,3	Planning	To ensure a safe living environment in the previous disadvantage areas	R1,269,774	R634,887	R634,887	
	VIRGINIA Provisioning and installation of Two(2) high mast lights in Saaiplaas	8	Planning	To ensure a safe living environment in the previous disadvantage areas	R1,269,774	R634,887	R634,887	
	VIRGINIA Provision and installation of High mast and streetlights in Virginia	4,8,9	Planning	To ensure a safe living environment in the previous disadvantage areas	R1,202,160		R526,109	R676,050
	VIRGINIA Provisioning and installation of Two (2) high mast lights Meloding	4,5,6,7,9	Planning	To ensure a safe living environment in the previous disadvantage areas	R1,269,774	R634,887	R634,887	
	VIRGINIA Provisioning and installation of Ten high mast lights Meloding Albany	7	Planning	To ensure a safe living environment in the previous disadvantage areas	R6,348,870	R1,587,217	R1,587,217	R3,174,414



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	ODENDAALSRUS Provision and installation of Ten (10) high mast lights in Odendaalsrus Ward 35	35	Planning	To ensure a safe living environment in the previous disadvantage areas	R6,348,870	R1,587,217	R1,587,217	R3,174,414
	ODENDAALSRUS Provision and installation of Thirteen (13) high mast lights in Kutlwanong	10,18,20,21,22	Planning	To ensure a safe living environment in the previous disadvantage areas	R8,253,531	R2,063,382	R2,063,382	R4,126,764
	ALLANRIDGE Provision and installation of Six (6) high mast lights in Nayakalong	36	Planning	To ensure a safe living environment in the previous disadvantage areas	R3,809,322	R952,330	R952,330	R1904660
	WELKOM Five (5) High mast lights Hani Park, Bronville	11,12,23	Planning	To ensure a safe living environment in the previous disadvantage areas	R3,174,435	R793,608	R793,608	R1,587,216
	WELKOM One (1) High mast lights Phomolong Ext2	35	Planning	To ensure a safe living environment in the previous disadvantage areas	R634,887		R634,887	
	WELKOM Seven (7) High mast lights Welkom Reitz Park Ward 27	27	Planning	To ensure a safe living environment in the previous disadvantage areas	R4,444,209	R1,111,052	R1,111,052	R2,222,104



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	WELKOM 26 High mast lights Thabong	11,13,12 ,14,15,1 6,17,23, 25,26,29 ,30,31,2 7	Planning	To ensure a safe living environment in the previous disadvantage areas	R16,507,062	R4,126,765	R4,126,765	R8,253,530
	VENTERSBURG Three (3) High Mast Lights in Mmamahabane	1	Planning	To ensure a safe living environment in the previous disadvantage areas	R1,904,661	R476,165	R476,165	R952,330
	VENTERSBURG Upgrading of streetlights	1	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R212,197		R212,197	
	HENNENMAN Upgrading of streetlights in Hennenman Town	3	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R231,458		R231,458	
	ODENDAALSRUS Provision and installation of streetlights Mimosa Way	36	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R350,739	R350,739		
	WELKOM Central Park lighting	32	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R210,443	R210,443		



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	WELKOM Koppie Alleen Street replacement stolen and vandalized streetlight infrastructure and the reinstallation thereof so to minimize the theft of the electrical cable installations.	33	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R 3,950,408	R 3,950,408		
	Matjhabeng Municipality Provide and install a streetlight management system for the Matjhabeng Municipal Area.	All wards	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R16,930,320	R4,232,580	R4,232,580	R8,465,160
	Matjhabeng Municipality Provide and install an Energy efficient streetlight and building project system for the Matjhabeng Municipal Area.	All wards	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R21,162,900	R5,643,440	R5,643,440	R11,286,880
Electrical workshop								
	WELKOM Mini-Substation Replacement	12,32	Planning	Ensure sustainable infrastructure	R 1,915,565	R638,521	R638,521	R638,521



INFRASTRUCTURE ASSET MAINTENANCE PROGRAMMES

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
WATER SERVICES								
6.4.1	Installation of water meters on areas without any and replacement of all dysfunctional water meters	All	Planning	Water Demand to reduce water loss and unaccounted-for water.	R3 000 000	R 3 000 000	R 3 000 000	R 3 000 000
	Install water meters at developed parks and communal standpipes.	All	Implementation	Water Demand to reduce water loss and unaccounted for water.	R 500 000	R 500 000		
	Replacement of non-functional and worn-out Valves and hydrants	All	Planning	Water Demand to reduce water loss	R 5 000 000	R 1 000 000	R 1 000 000	R 1 000 000
	Conduct leak detection investigation and analysis to determine priority list and develop water loss monitoring database.	All	Planning	Water Demand to reduce water loss	R 4 000 000	R 4 000 000		
	Implement leak detection system and equipment	All	Planning	Water Demand to reduce water loss	R10 000 000	R 2 000 000	R 2 000 000	R 2 000 000



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
SANITATION SERVICES								
	Refurbishment of collapsed line in Anthony Road, Odendaalsrus	35		Reduce sewerage spillages	R 500 000	R 500 000		
	Virginia Industrial Area outfall sewer upgrade	9	Designed internal		R 2 000 000	R 2 000 000		
WASTEWATER TREATMENT PLANTS AND PUMPSTATION								
	Refurbish of Witpan Sewerage works	32	Construction	Construction	R10 000 000	R 2 000 000		
	Cleaning of sumps in Pump Stations as and when needed (Term-Contracts)	All	O&M	Planning	R 5 000 000	R 1 000 000	R 1 000 000	R 1 000 000
	Erect 1 Borehole per ward	All	Not registered	Reduce impact of unplanned water cuts				
ROADS AND STORMWATER								
	Repair or replace damaged and stolen catch pit and manhole lids	All	O&M		R10 000 000	R 1 500 000	R 1 500 000	R 1 500 000
	Upgrade catch pits with limited capacity to enhance storm water functionality.	All	O&M		R 4 000 000	R 1 000 000	R 1 000 000	R 1 000 000
	Crack sealing of roads to prevent	All	Planning		R 21 000 000	R 7 000 000	R 7 000 000	R 7 000 000



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	water seepage into base layers and extend life expectancy (Km)							
	Repair potholes in formal roads to reduce deterioration and ensure safe usage thereof (m2).	All	O&M		R25 000 000	R5 000 000	R5 000 000	R5 000 000
	Resealing of roads of roads	All	O&M		R100 000 000	R37 000 000	R37 000 000	R37 000 000
	Gravelling of Roads	All	O&M		R25 000 000	R5 000 000	R5 000 000	R5 000 000
	Cleaning of lined storm water canals in the whole of Matjhabeng once a year.	All	O&M		R 4 000 000	R 800 000	R 800 000	R 800 000
	Cleaning of unlined storm water canals in Matjhabeng twice a year.	All	O&M		R 6 000 000	R 1 200 000	R 1 200 000	R 1 200 000
	Cleaning and maintenance of existing storm water drainage pipes (Operational)	35,36	O&M		R 13 000 000	R 2 600 000	R 2 600 000	R 2 600 000



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Build new Council chambers and extend Municipal offices	32	Planning	Current chambers and offices DMREs not address requirements of councilors and officials.	R 20m	R 700 000	R 5 000 000	R10 000 000
	Matjhabeng Release of							
	Refurbishment of all Municipal Halls	All	Not Registered	Nyakallong community hall, Allanridge Community Hall, Kutlwanong Community Hall, Odendaalsrus Community Hall, Thabong Community Centre, Thabong indoor sports Centre, Bronville Community Hall, Flamingo Hall, Ferdie Meyer Hall, Meloding Community Hall, Virginia Town Hall, Ventersburg Town hall, Mmamahabane Hall, Toronto Hall, Welkom Club, Rovers Club, Ernest Oppenheimer Theatre				
	Erect Indoor Sports Centres	All	Not registered	Bronville/Hani Park Kutlwanong Allanridge Ventersbur				
	Erect Matjhabeng Youth Centres	All	Not Registered	1 Youth Centre per wards				



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
ELECTRICITY								
	WELKOM Upgrading breakers and isolators 132KV reticulation	32	Planning	To ensure an effective and safe 132kV Distribution network	R1,480,840	R878,849	R583,991	
	WELKOM Main intake test, upgrade and repairs to 132KV	32	Planning	To ensure an effective and safe 132kV Distribution network	R1,006,879	R637,708	R369,171	
ADMINISTRATION AND STRATEGIC PLANNING								
	HENNENMAN Upgrading of load control	3	Planning	Council benefiting from the time of use tariffs	R1,315,274	R1,315,274		
	ODENDAALSRUS Upgrading of load control	1	Planning	Council benefiting from the time of use tariffs	R175,369	R175,369		
	VIRGINIA Upgrading of load control system Virginia	9	Planning	Council benefiting from the time of use tariffs	R360,739	R360,739		
	WELKOM Upgrading load control Welkom	32,33,	Planning	Council benefiting from the time of use tariffs	R701,479	R701,479		
	MATJHABENG Upgrading of remote meter reading software for the Matjhabeng Electrical Engineering Services Dep	All	Planning	Ensuring that use is made of the saving that will be obtained with the implementation of the time of use tariffs that was approved by the NERSA	R31,885	R31,885		



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	MATJHABENG Conduct a Risk assessment for the Electrical Engineering Services in terms of the OHS Act 85/1993	All	Planning	To ensure a safe working environment for the Electrical Engineering Services Department	R263,054	R263,054		
	WELKOM Quality of supply	All	Planning	To ensure that a good quality of supply is provided to the community	R 4,384,247	R2,630,548	R1,277,589	R525,109
	Matjhabeng Installation of Smart meters	All	Not Registered	Improve revenue collection and deal with bypass connection				
	Matjhabeng installation of Zonal meters	All	Not Registered	Early detection of burst pipes and usage patterns				
DISTRIBUTION LOW AND MEDIUM VOLTAGE								
	ODENDAALSRUS Upgrade electrical distribution boxes	35,36	Planning	To ensure the effectiveness of the medium voltage distribution networks	R 158 110	R 105 406	R 52 703	
	VENTERSBURG Provision and installation protection relays	1	Planning	Insuring a safe working environment	R131,527	R131,527		
	HENNENMAN Provision and installation protection relays	3	Planning	Insuring a safe working environment	R424,395		R175,369	R249,025



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	VIRGINIA Upgrading of protection relays	4,8,9	Planning	Insuring a safe working environment	R852,297	R150,818	R350,739	R350,739
	ODENDAALSRUS Upgrading of protection relays	35,36	Planning	Insuring a safe working environment	R850,544	R526,109	R324,434	
	WELKOM Upgrading of protection relays	27,32,33,34,35	Planning	Insuring a safe working environment	R1,867,187	R622,395	R622,395	R622,395
	VIRGINIA Provision and installation of remote Electrical metering systems	8,9	Planning	Ensuring that use is made of the saving that will be obtained with the implementation of the time of use tariffs that was approved by NERSA	R315,655	R52,610	R263,054	
	ODENDAALSRUS Provision and installation of remote Electrical metering systems	35,36	Planning	Ensuring that use is made of the saving that will be obtained with the implementation of the time of use tariffs that was approved by NERSA	R 510,817	R324,083	R 186,733	
	WELKOM Provision and installation of remote Electrical metering systems	27,32,33,34,35	Planning	Ensuring that use is made of the saving that will be obtained with the implementation of the time of use tariffs that was approved by NERSA	R 3,332,024	R1,110,674	R1,110,674	R1,110,674



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	MATJHABENG Testing and verification of all large electrical consumer connections to the NRS 058 regulations in all towns by a SANAS approved authority		Planning	Ensuring that use is made of the saving that will be obtained with the implementation of the time of use tariffs that was approved by NERSA	R 6,563,218	R 2,187,739	R 2,187,739	R 2,187,739
REVENUE PROTECTION								
	VENTERSBURG Provision and installation of an STS pre-paid electrical meters	1	Planning	To ensure that an effective and efficient service is rendered	R192,906	R192,906		
	HENNENMAN Provision and installation of an STS pre-paid electrical meters	3	Planning	To ensure that an effective and efficient service is rendered	R192,906	R192,906		
	VIRGINIA Upgrading of STS pre-paid electrical metering system	4,8,9	Planning	To ensure that an effective and efficient service is rendered	R210,443	R210,443		
	ODENDAALSURUS Upgrading of STS pre-paid electrical metering system	35,36	Planning	To ensure that an effective and efficient service is rendered	R368,276	R157,832	R210,443	
	ALLANRIDGE Provision and installation of STS	36	Planning	To ensure that an effective and efficient service is rendered	R192,906	R149,064	R43,842	



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	pre-paid electrical metering system							
	WELKOM Pre-paid metering upgrade	27,32,3 3,34,35	Planning	To ensure that an effective and efficient service is rendered	R327,240	R327,240		
HIGHMAST LIGHTS AND STREET LIGHTS								
	MATJHABENG Upgrading lighting Othello Road	32	Planning	To ensure an effective service and adhere to road ordinances as well SANS regulations	R87,684	R87,684		
	MATJHABENG Maintenance of Street Lights		O&M	To ensure an effective service and adhere to road ordinances as well SANS regulations	R5 000 000	R5 000 000		
	MATJHABENG Maintenance of High Mast Lights		O&M	To ensure an effective service and adhere to road ordinances as well SANS regulations	R8 000 000	R8 000 000		
ELECTRICAL WORKSHOP								
	MATJHABENG Testing and repair all Electrical Installation that is property of the Matjhabeng Municipality in terms to the SANS10142-1 regulations		Planning	To ensure that electrical installation of Council buildings adhere to the SANS 10142 regulations	R1,227,589	R526,109	R350,739	R350,739
	HENNENMAN Provision and installation of security systems	3	Planning	To safeguard Council from theft and vandalism of property	R 87,684	R 87,684		



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	at electrical Substations							
	VENTERSBURG Provision and installation of security systems at electrical Substations	1	Planning	To safeguard Council from theft and vandalism of property	R78,916	R78,916		
	ALLANRIDGE Provision and installation of security systems at electrical Substations	36	Planning	To safeguard Council from theft and vandalism of property	R 87,684	R 87,684		
	VIRGINIA Provision and installation of security systems at electrical Substations	4,8,9	Planning	To safeguard Council from theft and vandalism of property	R178,877	R140,295	R38,581	
	ODENDAALSRUS Provision and installation of security systems at electrical Substations	35,36	Planning	To safeguard Council from theft and vandalism of property	R185,751	R 117,848	R67,903	
	WELKOM Substation security and remote-control system	27,32,33,34,35	Planning	To safeguard Council from theft and vandalism of property	R15,081,804	R5,027,268	R 5,027,268	R 5,027,268
	HENNENMAN	3	Planning	Ensure sustainable	R 438,424	R87,684	R350,739	



UNFUNDED PROJECTS

ITEM NO.	PROJECT NAME	WARD NO.	CURRENT STATUS	COMMENT/ NOTES	PROJECT VALUE	BUDGET 2022/23	BUDGET 2023/24	BUDGET 2024/25
	Upgrading of substation buildings			infrastructure				
	VIRGINIA Upgrading of substation buildings	4,8,9	Planning	Ensure sustainable infrastructure	R1,315,274	R 263,054	R526,109	R526,109
	ODENDAALSRUS Upgrading Main substation	36	Planning	Ensure sustainable infrastructure	R1,175,369	R1,175,369		
	ALLANRIDGE Upgrading Main substation	36	Planning	Ensure sustainable infrastructure	R 1,9752,043	R 1,9752,043		
	ALLANRIDGE Emergency work to be done on all substation in Allanridge	36	Planning	Ensure sustainable infrastructure	R 350,739	R 350,739	0	0
	WELKOM Revamp main-sub structures	32	Planning	Ensure sustainable infrastructure	R 263,054	R 131,527	R 131,527	
	Expansion of Police Stations	11	Not registered	Ensure Safety and security				
	Build New Police Stations	All	Not registered	Allanridge, Sunrise Ventersburg and Hani Park Area, Kutlwanong				



MINING HOUSES PROJECTS

MINING HOUSES PROGRAMMES

The purpose of the Mineral and Petroleum Resources Development Act, 2002, Act No 28 of 2002, is amongst others to transform the mining and production industries. In order to ensure effective transformation in this regard, the Act requires the submission of the Social and Labour Plan as a pre-requisite for the granting of mining or production rights. The Social and Labour Plan is a concerted effort to address the promotion of economic growth and the development of minerals and petroleum, thereby enhancing the platform for the creation of jobs, which will result in strengthening the social and economic welfare of all South Africans.

According to Sections 23, 24 and 25 of the Act, mining companies must submit a Social and Labour Plan when applying for mining rights, and the local economic development (LED) of the SLP must be aligned with the local and district municipality Integrated Development Plan (IDP). The alignment between the Social Labour Plan and Integrated Development Plan's local economic development initiatives provides a platform for investment opportunity, economic growth, poverty reduction and infrastructure development. The Social and Labour Plan requires all mining companies to develop the Human Resource Development Plan, a Mine Community Development Plan, Housing and Living Conditions Plan, Employment Equity Plan, the implementation of processes to manage downscaling and retrenchments and financial provisions for the implementation of the social and labour plan.

The above programmes are aimed at promoting employment and advancement of the social and economic welfare of all South Africans whilst ensuring economic growth and socio-economic development. The management of downscaling and/or closure is aimed at minimizing the impact of commodity cyclical volatility, economic turbulence, and physical depletion of the mineral or production resources on individuals, regions or local economies. This chapter in the IDP is meant specifically to respond to this requirement of the above-mentioned legislation in making sure that all players in the Mining and Quarry Extraction Industry are compliant and their Social and Labour Plans, in particular Community Development Projects are geared toward Local Economic Development. This plan is five (5) year renewable based on the negotiations with a mining house, the municipality, and the Department of Mineral Resources. Other small mining and quarrying operations Social Labour Plans projects will be included in the Integrated Development Plan as and when they make applications to Department of Mineral Resources and when the Integrated Development Plan is reviewed annually.



LEJWELEPUTSWA DISTRICT MUNICIPALITY PROJECTS

Integrated Development Reference Number	Company Name	Area of Operation	Project Name	Type of Project	Budget
1	OMV Crushers Virginia (Pty) Ltd 10032 MR	Virginia and Welkom (Bronville)	Community bursaries (Local Economic Development)	Educational	200 000
2	Seboho Trading (PTY) LTD	The remainder of the farm Petrus Hennenman 596 in the magisterial district of Hennenman in the free state	Identification of Project in process	TBC	250 000
3	Fiona Mining Enterprise	The farms Ventersburg Dorpsgronden 354, Hmaburg 473, Wonder Heuvel 250, Pietersrust 91, and Groenpunt 96, in the administrative district of Ventersburg, Free State Province	Identification of projects in process	TBC	150 000
4	Sibanye Gold	New SLP cycle to be developed for the 2022 to 2023			
5	TETRA 4. Virginia Gas Project	Meloding/Virginia	Renovation of the Meloding community hall including refurbishment of the community gym	Led/Community Development	R592 321,58
			The development of sports facilities at Tikwe Primary School	Led/Educational	R1 168, 391.58
			Infrastructure development at Adamson's Vlei Community School	Led/Educational	R 123, 397.39
			The development of sports facilities/fields at Reatlehile Secondary school	Led/Educational	R1, 013, 705
6	Harmony Mine	New SLP Cycle to be developed for the 2022 to 2023			
9	Taung Gold	New SLP Cycle to be developed for the 2022 to 2023			
10	Samada Diamond Mine	New SLP cycle to be developed for the 2022 to 2023			



REF	IDP Strategic Objective	Strategies	Project Name	Location
LDM1	To provide students from outside the Matjhabeng area with accommodation to enable them to further their studies at institutions of higher learning	Engage Matjhabeng local Municipality and partner with the private sector	Student Accommodation PPP/Student Residence at CUT	Welkom
LDM2	Build International Convention Centre in Matjhabeng to enable the district to host international events and attract tourists	Use donated land in Matjhabeng local municipality	Convention Centre & Hotel (ICC)	Welkom
LDM3	Establish a Techno-Park in Welkom to attract Investors	By constructing and setting up Techno-Park	Welkom Techno-Park	Welkom
LDM4	Refurbishment of the airport to approved ACSA standards	Rework the tarmac, upgrade the tower, put lights, and fence the perimeter	Welkom Airport and Aviation School	Welkom
LDM5	Create an Industrial Park in Thabong	Turn the informal manufacturing site into a formal industrial park	Thabong Industrial Park	Thabong
LDM6	WWTW & pump stations to be fitted with solar panels	Get a buy-in from all local municipalities to install solar panels to save electricity	Solar PV to Power WWTW & Pump station	All Locals
LDM7	Install solar panels at all municipal buildings	Save local municipalities electricity	Rooftops and Car pots PV System	All Locals
LDM8	To generate energy from the decomposition of organic material	Decompose solid waste from wastewater treatment plants at LMs to generate electricity	Biogas to Energy from WWTP	All Locals
LDM9	Remove harmful bacteria from water from sewer plants	Set up recycling plants at all local municipalities	Wastewater Recycling	All
LDM10	To attract tourists in the region	Upgrade Phakisa Freeway to international standards to enable it to attract international competitions	Phakisa Freeway	Odendaalsrus
LDM11	Promote Arts, science and culture	Partner with Private sector to create film industry in Matjhabeng local municipality	Film Studio	Welkom
			Willem Pretorius	Ventersburg
			Farmer Production Support Unit	Odendaalsrus
LDM12	Ensure effective management of waste recycle	Introduce buy back centres at the regional landfill site	Waste Management and Recycling	Welkom
LDM13	To develop mixed housing	Provide mixed housing in 5 local municipalities to address housing backlog in our district	Mixed Housing Development	All

Table 27: Implementation Plan



The table below shows a summary of the anticipated costs for refurbishing the pump stations to bring them back into full operation.

Estimated Refurbishment Costs for Pump Station in Allanridge (Nyakallong)					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Extension 3	R 1 115 828,05	R 1 280 400,00	R 213 666,75	R 2 609 894,80
2	Managers	R 788 740,31	R 819 280,00	R 153 000,54	R 1 761 020,85
3	Shopping Centre	R 821 780,99	R 853 600,00	R 182 883,80	R 1 858 264,79
4	Nyakalong	R 804 837,06	R 836 000,00	R 156 123,00	R 1 796 960,06
5	Voelpan	R 847 196,90	R 880 000,00	R 188 540,00	R 1 915 736,90
	Subtotal	R 4 378 383,32	R 4 669 280,00	R 894 214,09	R 9 941 877,41
	Add Contingencies (10%)	R 437 838,33	R 466 928,00	R 89 421,41	R 994 187,74
	Add P & G's (15 %)	R 722 433,25	R 770 431,20	R 147 545,32	R 1 640 409,77
	Add VAT (15%)	R 775 411,69	R 826 929,49	R 158 365,32	R 1 760 706,49
	Total	R 6 314 066,58	R 6 733 568,69	R 1 289 546,14	R 14 337 181,41
	Professional Fees				R 1 792 147,68
	Grand Total				R 16 129 329,08

Estimated Refurbishment Costs for Pump Station in Odendaalsrus					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Groot Frank	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
2	Klein Frank	R 763 435,20	R 1 100 000,00	R 220 000,00	R 2 083 435,20
3	Althea	R 1 081 317,91	R 1 240 800,00	R 207 058,50	R 2 529 176,41
4	Akasia	R 1 104 324,67	R 1 267 200,00	R 211 464,00	R 2 582 988,67
5	Hospital Road	R 847 196,90	R 880 000,00	R 164 340,00	R 1 891 536,90
6	Goudrif 2	R 804 837,06	R 836 000,00	R 156 123,00	R 1 796 960,06
7	Goudrif 1	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
8	Bothaville	R 847 196,90	R 880 000,00	R 164 340,00	R 1 891 536,90
9	Ben Regal	R 847 196,90	R 880 000,00	R 188 540,00	R 1 915 736,90
10	Eldorie	R 662 594,80	R 760 320,00	R 126 878,40	R 1 549 793,20
11	Mimosa	R 169 439,38	R 176 000,00	R 37 708,00	R 383 147,38
	Subtotal	R 3 251 691,42	R 3 741 320,00	R 726 466,40	R 7 719 477,82
	Add Contingencies (10%)	R 325 169,14	R 374 132,00	R 72 646,64	R 771 947,78
	Add P & G's (15%)	R 536 529,08	R 617 317,80	R 119 866,96	R 1 273 713,84
	Add VAT (15%)	R 575 874,55	R 662 587,77	R 128 657,20	R 1 367 119,52
	Total	R 4 689 264,20	R 5 395 357,57	R 1 047 637,20	R11 132 258,97
	Professional Fees				R 1 391 532,37
	Grand Total				R12 523 791,34



Estimated Refurbishment Costs for Pump Station in Theronia					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Western Pump station	R 1 127 331,44	R 1 293 600,00	R 215 869,50	R 2 636 800,94
2	Rheederpark	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
3	Phomolong Village	R 460 135,28	R 528 000,00	R 88 110,00	R 1 076 245,28
4	Traffic	R 1 092 821,29	R 1 254 000,00	R 209 261,25	R 2 556 082,54
5	Power Road	R 1 150 338,20	R 1 320 000,00	R 220 275,00	R 2 690 613,20
6	Major	R 2 336 928,00	R 1 210 000,00	R 356 950,00	R 3 903 878,00
	Subtotal	R 5 765 486,21	R 5 357 000,00	R 1 083 596,25	R 12 206 082,46
	Add Contigencies (10%)	R 576 548,62	R 535 700,00	R 108 359,63	R 1 220 608,25
	Add P & G's (15 %)	R 951 305,22	R 883 905,00	R 178 793,38	R 2 014 003,61
	Add VAT (15%)	R 1 021 067,61	R 948 724,70	R 191 904,90	R 2 161 697,20
	Total	R 8 314 407,66	R 7 725 329,70	R 1 562 654,15	R 17 602 391,52
	Professional Fees				R 2 200 298,94
	Grand Total				R 19 802 690,46



Estimated Refurbishment Costs for Pump Station in Virginia					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Gawie Theron	R 1 150 338,20	R 1 320 000,00	R 220 275,00	R 2 690 613,20
2	Joel Park	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
3	Agon	R 763 435,20	R 1 100 000,00	R 220 000,00	R 2 083 435,20
4	Duikboot	R 1 081 317,91	R 1 240 800,00	R 207 058,50	R 2 529 176,41
5	Birch Way	R 1 104 324,67	R 1 267 200,00	R 211 464,00	R 2 582 988,67
6	Grysbok	R 847 196,90	R 880 000,00	R 164 340,00	R 1 891 536,90
7	Kitty	R 804 837,06	R 836 000,00	R 156 123,00	R 1 796 960,06
8	Hoof Pomp Stasie	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
9	Nothern	R 847 196,90	R 880 000,00	R 164 340,00	R 1 891 536,90
10	Meloding	R 847 196,90	R 880 000,00	R 188 540,00	R 1 915 736,90
	Subtotal	R 4 071 691,20	R 4 521 000,00	R 882 343,00	R 9 475 034,20
	Add Contingencies (10%)	R 407 169,12	R 452 100,00	R 88 234,30	R 947 503,42
	Add P & G's (15 %)	R 671 829,05	R 745 965,00	R 145 586,60	R 1 563 380,64
	Add VAT (15%)	R 721 096,51	R 800 669,10	R 156 262,95	R 1 678 028,56
	Total	R 5 871 785,87	R 6 519 734,10	R 1 272 426,84	R 13 663 946,81
	Professional Fees				R 1 707 993,35
	Grand Total				R 15 371 940,16



Estimated Refurbishment Costs for Pump Station in Hennenman					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Bandediens	R 763 435,20	R 1 100 000,00	R 220 000,00	R 2 083 435,20
2	Hennenman Main	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
3	Whites PS	R -	R -	R -	R -
	Subtotal	R 1 488 698,64	R 2 145 000,00	R 429 000,00	R 4 062 698,64
	Add Contigencies (10%)	R 148 869,86	R 214 500,00	R 42 900,00	R 406 269,86
	Add P & G's (15 %)	R 245 635,28	R 353 925,00	R 70 785,00	R 670 345,28
	Add VAT (15%)	R 263 648,53	R 379 879,50	R 75 975,90	R 719 503,93
	Total	R 2 146 852,31	R 3 093 304,50	R 618 660,90	R 5 858 817,71
	Professional Fees				R 732 352,21
	Grand Total				R 6 591 169,92

Estimated Refurbishment Costs for Pump Station in Thabong					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Old Thabong	R 804 837,06	R 836 000,00	R 156 123,00	R 1 796 960,06
2	Vida	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
3	Bronville South	R 847 196,90	R 880 000,00	R 164 340,00	R 1 891 536,90
4	Bronville North	R 847 196,90	R 880 000,00	R 188 540,00	R 1 915 736,90
5	Hani Park	R 763 435,20	R 1 100 000,00	R 220 000,00	R 2 083 435,20
	Subtotal	R 3 987 929,50	R 4 741 000,00	R 938 003,00	R 9 666 932,50
	Add Contingencies (10%)	R 398 792,95	R 474 100,00	R 93 800,30	R 966 693,25
	Add P & G's (15 %)	R 658 008,37	R 782 265,00	R 154 770,50	R 1 595 043,86
	Add VAT (15%)	R 706 262,31	R 839 631,10	R 166 120,33	R 1 712 013,74
	Total	R 5 750 993,12	R 6 836 996,10	R1 352 694,13	R13 940 683,35
	Professional Fees				R 1 742 585,42
	Grand Total				R15 683 268,77

Estimated Refurbishment Costs for Pump Station in Phomolong					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Sky Range	R -			R -
2	Basil Read	R 460 135,28	R 528 000,00	R 88 110,00	R 1 076 245,28
	Subtotal	R 460 135,28	R 528 000,00	R 88 110,00	R 1 076 245,28
	Add Contingencies (10%)	R 46 013,53	R 52 800,00	R 8 811,00	R 107 624,53
	Add P & G's (15 %)	R 75 922,32	R 87 120,00	R 14 538,15	R 177 580,47
	Add VAT (15%)	R 81 489,96	R 93 508,80	R 15 604,28	R 190 603,04
	Total	R 663 561,09	R 761 428,80	R 127 063,43	R 1 552 053,32
	Professional Fees				R 194 006,66
	Grand Total				R 1 746 059,98

Estimated Refurbishment Costs for Pump Station in Ventersburg					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Mmamahabane	R 847 196,90	R 880 000,00	R 188 540,00	R 1 915 736,90
	Subtotal	R 847 196,90	R 880 000,00	R 188 540,00	R 1 915 736,90
	Add Contingencies (10%)	R 84 719,69	R 88 000,00	R 18 854,00	R 191 573,69
	Add P & G's (15 %)	R 139 787,49	R 145 200,00	R 31 109,10	R 316 096,59
	Add VAT (15%)	R 150 038,57	R 155 848,00	R 33 390,43	R 339 277,00
	Total	R 1 221 742,65	R 1 269 048,00	R 271 893,53	R 2 762 684,18
	Professional Fees				R 345 335,52
	Grand Total				R 3 108 019,71



Estimated Refurbishment Costs for Pump Station in Witpan					
Item	Names of pump stations	Mechanical Works	Electrical Works	Civil Works	TOTAL
1	Klippan PS	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
	Subtotal	R 725 263,44	R 1 045 000,00	R 209 000,00	R 1 979 263,44
	Add Contingencies (10%)	R 72 526,34	R 104 500,00	R 20 900,00	R 197 926,34
	Add P & G's (15 %)	R 119 668,47	R 172 425,00	R 34 485,00	R 326 578,47
	Add VAT (15%)	R 128 444,16	R 185 069,50	R 37 013,90	R 350 527,56
	Total	R 1 045 902,41	R 1 506 994,50	R 301 398,90	R 2 854 295,81
	Professional Fees				R 356 786,98
	Grand Total				R 3 211 082,78

Table 28: Pump station refurbishment

12. MONITORING

The successful monitoring of the Matjhabeng Local Municipality Spatial Development Framework hinges a number of elements to be managed and implemented.

These elements include the following:

- Officials and stakeholders need to be made aware of the vision, content and importance of the Spatial Development Framework. This document is to become an major instrument in the manner that decisions will be taken over the short-medium and long-term;
- The Matjhabeng Local Municipality Land Use Management System needs to be finalized and approved which will assist in the implementation, management and effective monitoring of the Spatial Development Framework, and subsequent land use management process.

This will entail the creation of a detailed cadastral database at individual stand level and associated land use information. It will also have to include the availability of this information within a GIS (Geographic Information System) environment, and the necessary resources to integrate, manage and manipulate this information. Without this basic capacity in place it will be very difficult to successfully manage the Spatial Development Framework and engage in further processes for developing a land use management system for the municipality.

Dedicated staff needs to be assigned to manage the Spatial Development Framework. More than often important informative and strategic documents are not managed and distributed effectively within the Council.

With the large number of vacant stands and facilities which are being owned by the Matjhabeng Local Municipality, a detail assets register need to be established. This register must focus on vacant and built infrastructure and need to indicate the following:

- Locality, extent and zoning of each property;
- Land use per property;
- Is the property being occupied and by whom;
- Vacant structures;
- Usage of Council owned structures and by whom;
- Lease agreements entered into between the Council and occupiers; and Other relevant information

13. CONCLUSION

In concluding, this section serves as a Strategic Framework towards the development of the SDF for Matjhabeng Local Municipality.

It is envisaged that over the next 20 – 30-years, Matjhabeng will be a prominent Municipality which is built upon the vision set forth in this SDF, supported by the Municipal IDP. The proposals will be realised through key interventions, by developing strong infrastructure linkages with the



neighbouring inland municipalities within and around Matjhabeng Local Municipality.

Based on state investment in infrastructure linkages and private sector investment in existing and new industries, the major settlements identified for opportunity, support, enablement, research, diversification and connectivity, it is envisaged that an integrated and well planned, good quality human settlements and increased employment will accompany the growth within the Municipality.

