
DRAFT INTEGRATED
DEVELOPMENT PLAN
2021/2022



ACRONYMS

ABET	:	Adult Based Education and Training
ASGI-SA	:	Accelerated and Shared Growth Initiative of South Africa
CDW	:	Community Development Worker
COGTA	:	Cooperative Governance and Traditional Affairs
CRDP	:	Comprehensive Rural Development Programme
CWP	:	Community Works Programme
DARDLA	:	Department of Agriculture, Rural Development and Land Affairs
DBSA	:	Development Bank of Southern Africa
DME	:	Department of Minerals and Energy
DMP	:	Disaster Management Plan
DOE	:	Department of Education
DPRT	:	Department of Public Works Roads and Transport
DWA	:	Department of Water Affairs
EPWP	:	Expanded Public Works Programme
ESCOM	:	Electricity Supply Commission
FBS	:	Free Basic Services
FET	:	Further Education and Training
GDP	:	Gross Domestic Product
GIS	:	Geographic Information System
HDI	:	Historically Disadvantaged Individual
HRD	:	Human Resource Development
IDP	:	Integrated Development Plan
IGR	:	Inter – Governmental Relations
INSDF	:	Integrated National Spatial Development Framework
ISRDP	:	Integrated Sustainable Rural Development Program
KPA	:	Key Performance Area
KPI	:	Key Performance Indicator
LED	:	Local Economic Development

MDG	:	Millennium Development Goals
M&E	:	Monitoring and Evaluation
MFMA	:	Municipal Finance Management Act
MIG	:	Municipal Infrastructure Grant
MPCC	:	Multi-Purpose Community Centre
MSA	:	Municipal Systems Act
MSA	:	Municipal Structures Act
MSIG	:	Municipal Systems & Implementation Grant
MTEF	:	Medium Term Expenditure Framework
MTSF	:	Medium Term Strategic Framework
NEPAD	:	New Partnership for Africa's Development
NSDP	:	National Spatial Development Perspective
PDI	:	Previously Disadvantaged Individual
PPP	:	Public Private Partnership
PMS	:	Performance Management System
RDP	:	Reconstruction Development Programme
SAPS	:	South African Police Services
SASSA	:	South African Social Security Agency
SCM	:	Supply Chain Management
SDBIP	:	Service Delivery Budget Implementation Plan
SDF	:	Spatial Development Framework
SMME	:	Small Medium Micro Enterprises
SOPA	:	State of the Province Address
SONA	:	State of the Nation Address
SWOT	:	Strength, Weaknesses, Opportunity and Threat
WSDP	:	Water Services Development Plan

CHAPTER 1

1. EXECUTIVE SUMMARY OF THE MAYOR AND MUNICIPAL MANAGER



INCLUSIVE GROWTH AND SHARED PROSPERITY IN THE FOURTH INDUSTRIAL REVOLUTION

MAYOR'S FOREWORD

During the nation's state address 2021, the Honorable President Ramaphosa set out a four-point plan for South Africa's future, which is, 1—defeating COVID-19, 2—accelerating the economy 3. Implementing economic reforms to drive growth and jobs, and 4. Fighting corruption.

State of the Province Address delivered by the Honorable Premier Sisi Ntombela, where the honourable Premier assured us that "*Even in these worst of times, of COVID 19 it remains our responsibility to reduce poverty, create employment and ensure businesses prosper.*"

As Letsemeng Local Municipality residents, we must rebuild our economy and livelihoods from the devastating impact of COVID-19. Investment in infrastructure should be at the heart of our economic reconstruction and recovery plan.

As I invite you to participate in the IDP consultation process, I appeal that our inputs are prioritized and work opportunities are created in the municipality. We must work together in reducing the rate of unemployment, poverty, inequalities and the spread of the corona-virus.

According to the statistics, the country is at 1.7 million fewer people employed in the third quarter of 2020 vs the first quarter of 2020. The official unemployment rate stands at 30.8%

as of February 2021. It is likely to remain above 40% unless we all participate in the IDP Consultation process, including all other public participation programs of government.

Ensuring Positive Community Experiences.

During the IDP consultation processes, we urge community members to come forward with suggestions on how to close ranks between communities and the Municipality to create a pleasant aroma for future development. Submit initiatives aimed at improving service delivery and the lives of our communities for the better.

As the Mayor of Letsemeng and ANC deployee, I firmly believe that public opinion and debate are critical, especially supporting effective and efficient services.

Key Government Priorities

As a Municipality, to grow the economy, we must vigorously align our planning to the National and Provincial Government's Priorities. Which is:

1. Education

Promote Quality Basic Education and constantly reminding our learners to apply for NSFAS on time.

2. Health

Advocate a Long and Healthy Life for all by ensuring we adhere to all health protocols during the corona-virus pandemic and beyond.

3. Rural Development

Vibrant, equitable, sustainable rural communities contribute to food security for all communities, the vulnerable and people living with a disability.

4. Fight against Crime

Ensure that all people in Letsemeng are and feel safe. Community members should report all sorts of vandalism of our infrastructure as this will keep us spending money on the same infrastructure year in and year out.

5. Decent employment and inclusive economy to promote sustainable livelihoods & growth.

As a Municipality, we firmly believe that government alone cannot achieve economic participation through entrepreneurship and other relevant integrated interventions. However, it should be a shared responsibility that calls for a partnership between all spheres of government, the private sector and broader civil society, including our Unions.

Therefore, it calls for a strategic approach that guides all stakeholders within Letsemeng Municipality to integrate support programmes to create businesses opportunities that are sustainable and can contribute meaningfully to the development of the Municipality.

6. Infrastructure Development

We need to invest in our infrastructure to create sustainable jobs. We need inputs from our communities. The efforts that we shall support through active participation will only demonstrate civil society's commitment to shaping their future. Most importantly, it will show communities' eagerness to work with the local government and their trust in the Municipality.

Indeed, we have a municipality that one can be proud of, under my stewardship and the collective. The Municipality shall double its efforts in delivering essential quality services as a measure of leaving footprints in the sand of time as evidence of our concerted effort of a legacy we all can be proud of.

Our approach shall continue to be informed by the commitment of the Municipality to the five Pillars of Back to Basics strategies, namely;

- Putting people and their concerns first;
- Creating conditions for decent living;
- Demonstrating good governance;
- Ensuring sound financial management; and
- Building and maintaining sound institutional and administrative capabilities;

ISSUES THAT REQUIRE SPECIAL ATTENTION

After several engagements, communities raise common complaints, and the Municipality is striving to address some of these challenges.

Waste collection & Illegal dumping sites

Waste management in most Municipalities and not only Letsemeng has become a real challenge. Compounding factors are the current trend of illegal dumping, the high demand for waste collection services and the limited resources available to municipalities; municipalities often find themselves having to work overtime.

Sewer Spillages and Maintenance.

The sewer pipelines of the entire Municipality is ageing; it has accumulated much sand, debris and other foreign materials in the maintenance holes and pipelines through the past years since installation. Most of the blockages are caused mainly by sand, debris and many other things. The sand is also reducing the pipe capacity and sewer flow, resulting in lots more blockages.

Unemployment

This is driven by several factors, mainly:

1. The increase in the population does not correlate with an increase in job opportunities.
2. The schooling system is not necessarily equipping school leavers with the skills required .to enter the job market.
3. Employers are unwilling to employ unskilled and inexperienced young school leavers while not providing them with an opportunity to gain much-needed workplace experience.
4. The advent of technology that replaces human capital(mechanisation)

Apart from other workplaces, the Municipality is seen as the Beacon of hope for employment, but unfortunately, the Municipality will not employ or absorb all people.

Unemployment has risen with a staggering percentage of which our Municipality is not immune to that harsh reality.

Many projects have been initiated to reduce the high unemployment levels, yet the unemployment statistics show no signs of improvement. Among these initiatives are many related to improving the entrepreneurial skills of SMMEs and supporting the small businesses through our 30% set aside supply chain processes as alternatives to formal employment.

SMME development

- We shall Group SMMEs according to Industries to discourage all-rounders and to promote equal, fair participation.
- Promote Radical Economic Transformation through robust, equitable participation in the Municipality economy and the country at large.
- 60% set-aside for youth
- 30% set-aside for women
- Ensuring in all project, we must Include people with disabilities

Roads and infrastructure.

Even though the Municipality has started with roads' sealing, the rain keeps deteriorating our road surfaces due to the heavy rains we experienced in the past months.

Municipal fiscal position

The IDP process should be a culmination of excellent and meaningful consultation with the local community and stakeholders per the prescribed regulations.

Communities must use all available avenues to ensure their needs can find expression and are measured against the available resources to deliver on the most pressing needs, with the necessary urgency required.

Public-Private Partnership

During the year 2021, we need to make our public services professional and efficient, and for that, we need all hands on deck. To stimulate the economy of Letsemeng, we need to forge a robust public-private partnership where the government, the private sector and the public work together in unison.

During this IDP consultation process; I would like to appeal again to all residents to please; Strictly adhere to and observe the health protocols in ensuring that we all;

1. Keep Social Distance at all times
2. Wear our face masks
3. When entering any building, make sure that you are sanitised.
4. When at home, continue to wash your hands with soap and water or hand sanitiser.
5. Avoid crowded areas.

The municipal audit outcome has relatively improved. We urge communities to continue paying their accounts with the municipality.

I thank you!

Cllr A. Lebaka

Mayor / Speaker Letsemeng Municipality

The financial constraints that continue to plague the institution bring concern, as the Municipality's economic climate continues to be unfavourable with escalating costs for the Municipality's upkeep and other financial obligations.

MUNICIPAL MANAGER

2. VISION, MISSION AND VALUES OF LETSEMENG LOCAL MUNICIPALITY

VISION

“A responsive Municipality in pursuit of Service excellence”

3. CONCEPT OF IDP, REASON FOR ITS EXISTENCE AND LEGISLATIVE CONTEXT

What is the IDP?

An IDP is a principle strategic plan for an area that gives an overall framework for development. It aims to co-ordinate the work of local and other spheres of government in a coherent manner to improve the quality of life for all the people living in an area.

The plan should look at economic and social development for the area as a whole and set out a framework for land should be used or transformed, i.e. Spatial Development Framework, and what infrastructure and services are needed and how the environment should be protected. The legislation requires each municipality to compile a plan which determines the development needs of its area of jurisdiction. The legislation mandates that the plan should be holistic and integrated in its approach and content.

The plan should be a long term, covering a medium term revenue expenditure framework (MTREF). The projects in the IDP are also linked to the municipality’s budget.

An IDP is the principal strategic planning instrument of the municipality which guides and informs all planning and development, and all decisions with regard to planning, management and development, in the municipality. It binds the municipality in the exercise of its executive authority and binds all other persons to the extent that those parts of the integrated development plan that impose duties or affect the rights of those persons have been passed as a by-law and it should be a product of intergovernmental and inter-sphere planning;

An IDP is a super plan for an area of that provides an overall framework of development and it also outlines resources coordinated to implement formulated objectives which are aligned to the environment of Letsemeng Local Municipality

The Integrated Development Plan objective is intended to link and coordinate sectoral mandates, strategies and interventions. Aligns strategic priorities with financial and human resources and integrates community inputs, priorities and resources.

Reasons for developing an IDP

Letsemeng Local Municipality does not regard the development of an IDP as the only requirement prevailing legislation. Therefore there are specific reasons why the municipality should prepare the IDP. One of the main reasons is that developmental responsibilities have been prescribed by the Constitution, which is aimed at ensuring that the quality of life for the municipality's residents. The responsibilities do not only relate to the provision of basic services, but also include job creation as well as the promotion of accountability and eradication of poverty within the municipality.

4. LEGISLATIVE CONTEXT

4.1 Municipal Systems Act No. 32 of 2000

provides for the core principles, mechanisms and processes that are necessary to enable municipalities to move progressively towards the social and economic upliftment of local communities and ensure universal access to essential services that are affordable to all and related matters.

- **Chapter 5 of the Municipal Systems Act**

The Municipal Systems Act (MSA) Act 32 of 2000, Chapter 5 of this act requires municipalities to develop the Integrated Development Plan and provides for its core components, guiding from the 5 year Council adoption to the annual review thereof

In accordance with **above mentioned Chapter**, all Categories of Municipalities in South Africa, ranging from Metropolitan, District and Local Municipalities are required to compile a five year strategic plan (IDP's) with the current one for the period of **2022 – 2027**, which:-

- Links integrates and coordinates plans and takes into account proposals for the development of the municipality;
- Aligns the resources and capacity of the municipality with the implementation of the plan;
- Complies with the provisions of this Chapter; and
- Is compatible with national and provincial development plans and planning requirements binding on the municipality in terms of legislation;
- **Section 25 (1) of the Municipal Systems Act, No 32 of 2000**

Section 25 (1) of the Municipal Systems Act stipulates that “Each municipal council must, within a prescribed period after the start of its elected term, adopt a single, inclusive and strategic plan for the development of the municipality”.

The Municipal Systems dictates that the IDP should:

- Link, integrate and coordinate plans; and
- Should take into account proposals for the development of the municipality;
- In addition the plan should align the resources and capacity of the municipality with the implementation of the plan.

Moreover, the plan must form the policy framework and general basis on which annual budgets must be based. Furthermore, the plan should be compatible with national and provincial development planning requirements binding on the municipality in terms of legislation.

- **Section 28 of the Municipal Systems Act (Adoption of process)**

Each municipal council, within a prescribed period after the start of its elected term, must adopt a process set out in writing to guide the planning, drafting, adoption and review of its integrated development plan. The municipality must through appropriate mechanisms, processes and procedures established in terms of Chapter 4, consult the local community before adopting the process.

A municipality must give notice to the local community of particulars of the process it intends to follow.

- **Section 34 of the Municipal System Act**

It should be noted that section 53 (1) (b) of the MFMA requires that the Mayor of the municipality and not the MM as the Accounting Officer, must coordinate the annual revision of the IDP and should determine to what extent the IDP must be revised or take into account for the purpose of the budget of the municipality.

- **Section 35 of the Municipal System Act**

The IDP has a legislative status. Section 35 (1) of the Municipal Systems Act states that an IDP adopted by the Council of a municipality—

- ◆ is the principal strategic planning instrument which guides and informs all planning and development, and all decisions with regard to planning, management and development, in the municipality;
- ◆ binds the municipality in the exercise of its executive authority, except to the extent of any inconsistency between a municipality's integrated development plan and national or provincial legislation, in which case such legislation prevails; and
- ◆ binds all other persons to the extent that those parts of the integrated development plan that impose duties or affect the rights of those persons have been passed as a bylaw.

4.2 Local Government: Municipal Structures Act, No 117 OF 1998

The abovementioned Act provides for the establishment of municipalities and defines the various types and categories of municipalities. Three categories of municipalities exist in South Africa after demarcation: Category A (Metropolitan), Category B (Local), Category C (District). Letsemeng Local Municipality is a Category "B" Municipality.

It further defines the types of municipalities that may be established within each category, to provide for an appropriate division of functions and powers between categories of municipalities; to regulate the internal systems, structures and office-bearers of municipalities and finally to provide for appropriate electoral systems.

Of particular note, the Act provides for the establishment of ward committees that will be assisting Council and elected representatives in deepening local democracy and facilitating the meaningful participation of communities in local government.

The Act elaborates institutional arrangements such as Section 79 Committees for provision of oversight and ensuring that municipal administration account to council and invariably to communities.

4.3 Local Government: Municipal Demarcation Act, 27 of 1998

The Local Government: Municipal Demarcation Act, Act 27 of 1998, provides a legal framework for defining and implementing a post-transitional system of local government.

The Act provides for the criteria and procedures for the determination of municipal boundaries by an independent authority; which in this case is the Municipal Demarcation Board. Thus far Letsemeng has not been affected by the resolution of the demarcation board.

4.4 Local Government: Municipal Finance Management Act, Act No 56 of 2003

This aims to secure sound and sustainable management of the financial affairs of municipalities and other institutions in the local sphere of government; to establish treasury norms and standards for the local sphere of government. It sets out the procedures for efficient and effective management of all revenue, expenditure, assets and liabilities. It establishes the duties and responsibilities of officials in charge of finances. The Act aims to secure transparency, accountability and sound financial management in local government.

Section 21(2) of the Municipal Finance Management Act (Act 56 of 2003) (MFMA) states that, when preparing the annual budget, the Mayor of a municipality must:

- ♣ Take into account the municipality's Integrated Development Plan;
- ♣ Take all reasonable steps to ensure that the municipality revises the integrated development plan in terms of section 34 of the MSA, taking into account realistic revenue and expenditure projections for future years;
- ♣ Take into account the national budget, the relevant provincial budget, the national government's fiscal and macroeconomic policy, the annual Division of Revenue Act and any agreements reached in the Budget Forum;
- ♣ Consult the relevant district municipality and all other local municipalities within the area of the district municipality, if the municipality is a local municipality;
- ♣ The relevant provincial treasury and when requested, National Treasury and
- ♣ any National or Provincial organs of State, as may be prescribed and;
- ♣ Provide on request, any information relating to the budget

4.5 Local Government: Municipal Property Rates Act, Act No. 6 of 2004

The Act is aimed at ushering uniform rating system of property in the Republic of South Africa. It further regulates the power of municipality to impose rates on property; to exclude certain properties from rating in the national interest; to make provision for municipalities to implement a transparent and fair system of exemptions, reductions and rebates through their rating policies; to make provision for fair and equitable valuation methods of properties; to make provision for an objections and appeals process; to amend the Local Government:

Municipal Systems Act, 2000, so as to make further provision for the serving of documents by municipalities; to amend or repeal certain legislation.

4.6 Spatial Planning and Land Use Management Act (SPLUMA), Act No. 16 2013

SPLUMA has the following objectives:

- Provide for a uniform, effective and comprehensive system of spatial planning and land use management in the Republic,
- Ensure that the system of spatial planning and land use management promotes social and economic inclusion;
- Provide for development principles and norms and standards ;
- Provide for sustainable and efficient use of land;
- Provide for cooperative government and intergovernmental relations amongst the national, provincial and local spheres of government; and
- Redress the imbalances of the past and to ensure there is equity in the application of spatial development planning and land use management system.

Critically, the Act prescribes development principle and norms and standards to inform land use management and development. Importantly, the Act outlines envisaged inter-governmental support to be provided to municipalities in implementing the Act.

The Act, provides a guide on the preparation and content of municipal Spatial Development Framework and Land Use Management Scheme.

Furthermore, the Act provides for the following;

- Establishment and composition of Municipal Planning Tribunal (MPT), term of office of members of Municipal Planning Tribunals;
- Disqualification from membership of Municipal Planning Tribunals;
- Processes to be followed in approving land development applicants; and
- Provide for related land development matters such as internal appeals and development applications affecting national interest.

4.7 The Constitution of the Republic of South Africa

The Constitution of the Republic of South Africa outlines the kind of local government needed in the country. According to the Constitution (sections 152 and 153), local government is in charge of the development process in municipalities, and notably is in charge of planning for the municipal area and describes the following objectives of local government;

- To ensure the sustainable provision of services;
- To provide democratic and accountable government for all communities;
- To promote social and economic development;
- To promote a safe and healthy environment;
- To give priority to the basic needs of communities; and;
- To encourage involvement of communities and community organisations in matters of local government. The Constitution also demands local government to improve intergovernmental coordination and cooperation to ensure integrated development across the neighboring communities.

The Local Government: Municipal Planning and Performance Management Regulations of 2001

The Local Government: Municipal Planning and Performance Management Regulations of 2001 set out the following minimum requirements for an Integrated Development Plan: Regulation 2 (1) states that the municipality's IDP must at least identify: ♣ The institutional framework, which must include an organogram required for the Implementation of the Integrated Development Plan and addressing the internal transformation; ♣ Any investment initiatives in the municipality; ♣ Any development initiatives in the municipality, including infrastructure, physical, social and institutional development;

There are a number of ACTS enacted by Parliament that intersect with local government, amongst others these are the following;

4.8 Water Services Act, Act 108 of 108

The Act provides that every water services authority has a duty to all consumers or potential consumers in its area of jurisdiction to progressively ensure efficient, affordable, economical and sustainable access to water service.

The assigned responsibility should be discharged with the following cognizance;

- The availability of resources
- The need for an equitable allocation of resources to all consumers and potential consumers within the authority area of jurisdiction

- The need to regulate access to water services in an equitable way and the duty of consumers to pay reasonable charges which must be in accordance with the prescribed norm and standard for tariff of water services
- The duty to conserve water resources, the natural topography, zoning and the situation of the land in question

The right of the water service authority to limit or discontinue the provision of water service if there's failure to comply with reasonable conditions set for the provision of such service.

4.9 National Environmental Management Act 107 of 1998

The National Environmental Management Act 107 of 1998 (NEMA) provides for co-operative governance by establishing principles and procedures for decision-makers on matters affecting the environment. An important function of the Act is to serve as an enabling Act for the promulgation of legislation to effectively address integrated environmental management.

Some of the principles in the Act are-

- Accountability
- Affordability
- Cradle to Grave Management
- Equity; Integration
- Open Information
- Polluter Pays
- Subsidiary; Waste Avoidance and Minimization
- Good Governance
- Sustainable Development; and
- Environmental Protection and Justice

4.10 The White Paper on Local Government

The White Paper on Local Government gives municipalities responsibility to “work with citizens and groups within the community to find sustainable ways to address their social, economic and material needs and improve the quality of their lives”.

Critically, the White Paper on Local Government envisions a departmental local government and articulates instruments such as planning, local economic development and performance management system that should be harnessed to achieve the highlighted development outcome.

A suite of policies and legislative frameworks were subsequently enacted to realize the mentioned developmental vision for local government. There are:

- Local Government: Municipal Structures Act (Act 117 of 1998)
- Local Government: Municipal Demarcation Act (Act 27 of 1998)
- Local Government: Municipal Systems Act (Act 32 of 2000)
- Local Government: Municipal Finance Management Act (Act 56 of 2003)
- Local Government: Municipal Property Rates Act (Act 6 of 2004)

The above mentioned legislations and those that intersect with local government will be thoroughly deliberated on chronology of their enactment.

4.10.1 Other legislative requirements for the IDP-I accordance with Section 53(1) (b) of the MFMA requires that the Mayor of the municipality, and not the Municipal Manager as accounting officer, must coordinate the annual revision of the IDP and should determine to what extent the IDP must be revised or taken into account for the purpose of the budget of the municipality.

These provision of the MFMA also link up with section 34 of the Municipal Systems Act, Act 32 of 2000 which requires that a municipal council must review its IDP annually and may then amend it according to a prescribes process. Such a review and amendment of the IDP should be based on the Municipality's performance measurements and the extent to which changing circumstances have demanded it.

CHAPTER 2

The following point is brought to the attention of the readers:

The information provided is based specifically on *2016 municipal boundary changes* as promulgated by Municipal Demarcation Board (MBD).

Important notice

Whilst the consultants have applied the degree of skill, care and diligence normally exercised by consultants in similar circumstances the data and information contained in this report is based on third party sources and has not been independently verified and no warranty or guarantee is provided as to its accuracy.

Data Collection.

Data collection has been undertaken through:

- Literature review: published material on legislation, policy, land reform analyses, Xhariep and local municipal IDPs and associated sector plans, available material on land, land use, land and agricultural potential, existing GIS information, municipal valuation rolls and deeds office searches.
- Consultation through interviews / meetings with:
 - relevant national and provincial departmental staff, particularly DRDLA, Department of Agriculture, DESTEA, Housing, Health, the Department of Local Government and Traditional Affairs (DLGTA).
 - district and local municipal staff and councillors.
 - NGOs and CBOs, and
 - Community meetings.

2. Demographic Profile

2.1 Letsemeng Local Municipalities Demographic Overview

Our Municipality is situated in the South Western part of the Free State Province and forms part of the smallest district namely Xhariep District Municipality, a rich agricultural area with natural economic resources. The local municipality area measures 10 192 square kilometers in surface area and comprises of five towns; Koffiefontein (which is the head office), Petrusburg, Jacobsdal, Oppermansgronde and Luckhoff.

It borders the Northern (through Jacobsdal) and Western Cape Provinces and is renowned for diamond, salt and slate mining as well as irrigation farming along the Orange Riet Canal and Van der Kloof Dam. The N8 route transgresses the area to the North West and links Kimberley and Bloemfontein via Petrusburg.

The five towns are connected with tarred road infrastructure via Koffiefontein. The R705 links Jacobsdal with Koffiefontein while the R48 links Petrusburg, Koffiefontein and Luckhoff in a north-south direction. The R704 links Koffiefontein, Fauresmith and Jagersfontein with one another. Koffiefontein serves as the municipal administrative seat within the Letsemeng Municipality and is situated approximately 125 km northwest of Trompsburg and an estimated 146 km east of Bloemfontein.

In this regard, Luckhoff serves as a general agricultural service centre and is situated approximately 45 km south of Koffiefontein. Access to the town is gained from the R12 route between Koffiefontein and De Aar. Jacobsdal also serves as an economic growth and tourism development node and is situated approximately 45km northwest of Koffiefontein. Access to the town is gained from the R705 route between Koffiefontein and Modder River. It serves as a general agricultural service centre and is situated approximately 32 km west of Koffiefontein. Access to the town is gained from the S647 route between Koffiefontein and Luckhoff.

The municipal area also accommodates Oppermansgronde just west of Koffiefontein which is part of a land restitution project. Several pans occur in the area while the Van der Kloof dam, Kalkfontein Dam and Wuras Resort are some of the more prominent water sources available near the area. The Riet River drains through the area in a westerly direction while the Orange River is the border west of the area. Although there are ample water sources available near the area, access to potable water in some of the towns' remains problematic.

The Northern parts of the municipal area surrounding Petrusburg are good cultivated agricultural land while the southern area is renowned for livestock farming. Petrusburg serves as a commercial and social service centre within the Letsemeng Municipality and is situated approximately 55 km northeast of Koffiefontein. Access to the town is gained from the N8 route between Bloemfontein and Kimberley The figure below shows the Letsemeng area with its main towns and neighboring municipalities of the Xhariep District.



Figure : Letsemeng Municipal Area

Population

This municipality has shown a population growth from **38 628** residents in **2011** to **40044** in **2016**. Herewith a detailed breakdown of the population STATS per age groups and gender for our municipality:-

Population density measures the concentration of people in a region. To calculate this, the population of a region is divided by the area size of that region. The output is presented as the number of people per square kilometre.

Table: 1 total population and area size by population density

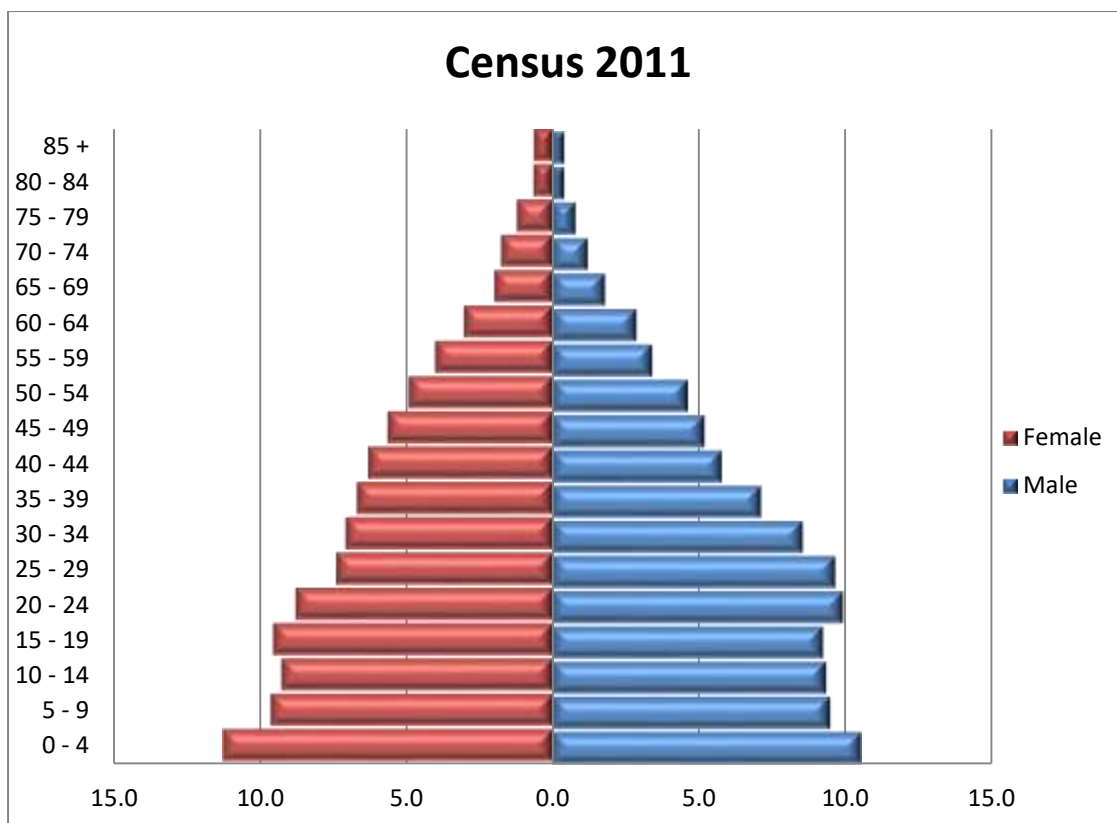
	Total Population	Area Size	Population density
CS 2016	40044	10 192	3.928963889

Data source: Statistics South Africa, Community Survey 2016

Population Pyramids

A population pyramids is a graphic representation of the population categorized by gender and age for a specific year and region. The horizontal axis depicts the share of people where male’s population are charted on the right-hand side and female population on the left hand-side of the vertical axis. The vertical axis is divided in 5- year age categories. The figures below show Letsemeng's population pyramid/structure of Census 2011 and CS 2016.

Figure 1: Population pyramid by age group and gender: Letsemeng Local Municipality 2011 and 2016



Data source: Statistics South Africa, Census 2011

Table 2: Population by age group

Statistics South Africa
Community Survey 2016

Table 1

Geography hierarchy 2011 by Age - broad age groups and Sex
for Person Weight

Age group	DC 16: Xhariep	Total	FS 161: Letsemeng	Total
0-14 (Children)	Male 20074 Female 20511	40585	Male 4930 Female 5025	9955
15-34 (Youth)	Male 28926 Female 28775	57701	Male 8744 Female 7050	15794
35-64 (Adults)	Male 18943 Female 18709	37652	Male 5718 Female 4938	10656
65+ (Elderly)	Male 5984 Female 8758	14743	Male 1747 Female 1892	3639

Total	Male 73927	150681	Male 21140	40044
	Female 76754		Female 18904	
Xhariep DC16	Dependency Ration 58.0			
Letsmeng FS161	Dependency Ration 51.4			

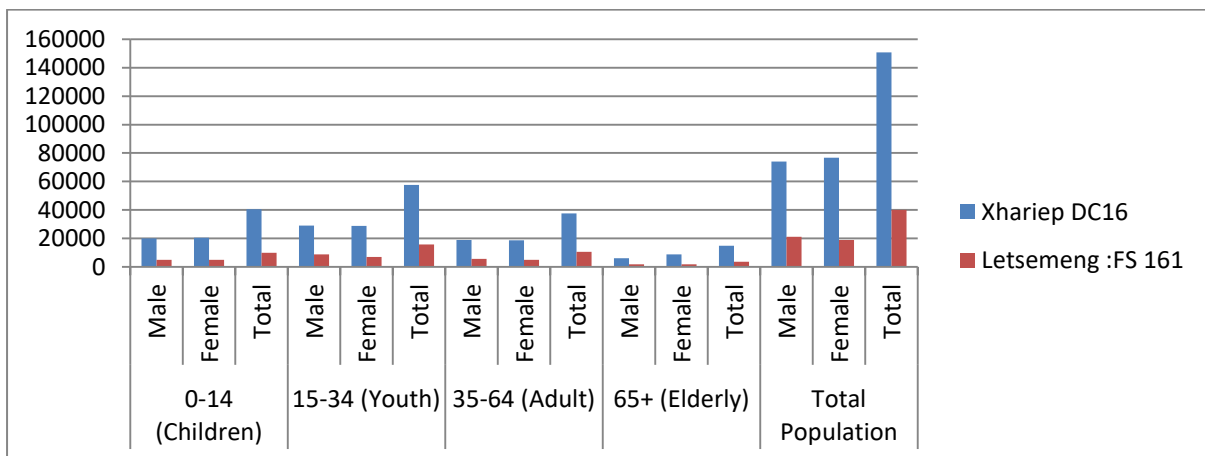
Data source: Statistics South Africa, Census 2016

Total Summary

Table : Sex for Persons Weight

District and Local Municipality	Gender		Total	Sex ratio (Males per 100 Females)
	Male	Female		
DC16: Xhariep	73927	76754	150681	96
FS161: Letsemeng	21140	18904	40044	112

Data source: Statistics South Africa, Census 2016



For 2016, Letsemeng local municipality the above population broad by age and sex template shows that males were more than females in age groups 15-34, 35-64 and females were more than males in age groups 0-14, 65+ (Adults). According to the template above, males have the highest portion, particularly the highest portion are the males in the youth between 15-34.

Table : Population Group and Sex

Population Group	DC 16: Xhariep By Sex	Total	FS 161: Letsemeng By Sex	Total
Black African	Male 58318	118857	Male 14134	26473
	Female 60539		Female 12339	

Coloured	Male	18032	Male	8593
	Female	9022	Female	4037
Indian/asian	Male	253	Male	43
	Female	37	Female	-
White	Male	6371	Male	4935
	Female	7167	Female	2529
Total	Male	150681	Male	40044
	Female	73927	Female	21140
				18904

Data source: Statistics South Africa, Census 2016

For 2016, Letsemeng local municipality the above population group and sex template shows that black african females were more than males followed by Coloured males. According to the template White females were also more than males. . Total population can be categorised according to the population group, as well as gender. The population groups include African, White, Coloured and Asian, where the Asian group includes all people originating from Asia, India and China.

Table : Household Weight

DC16: Xhariep	53146
FS161: Letsemeng	13969

Data source: Statistics South Africa, Census 2016

For 2016, Letsemeng Local Municipality had 13969 households within its municipal boundaries derived from the total number of households within Xhariep District.

CHAPTER 3

3.1 Powers and Functions of the Municipality

Local government is assigned specific powers and functions that are unique and appropriate to the lower sphere of government. Similar to the position on national and provincial spheres, local government powers and functions are constitutionally entrenched and protected and cannot be unilaterally taken away by another sphere of government. Albeit constitutionally protected, the powers and functions of municipalities are not absolute and are subject to both constitutional and national legislative requirements.

Chapter 3 of Municipal Systems Act, 2000 states that a municipality has all the functions and powers assigned to it in terms of the Constitution, and must exercise them subject to Chapter 5 of the Municipal Structures Act, 1998. Furthermore, a municipality is empowered by legislation to do anything reasonably necessary for, or incidental to, the effective performance of its functions and the exercise of its powers.

Against this legislative directive, we understand and interpret our powers and functions aligned to the objects of local government as set out in section 152 of the Constitution as follows:

Constitutionally Mandated to Perform in terms of Schedule 4 (Part B) and Schedule 5 (Part B) of the Constitution of Republic of South Act, 1996	Definition	Function
Air Pollution	Any change in the quality of the air that adversely affects human health or wellbeing or the ecosystems useful to mankind, now or in the future.	Yes
Building Regulations	The regulation, through by-laws, of any temporary or permanent structure attached to, or to be attached to, the soil within the area of jurisdiction of a municipality, which must at least provide for: Approval of building plans, Building inspections, and	Yes
Child Care Facilities	Facilities for early childhood care and development which fall outside the competence of national and provincial government	Yes

Electricity Reticulation	Bulk supply of electricity, which includes for the purposes of such supply, the transmission, distribution and, where applicable, the generation of electricity, and also the regulation, control and maintenance of the electricity reticulation network.	Yes
Fire Fighting Equipment	Planning, co-ordination and regulation of fire services and specialized fire fighting services such as mountain, veld and chemical fire services; coordination of the standardization of infrastructure.	Yes
Local Tourism	The promotion, marketing and, if applicable, the development, of any tourist attraction within the area of the municipality with a view to attract tourists; to ensure access, and municipal services to such attractions, and to regulate, structure.	Yes
Municipal Airport (Landing Strip)	A demarcated area on land or water or a building which is used or intended to be used, either wholly or in part, for the arrival or departure of aircraft which includes the establishment and maintenance of such facility including all infrastructure.	Yes

Municipal Planning	The compilation, review and implementation of integrated development plan in terms of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000)	Yes
Municipal Public Transport	The regulation and control, and where applicable, the provision of services for the carriage of passengers, whether scheduled or unscheduled, operated on demand along a specific route or routes or, where applicable, within a particular area.	Yes
Pontoons and Ferries	Pontoons and ferries, excluding the regulation of international and national shipping and matters related thereto, and matters falling within the competence of national and provincial governments.	Yes
Storm Water	The management of systems to deal with storm water in built-up areas.	Yes
Trading Regulations	The regulation of any area facility and/or activity related to the trading of goods and services within the municipal area not already being regulated by national and provincial legislation.	Yes

Potable Water	The establishment, operation, management and regulation of a potable water supply system, including the services and infrastructure required for the regulation of water conservation, purification, reticulation and distribution as well as bulk supply to local supply.	Yes
Sanitation	The establishment, provision, operation, management, maintenance and regulation of a system, including infrastructure, for the collection, removal, disposal and/or purification of human excreta and domestic waste-water to ensure minimum standard of service.	Yes
Amusement Facilities	A public place for entertainment and includes the area for recreational opportunities, available for public use and any other aspect in this regard which falls outside the competence of the national and provincial government.	Yes
Billboards and the Display	The display of written or visual descriptive material, any sign or symbol or light that is not intended solely for illumination or as a warning against danger which:	Yes

Advertisements in Public Places	promotes the sale and / or encourages the use of goods and services found in the municipal area	
Cemeteries, and Funeral Parlours Crematoria	The establishment conducts and control of facilities for the purpose of disposing of human and animal remains.	Yes
Cleaning	The cleaning of public streets, roads and other public spaces either manually or mechanically	Yes
Control of Public Nuisance	The regulation, control and monitoring of any activity, condition or thing that may adversely affect a person or a community	Yes
Control of Undertakings that Sell Liquor to the Public	The control of undertakings that sell liquor to the public that is permitted to do so in terms of provincial legislation, regulation and licenses, and includes an inspection service to monitor liquor outlets for compliance to license requirements.	Yes

Facilities for the Accommodation, Care and Burial of Animals	The provision of and/or the regulation, control and monitoring of facilities which provide accommodation and care for well or sick animals and the burial or cremation of animals, including monitoring of adherence to any standards and registration required.	Yes
Fencing and Fences	The provision and maintenance and/or regulation of any boundary or deterrents to animals and pedestrians along streets or roads.	Yes
Licensing of Dogs	The control over the number and health status of dogs through a licensing mechanism.	Yes
Licensing and Control of Undertakings that sell food to the public	Ensuring the quality and the maintenance of environmental health standards through regulation, a licensing mechanism and monitoring of any place that renders in the course of any commercial transaction, the supply of refreshments or meals for consumption	Yes
Local Amenities	The provision, management, preservation and maintenance of any municipal place, land, and building reserved for the protection of places or objects of scenic, natural, historical and cultural value or interest	Yes

	and the provision and control of any such or other facilities.	
Local Sports Facilities	The provision, management and/or control of any sporting facility within the municipal area.	Yes
Markets	The establishment, operation, management, conduct, regulation and/or control of markets other than fresh produce markets including market permits, location, times, conduct etc.	Yes
Municipal Abattoirs	The establishment; conduct and/or control of facilities for the slaughtering of livestock.	Yes
Municipal Parks and Recreation	The provision, management, control and maintenance of any land, gardens or facility set aside for recreation, sightseeing and/or tourism and include playgrounds but exclude sport facilities.	Yes
Municipal Roads	The construction, maintenance, and control of a road which the public has the right to and includes, in addition to the roadway the land of which the road consists or over which the road extends and anything on that land forming part of and/or connected therewith.	Yes

Noise Pollution	The control and monitoring of any noise that adversely affects human health or well-being or the ecosystems useful to mankind, now or in the future.	Yes
Pounds	The provision, management, maintenance and control of any area or facility set aside by the municipality for the securing of any animal or object confiscated by the municipality in terms of its by-laws.	Yes
Public Places	The management, maintenance and control of any land or facility owned by the municipality for public use.	Yes
Refuse Removal, Refuse Dumps and Solid Waste Disposal	The removal of any household or other waste and the disposal of such waste in an area, space or facility established for such purpose, and includes the provision, maintenance and control of any infrastructure or facility to ensure a clean and healthy environment.	Yes
Street Trading	The control, regulation and monitoring of the selling of goods and services along a public pavement or road reserve	Yes

Street Lighting	The provision and maintenance of lighting for the illuminating of streets in a municipal area.	Yes
Traffic and Parking	The management and regulation of traffic and parking within the area of the municipality, including but not limited to, the control over operating speed of vehicles on municipal roads.	Yes
Municipal Public Works	Any supporting infrastructure or services to empower a municipality to perform its functions	Yes

CHAPTER

5.1 SPATIAL ECONOMIC AND DEVELOPMENT RATIONALE

5.1.1 INTRODUCTION

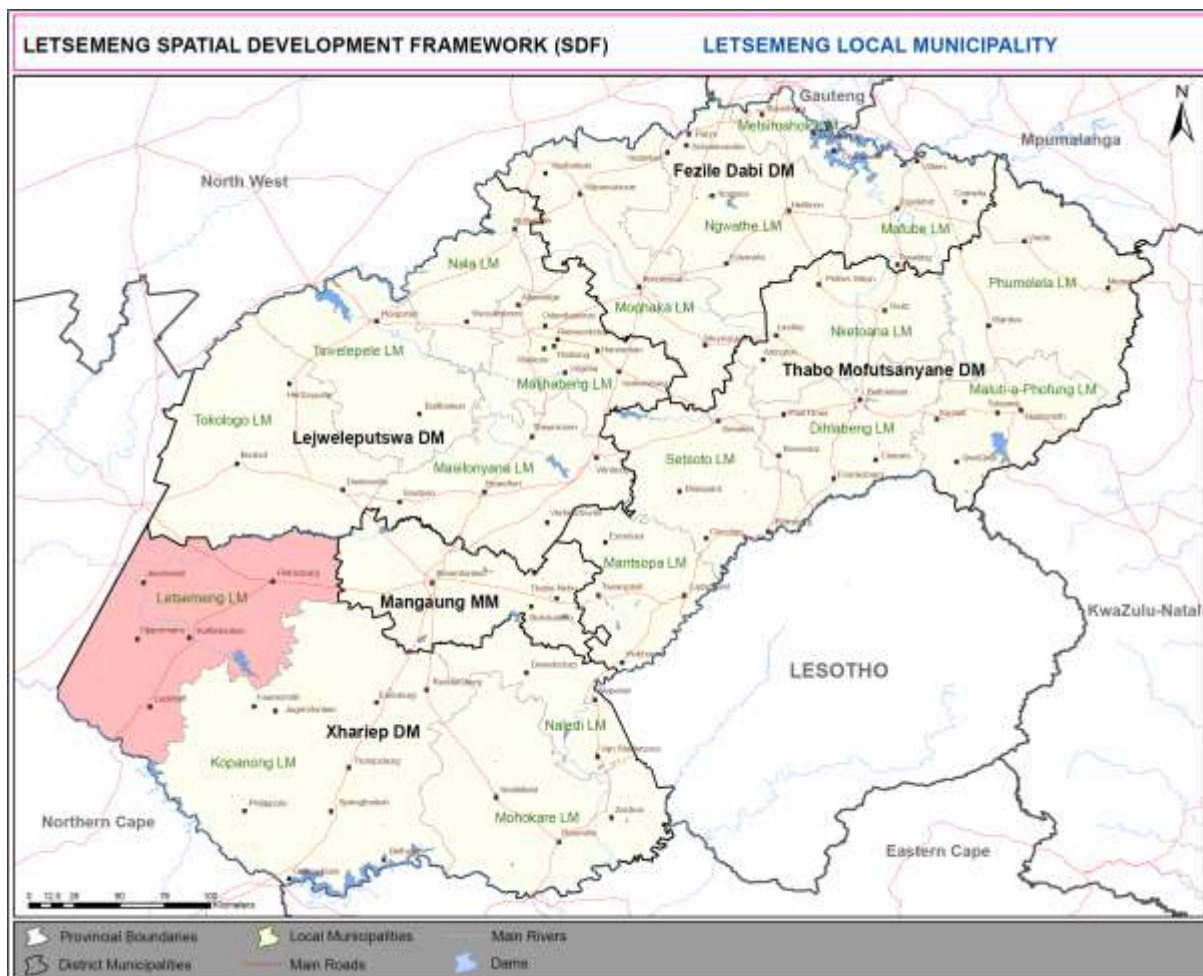
The Local Government: Municipal Systems Act (MSA) [32 of 2000], introduced the concept of the Municipal Spatial Development Framework (MSDF) as a compulsory component of the Integrated Development Plan (IDP) that every municipality has to adopt.

The Spatial Planning and Land Use Management Act, (SPLUMA) [16 of 2013] provides national, provincial and municipal spatial development frameworks, sets basic principles that guide spatial planning, land use management and land development in South Africa, and provides for uniform regulation of land use management in the country.

The purpose of a Spatial Development Framework is to provide general direction to guide decision-making and action over a multi-year period and to give spatial expression to the built-environment, social-economic and biophysical aims of the Municipality. More specifically, the Spatial Framework aims at informing the decisions of different organizations of State as well as creating a framework of investor confidence that facilitates both public and private sector involvement.

A SDF also intends to guide decision-making; promote sustainable, functional and integrated human settlements; maximise resource efficiency and enhance regional identity and unique character of a place.

SPATIAL OVERVIEW



Letsemeng Local Municipality is situated in the south-west of the Free State province within the Xhariep District Municipality, a rather agriculturally rich area with limited natural economic resources. The area of the Local Municipality measures approximately 10 192km².

The Local Municipality consists of the towns Koffiefontein (municipal head office), Jacobsdal, Petrusburg, Luckhoff and Oppermansgronde. There are no major centres within the municipal area and the closest cities are Bloemfontein and Kimberley.

The socio-economic development of the municipality is centred on agriculture. The municipal area also has mining activities, with diamonds being the major natural resource that helps with employment creation.

It is bordered by Tokologo Local Municipality in Lejweleputswa District to the north, Mangaung Metro Municipality to the east and Kopanong Local Municipality in the southeast.

Other borders are the Pixley ka Seme District Municipality (Sol Plaatjie Local Municipality) in Northern Cape Province to the west and Frances Baard District Municipality (Siyacuma, Thembalihle and Renoster Local Municipalities) in Northern Cape Province to the south-west.

The N8 route crosses the area to the north and links Kimberley and Bloemfontein via Petrusburg. The Port Elizabeth railway line starts at Koffiefontein and connects at Springfontein with the Bloemfontein/Cape Town railway line to continue in an easterly direction towards Port Elizabeth.

Letsemeng forms the gateway to the Free State from the Northern Cape. The N8 introduced new possibilities to Letsemeng, where major traffic is generated on a daily basis between Bloemfontein and Kimberly National Road (N8). The access route between Trompsburg and Koffiefontein, via Fauresmith is a major regional administrative distributor that provides access to the District and N1. A major linkage between Jacobsdal and Bloemfontein, via Koffiefontein and Petrusburg provide a gateway to the vineyards to Jacobsdal located along the Riet River. *(Letsemeng SDF, 2016/17)*

Koffiefontein/Ditlhake/Diamandhoogte

This modest country town in the south western Free State is home to some of the best quality diamonds in the world.

The name Koffiefontein is said to come from transport riders who often stopped at a spring in the area to enjoy a cup of coffee. When one of them discovered a diamond in 1870 growth started and this prompted the usual diamond rush and by 1882 Koffiefontein was a booming town with four mining companies. It was however only in 1892 that the town was proclaimed.

It is therefore suited for visitors to be greeted by a huge coffee pot at the entrance of the town that, according to its citizens, is a symbol of the hospitality. In addition, it is probably the only town in South Africa that has maintained its rural character despite of blooming mining activities **and it is situated 146 km east of Bloemfontein.**

Jacobsdal/Ratanang/Sandershoogte

This green idyllic town lies on the R705, 154km west of Bloemfontein and only 15km east of the Northern Cape Provincial border **and 45 km northwest of Koffiefontein.**

In 1858 Christoffel Jacobs gave his name to the town laid out on his farm Kalkfontein. The first residential stands were sold on 7 March 1859 and municipal status was granted in July 1860. The original house of Mr Jacobs, which will be used as an information bureau and museum, is now being restored into its original state.

Apart from being home to the first wine cellars outside the Cape Province, Jacobsdal also has an irrigation scheme that supplies water to crops over a huge area. About 160 000 tonnes of crops, such as Lucerne, groundnuts, potatoes and grapes are produced in this area annually.

The Riet River irrigation settlements start about 3km west of the town and extent 15km up to the confluence of the Riet and Modder River at Ritchie.

Petrusburg/Bolokanang

This is a rich agricultural centre which is situated 80km west of Bloemfontein on the N8. It was *named* after Petrus Albertus Venter whose estate provided the money to buy the farm Diepfontein, on which the town was laid out in 1891 as a church and commercial centre for an extensive farming area.

Mixed farming is practiced in the 3000 square km which was excised from the Fauresmith district in 1863. The main activity is sheep farming. The main crops are maize and potatoes. Modest quantities of wheat are harvested in the rare season when enough rain falls in winter and early spring. There are numerous salt pans in the district.

Luckhoff/Relebohile/Teisesville

This agricultural town lies on the R48, 50km south of Koffiefontein. This town was established on the farm Koffiekuil in 1892 and named for the Rev H.J. Luckhoff, Dutch Reformed minister of Fauresmith, when the new congregation was formed. The Dutch Reformed Church was build out of stones from the area. In front of the City Hall stands a “gaslamp” that was used as a streetlight in earlier years. An important source of income in the Luckhoff district is merino sheep farming.

Oppermansgronde

This is a land reform project. In the course of the 19th century, the region north of the Orange River became the dwelling place of a variety of people. The Oppermansgronde family was dispossessed of their rights of the land claimed in 19 June 1913. The dispossession was effected to further the objective of the previous government’s segregation policies. Through

intensive facilitation by Letsemeng Council and the Department of Land Affairs, the land was transferred back to the Oppermansgronde Family on 26 July 2003.

POLICY CONTEXT

NATIONAL POLICY

- **NATIONAL DEVELOPMENT PLAN (NDP)**

The NDP's Human Settlement Targets, as set out in Chapter 8, which focuses on transforming human settlements and the national space economy, include: more people living closer to their places of work; better quality public transport; and more jobs in proximity to townships. To achieve these targets, it advocates strong measures to prevent further development of housing in marginal places, increased urban densities to support public transport, incentivizing economic activity in and adjacent to townships; and engaging the private sector in the gap housing market.

MUNICIPAL SYSTEMS ACT (MSA) [32 OF 2000]

Two elements of the MSA's treatment of MSDFs should be noted:

- Chapter 5 of the Act deals with Integrated Development Planning and provides the legislative framework for the compilation and adoption of IDPs by Municipalities. Within the Chapter, Section 26(e) requires an SDF as a mandatory component of the municipal IDP. The rest of the chapter's provisions on IDPs also apply to SDFs.
- In 2001 the Minister for Provincial and Local Government issued the Local Government: Municipal Planning and Performance Management Regulations. Within these regulations, Regulation 2(4) prescribes the minimum requirements for a municipal SDF.

- **SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (SPLUMA) [16 OF 2013]**

The Spatial Planning and Land Use Management Act (2013) puts forward principles to influence spatial planning, land use management and land development. It also provides for national and regional land use frameworks as well as provincial and municipal frameworks, implying that a package of plans will be undertaken from national to municipal level to direct land use management, while providing for uniform regulation of land use management. The general principles endorsed by SPLUMA is that spatial planning, land use management and

land development must promote and enhance Spatial Justice, Spatial Sustainability; Efficiency; Spatial Resilience, and Good Administration as summarised below:

Spatial Justice

- Past spatial and other development imbalances must be redressed through improved access to and use of land;
- Spatial Development Frameworks and policies at all spheres of government must address the inclusion of persons and areas that were previously excluded, with an emphasis on informal settlements, former homeland areas and areas characterised by widespread poverty and deprivation;
- Spatial planning mechanisms, including land use schemes, must incorporate provisions that enable redress in access to Land by disadvantaged communities and persons;
- Must include all areas of a municipality and specifically include provisions that are flexible and appropriate for the management of disadvantaged areas, informal settlements and former homeland areas;
- Must include provisions that accommodate access to secure tenure and the incremental upgrading of informal areas; and
- A Municipal Planning Tribunal considering an application before it, may not be impeded or restricted in the exercise of its discretion solely on the ground that the value of land or property is affected by the outcome of the application.

Sustainability

- Promote land development that is within the fiscal, institutional and administrative means of the Republic;
- Ensure that special consideration is given to the protection of prime and unique agricultural land;
- Uphold consistency of land use measures in accordance with environmental management instruments;
- Promote and stimulate the effective and equitable functioning of land markets;
- Consider all current and future costs to all parties for the provision of infrastructure and social services in land developments;

- Promote land development in locations that are sustainable and limit urban sprawl; and
- Result in communities that are viable.

Spatial Efficiency

- Land development optimises the use of existing resources and infrastructure;
- Decision-making procedures are designed to minimise negative financial, social, economic or environmental impacts; and
- Development application procedures are efficient and streamlined.

Spatial Resilience

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

Good Administration

- All spheres of government ensure an integrated approach to land use and land development that is guided by the spatial planning and land use management systems as embodied in this Act;
- All government departments must provide their sector inputs and comply with any other prescribed requirements during the preparation or amendment of spatial development frameworks;
- The requirements of any law relating to land development and land use are met timeously;
- The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them; and
- Policies, legislation and procedures must be clearly set in order to inform and empower members of the public.

- **NATIONAL SPATIAL DEVELOPMENT FRAMEWORK**

National Spatial Development Vision Statement reads as follows: “All Our People Living in Shared and Transformed Places in an Integrated, Inclusive, Sustainable and Competitive National Space Economy”

The accompanying Mission Statement reads as follows: “Making our Common Desired Spatial Future Together Through Better Planning, Investment, Delivery and Monitoring”

The vision statement aims to provide

- high-level spatial guidance and direction to all national sector departments, provincial governments, municipalities, SOEs, and all other role players in planning, budgeting and investment actions;
- contribute to bringing about transformation and development impact at scale through decisive national spatial targeting;
- assist in pro-actively identifying priority national intervention areas for ‘urgent spatial development and spatial management action’ by a multiplicity of role players, to utilise opportunities for change and enable adaptation at scale;
- provide a timeframe against which to undertake spatial accountability assessments.

It proposes that the development of South Africa be based on five frames:

- **Frame One:** Urban Regions, Clusters and Development Corridors as the engines of national transformation and economic growth: To focus and sustain national economic growth, drive inclusive economic development and derive maximum transformative benefit from urbanisation and urban living.
- **Frame Two:** Productive Rural Regions and Regional Development Anchors as the foundation of national transformation: To ensure national food security, rural transformation and rural enterprise development and quality of life in rural South Africa through a set of strong urban-rural development anchors in functional regional-rural economies.

- **Frame Three:** National Ecological Infrastructure System as enabler for a shared and sustainable resource foundation: To protect and enable sustainable and just access to water and other national resources for quality livelihoods of current and future generations.
- **Frame Four:** National Connectivity and Economic Infrastructure Networks as enabler for a shared, sustainable and inclusive economy: To develop, expand and maintain a transport, trade and communication network in support of national, regional and local economic development.
- **Frame Five:** National Social Service and Settlement Infrastructure Network in support of national well-being: To ensure effective access to the benefits of high-quality basic, social and economic services in a well-located system of vibrant rural service towns, acting as urban-rural anchors and rural-rural connectors.

National Spatial Development Perspective

- **Guiding principle: sustainable development**

THE LLMSDF takes as its starting point the goal of sustainable development. Although sustainable development is a much talked about and widely supported goal, in practice our development path, globally, nationally and in the LLM, is taking us in the opposite direction. Not everyone has the same interpretation and understanding of “sustainability”. This causes numerous problems between civil society, developers, conservationist and the municipality. In the above view, development must only be acceptable and in the public interest if it is socially equitable, economically viable and environmentally sustainable. This means that the development need of present generations should be met without the ability of future generations to meet their needs, being compromised. Sustainable development encompasses the integration of social, economic and ecological factors into planning, decision-making and implementation so as to ensure that development serves present and future generations.

- **INTEGRATED URBAN DEVELOPMENT FRAMEWORK (IUDF)**

The Integrated Urban Development Framework (IUDF) was created to work towards the achievement of resilient, inclusive and liveable cities and towns within South Africa. The IUDF builds upon several chapters from the National Development Plan (NDP) as well as extending

on Chapter 8 of the constitution. The vision of the (IUDF) is: ‘Liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life’. It aims to achieve this vision through focusing on eight levers which are:

- Integrated Spatial Planning
- Integrated Transport and Mobility
- Integrated and Sustainable Human Settlements
- Integrated Urban Infrastructure
- Efficient Land Governance and Management
- Inclusive Economic Development
- Effective Urban Governance

- **MUNICIPAL DEMARCATION ACT 27 OF 1998**

The Municipal Demarcation Act 27 of 1998 (DMA) provides criteria and procedures for the determination of municipal boundaries by an independent authority. In terms of the Act, the Municipal Demarcation Board is established to determine municipal boundaries.

Section 24 provides that when demarcating a municipal boundary, the Board must aim to establish an area that would enable the municipality to fulfil its Constitutional obligations, including the provision of services in an equitable and sustainable manner, the promotion of social and economic development and the promotion of a safe and healthy environment. The tax base must also be as inclusive as possible of users of municipal services in the municipality.

- **OTHER NATIONAL POLICIES**

Table 1

RELEVANT ACT/ POLICY	APPLICABLE SECTIONS	COMMENTS
The Constitution of SA 1996 (Act No. 108 of 1996)	Chapter 6	Salient principles for development

National Strategy for Sustainable Development-Action Plan 1 (2011)	All, but especially chapters 3 and 4	A frame of reference for <i>business unusual</i> , but also giving clarity on some Sustainable Development objectives
National Spatial Development Perspective (2006)	Principle 5	Strategy to counter the spatial manifestations of apartheid planning
National Environmental Management Act,1998 (Act No.107 of 1998 as amended)	Chapter 1 and Section 16(4)(b) Chapter 4	Base principles on how we nurture nature – mandatory Mineral Resources
National Water Act (36/1998)	Chapters 3, 4, 5, 13, and 14	Provides for the sustainable use of our water resources
NEM Protected Areas Act, 2003 (Act No.57 of 2003)	Mainly chapter 4	Provides for the conservation of ecologically viable areas (reserves)
National Heritage Resources Act, 1999 (Act No. 25 of 1999)	Mainly chapter 2	Provides for the conservation of heritage resources
Subdivision of Agricultural Land Act, 1970 (Act No. 70 of 1970)		Applicable outside of towns, on farm land.
Conservation of Agricultural resources Act, 1983 (Act No.43 of 1983)	Sections 5, 6, 7, 12 and 29	Provides for the control over the utilisation of natural agricultural resources
NEM Biodiversity Act, 2004 (Act No. 10 of 2004)	Chapter 3	To provide for the sustainable use of our natural capital
Minerals and Petroleum Resources Development Act (Act 28 of 2002 as amended)	Section 53	It is more relevant and applicable in mining towns like Welkom and most towns in the Free State where mining is growing slowly

5.2.2 PROVINCIAL POLICY

- **FREE STATE PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY (PGDS), 2012**

The Free State Provincial Government has developed the Free State Provincial Growth and Development Strategy (FSGDS), Free State Vision 2030. The PGDS is the fundamental policy framework for the Provincial Government. It is a critical instrument to shape and coordinate

the allocation of national, provincial and local resources, and private sector investment to achieve sustainable development outcomes based on provincial development needs and priorities.

The Strategy embodies broad strategic policy goals and objectives of the province in line with national policy objectives. The Strategy addresses the key and most fundamental issues of development, spanning the social, economic and political environment. It constantly takes into account annual provincial priorities and sets broad targets in terms of provincial economic growth and development, service delivery and public service transformation. The Strategy has identified six priority areas of intervention by the Province, namely:

- Inclusive Economic growth and sustainable job creation;
- Education innovation and skills development;
- Improved quality of life;
- Sustainable Rural Development;
- Efficient Administration and Good Governance.
- Building social cohesion.

Importantly, the FSGDS provides a situational analysis of the province, which includes the opportunities and challenges, identify drivers, strategies and measurable performance targets (5 year, 10 year, 15 year and 20-year targets) to ensure the implementation of the identified six priority areas.

- **FREE STATE SPATIAL PLANNING AND LAND USE BILL (SPLUMB)**

SPLUMA was enacted as National Framework Legislation with supplementary Provincial Legislation required from provinces in accordance with Schedule 1 of the said Act.

The Provincial Government, Free State COGTA, compiled the Free State Spatial Planning and Land Use Bill to inter alia regulate:

- Land Development;
- Land Use Management;
- Spatial Planning;

- To provide a hierarchy of Regional, Provincial, Municipal And Local Spatial Development Frameworks;
- To outline the Public Participation Process in a Land Use Scheme Process;
- To provide for the adoption, publication and public participation process of land use schemes;
- As well as other matters related to provincial and municipal planning.

The Provincial Legislation has not been enacted as yet, but it is necessary to include it because all Bylaws within the Free State Province needs to adhere to its prescripts.

Section 8 of the Provincial Legislation outlines the process for the compilation, review and amendment of Municipal Spatial Development Frameworks as well as committees that may be established.

The Provincial Legislation outlines two committees with their respective roles and functions. Due to the fact that all planning legislation must be guided by SPLUMA, the Provincial Legislation outlines similar processes for the compilation, review or amendment of the Municipal Spatial Development Frameworks.

- **FREE STATE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (DRAFT)**

The Free State Provincial Spatial Development Framework is a Provincial Spatial and Strategic Planning Policy that responds to and complies with the relevant legislation and policy. In the latter regard, reference is made to the National Development Plan (NDP) Vision 2030, which encourages all spheres of government to prepare spatial development plans and frameworks (such as the PSDF) that promote a developmental state in accordance with the principles of global sustainability as is advocated by, among others, the South African Constitution and enabling legislation.

Spatial Planning Categories (SPCs) will form the basis for the overlaying of conceptual proposals of the Xhariep District SDF. In this regard, the Free State Spatial Planning and Land Use Bill states that all planning/development frameworks should be done according to prescribed spatial planning categories in order to have a system that will be interpreted in a similar manner across the different levels of development frameworks that are in relation to the province. These SPCs provide a framework to guide decision-making regarding land-

use at all levels of planning and will ensure effective monitoring and evaluation at all levels of planning.

Implications for Letsemeng Local Municipality are:

- The FS PSDF 2013 identified the towns of Letsemeng Local Municipality as small towns, i.e. rural and small-farming communities.
- It also identified Koffiefontein the main business and administrative hub of the Municipality and Luckhoff as an Agricultural Industry
- N8 Transnational Development Corridor

The SPCs are not a blueprint for land-use classification, or a zoning scheme. The SPCs provide a framework to guide decision-making regarding land-use at all levels of planning. The designation of SPCs does not change existing zoning or land-use regulations or legislation. SPCs merely help to clarify and facilitate coherent decision-making that can lead to better zoning, laws and regulations.

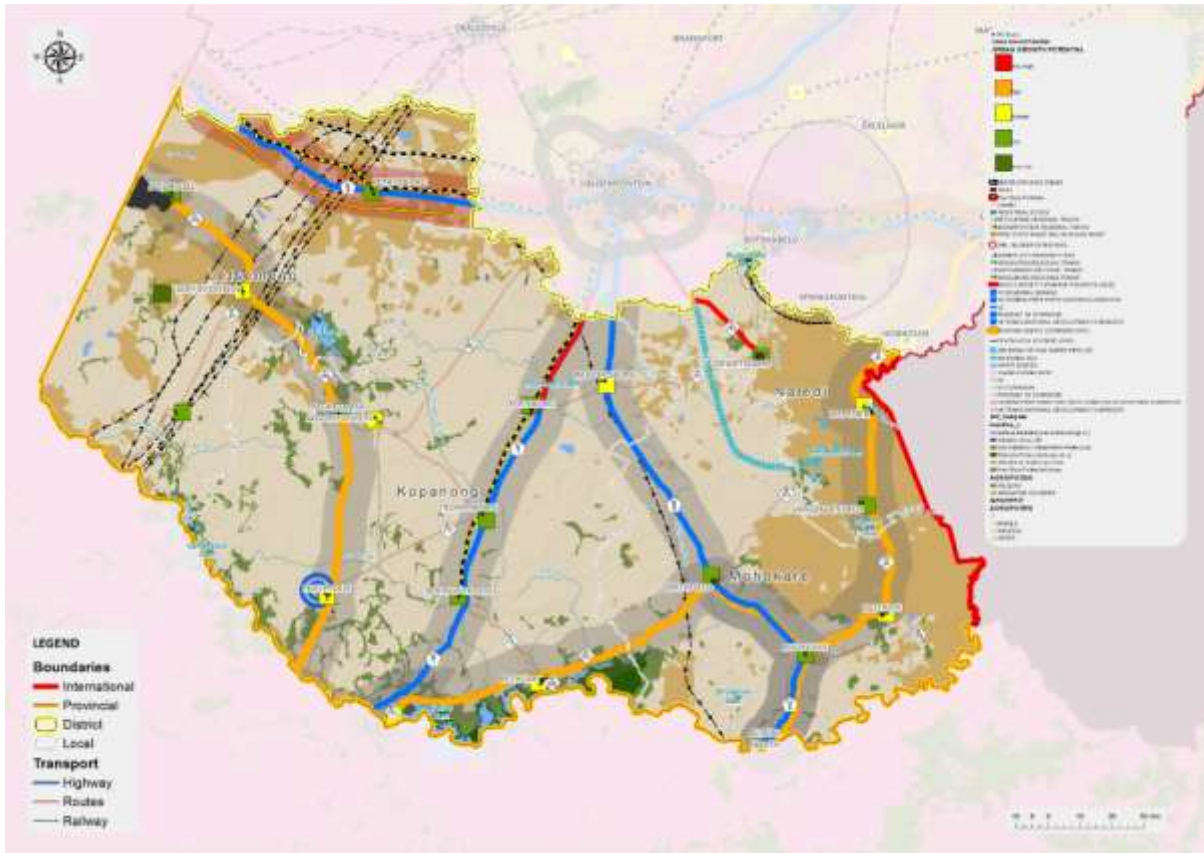
The FSPSDF is based on six Spatial Planning Categories (SPCs). These Spatial Planning Categories are:

- **SPC A:** CORE – Conservation Areas
- **SPC B:** BUFFER AREAS – Natural Environment
- **SPC C:** AGRICULTURAL AREAS – Intensive and Extensive agricultural uses
- **SPC D:** URBAN AREAS – Built-up Areas
- **SPC E:** INDUSTRIAL AREAS
- **SPC F:** SURFACE INFRASTRUCTURE

Spatial proposals for Letsemeng Local Municipality in the FSPSDF include:

- The whole of Xhariep district as a “solar corridor”. That is the only opportunity identified by the PSDF for Xhariep district. Whilst the solar corridor concept is an important one and must play an important role in Letsemeng local economic development, some potential assets were not identified by the provincial SDF:
- Vanderkloof dam and the Rolfontein nature reserve as tourism node.
- The potential of the N8 as development corridor.

- Agricultural beneficiation potential of the Vanderkloof dam and Riet River irrigation networks, serving Oppermansgronde and Jacobsdal, respectively.



(MAP 2: DRAFT FREE STATE PROVINCIAL SDF, 2014)

- **FREE STATE AGRICULTURAL MASTER PLAN (2015)**

The main focus of the services required by the Department of Agriculture and Rural Development of the FS (FSDARD) was the development and implementation of a dynamic Agricultural Master Plan (AMP). This was to encompass identifying stakeholders and their roles, producing a comprehensive resource audit, identification of best practice land use options, identifying economic opportunities, a dynamic commodity analysis, and viable development projects and the creation of a project information library. All of these were required to inform the AMP, and were to be packaged into an integrated spatial agricultural planning system.

The resulting master plan is anchored on sound environmental and economic principles as these are to be the foundation of sustainable growth and development of the sector. On

implementation, the plan should support the presidential priorities that include land reform, capacity building, extension services, and agri-businesses. It should facilitate job creation, skills development, increased sector investment in agricultural infrastructure and good practice farming systems among communities.

The following information from the AMP relates to the Letsemeng Local Municipality:

- It holds potential locations for implementing vegetable farming including as carrots, cabbage, garlic, green beans, onions, potatoes, squashes & pumpkins and watermelon.
- Letsemeng is also identified as suitable for sheep and goat farming
It holds the potential for nodes of specialisation in mining exploration and processing, as well as intensive agriculture including agro- processing

- **FREE STATE CRITICAL BIODIVERSITY PLAN (NOVEMBER 2017)**

The Department of Economic Development, Small Business Development, Tourism and Environmental Affairs (DESTEA) compiled a **Biodiversity Plan** for the Free State (November 2017). It is a technical report with detail on methods followed to produce the first terrestrial biodiversity plan for the Province. The main products of biodiversity planning process are the different terrestrial categories (e.g. Protected, Critical Biodiversity Areas, Ecological Support Areas, Other and Degraded) and land-use guidelines for the above-mentioned categories.

A Critical Biodiversity Areas (CBAs) is an area that must be maintained in a natural or near-natural state in order to meet biodiversity targets. When an area is indicated to be critical does not necessarily means that all development within such an area is forbidden. The provincial biodiversity plan provides guidelines indicating types of development permissible in such spaces to ensure the persistence of the biodiversity features responsible for their classification as CBAs.

5.2.3 REGIONAL POLICY

- **KAROO SMALL TOWN REGENERATION INITIATIVE**

The purpose of the Karoo Small Town Regeneration Program (KSTRI) is to highlight the role of small towns in the Karoo region as places of significant economic and social opportunity. The working problem statement for the Initiative is as follows:

- The Karoo is a water stressed biologically diverse and sensitive bio-region requiring a careful weighing up of development options
- Individual municipalities have limited resources (human, financial, technical) in order to deal with factors that affect the entire region; such as, shale gas and uranium mining, renewable energy investment, climate change and adaptation, poverty and unemployment.
- Developing a strategic response to the development challenges will have limited impact, without considering the area as a region.

The Karoo Region Small Town Regeneration and Regional Economic Development Conference was convened by the SALGA in partnership with district and local municipalities from the Western Cape, Eastern Cape, Northern Cape and Free State that are located in the Karoo biophysical region, and led to the development of the KSTRI.

The following Districts and Local Municipalities will be affected by the KSTRP in the Free State.

Table 2

DISTRICT	MUNICIPALITY	TOWN
XHARIEP	Xhariep DM	Trompsburg, Gariiep Dam, Springfontein, Phillipolis, Jagersfontein, Fauresmith, Edenburg & Reddersburg
	Mohokare LM	Zastron , Smithfield & Rouxville
	Letsemeng LM	Koffiefontein , Jacobsdal, Luckhoff, Oppermansgronde, Petrusburg & Farmland

(TABLE 1: DISTRICT AND LOCAL MUNICIPALITIES AFFECTED BY THE KSTRI)

DISTRICT POLICY

XHARIEP DISTRICT SPATIAL DEVELOPMENT FRAMEWORK

The Xhariep district is represented in a fitting global, national and provincial context which recognises the district as a key component due to its comparative and competitive advantages that include its scenery, agriculture and tourism opportunities and its international border with Lesotho. The spatial vision of the municipality is the same as that of the district

Integrated Development Plan. The vision of the district municipality is: “A community - oriented municipality characterised by a sound political and administrative capacity with sustainable and enabling business environment.” From a spatial perspective the Xhariep district is envisaged as a structured matrix of interrelated land use regions which are community-orientated and collectively support a dynamic district economy vested in an enabling and sustainable business environment.

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.

These are the following proposals:

- Bioregional SDF between Mokhotlong, Naledi and Lesotho;
- Detailed branding and tourism strategy to the benefit of Xhariep District;
- Following the development of the Mega Agri-Hub a precinct plan for Springfontein should be developed;
- Economic hubs and nodes where economic growth will be promoted. A variety of activities will tend to cluster in and around these nodes. The nodes offer development potential and it needs to be stimulated in order to concentrate growth. The potential for growth is informed by the strengths and opportunities presented by each hub or node;
- Presently no educational centre has been identified for the Xhariep District. Education is however a pressing issue and the expansion of especially FET colleges should be encouraged.

- **DISTRICT DISASTER MANAGEMENT STRATEGY**

The National Disaster Management Framework requires each District Municipality to establish a Disaster Management Centre (DMC). Xhariep District has also through their planning initiatives also identified the critical need for the establishment of such a centre. The Disaster Management initiatives have been included in the Xhariep District Municipality Integrated Development Plan (IDP) which detailed the necessity and requirement to establish a DMC for the district. Disaster Management is identified as Key Performance Area with the objective to manage and prevent occurrence loss of lives due to disasters. Supporting projects identified include:

- Prepare the review of integrated Disaster Management Plan and implementation of it;
- Lobby funding for the Establishment of the Disaster Management Centre;
- Procure at least one 4X4 van for disaster management support to LMs;
- Support LMs and their Water and Sanitation Plans to plan and implement basic services policies.

For the municipality to achieve the above objective, the following requirements have been identified:

- Implement a DMC to house all disaster management staff;
- Establish a DMC to facilitate the coordination and communication between role player during an incident;
- Establish a DMC to facilitate the implementation of the disaster management plan;
- Integration of systems to optimise service delivery;
- Provide adequate facilities for the operations of disaster management for daily activities and during emergency situations;
- Storage facilities for emergency equipment and relief measures;
- Joint operations centre to be activated and utilised during major incidents;
- Communication network to coordinate and facilitate early warning, response and relief actions;
- Implement a Disaster Management Information System, in accordance with the National, Provincial and District Disaster Management Frameworks to enable effective information systems to consolidate and disseminate information.

Section 43 of the Disaster Management Act requires, among others, that District Municipalities must establish a DMC's. It is therefore a legislative requirement that the Xhariep District Municipality establish a DMC. The Xhariep District Municipality is currently investigating the options available for the establishment of the shared service centre and have identified a site and facility for the establishment of such. Trompsburg is one of the towns where this shared services centre will be built. The proposed site is adjacent to the Trompsburg municipal buildings.

- **DISTRICT RURAL DEVELOPMENT PLAN**

The "District Rural Development Plan" and the "District Rural Development Implementation Plan" as developed by the Department of Rural Development and Land Reform and the Department of Agriculture and Rural Development has been considered and serves in the IDP as a separate Rural Development sector plan for the Municipality.

The plan identified the following for Letsemeng: attributes of the **REGION OF DIVERSE OPPORTUNITIES (SDF, 2016/17)**:

Table 3

DESCRIPTION	ATTRIBUTES
<p>The area includes Letsemeng Local Municipal area with the north western and south western sections of Kopanong Local Municipal area</p>	<ul style="list-style-type: none"> • The socio-economic growth of the municipality is centered on agriculture. • The municipal area also has mining activities, with diamonds being the major natural resource that helps with employment creation. • The area north-east of Reddersburg and the area around Petrusburg has the highest concentration of land with a grazing capacity of 0-33ha. This is in correlation with the irrigation belt which lies within the Letsemeng Local Municipality and • Land capability in this region ranges between 30% - 80%. The region around Oppermans and the area north and west of Smithfield are least capable agricultural land, as they <30% strategically located.

- Pivots area largely located in the western parts of the district in the Letsemeng Local Municipality as well as along the western boundary, with a significant number of pivots found in and around the town of Jacobsdal. The location of the critical biodiversity areas, formal conservation areas and protected areas is in correlation with the location of canals, irrigated land and high agricultural land within the district.
- There is a need for effective development and beneficiation of land reform beneficiaries, creation of decent jobs on farm and establishing Agri-villages for local economic development. A developmental approach to the settlement of restitution claims will be taken
- The data indicates that the Letsemeng Local Municipality has a greater affinity to the successful farming of irrigated land.
- The Xhariep district is a semi-arid area with extensive farming, mainly sheep. The district comprises of open grasslands with small widely dispersed towns.
- The availability of Adelaide and Ecca precisely supports the mining activities occurring in the Jagersfontein and Koffiefontein since the rocks type is associated with essential minerals. Mining activities have potential of attracting people and other economic activities.
- A number of game farms have been identified in Petrusburg, Luckhoff, Phillipolis and Bethulie.
- Large portion of the available agricultural land is suitable for livestock production.
- The areas north of Koffiefontein, east of Jacobsdal and around Petrusburg have the highest concentration of land suitable for Lucerne. Furthermore, Lucerne suitable areas are mostly found around the region of Jacobsdal, Koffiefontein, Luckhoff, Fauresmith and Smithfield.

	<ul style="list-style-type: none"> • Agricultural commodities have been identified for the Xhariep district. They are venison, aquaculture and livestock (beef and mutton) • Agricultural diversity in the Jacobsdal area supported by; • Two-thirds of the district, mainly the region between the towns of Petrusburg, Luckhoff, Fauresmith, Jagersfontein, Philippolis, Springfontein, Trompsburg, Edenburg, Reddersburg, is not suitable for the production of vegetables. • The area around Petrusburg, Jacobsdal and Zastron has the highest concentration of suitable land for the production of Fats and Oils. • Irrigation scheme to grow irrigated field crops – potato, vegetables; pasture crops lucerne and permanent crops like pecan nuts • Petrusburg area represents a combination of cattle, small stock and cereal farming • Koffiefontein and Oppermansgronde with small stock farming inclusive of potential diversification of crops • Irrigation scheme along the Orange river at Vanderkloof Dam with associated tourism activities in Rolfontein Nature Reserve (northern cape) • Existing mining activities at Koffiefontein and Jagersfontein • Historical and cultural experiences at Phillipolis with its own character. The area surrounding Petrusburg and along the N8 to Kimberley is also rich in historical • Tourism route emanating from Jacobsdal to Philippolis. • Strong linkages with Kimberley • Renewable Energy project in proximity to Jacobsdal (Pulida Solar Park – 82.5 MW)
<p>Heritage sites</p>	<ul style="list-style-type: none"> • Historical buildings & Monuments of 2nd World War Kanonkop (Koffiefontein);

	<ul style="list-style-type: none"> • Voortrekker Memorial Anglican Church used in the Boer War (Petrusburg); • The cairn of commander Ds Lubbe (Jacobsdal); • Stone Church and Ossewa Tracks (Luckhoff); • Battle of Driefontein Graves of English soldiers (rural areas)
--	---

5.2.5 MUNICIPAL POLICY

- **INTEGRATED DEVELOPMENT PLAN (IDP) (2017/22)**

The IDP holds the following as the vision for the Municipality:

“A responsive Municipality in pursuit of Service excellence”

The IDP vision is supported by the following mission: ‘Providing sustainable quality services through partnering with Stakeholders and Communities’ which will be achieved through the following developmental objectives for the years 2017-22:

- **Accelerated and improved basic service delivery to communities**
- **Financial viability and sustainability**
- **Good governance and Public Participation**
- **Facilitating economic development and job creation**
- **Improving Municipal Infrastructure**
- **Fighting poverty and building safe, secure and sustainable communities and**
- **Improving Skills development to raise productivity**

The SDF has an influence on both private and public capital investments in the sense that it needs to fulfil the following:

- The SDF ought to give direction to private investors with regard to where certain developments will be allowed as well as where they won’t be allowed; and
- The SDF should create a conducive environment for the implementation of the municipality’s Integrated Development Plan.

Localised Spatial Development Principles identified in the IDP are:

- To ensure the availability of land for the various land uses and in specific for future residential extensions;

- To enhance the economic base of the region through the optimal utilization of agricultural land;
- All future development should be accessible to the larger community, to promote the accessibility of employment opportunities from residential areas;
- Future development should promote the development of compact human settlements, and low intensity urban sprawl should be combated;
- Plans of neighbouring municipalities and regions should relate positively to each other;
- Promote mixed use development;
- Land use and development decisions must promote harmonious relationships between the built and natural environment;
- Land development and planning should protect natural, environmental and cultural resources;
- Land used for agricultural purposes may only be reallocated to another use where real need exists, and prime agricultural land should as far as possible remain available for production;
- Land use regulators and planning authorities must ensure that previous disadvantaged communities and areas receive benefit and opportunities flowing from land development;
- Appropriateness of land use must be determined on the basis of its impact on society as a whole rather than only the applicant or immediate neighbours;
- Special focus will be placed on rural development, especially where service delivery is not up to standard;
- Incentives should be reinstalled to promote the development of valuable riparian properties in the urban and rural areas

MUNICIPAL LAND USE PLANNING BY-LAW

The Letsemeng Local Municipality Planning By-laws were gazetted in the Provincial Gazette No. 82, 28 August 2015.

The Letsemeng Municipal Land Use Planning By-law applies to all land situated within the municipal area, including land owned by the state and by organs of state. The SDF must be

represented spatially. In order to create a uniform system across the Province, the Draft Free State Provincial Spatial Development Framework (2014) illustrates the desired matrix of land uses through the six main Spatial Planning Categories (SPCs).

- A. Core Areas
- B. Buffer Areas
- C. Agricultural Areas
- D. Urban Areas
- E. Industrial Areas
- F. Surface Infrastructure and Buildings

The Letsemeng Municipal Land Use Planning By-law also give direction to the following:

- The procedures for the compilation, review or amendment of Municipal Spatial Development Framework;
- The establishment of the Project Committee to compile, review or amend the SDF and the functions and duties of the Project Committee;
- Procedures with/without an Intergovernmental Steering Committee;
- The alignment between the SDF and the LUS.

INTEGRATED HUMAN SETTLEMENT PLAN

The IHSP approved by council in the 2019/20 financial year. The aim of this document is to interpret the national and provincial human settlements policies; analyse the municipal human settlement status quo, needs and trends; and propose an integrated strategy towards addressing the said needs within a Five-year period. To this end the following will be required:

- The quantification of the human settlements need;
- The alignment of the IHSP with the National Human Settlement Master Plan, district municipality's infrastructure programme and Municipal IDP, SDF, SDBIP.
- Provide for accreditation and assignment processes revealing capacity constraints and requirements within the municipality.
- The identification of vacant land for future housing development. As the SDF is reviewed, so will this policy to ensure alignment between the two.

The plan has clearly stated objectives on:

- Spatial restructuring
- Increasing typologies; and
- Facilitating alternative and innovative construction.

- **LOCAL ECONOMIC DEVELOPMENT STRATEGY**

The objective of the document is to assist the municipality, with the development of a strategy that will guide local economic development, integrate existing projects/programmes, align to the priorities of the IDP, identify ways in which the municipality can facilitate and assist economic development in collaboration with the private sector. The strategy will further provide guidance and suggestions regarding implementable projects with long-term sustainability.

To assist the municipality achieve its objectives and outcomes, the goals of this LED Strategy for Letsemeng are the:

- Development of a credible LED strategy
- Identification of competitive and comparative advantages and disadvantages, opportunities and threats to economic development based on a situational and Economic Analysis
- Identification of the strategic economic goals for the municipality
- Identification of possible projects and programmes with economic potential
- Recommendations outlining the interventions that the municipality should take regarding the implementation of the LED Strategy
- Implementation Plan
- Priorities for implementation of projects, quick wins and the partners to be involved.

This too will be reviewed with the annual IDP review.

- **ALIGNMENT OF IDP, SDF AND LUS**

All Municipalities are required to prepare Integrated Development Plans, which should include a Spatial Development Framework. A Spatial Development Framework is strategic and indicative in nature and prepared at a broad scale. The SDF of the municipality aimed at guiding and informing land development and management. It should contain the following components:

- Policy for land use and development;
- Guidelines for land use management (as proposed in the spatial Development Framework);
- A capital expenditure framework showing where the municipality intends spending its capital budget, and
- A strategic environmental assessment.

The purpose and function of the Letsemeng SDF are basically regarded as a general and indicative guide that spatially reflects the development vision and objectives of the Municipality. Because the SDF does not contain detailed proposals but broader objectives, it should not be revised annually but will guide IDP decision-making over many years. It is expected that the revision thereof be necessary when there is a shift in the Municipality's development vision and objectives. As the Land Use Scheme developed for Letsemeng, the SDF will need review.

Provision made to ensure that the SDF aligns with the principles and sections as set out by SPLUMA. The previous adopted SDF is not SPLUMA compliant and would, therefore, this is the requirement for reviewing the 2016/17 SDF.

ALIGNMENT

VERTICAL ALIGNMENT

The vertical alignment shows the relationship and alignment between the proposals and policies of the Free State PSDP; Free State Provincial Growth and Development Strategy and the Xhariep District SDF discussed earlier in this report. Of importance are:

- Koffiefontein and Petrusburg are identified as service centres
- Jacobsdal is identified as a Service Centre Manufacturing Node;
- Luckhoff is identified as an Agricultural Industry;
- N8 identified as a Transitional Development Corridor;
- Opeermansgronde is identified as a land restitution area
- Attention should be paid to education, health and social infrastructure in these areas.

HORIZONTAL ALIGNMENT

The horizontal alignment shows the relationship between the Letsemeng Municipality Local and the abutting municipal spatial development frameworks. The main proposals affecting the abutting and overarching mentioned policy instruments are:

- All urban settlements should be restructured according to the principles of walking distance;
- Protect existing intensive agriculture from demands to convert it to urban development, and biodiversity conservation including ecological river corridors beyond that proposed in this SDF;
- Priority tourism routes linking from surrounding municipalities to be carried through into the Letsemeng Municipality.

FREE STATE

- Mangaung Metro Municipality

The N8 road links Kimberley with Bloemfontein via Petrusburg, and ultimately with the Lesotho Kingdom.

Kopanong Local Municipality

The R704 links Koffiefontein with Fauresmith, Jagersfontein and Trompsburg. This route also is part of the Diamond and Wine Tourism Corridor from Jacobsdal through Koffiefontein and Jagersfontein. The Horizon Tourism Corridor linking Kimberley with Jacobsdal, Koffiefontein, Fauresmith and Philippolis also links these two Local Municipalities directly. According to the Xhariep Rural Development Plan (2016) Letsemeng and part of Kopanong forms part of the Region of Diverse Opportunities.

Tokologo Local Municipality

The N8 road that traverses the south western corner of the Tokologo Municipality is identified as a Transport Corridor and a Movement Corridor.

The areas along river courses and water sources, mountainous areas and scenic areas are all classified as sensitive areas. These include places like Nature Conservation Areas and Nature Reserves, Historic sites and pristine areas. Development in these areas should be sensitive towards these natural and cultural features. These areas are located along the southern boundary of the Tokologo Municipality and along the northern boundaries of the Letsemeng Local Municipality.

EASTERN CAPE SDF

The Eastern Cape SDF proposes the following in relation to the Letsemeng Local Municipality:

- The N6 link ('Friendly Route') can be enhanced by extending the idea into the FS for tourism facilitation
- Gariep dam is a share resource with 80 000 Ha of nature reserves – establish one consolidated reserve which straddles all 3 provinces around the dam.
- Proposed Lake Gariep expanded conservation area – this straddles the Eastern Cape and Free State and aligns with the PSDf, Xhariep district SDF and FS-biodiversity plan.
- The region bordering on the Orange river, between Venterstad and Aliwal North is earmarked as "game farming area", to support eco and adventure tourism and commercial game farming. EC's eco-tourism brand could link up with Xhariep district's.
- The N6 is identified as a strategic transport route (this includes the East London rail line which splits into two at Burgersdorp: west, via Bethulie to Springfontein, where it links up with the Cape Town-Bloem line and east, via Aliwal North and Zastron to Sannaspos where it links up with the Maseru-Bloemfontein line.
- **Joe Gqabi District Municipality**

Only a 2015/16 District IDP Framework Plan could be sourced. Nothing of relevance could be found in the document.

- **Walter Sisulu Local Municipality**

The 2014/15 IDP of Maletswai LM was sourced. This included the 2012 SDF – and nothing of Walter Sisulu was found.

A focus on Aliwal Spa as important tourism facility and drawcard, does have implications for Xhariep: Aliwal lies on the N6 corridor and Aliwal will be an important link in the chain of tourism events located along the N6 between Aliwal and Bloemfontein. Aliwal's location on the Orange River is strategic for the envisaged Orange river-Xhariep dam ecological/tourism link planned for Xhariep district

NORTHERN CAPE

The N8 road from Mangaung, through Petrusburg to Kimberley is an important Transport and a Movement Corridor, linking the Northern Cape ultimately with the Lesotho Kingdom. The Sol Plaatje Local Municipality is located in the Frances Baard District Municipality in the Northern Cape Province. It includes the diamond mining city of Kimberley. Kimberley is also the capital of the Northern Cape.

The Pixley Ka Seme District Municipality lies in the south-east of the Northern Cape Province and shares its borders with the Free State Province to the east, through Letsemeng Local Municipality. Three Local Municipality borders the Letsemeng Local Municipality: Siyacuma-, Thembelihle-, and Renosterberg Local Municipalities. The R48 from Petrusburg, through Koffiefontein and Luckhoff links the Letsemeng Local Municipality with the Renosterberg Local Municipality at Petrusville. The R705 links the R48 with the N12 in the Siyacuma Local Municipality, through Jacobsdal.

Renosterberg Local Municipality

The only two points of relevance are in the IDP:

- upgrading” of Rolfontein and Vanderkloof reserves
- Aquaculture (fish farming) at Vanderkloof

The SDF makes no mention of Letsemeng Local Municipality.

Pixley Ka Seme District Municipality IDP (Draft 2015/16, including SDF

Points of relevance in these documents are:

- Tourism opportunities along the N1
- A fish farming project in Vanderkloof
- Expansions of irrigation farming along the rivers
- Mention is made on a precinct plan for the Orange River corridor, to be done by DRDLR
- The IDP states that a regional tourism plan will be drafted by the provincial government, and that Pixley DM is to draft a development plan for water sports facilities at the Gariep Dam

Umsombomvu LM IDP 2012-2017 (2015/16 review) and SDF

- No mention was made of anything that will impact Letsemeng LM in either of the documents

Siyancuma LM IDP (2015/16) and Spatial Overview

- No strategic or spatial references or proposals of relevance for Xhariep of Letsemeng were found in the document
-

Frances Baard DM IDP (Draft for 2015/16) and SDF 2

- No information or proposals of relevance to Xhariep of Letsemeng were found in the documents.

SECTOR ALIGNMENT AND INTEGRATION

The municipality has the responsibility to ensure that the plans/projects alignment to the SDF of the municipality. The following are the sector department;

Department of Social Development

Department of Education

Department of Police, Roads and Transport

Department of Health

Department of Economic Small Business Development, Tourism and Environmental Affairs

Department of Treasury

Department of Human Settlements

The overall budget for the Xhariep is R 96 514 522. The following breakdown is applicable for the 2020/21 financial year.

The department has allocated R 96 514 522 for the Xhariep. The allocation depicts as follows;

CATEGORY	TOTAL	ALLOCATED BUDGET
Sites	(1 822)	R 56 200 000
Units	(282)	R 33 150 000
Title Deed Backlog	0	0
New Title Deeds	(336)	R 310 200
Professional services	0	R 6 854 322

Department of Sports, Arts, Culture and Recreation

Department of Cooperative Governance and Traditional Affairs

Department of Public Works

Department of Agriculture and Rural Development
 National Department of Water and Sanitation
 National Department of Rural Development and Land Reform
 Eskom

STATUS QUO AND SPATIAL ANALYSIS

BUILT ENVIRONMENT

HIERARCHY OF SETTLEMENTS

ROLES OF SETTLEMENTS

The Letsemeng Local Municipality is a Category B municipality. The following table reflects the towns in Letsemeng Local Municipality that was classified by the Department of Rural Development and Land Reform (2015)

	HIERARCHY OF SETTLEMENTS	CATCHMENT SIZE (NO. OF PEOPLE)	SETTLEMENT
G	Villages	5000 - 25 000	Koffiefontein Petrusburg Jacobsdal / Ratanang
H	Remote Villages (villages more than 20km from larger settlements)	500 – 5 000	Luckhoff Oppermansgronde

CLASSIFICATION OF TOWNS IN THE LETSEMENG LOCAL MUNICIPALITY (SOURCE: DRDLR; 2015)

According to The Department of Rural Development and Land Reform (2015), the role of each settlement is outlined below:

Koffiefontein (Ditlhake)

The town serves as the municipal administrative seat within the Letsemeng Municipality and is situated approximately 125 km northwest of Trompsburg and an estimated 146 km east of Bloemfontein. The main social and economic functions of the town are:

- Main local municipal administrative Centre
- Regional agricultural services Centre
- Diamond mining operations, and
- Regional social services centre

Petrusburg (or Bolokanang)

The town serves as a commercial and social service centre within the Letsemeng Municipality and is situated approximately 55 km northeast of Koffiefontein. Access to the town is gained from the N8 route between Bloemfontein and Kimberley. The main social and economic functions of the town are:

- Main regional agro-processing centre
- Secondary agricultural service centre
- Social functions such as residence, education and medical services, and
- Transport support services on major route.

Jacobsdal (Ratanang)

The town serves as an economic growth and tourism development node and is situated approximately 45km northwest of Koffiefontein. Access to the town is gained from the R705 route between Koffiefontein and Modder

River. The main social and economic functions of the town are:

- Regional agricultural services Centre
- Key regional tourist destination
- Main regional agro-processing Centre, and
- Social functions such as residence, education and medical services.

Oppermansgronde

The town serves as a general agricultural service centre and is situated approximately 32 km west of Koffiefontein.

Access to the town is gained from the S647 route between Koffiefontein and Luckhoff.

Luckhoff (Relebohile)

Serves as a general agricultural service Centre and is situated approximately 45 km south of Koffiefontein. Access the town is gained from the R12 route between Koffiefontein and De Aar. The main social and economic functions of the town are:

- General Agricultural service Centre to surrounding farming areas, and

- Social functions such as residence, education and medical services.

CULTURAL HERITAGE AND TOURISM

Cultural heritage constitutes monuments, architectural works, works of monumental sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science, groups of buildings, groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science, sites, works of man or the combined works of nature and man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological point of view. *(Source: Convention Concerning the Protection of the World Cultural and Natural Heritage)*

The tourism sector must be committed to the effective management and conservation of the cultural resources of their area of interest and the Free State as a whole. The following guidelines apply: (FSPSDF)

- Ensure that tourism takes note of cultural heritage resources within specific communities and environments.
- Cultural resources should be managed for the benefit of all interested parties within the communities.
- Access to management of cultural resources should be as broad as possible within specific communities and should promote cooperation between all affected parties.
- Land-use planning and development projects for tourism should include effective protection and sustainable utilisation of cultural resources.

Heritage sites in Letsemeng include:

- Historical buildings & Monuments of 2nd World War Kanonkop (Koffiefontein)
- Voortrekker Memorial Anglican Church used in the Boer War (Petrusburg);
- The cairn of commander Ds Lubbe (Jacobsdal);
- Stone Church and Ossewa Tracks (Luckhoff);
- Battle of Driefontein Graves of English soldiers (rural areas)

Other places of interest relating to culture and heritage in Letsemeng include:

- British Block House (Fort)- The blockhouse with its unique architecture was built in 1900 on the road to Paardeberg. It was declared a national monument in 1983.
- Burger Monument- The Burger Monument is located in front of the Dutch Reformed Church. It was erected in memory of the deceased at the Battle of Roodelaagte 25.11.1899 under command of D.S. Lubbe.
- Dutch Reformed Church- Consecrated in 1879 and enlarged in 1930, was used as a hospital during the Anglo Boer War – now a national monument. A Bullet hole in the front door is evidence of the many skirmishes which took place between Boer and Brit in the area.
- Jacobsdal Cemetery (at the end of De Villiers St)- The oldest grave in Jacobsdal Cemetery dates from 1859. British War graves and monuments can be found dating from the Anglo Boer War (1899 – 1902). Some “Boers” that fought the Magersfontein battle were reburied at Magersfontein which included Commandant D.S. Lubbe’s grave (1923).
- Paardeberg (18 – 27 February 1900)- By means of a wide flanking movement to avoid the Boers at Magersfontein, Lord Roberts succeeded in relieving Kimberley on 15 February 1900. Due to his precarious position, Cronje was forced to fall back to Bloemfontein along the Modder River. He was denied crossing Vendusiedrif due to the British onslaught with the result that the Boers entrenched themselves on both sides of the river. 40000 British troops supported by 100 guns besieged the small Boer force of 4000 men, women and children. After 10 days of continuous bombardment, the Boer force surrendered on 27 February 1900.

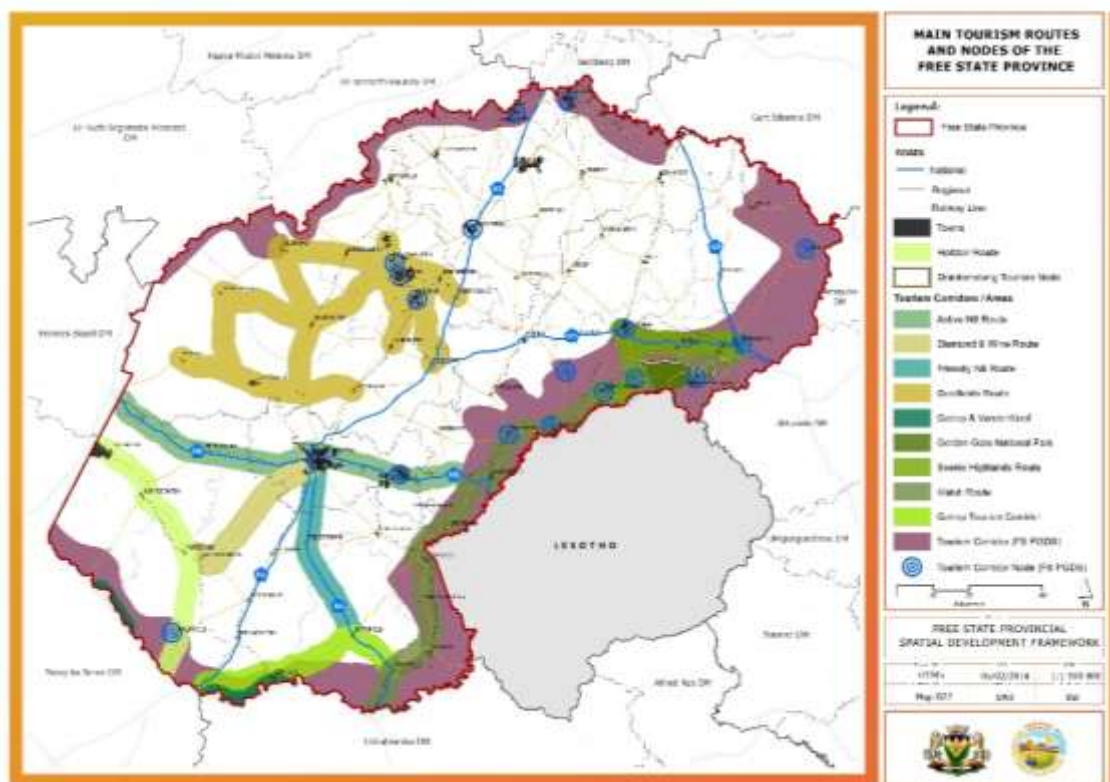
Tourism sites include:

- Kalkfontein Dam Nature Reserve, Free State- he Kalkfontein Dam Nature Reserve on the Riet River lies south east of Koffiefontein. The attractive nature reserve lies in amongst a series of koppies and boasts spectacular sunsets. That the land around the dam is too small to support much wildlife gives you an indication of the size of the dam, which supports camping, fishing and picnics. The reserve's allure of yellowfish, both the small and large mouth varieties that are a rare find in most fishing dams, are a major reason anglers head here, particularly over weekends. Other than yellowfish, anglers also find Orange River mudfish, barbel and carp and the water attracts a series of terns, greater and lesser flamingos.
- A tourism route emanating from Jacobsdal to Philippolis.
- Diamond and Wine Route- The "Diamond and Wine Route" is a very popular tourist attraction. It passes the beautiful open diamond mines at Koffiefontein open mine and includes the Landzicht Wine Cellars in Jacobsdal

The FS Provincial Growth and Development Plan states that a goals for the Free State should be to:

- Maximise arts, culture, sports and recreation opportunities and prospects for all communities.

Promote the full diversity of arts (visual and performing), culture and heritage services in the province with the aim of developing skills, creating jobs, alleviating poverty and supporting education and recreation. This goal is *aligned to those identified in the Letsemeng IDP and LED Strategy.*



MAP 3: TOURISM ROUTES AND CORRIDORS OF THE FREE STATE (SOURCE: FSGDS)

LAND OWNERSHIP AND VACANT LAND

Vacant/under developed, open spaces and land ownership are identified in each settlement. While there are small vacant plots in Koffiefontein, two large tracts of land are available for development. The first is a site owned by SenWes who have agreed to transfer the land into the ownership of the municipality, on condition that it be used only for urban development and not any agricultural related use. Letsemeng Council has adopted the next steps being to engage with SenWes regarding the change of ownership and land uses proposed by the municipality. A large tract of land owned by Transnet is also available for further development. The municipality is in discussions with Transnet regarding that land.

The identified land will be further assessed to determine its best use in terms of the SDF. In some cases the vacant land identified will be retained as open spaces. There is ample land that is vacant within the municipal areas and ownership and as well as what the erven are zoned for has been determined.

Petrusburg has very small erven. Most of them are built-up, with very few vacancies. In fact, many erven are being used multi-purposely: residential and agriculture, industrial,

commercial, offices and restaurants. This means that Petrusburg has very little potential for infill, with the exception of the modern extension to the east of town, where there are many vacant erven. However, before areas R3 and R4 be developed (as indicated in the 2016-SDF), the municipal land where the show grounds, stadium, auction kraals and stables are located (all run-down and neglected) must be assessed and suitable land parcels, be made available for redevelopment. The large open spaces adjacent to the N8 (on both sides) could potentially accommodate a fair amount of built form. Although servitudes form part of this open space, the sizes should be investigated for accuracy (and relevance).

Jacobsdal has a severe shortage of erven for the higher income group, due to a trend of people relocating from Kimberley, and commuting to and fro. Although there are a number of vacant erven on the western side of town, those will be more suitable for the GAP market. Outside of the town, large tracts of vacant land, primarily farms are present.

Oppermansgronde is a vast area which appears to be underutilized as grazing land.

Land ownership of Oppermans appears to consist of two parallel systems (according to DRDLR):

1. Some portions of Oppermansgronde have been subdivided and ownership transferred to restitution beneficiaries.
2. Some subdivided portions have not yet been transferred, due to ownership disputes.
3. A communal property association (CPA) owns the remainder of land not in individual ownership, plus the un-allocated subdivided portions

In Luckhoff all the surrounding erven are vacant (about 50) and probably worth very little. More erven to the south of town seems vacant; there are also a number of vacant sites interspersed in the central part of town. Residential extensions as proposed by SDF-2016: areas R1, R2 and R3 should not be considered before R4 and all the vacant erven in town have been fully developed

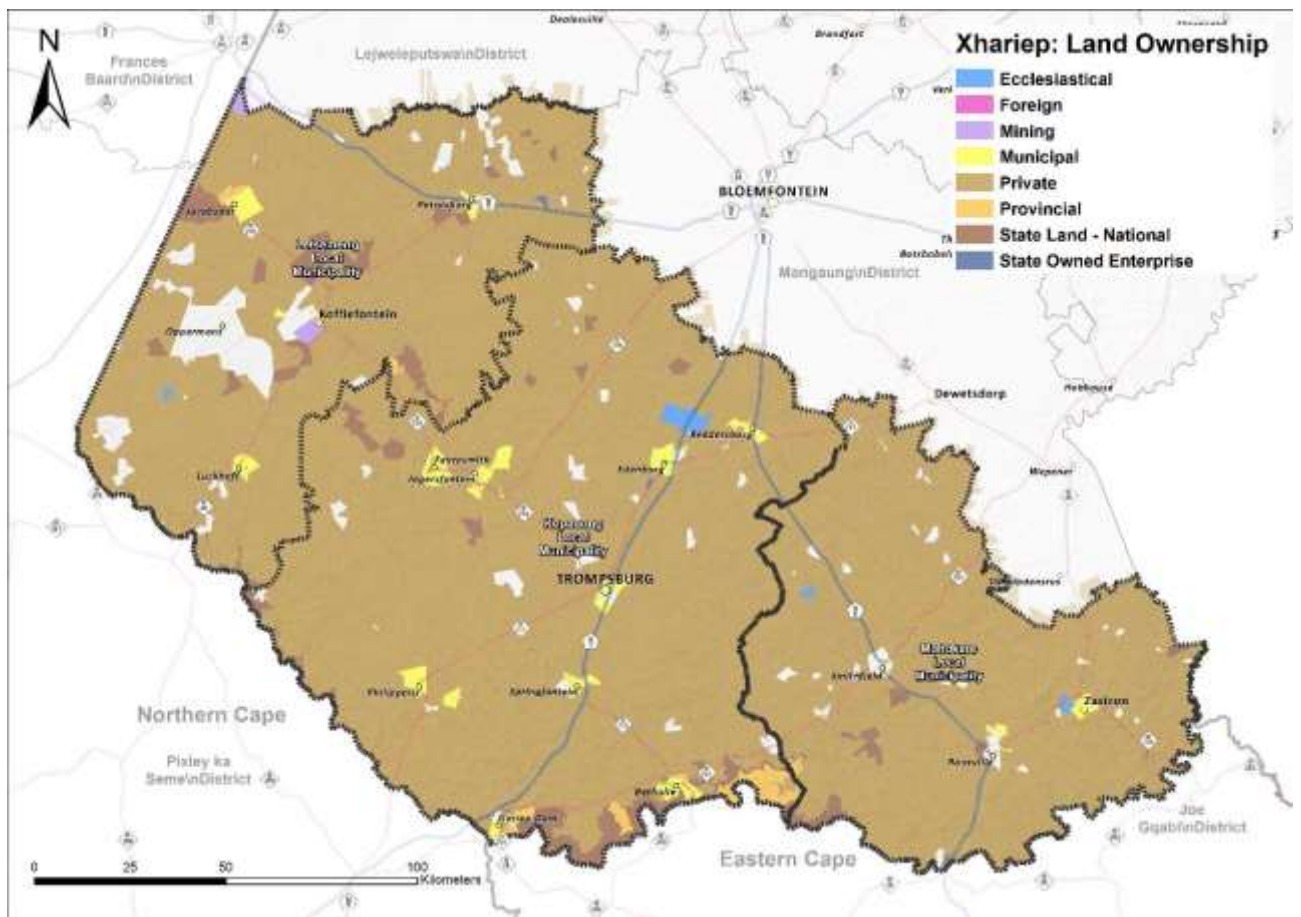
Large parcels of supposedly-mine owned land are vacant. There is a huge vacant land parcel (already subdivided into residential erven) in the northern mine residential precinct.

In previous discussions had, the Letsemeng officials identified the land bordering on the east of the Luckhoff road (R48) being ideal for a new township for the GAP market. Future

residential site marked as 1 on the 2016-SDF is apparently mine-owned. The actual availability of this land for development is being questioned.

Land available for development is the Phambili site, which needs to be transferred to the ownership of the municipality. There is also land belonging to other government departments that too need to be transferred to Letsemeng Local Municipality.

One issue faced by the municipality is the lack of a land register and land audit, resulting in the municipality being unsure of which parcels of land belong in the municipality's possession.



MAP 4: LAND OWNERSHIP VS. LAND USE (DRDLR, 2019/2024 XHARIEP RURAL DEVELOPMENT PLAN)

COMMUNITY AND SOCIAL SERVICES

EDUCATION FACILITIES

The total number of educational facilities in Letsemeng is 25, with 10 primary schools, 3 secondary schools and 12 combined primary and secondary schools. The actual number and number needed per town is indicated below. The number needed was calculated in terms of the CSIR's *Social Facility Provision Toolkit, the population thresholds and access guidelines for each facility are determined by settlement type.

Koffiefontein

Primary Schools: 2 (a total of 3 is required)

Secondary Schools: 1 (a total of 2 is required)

Combined Primary and Secondary Schools: 3

Thus the number of required educational facilities is met.

Jacobsdal

Primary Schools: 2 (a total of 2 is required)

Secondary Schools: 1 (a total of 2.3 is required)

Thus 1-2 additional secondary schools is required.

Petrusburg

Primary Schools: 4 (2.9 is required)

Secondary Schools: 1 (1.9 is required)

Combined Primary and Secondary Schools: 3

The number of educational facilities in Petrusburg is sufficient.

Luckhoff

Primary Schools: 1 (2 are required in total)

Secondary Schools: 1 (1.1 is required in total)

Combined Primary and Secondary Schools: 3

The number of educational facilities in Luckhoff is sufficient according to the standards.

Boshof:

Primary School: 1

Oppermansdal requires 1 Primary School.

The provision of school buildings in rural areas is primarily facilitated by the Education Act (Act 84 of 1996). The Free State Department of Education provides that a school should service a radius of not larger than 10km.

Although the provincial average teacher/pupil ration is 1:34, a teacher/pupil ration of 1/25 is determined for farm schools. Schools are not provided on a spatial basis only, but also on a density base. More than 1 school per

10km radius may thus be provided should the density of pupils justify the provision. Farm schools are further unique since they represent public schools on private land.

The Education Department will assess private schools and take account of their capacity when new schools are to be provided. The Department naturally monitors school standards of these institutions.

In order to provide reasonable facilities to schools, the Department adopted a policy of so called "Green Patches". The green patch concept refers to a larger school that is provided with facilities such as telephones, faxes, copiers, etcetera, which will serve smaller surrounding schools.

Issues Identified:

- Facilitate roll – out training programmes for the youth in the Arts & Culture to empower them as performing groups
- Accessibility of education facilities;
- Assist the youth with registration fees and bursaries for deserving students;
- Facilitate the roll – out of Maths and Science at all our local schools.

(IDP 2018/2019)

Major concerns are the extremely high numbers of people with no education (12%) as well as the low numbers of individuals with post-Grade 12 qualifications found throughout the Municipality (3%). It is

rather encouraging to note the relatively high number of people who had completed grade 9 or higher (57%) and 31% have completed matric or higher. Even so, there is a lack. That the Municipality has a small tertiary educated knowledge pool resulting in a limited number of skilled professionals places a constraint on development in the Municipality (Community Survey, 2016).

HEALTH SERVICES

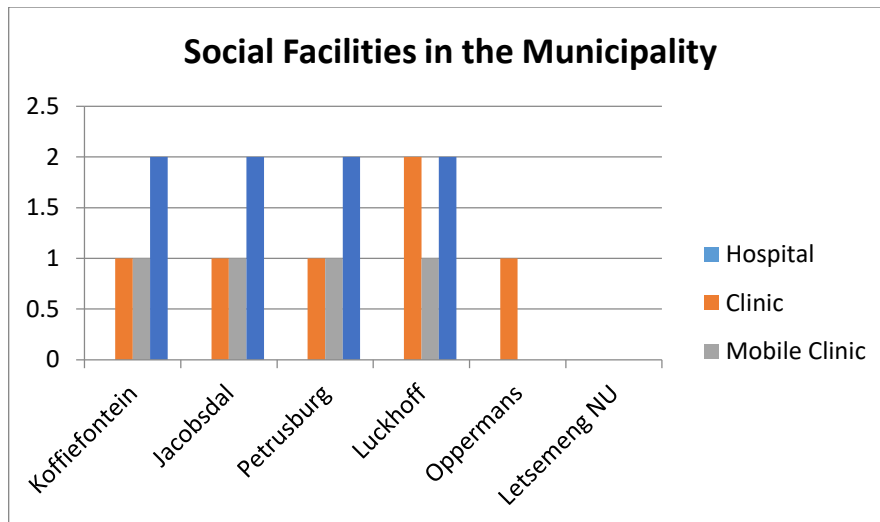
The sectoral approach that was adopted to analyse the present health facilities of the Xhariep district revealed that the National Government has adopted a primary health care strategy that includes making such services available within walking distance of communities. The strategy also includes improvement in sanitation and drinking water supply, ext. Thus the health care systems that presently exist in the District consist of:

- Regional Hospitals
- District Clinics
- Municipal health centres or clinics
- Mobile clinics

The current statistical information on health care facilities shows that there are 10 health establishments in the district, of which none are fully fledged hospitals. The closest district hospital used is situated in Jagersfontein and the regional hospital is Pelonomi in Bloemfontein. The information from the District IDP indicates that:

- Mobile Clinics are active in three of the towns. Fixed clinics are situated in all of the towns. Petrusburg has overnight and maternity facilities available.
- Access to health facilities for the communities is a major problem as people have to travel long distances for health needs that cannot be solved by clinics without properly trained staff.

The information from various IDP engagements indicated that the centres are very busy and that the quality of services is determined by the subsidy received annually from the provinces as well as the availability of medication.



(Stats SA, 2011)

Issues Identified (IDP 2018/2019)

- Currently only having two Doctors to service all local clinics
- That the racial issue of Dr Hunter at the Jacobsdal clinic be handled as a matter of urgency as he is ill-treating black patients
- Availability of medical, especially Doctors as only one is servicing the municipal area;
- That proper waiting areas be built at the local clinics as some patients are lying dormant on chairs whilst waiting to be serviced;
- That EMS improve on their response time as some old and critically ill patients suffer the consequences of their slow response;
- That proper clinics be built in:-
 - Teisesville
 - Ratanang;
- That a mobile clinic be obtained to service the farming areas;
- That the maternity Wards at Ethembeni Clinic in Koffiefontein be equipped with necessary machinery so that it can become operational;

COMMUNITY FACILITIES

Cemeteries

Two cemeteries exist in Koffiefontein, Jacobsdal, Petrusburg and Luckhoff. The available records show that Letsemeng municipality does have enough cemeteries, but the Municipality will need to register them, as not all are legal or have been registered.

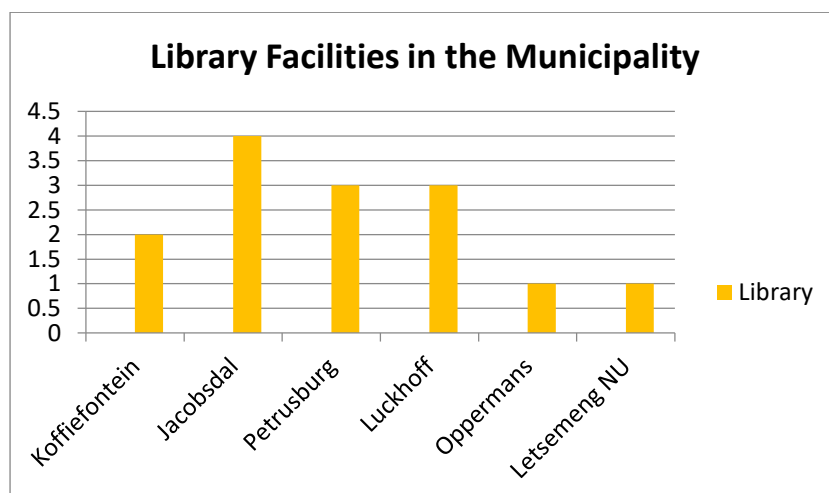
Issues Identified (IDP 2018/2019)

- Building of a community hall in Oppermansgronde
- Need for the building of a Community Hall in Oppermansgronde;
- Upgrading/Completion of sports facility in Teisesville
- Fencing of grave yard in Ratanang
- Upgrading of sports facility in Bolokanang
- Completion of sport facility in Khayelitsha
- Proper maintenance of parks, recreational facilities, sports facilities and community halls, libraries and offices by local people

Community Centres

All the towns that fall under Letsemeng Municipality have community halls. The existing community halls are used for various activities. Two new community halls are to be built in Koffiefontein and Oppermansgronde.

Libraries



(StatsSA, 2011)

In 2016/17 an additional library was built in Jacobsdal.

Police

Each town has a police station. Issues raised regarding crime and police services in the 2017/22 IDP are

- That the Oppermans police station be expanded and operating hours be extended to 24 hours per day
- That a satellite police station be opened in Relebohile to service the community as the current one is far away
- That a satellite police station be opened in Ratanang to service the community as the current one is way far
- That a satellite police station be opened in Bolokanang to service the community as the current one is way far
- That a satellite police station be opened in Ditlhake to service the community as the current one is way far
- That the SAPS improve on visible policing in all areas

Recreational Facilities

The facilities include rugby fields, tennis courts, soccer fields, etc. As far as the maintenance of these facilities is concerned, the ground survey reveals that they are regularly maintained by the Local Municipality. There is adequate space for all activities but maintenance and upgrading is necessary.

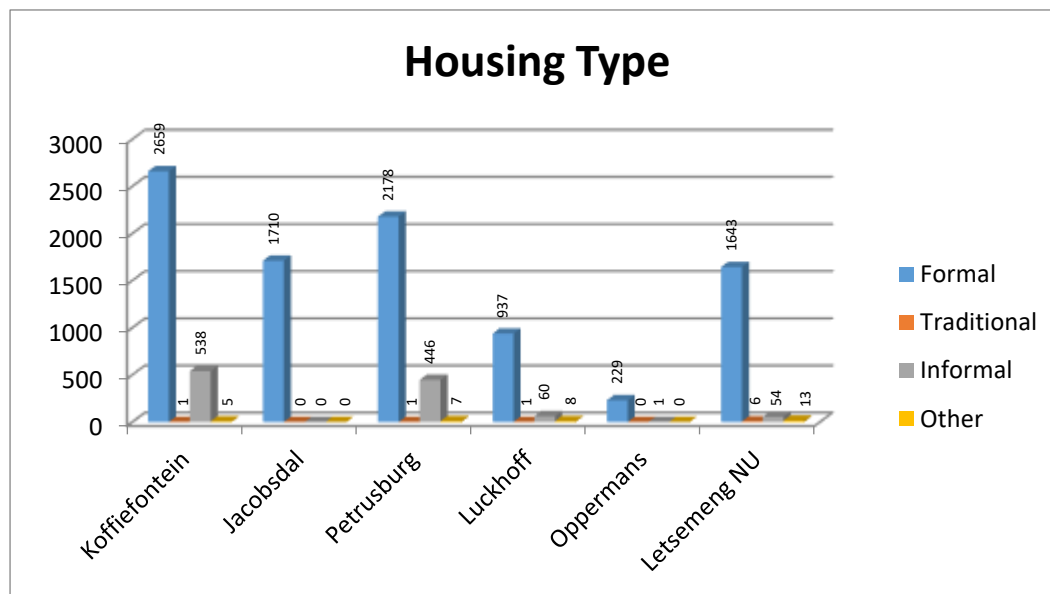
Koffiefontein has a golf course, stadium which requires attention, the tennis courts which need significantly maintenance but the bowling green seems well-looked after. Luckhoff sport stadium, tennis courts, netball courts and bowling green appears to be well-kempt. In Oppermansdam, the schools have one sports field; the assumption is that it is shared. It seems very rudimentary, with no other facilities, besides one netball court. In Jacobsdal the recreation centre in Ratanang-Sandershoogte is an impressive complex, however, it is incomplete. The facility is destined to have an indoor pool, squash courts, gymnasium. Petrusburg also hosts a sport facility. A sports centre was planned to be built in Oppermansgronde in 2018/19.

(SEE MAPS 5-10)

1.1.1 HOUSING TRENDS

SETTLEMENT TYPES (DWELLING TYPES)

In terms of Letsemeng as a municipality, houses/brick structures on separate stands dominate by far in all urban areas (83%), giving the impression that the housing situation within Municipal Area is rather good. The second largest number of household type is shacks (14%). The vast majority live in dwellings that are fully paid off (66%), 12% occupy their dwellings rent free and 11% rent through a private individual (Community Survey, 2016). The decline in population growth does provide an opportunity for Letsemeng municipality to catch up with backlogs.



(Housing Type per Town, StatsSA, 2011)

It is clear from the above graph that housing is provided in a formal way – that means RDP housing constructed. Informal Housing consists of 500 houses and less.

Care must be taken to not over develop current extensions.

HOUSING STATUS AND BACKLOG

	Rented from private individual	Rented from other (incl. municipality and social housing ins)	Owned; but not yet paid off	Owned and fully paid off	Occupied rent-free	Other	Do not know	Unspecified
Formal dwelling/house or brick/concrete block structure on a	2108	446	2304	25384	2547	551	175	127
Traditional dwelling/hut/structure made of traditional mater	11	-	-	-	-	-	-	-
Flat or apartment in a block of flats	-	-	-	-	-	-	-	-
Cluster house in complex	-	-	-	-	-	-	-	-
Townhouse (semi-detached house in a complex)	73	-	-	285	-	-	-	-
Semi-detached house	53	-	-	-	-	-	-	-
Formal dwelling/house/flat/room in backyard	78	-	-	393	28	-	-	-
Informal dwelling/shack in backyard	7	-	-	1393	228	59	-	-
Informal dwelling/shack not in backyard (e.g. in an informal	254	-	107	2326	668	38	-	-
Room/flatlet on a property or larger dwelling/servants quart	101	-	-	-	-	-	-	-
Caravan/tent	-	-	-	-	-	-	-	-
Other	264	-	24	11	-	-	-	-
Unspecified	-	-	-	-	-	-	-	-

TABLE 3 HOUSING TYPES AND TENURE (STATSSA 2011)

The Community Survey (2016) shows that the dominant form of housing, the formal dwelling house are mostly owned and fully paid off, and there is a similar number of householders who own their formal dwelling but have not paid it off and those who occupy rent- free. Very few dwelling units are rented from those other than individuals, such as the municipality and social housing institutions (around 3%). The current backlog in housing is 3002 houses.

■ KEY SPATIAL ISSUES

A detailed community and stakeholder analysis was done with all the respective communities at a day work session. The sessions were specifically to allow the communities to analyse the

region and to provide their specific needs. The main issues identified by the communities are summarized as follows.

Community Spatial Issues

Table 4

SPATIAL KEY ISSUE	BRIEF DESCRIPTION
Access to land	The issue of access to land relates the local municipality as well as individuals and groups. As far as individuals and groups are concerned, the burning issues are access to residential land in urban areas and to agricultural land for emerging farmers. The municipalities experiences a shortage of land for residential expansion and other social functions
Land development	Land Development relates to the availability, preparation and funding of certain key land uses such as sites for housing developments, land for needed social amenities and economic activities. The key issues requiring attention in this regard include: the generation of proper information of projected land development needs, funding, co-operation and local capacity to evaluate development applications.
Spatial integration	Spatial integration has to focus on both a macro and a micro level. On a macro level there need to be more focused development initiatives at key nodal points to develop the municipality within its region strategically within current resource constraints. On a micro level, most town areas are still geographically segregated and direct intervention within former buffer strip areas will be required to integrate communities.
	The long term sustainability of all land development practices will be the key factor in the environmental and economic future of this predominantly mining and agricultural region. Specific attention will have to be given to the building of capacity amongst especially emerging land users (both miners and farmers) and the provision of a management framework to all land users within the municipality.
Sustainable land management	
Land reform and restitution	Proper distribution network

Land Conservation	Various areas adjacent to the rivers are well suited for tourism and agricultural development alike. These areas are however sensitive to over utilization and pollution and will have to be protected and conserved to ensure long term benefits thereof.
--------------------------	--

• **SPATIAL OBJECTIVES**

The Spatial Development Framework (SDF) supports the Letsemeng World as indicated in the IDP document and aims to promote an urban form that will deliver the long-term vision for Letsemeng. The primary purpose of the SDF is to create a town that is sustainable, accessible, and efficient. The following objective will ensure that the municipality succeeds in its primary purpose.

Spatial Objectives

Table 5

Objective 1	To create sustainable human settlement with quality physical, economic and social environments;
Objective 2	To encourage land reform towards more intensive land uses;
Objective 3	To encourage urban and regional integration and rectification of past imbalances;
Objective 4	To create a sustainable local land use management system;
Objective 5	Support Local Economic Development Opportunities;
Objective 6	Manage Informal settlements;
Objective 7	Manage development to ensure environmental sustainability;
Objective 8	Promote regional connectivity;

The outcomes of the above objectives are indicated in the Table below

Table 6

SUSTAINABLE ENVIRONMENT	ACCESSIBLE MUNICIPALITY	AN EFFICIENT TOWN
<ul style="list-style-type: none"> The responsible use of natural resources; 	<ul style="list-style-type: none"> A physical town structure that promotes accessibility; 	<ul style="list-style-type: none"> Equity within the urban system;

<ul style="list-style-type: none"> • Focused activities and investment; • Sustainable neighborhoods; • Infrastructure viability; • Managed growth; • Cultural heritage; 	<ul style="list-style-type: none"> • Form and structure that lead to greater efficiency; • A sustainable rates base; 	<ul style="list-style-type: none"> • Protection of existing investments; • Focused investment; • Safety and security; • Diversity within the urban system; • Open space system; • Sustained economic growth;
---	--	--

The outcomes of the above objectives are indicated in the Table below

SUSTAINABLE ENVIRONMENT	ACCESSIBLE MUNICIPALITY	AN EFFICIENT TOWN
<ul style="list-style-type: none"> • The responsible use of natural resources; • Focused activities and investment; • Sustainable neighborhoods; • Infrastructure viability; • Managed growth; • Cultural heritage; 	<ul style="list-style-type: none"> • A physical town structure that promotes accessibility; • Form and structure that lead to greater efficiency; • A sustainable rates base; 	<ul style="list-style-type: none"> • Equity within the urban system; • Protection of existing investments; • Focused investment; • Safety and security; • Diversity within the urban system; • Open space system; • Sustained economic growth;

- **STRUCTURING ELEMENTS**

The Spatial Development Framework needs to be indicative and therefore there is a need to adopt a set of structuring elements that can give future structure to the urban and rural form of the municipal area. Six (6) spatial structuring elements had been identified; with the main purpose of these structuring elements being:

- To ensure that the SDF achieves the desired urban form;

- To link spatial objectives with clear implementation strategies;
- To ensure that infrastructure is carefully planned;
- Policy and institutional instruments are in place;
- Growth is appropriately managed;
- To ensure that all relevant sectors are aligned to the plan;

The above can be achieved by implementing an effective growth management approach, which steers development to achieve the desired spatial and developmental outcomes. Growth management is a multi-sectoral concept that should be reflected in an integrated management system which relies on the contributions of all service providers in the area.

- **NORMATIVE PRINCIPLES**

The NSDP proposes the following normative principles to be used as a guide by all spheres of government when making decisions on infrastructure investment and development spending:

- (a) Government spending on fixed investment, beyond the constitutional obligations to provide basic services to all citizens, should be focused on localities of economic growth and/or potential for sustainable economic development in order to attract private sector investment, stimulate sustainable economic activities and/or create long-term employment opportunities. In these areas government's objective of both promoting economic growth and alleviating poverty will best be achieved.
- (b) In localities where there are both high levels of poverty and development potential, this could include fixed capital investment beyond basic services to exploit the potential of those localities. In localities with low development potential, government spending beyond basic services should focus on social investment, such as human resource development, labour market intelligence and social transfers, so as to give people in these areas better information and opportunities. This will enable people to become more mobile and migrate, if they choose to, to localities that are more likely to provide sustainable employment or other economic opportunities. The further concentration of people in need in areas of low potential should therefore not be encouraged.

- **DEVELOPMENT POTENTIAL**

NSDP Categories of Development Potential

Categories of development potential proposed by the NSDP are:

- (a) Innovation and experimentation;
- (b) Production – high value, differentiated goods (not strongly dependent on labour costs);
- (c) Production – labour intensive, mass-produced goods (more dependent on labour costs and/or natural resource exploitation);
- (d) Public services and administration;
- (e) Retail and services;
- (f) Tourism.

Based on the above development potential, towns are classified as having high combined development potential, above average combined development potential, below average combined development potential, and limited integrated development potential.

SPATIAL PROPOSALS AND SPATIAL DEVELOPMENT FRAMEWORK SDF PROPOSALS FOR THE LOCAL MUNICIPALITY FOR THE NEXT 5 YEARS (MACRO LEVEL MAP)

OBJECTIVES THAT REFLECT THE DESIRED SPATIAL FORM OF THE MUNICIPALITY ON THE MACRO LEVEL MAP

HUBS

- Initiate social and economic development programs;
- Rehabilitation of core areas and promoting competitive advantage of such areas;
- Proper management of commonage areas guided by relevant policies;
- Promote access to residential and business sites in towns;
- Promote an urban form that will deliver the long-term vision for Letsemeng Local Municipality;

NODES

(a) Logistics and Industrial Nodes

- Focused development initiatives at key nodal points to develop the municipality;
- The long term sustainability of all land development practices;

- Building of capacity amongst emerging land users such as miners and farmers;

(b) Agricultural Nodes (Labour intensive mass-produced goods)

- Promote access to agricultural land for emerging farmers.

(c) Tourism Nodes

- Promote well-suited nodes for tourism and agricultural development.

CORRIDORS

(a) Tourism corridors

- Protect and conserve sensitive areas.
- The Wine and Diamond Corridor linking Kimberley with Jacobsdal, Koffiefontein, and Jagersfontein.
- Horizontal Tourism Corridor linking Kimberley with Jacobsdal, Koffiefontein, Fauresmith, and Philippolis.

(b) Irrigation Corridor:

- Intensive irrigation schemes of the Riet River/Kalkfontein Dam in the Jacobsdal/Koffiefontein area, Vanderkloof Dam, and Gariiep Dam in the Xhariep District needs to be investigated. Implementation of Mahau, Boitumelo, Tshepiso, Aganang and Oppermans irrigation schemes to utilize 3000ha of water rights.

(c) Transport corridors

- Integrate geographically segregated community through promoting mobility.
- The N8 connects Kimberley via Petrusburg, Bloemfontein and Thaba Nchu with the Kingdom of Lesotho at the border post at Ladybrand.

(d) Development corridors

- Integrate activity spines and develop gateways of towns;
- Develop medium to high-density residential development with a mix of business activities along the activity corridor;

PROPOSALS ON MACRO LEVEL FOR WHOLE OF LOCAL MUNICIPALITY ACCORDING TO SPCs

CORE AREAS

CORE 1 (A.A): FORMALLY PROTECTED AREAS (STATUTORY CONSERVATION AREAS)

All areas in this category requires guidelines on how they are controlled and conserved. These areas are vital to the environment and their sustainability is a growing concern given the impacts of climate change.

CORE 2 (A.B): ECOLOGICAL/RIVER CORRIDORS AND WETLANDS

These natural areas must be taken into account when development are planned especially around the river and wetland. They are environmentally sensitive and have ecological significance to the ecosystem.

BUFFER AREAS

BUFFER AREAS (B): AGRICULTURE AND SENSITIVE BIODIVERSITY AREAS/ CRITICAL BIODIVERSITY AREAS (CBAS) OUTSIDE OF CORE 1 AREAS

These buffer areas include all land within the conservation corridors outside of the formally protected nature areas. When a property is proclaimed as a Conservancy or Stewardship area, those portions should be used purely for conservation purposes and should be proclaimed as Core 1 (A.a) and those portions containing accommodation or buildings should remain Buffer 1 (B.a).

Extensive Agriculture

Areas outside of Critical Biodiversity Areas should be managed to improve their biodiversity and veld carrying capacity through rotational grazing methods.

Intensive Agriculture Areas (I.a) Irrigation Farming Areas

These include irrigation farming areas, which are the most productive and have received the highest infrastructure investment. They should be protected from urban development to the greatest degree possible.

Intensive Agricultural Areas (I.b) Dry land Farming Areas

Although these areas have not received the high level of investment of irrigation farming areas they still represent an important opportunity for investment.

AGRICULTURE AREAS

Extensive Agriculture

Areas outside of Critical Biodiversity Areas should be managed to improve their biodiversity and veld carrying capacity through rotational grazing methods e.g. sustainably coordinate commonage projects.

Intensive Agriculture Areas (I.a) Irrigation Farming Areas

These include irrigation farming areas, which are the most productive and have received the highest infrastructure investment. They should be protected from urban development to the greatest degree possible. This is through sufficient training on conservation and sustainable farming.

Intensive Agricultural Areas (I.b) Dry land Farming Areas

- Initiate game farms and reinvest in the farming activities, as this sector is one of the biggest economic contributors in the municipality;
- Provide and support commonage land in Petrusburg and Luckhoff;

URBAN RELATED AREAS

This includes the areas that are to be used for urban related activities. All these areas should be included in a defined Urban Edge.

- Built a resource center in Jacobsdal through partnerships;
- Counter sprawl by developing the urban edge close to the built-up area;

INDUSTRIAL AREAS

EXTRACTIVE INDUSTRY (E.E)

These include all mining activities and quarrying in the municipality. The promotion of settlements at mines should not be encouraged. The labour force to support mines should be accommodated in the existing urban areas or proposed rural nodes (if found viable).

- The approach to the waste management needs to be changed to that of ‘Zero Waste’, where waste becomes a resource for local re-manufacturing. This will require local recycling projects to be initiated and promoting existing ones;
- Future development should concentrate on a good access road;
- The large open spaces adjacent to the N8 (on both sides) could potentially accommodate a fair amount of built form and huge tracts of Transnet land to the North of town could accommodate industrial / agro-industrial activities in Petrusburg;
- Investigate and support the possibilities of re-opening the railway in Koffiefontein and Petrusburg;

SURFACE INFRASTRUCTURE AND BUILDINGS

WIND AND SOLAR ENERGY GENERATION (F.I)

These include all wind and solar energy generation facilities. These facilities should be promoted to support the supply of electricity in the municipality and the provision of basic services to those in need. These projects are to be sensitively placed to not negatively impact the surrounding urban, agricultural or natural environment. Letsemeng is ideal for solar projects, as proposals have made by private companies.

SDF PROPOSALS FOR EACH TOWN IN THE LOCAL MUNICIPALITY FOR THE NEXT 5 YEARS (MICRO LEVEL MAP)

Important Information

This chapter's information is predominately relevant with certain sections in the SDF approved by Council in 2016. However, the SDF review is currently underway; MISA and Cogta are also assisting the Municipality. Drafting and reviewing the spatial proposal is underway and will be finalized before the end of July 2021. The SDF Proposals are further expressed and categorized into more different social amenities, and other related spatial desires to address spatial imbalances, spatial inequalities within the Letsemeng municipal boundaries.

KOFFIEFONTEIN

Koffiefontein is the main business and administrative hub of the Municipality. It is the town with mining and agricultural activities that have potential of attracting people and other economic activities. Koffiefontein need to be developed to draw investment through working with private and public sector.

OBJECTIVES THAT REFLECT THE DESIRED SPATIAL FORM FOR EACH TOWN IN THE LOCAL MUNICIPALITY ON THE MICRO LEVEL MAP

NODES

Maintain sense of place created by the peculiarity of the coffee pot, the diamond mine, its headgear tower and tailings dump. This is to be amplified by emphasizing nodal, route and edge structuring of the town;

- Increase pedestrian movement, allow for markets and other opportunities to provide access to small and informal businesses in well-located spaces to maximize economic opportunities;
- All nodes must contain commercial, business and residential activities, as all are destined to be mixed-use nodes;
- The Town centre is the obvious node that should get a preference for intensification;
- Develop precinct plans to facilitate and guide the development of all the nodes;
- Lesser nodes should be supported based on the market and locations e.g. at the new entrance to Koffiefontein town via the R48 from Petrusburg;

CORRIDORS

- Increase densities along corridors;
- Activating the urban gateway and activity corridors;

The primary activity corridor is De beers Street. This must be intensified and extended as a corridor to connect with Dithlake. This will cause two more potential nodes to develop at the junction with Edward Street. This node will also become the gateway node to Dithlake. Eventually, this corridor will stretch from the western entrance to Dithlake to the Eastern exit from town and past the station node. The existing business area of Koffiefontein (CBD) is concentrated around the main streets. Added hereto, some businesses are spread out through town, including Dithlake. Further development of these nodes should be supported where a node does not yet exist and it is desirable. Land-use change applications must be supported.

-

URBAN EDGE

- All future proposals are within the Urban Edge;
- Vehicular access to Fauresmith is gained by the R704 connection to Oppermansdorp is made via the S647 (tarred);
- Connection to Jacobsdal is made via the S647 (gravel from the Oppermans turn off) and the R705 (tarred);
- The existing business area of Koffiefontein (CBD) is concentrated around the main De Beers Streets;
- Rail travel and transport must become an important element of the municipality's logistical infrastructure (which used to be in past years). The infrastructure can be revived and used;
- Letsemeng should enter into discussions with Transnet (in partnership with its municipalities in Xhariep) about the revitalization of rail travel. In addition, the option of operating a district railway, using Transnet infrastructure (or leasing it from Transnet) should be explored;
- There is a proposal or wish from the council that the R48 from Petrusburg be re-aligned to enter Koffiefontein directly. The R48 continues to Luckhoff, Vanderkloof dam and the Northern Cape (tarred);

KOFFIEFONTEIN: PROJECT AND STRATEGIES ACCORDING TO THE SPCS

CONSERVATION
A. CORE AREA
NATURAL AREAS
B. BUFFER AREAS
ECOLOGICAL CORRIDORS

Linkages between natural habitats or ecosystems that contribute to the connectivity of the latter and to the maintenance of associated natural processes.

- Flood lines must be taken into account when development are planned especially around the Riet River;
- All areas adjacent to streams and rivers should be seen as environmentally sensitive;
- Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas;

URBAN GREEN AREAS

Municipal open spaces that form in integral part of the urban structure.

Commonage: land directly adjacent to town must be assessed for suitability for different uses, including garden allotments, residential, commercial agricultural projects and leisure areas;

Potential recreational facilities:

- The commonage riverbank and riparian zone to the north of town and Dithlake (excluding ecologically important areas);
- All the land indicated as “urban green areas” in the 2016-SDF, should be evaluated for its suitability;
- The Dam is adjacent to the mining village;
- The ‘monument Koppie’ with the SA-War memorial on top. Picnic facilities are provided there, but these have turned into dust. This place can be revived as a relaxation spot (in the 2016-SDF, this land parcel is indicated as being an “institutional area”);
- There are very few formal open spaces in Koffiefontein, the most notable one being the median in the main road in town. These spaces must be guarded, designed, developed and maintained as urban parks;

AGRICULTURAL

C. AGRICULTURAL AREAS

- Urban agriculture: garden allotments must be established on commonage land adjacent to the town;
- LLM must lease the land to lessors who must utilize the land for horticulture – (vegetables and fruit) not the keeping of stock;
- Livestock grazing on commonage land is a problem in the sense that there seem to be too many stocks per Hectare. Department of Agriculture’s policy regarding the management of commonages must be followed, in partnership with stock owners;
- It is proposed that the town commonage be zoned according to permaculture zones: In the first concentric circle, garden allotments must be established (Z-2). Second circle: provision must be

made for orchards and small livestock (Z-3). Third circle: commercial crops, sown pasture, woodlots, large livestock (Z-4). Outside the commonage: managed rangeland, game farms, wilderness;

- Water rights from the irrigation canal can make intensive farming viable in Koffiefontein. It is not known if water rights have or can be allocated to locals;

URBAN

D. URBAN RELATED AREAS

RESIDENTIAL AREAS

Areas designated for residential purposes, e.g. single title erven, group housing, estates, 'GAP housing and residential smallholdings.

- The unused SENWES and Transnet sites are very well-located for higher-density residential and mixed-use development in Koffiefontein;
- Expand residential development on erf 1651 next to Dithlake clinic, area next to Diamandgronde combined school and Stanley Street in Town.

BUSINESS AREAS

Areas designated for activities associated with retail and service industries, e.g. shops, restaurants, professional offices (areas zoned for business purposes).

- The existing business area of Koffiefontein (CBD) is concentrated around the main streets. Some businesses are spread out through town, including Dithlake.
- Further development of these nodes (Koffiefontein business area) should be supported. Where a node does not yet exist and it is desirable, land-use change applications there must be supported.
- Improve access to business sites in core activities areas;

MIXED USE DEVELOPMENT AREAS

Areas designated for innovative combinations of land-use, e.g. residential/light business; light industry/light business (in terms of various municipal zonings).

- The railway station is a potential secondary node, but will only be viable if rail travel does happen. If rail travel reaches its potential, the station precinct must be planned so that it can evolve into a mixed-use node;
- Investigate the 15 sites in town and possibilities of having a caravan park;

INSTITUTIONAL AREAS

Areas designated for schools, colleges, churches, mosques, and other institutional purposes.

- Manage and provide sites for institutional purposes (religious);
- There is abundant request for church sites, this need to be investigated and provision made to allocation and regulated;

<ul style="list-style-type: none"> The municipality engage the Department of Education and other relevant authorities to convert Motheo Satellite situated in Koffiefontein into a College;
AUTHORITY AREAS
<i>Areas designated for governmental purposes and other official uses, e.g. municipal offices, offices of parastatals (Telkom, Eskom) (areas zoned for authority purposes).</i>
N/A
CEMETERIES
<i>Cemeteries and formal burial parks, excluding crematoriums.</i>
<ul style="list-style-type: none"> Fence cemeteries and maintain them.
SPORTS FIELDS AND INFRASTRUCTURE
<i>Dedicated sports fields together with the associated infrastructure, parking areas, and services.</i>
<ul style="list-style-type: none"> Upgrading sport facilities
RESORTS AND TOURISM RELATED AREAS
<i>Tourism-related nodes and amenities that form part of a designated Hospitality Corridor.</i>
<ul style="list-style-type: none"> The town must retain a clear, compact form, distinct from the countryside and the clarity and reputation of nodes and landmarks must be maintained; The coffee can at the current entrance is a town icon. This must be retained, fixed, maintained and celebrated. Similarly, the stream that runs through this entrance symbolizes the water without which coffee cannot be made. This stream and its riparian area must be treated as an ecological unit, restored to its natural state and nurtured as such;
INDUSTRIAL
E. INDUSTRIAL RELATED AREAS
LIGHT INDUSTRY
<i>Areas designated for light industrial activities associated with the service industry (e.g. repair of motor vehicles) including warehouses and service stations.</i>
<ul style="list-style-type: none"> Koffiefontein has several light and service industries, spread over the town should be maintained and supported; A survey of all light and service industries in ‘greater Koffiefontein’ is required to determine the latent and effective demand for erven. This activity can, in most cases, co-exist with other land uses, it should be accommodated as part of mixed-use development nodes; Light and service industrial activities will also be supported around the station node;

- The street block opposite (South) the cemetery has been turned into illegal waste dump. The waste dump must be closed and completely removed through a waste recycling project;

EXTRACTIVE INDUSTRY

Settlements and infrastructure associated with multiple consumptive resource extraction, e.g. mining.

- Petra Diamond Mines Limited is the only mine in Koffiefontein located in the South Eastern part of Koffiefontein. The mine has a significant impact on the area through economic development and job creation. The physical and environmental impact of the mining activities should be in a sustainable manner.

SURFACE INFRASTRUCTURE

F. SURFACE INFRASTRUCTURE AND BUILDINGS

ROADS AND STREETS

Public streets and parking areas within main town and rural settlements.

- Pave roads and carry out maintenance;

TRANSPORT

Transport and associated infrastructure.

- The bridge into Koffiefontein requires a refurbishment;
- Providing shelters at the hiking spots and proposed taxi ranks;

SURFACE INFRASTRUCTURE

Areas designated as municipal and private surface infrastructure

- Integration between Koffiefontein and Dithake should be enabled via the main activity corridor and integration node;
- Integration with Diamanthoogte should be indirect, via development towards the main road. This can be an integral part of the corridor;
- Infill development gets preference over new horizontal expansion;
- Densification will be supported along all corridors and at nodes;
- All identified sites for development must first be subjected to suitability investigations, specifically in terms of its geotechnical conditions and provision of services;
- Preference must be given for green infrastructure, local knowledge, material and labour;

PETRUSBURG

Nodal and corridor developments will over timework towards enhancing the legibility of Petrusburg and Bolokanang. Petrusburg surrounding has a good cultivated agricultural land while the Southern area is renowned for livestock farming. It also has the highest concentration of land with a grazing capacity of 0-33 ha.

OBJECTIVES THAT REFLECT THE DESIRED SPATIAL FORM FOR EACH TOWN IN THE LOCAL MUNICIPALITY ON THE MICRO LEVEL MAP

NODES

- A business node can be developed at the station, entrance to Bolokanang and both entrances to Petrusburg, off the N8;
- All nodes must contain commercial activities, as all are destined to be mixed-use nodes;
- The nodes must not exclude business activity in other parts of town, such as corner shops, doctors’ consulting rooms, etc;
- It is proposed that all nodes have to accommodate a residential function;

CORRIDORS

- Petrusburg’s main corridor is Monument Rd;
- Secondary corridors will be Pretorious Street, direction railway station and Monument Street in Bolokanang;
- Allow for markets and other opportunities to facilitate small and informal businesses in well-located spaces to maximize economic opportunities;

Along the corridors, the municipality will have to prepare design guidelines and manage development in terms of appropriate height of buildings, densities and pedestrian movement.

URBAN EDGE

All future proposals are within the Urban Edge

- Take advantage of the local vehicular access to Petrusburg is gained by the N8 from Bloemfontein to Kimberley (tarred) - this is a provincial corridor;
- The N8’s alignment gives continuity to passing traffic;

PETRUSBURG: PROJECTS AND STRATEGIES ACCORDING TO THE SPCS

CONSERVATION
A. CORE AREA
NATURAL AREAS

B. BUFFER AREAS

ECOLOGICAL CORRIDORS

Linkages between natural habitats or ecosystems that contribute to the connectivity of the latter and to the maintenance of associated natural processes.

- Flood lines must be taken into account when development are planned;
- All areas adjacent to streams and rivers should be seen as environmental sensitive;
- Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas;

URBAN GREEN AREAS

Municipal open spaces that form in integral part of the urban structure.

- There are large tracts of open space in Bolokanang, but none of them has been developed;
- Erven 708 and 710 are being used as garden allotments, with vegetables being cultivated there.
- Servitude-areas should ideally be developed as outdoor gyms;
- Commonage land: communal areas outside of the flood plains must be assessed for their suitability for one or more of the following functions; Garden allotments for urban agriculture, housing and Recreation potential;

AGRICULTURAL

C. AGRICULTURAL AREAS

- Urban agriculture: garden allotments must be established on commonage land adjacent to town (where the soils are suitable);
- LLM must lease the land to lessors, where utilization of the land will be mandatory for horticulture (vegetables and fruit) and fowl, but not for the keeping of stock;
- The existing garden allotments in Bolokanang must remain operational;
- Incentivize the farmers;
- Livestock grazing on commonage land is a problem in the sense that there seem to be too many stocks per Hectare. Department of Agriculture's policy regarding the management of commonages must be followed in partnership with stock owners;
- It is proposed that the town commonage be zoned according to permaculture zones in the first concentric circle, garden allotments must be established (Z-2). Second circle: provision must be made for orchards and small livestock (Z-3). Third circle: commercial crops, sown pasture, woodlots, large livestock (Z-4). Outside the commonage: managed rangeland, game farms and wilderness;

URBAN
D. URBAN RELATED AREAS
RESIDENTIAL AREAS
<i>Areas designated for residential purposes, e.g. single title erven, group housing, estates, 'GAP housing and residential smallholdings.</i>
<ul style="list-style-type: none"> Expanding residential development as per SDF 2016/17;
BUSINESS AREAS
<i>Areas designated for activities associated with retail and service industries, e.g. shops, restaurants, professional offices (areas zoned for business purposes).</i>
<ul style="list-style-type: none"> Support existing businesses;
MIXED USE DEVELOPMENT AREAS
<i>Areas designated for innovative combinations of land-use, e.g. residential/light business; light industry/light business (in terms of various municipal zonings).</i>
<ul style="list-style-type: none"> Investigate the proposal of having one stop shop; All mix use development need to be around corridors and accessibility routes;
INSTITUTIONAL AREAS
<i>Areas designated for schools, colleges, churches and mosques and other institutional purposes.</i>
<ul style="list-style-type: none"> There is abundant request for church sites, this need to be investigated and provision made to allocation and regulated;
AUTHORITY AREAS
<i>Areas designated for governmental purposes and other official uses, e.g. municipal offices, offices of parastatals (Telkom, Eskom) (areas zoned for authority purposes).</i>
No proposals
CEMETERIES
<i>Cemeteries and formal burial parks, excluding crematoriums.</i>
<ul style="list-style-type: none"> Fence cemeteries and maintain them.
SPORTS FIELDS AND INFRASTRUCTURE
<i>Dedicated sports fields together with the associated infrastructure, parking areas, and services.</i>
<ul style="list-style-type: none"> Upgrading sport facilities All sports fields/stadiums should be linked to the open space system.

RESORTS AND TOURISM RELATED AREAS	
<i>Tourism-related nodes and amenities that form part of a designated Hospitality Corridor.</i>	
<p>Petrusburg has no declared heritage sites. Nonetheless, several old buildings epitomize a past era. These should be preserved and emulated in new developments in the ‘old town’. Although the SAHR Act protects all structures older than 60 years, ignorance often leads to the destruction of heritage material causing the local character to be lost. The municipality must guard against such a loss.</p> <ul style="list-style-type: none"> • Local symbols, landmarks and the vernacular built form must be cherished, preserved and maintained; • The town must retain a clear, compact form, distinct from the countryside and the clarity and prominence of nodes and landmarks must be retained; • A landmark structure (other than the water towers) is required for Bolokanang; • A number of game farms have been identified in Petrusburg; 	
INDUSTRIAL	
E	INDUSTRIAL RELATED AREAS
LIGHT INDUSTRY	
<i>Areas designated for light industrial activities associated with the service industry (e.g. repair of motor vehicles) including warehouses and service stations.</i>	
<ul style="list-style-type: none"> • Zero waste project must be pursued. The ideal site for this would be in Bolokanang, as the project will be labour-intensive. It is proposed that it be located at the junction of the N8 and S117, for there it is very accessible for large trucks and it is close to the labour pool; • An alternative site would be next to the railway line for ease of rail transport; • A survey of all light and service industries in ‘greater Petrusburg’ is required to determine the latent and effective demand for erven. This activity can, in most cases, co-exist with other land uses, it should be accommodated as part of mixed-use development nodes; • A commercial node including light and service industrial activities will be supported around the railway station. The station facility must be planned to make provision for this; 	
EXTRACTIVE INDUSTRY	
<i>Settlements and infrastructure associated with multiple consumptive resource extraction, e.g. mining.</i>	
No proposals	
SURFACE INFRASTRUCTURE	
F	SURFACE INFRASTRUCTURE AND BUILDINGS
ROADS AND STREETS	
<i>Public streets and parking areas within main town and rural settlements.</i>	

- Pave roads and carry out maintenance.

TRANSPORT

Transport and associated infrastructure.

- Rail travel and transport must become an important element of the municipality's logistical infrastructure (which is used to be). The infrastructure is there; the railway station can be revitalized and used for goods transport and passenger travel;
- Proper functioning taxi rank is needed along with appropriate infrastructure;

SURFACE INFRASTRUCTURE

Areas designated as municipal and private surface infrastructure

- Integration is severely curtailed by the N8. The best that can be is to strengthen the corridor for as much continuity as possible;
- Infill should take place at the sites identified in the residential above;
- Density increases should be supported at all nodes and along the corridors;
- All identified sites for development must first be subjected to suitability investigations, especially in terms of its geotechnical conditions and provision of services;
- Preference must be given for green infrastructure, local knowledge, material and labour;

JACOBSDAL

The location of canals, irrigated land and high agricultural land in the Jacobsdal need to be treated as sensitive areas with consideration of conservation and sustainability. The area is also rich with diverse agricultural activities such as vineyards and highest concentration of suitable land for the production of fats and oils.

OBJECTIVES THAT REFLECT THE DESIRED SPATIAL FORM FOR EACH TOWN IN THE LOCAL MUNICIPALITY ON THE MICRO LEVEL MAP

NODES

- A business node can develop along Hoop Street, around the recreation center-community hall area in Ratanang-Sandershoogte.
- All nodes must contain commercial activities, as all are destined to be mixed-use nodes.
- The nodes must not exclude business activity in other parts of town, such as corner shops, doctors' consulting rooms, etc.
- Primary node: Centre of town.
- Secondary: Ratanang community-recreation node and station node in the far future.

- It is proposed that all nodes have to accommodate a residential function.
- Erven 476 to 493 opposite the community hall site are vacant and can be developed

CORRIDORS

- Enhance Voortrekker Street as main corridor;
- Secondary corridors will be Hoop Street West, extending through Ratanang-Sandershoogte and Kerk Street East, direction abattoir and solar farm.
- Along the corridors, the municipality will have to prepare design guidelines and manage development, in terms of appropriate height of buildings, densities and pedestrian movement.
- Improve the wine route and build a tourist village at Malatse;

URBAN EDGE

All future proposals are within the Urban Edge. Integration is vital as the local vehicular access to Jacobsdal is gained through the R705 from Koffiefontein and Ritchie (tarred), S651 to Modderivier (gravel), S578 to Perdeberg and the Solar farm (gravel) and S647 to Oppermansdorp and Koffiefontein. Primary access is via the R705 but the road alignment gives continuity to passing traffic. The road must be realigned to give continuity of the road into town, not past it.

JACOBDAL: PROJECT AND STRATEGIES ACCORDING TO THE SPCS

CONSERVATION
A CORE AREA
NATURAL AREAS
B BUFFER AREAS
ECOLOGICAL CORRIDORS
<i>Linkages between natural habitats or ecosystems that contribute to the connectivity of the latter and to the maintenance of associated natural processes.</i>
<ul style="list-style-type: none"> • Flood lines must be taken into account when development are planned; • All areas adjacent to streams and rivers should be seen as environmental sensitive; • Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas;
URBAN GREEN AREAS
<i>Municipal open spaces that form in integral part of the urban structure.</i>

- The Riet River, tributary streams and their riparian zones are integral parts of the open space system. This must remain intact; its ecological integrity is restored and preserved;
- Continuity of this system should be attempted through Ratanang-Sandershoogte via the natural drainage pattern (through R1, the community hall site and the servitudes) through Jacobsdal via the plots and golf course. All must be equipped with formal walking tracks for pedestrian traffic;
- Commonage land: communal areas outside of the flood plains must be assessed for their suitability for one or more of the following functions: Garden allotments for urban agriculture, housing and recreation potential;

AGRICULTURAL

C AGRICULTURAL AREAS

- Urban agriculture: garden allotments must be established on commonage land adjacent to town (where the soils are suitable);
- Letsemeng Municipality must lease the land to lessors, where utilization of the land will be mandatory for horticulture (vegetables and fruit) and fowl, but not for the keeping of stock;
- Livestock grazing on commonage land is a problem in the sense that there seem to be too many stocks per Hectare;
- Department of Agriculture's policy regarding the management of commonages must be followed in partnership with stock owners;
- The town commonage must be zoned according to permaculture zones: In the first concentric circle, garden allotments must be established (Z-2). Second circle: provision must be made for orchards and small livestock (Z-3). Third circle: commercial crops, sown pasture, woodlots, large livestock (Z-4). Outside the commonage: managed rangeland, game farms and wilderness;
- Jacobsdal also has an irrigation scheme that supplies water to crops over a huge area, this need be used sustainably;

URBAN

D URBAN RELATED AREAS

RESIDENTIAL AREAS

Areas designated for residential purposes, e.g. single title erven, group housing, estates, 'GAP housing and residential smallholdings.

- Develop erf 811 and erf 321 for residential expansion e.g. gap market housing;
- Expand residential development as per SDF 2016/17;

BUSINESS AREAS

Areas designated for activities associated with retail and service industries, e.g. shops, restaurants, professional offices (areas zoned for business purposes).

- The Town centre is the business hub and remains so. Applications for business zoning on erven adjacent to existing business erven, adjacent to Voortrekker, Hoop and Kerk Streets should be supported;
- The ideal business-wise decision for Jacobsdal would be if the R705 is re-routed through town to connect beyond Ratanang-Sandershoogte. Heavy traffic should still be able to use the by-pass road;

MIXED USE DEVELOPMENT AREAS

Areas designated for innovative combinations of land-use, e.g. residential/light business; light industry/light business (in terms of various municipal zonings).

- Allow for markets and other opportunities to facilitate small and informal businesses in well-located spaces to maximize economic opportunities.

INSTITUTIONAL AREAS

Areas designated for schools, colleges, churches and mosques and other institutional purposes.

- The town needs 1-2 additional secondary schools.

AUTHORITY AREAS

Areas designated for governmental purposes and other official uses, e.g. municipal offices, offices of parastatals (Telkom, Eskom) (areas zoned for authority purposes).

No proposals

CEMETERIES

Cemeteries and formal burial parks, excluding crematoriums.

- Maintenance of cemeteries.

SPORTS FIELDS AND INFRASTRUCTURE

Dedicated sports fields together with the associated infrastructure, parking areas and services.

- Upgrading sport facilities;
- All sports fields/stadiums shall be linked to the open space system;

RESORTS AND TOURISM RELATED AREAS

Tourism-related nodes and amenities that form part of a designated Hospitality Corridor.

- Jacobsdal has three declared heritage sites: the blockhouse, the NG church and the Magersfontein Burgher Memorial: these must be preserved as they form part of the town's symbol;
- The old primary school in the town's main building is architecturally valuable, but it does need maintenance;
- Jacobsdal Wine Cellar is a unique feature of the town. This can be watered down if a commercial node is created at the Southern entrance to the town. It is proposed that the 'wine' character of the

entrance be enhanced to form a specific, grape-wine-themed gateway to Jacobsdal, not commercial but agricultural, to suggest wine making and tasting;

- Local symbols, landmarks, the vernacular built form must be cherished, preserved and maintained;
- The town must retain a clear, compact form, distinct from the countryside.
- Prominent of nodes and landmarks must be retained;
- The SA-War blockhouse must be restored and celebrated as part of the town's image;
- A landmark structure (other than the water tower) is required for Ratanang-Sandershoogte;

INDUSTRIAL

E INDUSTRIAL RELATED AREAS

LIGHT INDUSTRY

Areas designated for light industrial activities associated with the service industry (e.g. repair of motor vehicles) including warehouses and service stations.

- Zero waste project must be pursued. The ideal site for this would be in Ratanang-Sandershoogte, as the project will be labour-intensive;
- A survey of all light and service industries in 'greater Jacobsdal' is required to determine the latent and effective demand for erven. This activity can, in most cases, co-exist with other land uses, it should be accommodated as part of mixed-use development nodes;
- If the rail line is extended to Jacobsdal, a commercial node including light and service industrial activities will be supported around the railway station. The station facility must be planned to make provision for this;
- The abattoir is poorly located, it is upstream of nearly the whole town and waste spillage happens often. The relocation of this polluter must be investigated. The municipality should not force the abattoir, but devise a set of incentives for it to relocate willingly;

EXTRACTIVE INDUSTRY

Settlements and infrastructure associated with multiple consumptive resource extraction, e.g. mining.

No extraction potential

SURFACE INFRASTRUCTURE

F SURFACE INFRASTRUCTURE AND BUILDINGS

ROADS AND STREETS

Public streets and parking areas within main town and rural settlements.

- Pave roads and carry out maintenance.

TRANSPORT

Transport and associated infrastructure.

- Rail travel and transport must become an important element of the municipality's logistical infrastructure (which is used to be). The infrastructure is there; it must be utilized;

SURFACE INFRASTRUCTURE

Areas designated as municipal and private surface infrastructure

- Infill of the R1 land parcel and the six N-W Jacobsdal Street blocks will physically link-up the two parts of the town;
- Hoop Street corridor will strengthen the link;
- Jacobsdal has small erven, with subdivision of these is impracticable. The town's potential for infill development is limited to vacant properties;
- Density increases will be supported at all nodes and along the corridors;
- All identified sites for development must first be subjected to suitability investigations, especially in terms of its geotechnical conditions and provision of services;
- Preference must be given for green infrastructure, local knowledge, material and labour;

LUCKHOFF

Luckhoff appears singularly without symbols and icons. Some streets in Luckhoff have positive scapes and scale. This vernacular built form must be cherished, preserved and maintained. Furthermore, the town must retain a clear compact form, distinct from the countryside. Promoting corridor and nodes will strengthen Luckhoff's legibility and consequently enhance the town image.

OBJECTIVES THAT REFLECT THE DESIRED DPATIAL FORM FOR EACH TOWN IN THE LOCAL MUNICIPALITY N THE MICRO LEVEL MAP

NODES

- The Town centre is the obvious node that should get a preference for intensification;
- Secondary nodes could be developed at the Voortrekker Street – Phil Sanders Avenue junction and the Voortrekker Street – R48 junction;
- Nodes of lesser order could be developed at the Southern entrance to town and the entrance to Relebohile, off Voortrekker Street;

CORRIDORS

- Along the corridors, the municipality will have to prepare design guidelines and manage development, in terms of appropriate height of buildings, densities, pedestrian movement;

- Allow for markets and other opportunities by facilitating small and informal businesses in well-located spaces to maximize economic opportunities;

URBAN EDGE

All future proposals are within the Urban Edge. Enhance Luckhoff accessibility as it is primarily connected to Koffiefontein and Vanderkloof town via the R48 (tarred). The road passes Luckhoff by, rather than running straight through town (the latter being the preferred situation). The second-best scenario is to have Luckhoff grow towards the R48, which is the proposal here. Furthermore, Luckhoff is connected to Fauresmith via the S129 (gravel) and to Philippolis via the S132 (gravel). Luckhoff is quite distant from any major centre; through-traffic is sparse. To ensure the sustainability of Luckhoff, its local economy will have to offer **a unique service or product, to overcome the towns.**

LUCKHOFF: PROJECTS AND STRATEGIES ACCORDING TO THE SPCS

CONSERVATION
A CORE AREA
NATURAL AREAS
B BUFFER AREAS
ECOLOGICAL CORRIDORS
<i>Linkages between natural habitats or ecosystems that contribute to the connectivity of the latter and to the maintenance of associated natural processes.</i>
<ul style="list-style-type: none"> • All areas of development should be designed to ensure sustainable development; • Flood lines must be taken into account when development are planned; • All areas adjacent to streams and rivers should be seen as environmental sensitive; • Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas;
URBAN GREEN AREAS
<i>Municipal open spaces that form in integral part of the urban structure.</i>
<ul style="list-style-type: none"> • The streams and their riparian zones are integral parts of the open space system. This must remain intact and its ecological integrity preserved; • The servitude / open space between Luckhoff, Teisesville and Relebohile should be developed as an outdoor gym/recreation space, to attract users from all parts of town;

- Commonage land: communal areas outside of the flood plains must be assessed for their suitability for one or more of the following functions: Garden allotments for urban agriculture, housing and other agronomical uses;

AGRICULTURAL

C AGRICULTURAL AREAS

- A number of game farms have been identified Luckhoff;
- Promote cattle and sheep farming which dominate farming practice in Luckhoff;
- Upgrade commonage in terms of infrastructure and farming practice;

URBAN

D URBAN RELATED AREAS

RESIDENTIAL AREAS

Areas designated for residential purposes, e.g. single title erven, group housing, estates, 'GAP housing and residential smallholdings.

- Residential development to be promoted as per SDF 2016/17.

BUSINESS AREAS

Areas designated for activities associated with retail and service industries, e.g. shops, restaurants, professional offices (areas zoned for business purposes).

- Enhance existing businesses and improve access to business sites.

MIXED USE DEVELOPMENT AREAS

Areas designated for innovative combinations of land-use, e.g. residential/light business; light industry/light business (in terms of various municipal zonings).

- Investigate potential one stop shop on the R48 on the corner of Voortrekker Street;
- Ensuring the sustainability of the local economy by promoting corridor and nodes will strengthen Luckhoff's legibility;

INSTITUTIONAL AREAS

Areas designated for schools, colleges, churches and mosques and other institutional purposes.

- A new clinic is needed closer to the residents.

AUTHORITY AREAS

Areas designated for governmental purposes and other official uses, e.g. municipal offices, offices of parastatals (Telkom, Eskom) (areas zoned for authority purposes).

No proposals
CEMETERIES
<i>Cemeteries and formal burial parks, excluding crematoriums.</i>
<ul style="list-style-type: none"> • Require maintenance.
SPORTS FIELDS AND INFRASTRUCTURE
<i>Dedicated sports fields together with the associated infrastructure, parking areas and services.</i>
<ul style="list-style-type: none"> • Maintain the municipal sports facilities seem to be well-kept, the tennis courts, stadium and sports field and bowling green all appear well-looked after, but the netball courts are less; • The sports stadium is the obvious centre of a social development program. Letsemeng Municipality must negotiate a lease with an NPO, which should establish and manage the program. The sports stadium shall be linked to the open space system;
RESORTS AND TOURISM RELATED AREAS
<i>Tourism-related nodes and amenities that form part of a designated Hospitality Corridor.</i>
<ul style="list-style-type: none"> • The only clear landmark in Luckhoff in the church. The town has no declared, registered heritage sites but the church should be listed; • Encourage game farming;
INDUSTRIAL
E INDUSTRIAL RELATED AREAS
LIGHT INDUSTRY
<i>Areas designated for light industrial activities associated with the service industry (e.g. repair of motor vehicles) including warehouses and service stations.</i>
<ul style="list-style-type: none"> • Light and service industrial activities are preferred along Voortrekker Street corridor, North of R48 along with business, commercial and higher density residential; • Initiate recycling projects to collect all recyclable material and sell to big recycling companies;
EXTRACTIVE INDUSTRY
<i>Settlements and infrastructure associated with multiple consumptive resource extraction, e.g. mining.</i>
No extraction potential
SURFACE INFRASTRUCTURE
F SURFACE INFRASTRUCTURE AND BUILDINGS
ROADS AND STREETS
<i>Public streets and parking areas within main town and rural settlements.</i>

- Maintain and upgrade all road networks.

TRANSPORT

Transport and associated infrastructure.

- Maintain existing infrastructure;
- Providing shelters at the hiking spots and proposed taxi ranks;

SURFACE INFRASTRUCTURE

Areas designated as municipal and private surface infrastructure

- Infill: all vacant erven must be developed;
- The activity corridor will accommodate densification;
- All identified sites for development must first be subjected to suitability investigations, especially in terms of its geotechnical conditions and provision of services;
- Preference must be given for green infrastructure, local knowledge, material and labour;

OPPERMANSGRONDE

The town must retain a compact form, distinct from the countryside. In this regard, the ridge to the west of town does form a definitive natural edge. The ridge is a potential site for a landmark that could become an icon for Oppermansgronde.

OBJECTIVES THAT REFLECT THE DESIRED SPATIAL FORM FOR EACH TOWN IN THE LOCAL MUNICIPALITY ON THE MICRO LEVEL MAP

NODES

The existing entrance gateway will accrue symbolic values and must be retained, even when that junction develops into a node.

CORRIDORS

- Development of the corridor and nodes will over time give legibility to Oppermansgronde;
- The main access road into town is the activity corridor;
- Oppermansgronde is too small to justify another (even secondary order) corridor;

- Along the corridor, the municipality will have to prepare design guidelines and manage development, in terms of: Appropriate height of buildings, densities and pedestrian movement;

URBAN EDGE

All future proposals are within the Urban Edge. It is because accessibility to Oppermansgronde needs to be strengthened access as it is remote with the following routes: The S1381-S647 as is the only tarred road connection to Koffiefontein, the S647 (gravel) connection to Jacobsdal and the S1381-S583 extension (gravel) to the R48 (Luckhoff-Koffiefontein). There may be a remote possibility of the rail line being extended to Jacobsdal, via Oppermansgronde.

OPPERMANSGRONDE: PROJECT AND STRATEGIES ACCORDING TO THE SPCS

CONSERVATION
A. CORE AREA
NATURAL AREAS
B. BUFFER AREAS
ECOLOGICAL CORRIDORS
<i>Linkages between natural habitats or ecosystems that contribute to the connectivity of the latter and to the maintenance of associated natural processes.</i>
<ul style="list-style-type: none"> • Areas of ecological significant should be timely identified and reserved as natural areas. • Flood lines must be taken into account when development are planned; • All areas adjacent to streams and rivers should be seen as environmental sensitive; • Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas;
URBAN GREEN AREAS
<i>Municipal open spaces that form in integral part of the urban structure.</i>
<ul style="list-style-type: none"> • Commonage land: communal areas must be assessed for their suitability for one or more of the following functions; Garden allotments for urban agriculture, housing and recreation facilities; • The area indicated as 'intensive agricultural areas' plus the land designated for residential extension should form the immediate commonage for garden allotments;
AGRICULTURAL

C. AGRICULTURAL AREAS

- The Bozrah irrigation project is an influence on Oppermansgronde development;
- Oppermansgronde vineyards must be supported;
- Urban agriculture: garden allotments must be established on commonage land adjacent to the town. The Communal Property Association (CPA) must lease the land to lessors who have to utilize the land for horticulture (vegetables and fruit) not the keeping of stock;
- Generally, livestock grazing on commonage land is a problem in the sense that there seem to be too many stocks per Hectare (although, little of this problem is evident in Oppermansgronde);
- Department of Agriculture's policy regarding the management of commonages must be followed, in partnership with stock owners;
- It is proposed that the town commonage be zoned according to permaculture zones: First concentric circle, garden allotments must be established (Z-2). Second circle: provision must be made for orchards and small livestock (Z-3). Third circle: commercial crops, sown pasture, woodlots, large livestock (Z-4). Outside the commonage: managed rangeland, game farms, wilderness;

URBAN

D . URBAN RELATED AREAS

RESIDENTIAL AREAS

Areas designated for residential purposes, e.g. single title erven, group housing, estates, 'GAP housing and residential smallholdings.

- Allocate new vacant residential sites;
- Expansion to the North of Oppermansgronde for accessibility by residents;

BUSINESS AREAS

Areas designated for activities associated with retail and service industries, e.g. shops, restaurants, professional offices (areas zoned for business purposes).

- The access road will eventually become an activity corridor because business and commercial activities will be supported all along the road;
- Business activity in other parts of town, such as corner shops, doctors' consulting rooms, etc. will also be supported where desirable;
- Self sustainable business sites need to be established;

MIXED USE DEVELOPMENT AREAS

Areas designated for innovative combinations of land-use, e.g. residential/light business; light industry/light business (in terms of various municipal zonings).

- Allow for markets and other opportunities, to facilitate small and informal businesses in well-located spaces to maximize economic opportunities;
- It is proposed that the current ‘mixed-use’ land use designation on erf 69, be ‘rerouted’ to the vacant land opposite the library-to-PP church strip. This will cause the main road to becoming an activity corridor;

INSTITUTIONAL AREAS

Areas designated for schools, colleges, churches, mosques, and other institutional purposes.

- One primary school is required.

AUTHORITY AREAS

Areas designated for governmental purposes and other official uses, e.g. municipal offices, offices of parastatals (Telkom, Eskom) (areas zoned for authority purposes).

- Authority area need to be established for accessibility by residents.

CEMETERIES

Cemeteries and formal burial parks, excluding crematoriums.

No proposal

SPORTS FIELDS AND INFRASTRUCTURE

Dedicated sports fields together with the associated infrastructure, parking areas, and services.

- Upgrading sport facilities;
- The schools have one sports field; this need to be expanded in relation to the number of learners and the need;
- A sports complex/centre is the obvious focus of a social development program. Letsemeng Municipality must initiate a Private Public Partnership to have such a centre (program) developed in Oppermansgronde;

RESORTS AND TOURISM RELATED AREAS

Tourism-related nodes and amenities that form part of a designated Hospitality Corridor.

- The remainder of communal land in Oppermansgronde should be managed according to an Environmental Management Programme to ensure the retention of its original nature, as a location for film shooting, eco-tourism and game farming;
- Other local symbols (if any) must be cherished, preserved and maintained;
- No development must be allowed on ridges;
- Oppermansgronde as the place has no vernacular built form. However, the traditional vernacular architecture should be experimented with to eventually replace the nondescript RDP houses;

INDUSTRIAL
E. INDUSTRIAL RELATED AREAS
LIGHT INDUSTRY
<i>Areas designated for light industrial activities associated with the service industry (e.g. repair of motor vehicles) including warehouses and service stations.</i>
<ul style="list-style-type: none"> • The designated site for light industry (as per the 2016-SDF) must be changed from its current (unnumbered) Koppie site to erf 69, designated for mixed-uses. Access is much better and the slope is more conducive for large buildings e.g. site nodes; • Light and service industrial activities will be supported around the access road into town;
EXTRACTIVE INDUSTRY
<i>Settlements and infrastructure associated with multiple consumptive resource extraction, e.g. mining.</i>
No extraction activity available
SURFACE INFRASTRUCTURE
F SURFACE INFRASTRUCTURE AND BUILDINGS
ROADS AND STREETS
<i>Public streets and parking areas within main town and rural settlements.</i>
<ul style="list-style-type: none"> • All roads and streets need upgrading especially S 1381.
TRANSPORT
<i>Transport and associated infrastructure.</i>
<ul style="list-style-type: none"> • Transport infrastructure need to be expanded to this town to link efficiently with other neighbouring towns; • Providing shelters at the hiking spots and proposed taxi ranks;
SURFACE INFRASTRUCTURE
<i>Areas designated as municipal and private surface infrastructure</i>
<ul style="list-style-type: none"> • Infill: all current vacant erven; • Densification: along main street corridor; • All identified sites for development must first be subjected to suitability investigations, especially in terms of its geotechnical conditions and provision of services; • Preference must be given for green infrastructure, local knowledge, material and labour; • The urban edge has been crimped to eliminate the possibility of sprawling development;

RISK MANAGEMENT ANALYSIS...SPATIAL PROPOSED NOT YET FINALISED DUE TO COVID-19
...AWAITING COMMENTS STEERING COMMITTEE TO MAKE COMMENTS ON THE
DRAFT..SPATIAL PROPOSALS ARE NOT ADOPTED. PROBABLY THEY W

CHAPTER 6

SITUATIONAL ANALYSIS: LETSEMENG LOCAL MUNICIPALITY

— 6.1 INSTITUTIONAL OVERVIEW

6.1.1 Management structure

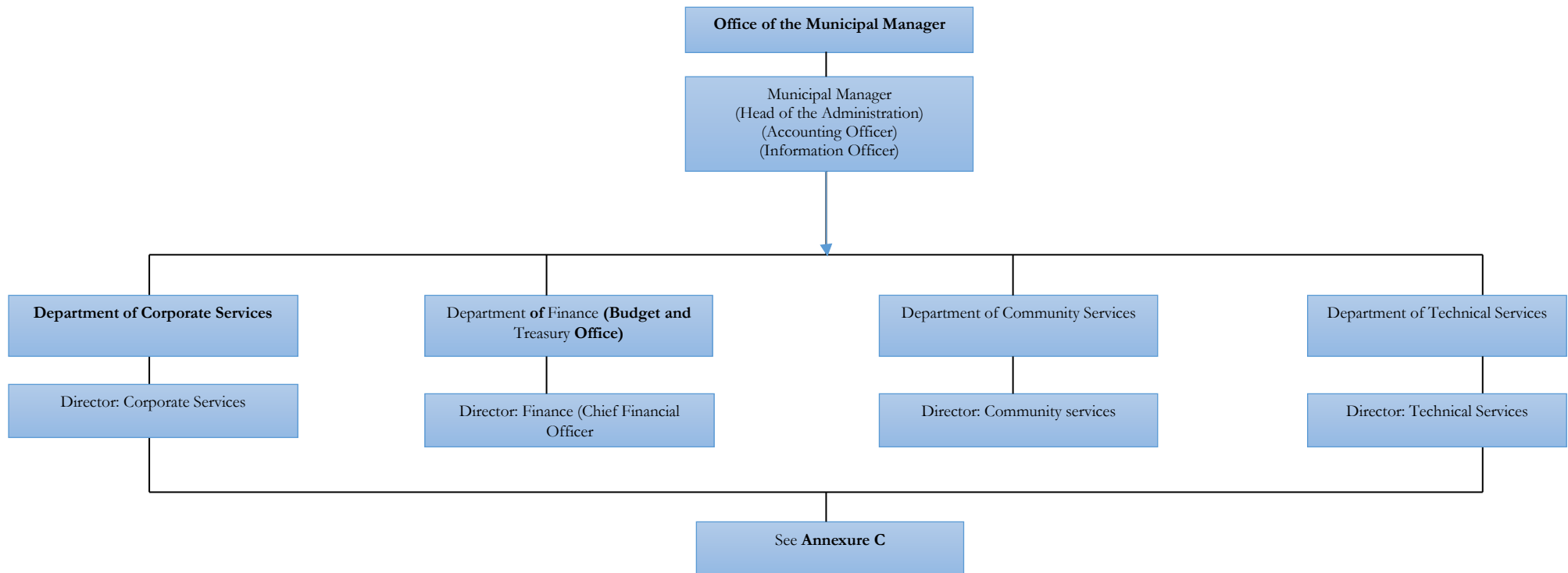
The municipal administration is divided into many different directorates and sub-directorates, all of which deliver specific services. Some sub-directorates focus on service delivery, whilst others are more concerned with internal affairs, such as the Corporate Services.

The administration of the Municipality is based on 4 directorates. These directorates are illustrated as per the structure below;

Footnote: In terms section 36 (5) of Local Government; Municipal Structures Act, No. 117 of 1998 a Councillor may not hold office as Speaker and mayor or executive mayor at the same time, but in a municipality of a type mentioned in section 9 (e) or (f) or 10 (c) the speaker must be called mayor. In the case of Letsemeng Local Municipality the speaker must be called mayor as the Municipality is plenary executive system.

LETSEMENG LOCAL MUNICIPALITY MACRO-STRUCTURE

ANNEXURE B



The administration is headed by the Municipal Manager as the Chief Accounting Officer. The day to day management of the municipality it's carried out by staff under the stewardship of the municipal manager and heads of directorates.

6.1.2 Top administrative structure

The administration is made up of the following Directorates headed by members of the Senior Management Team:

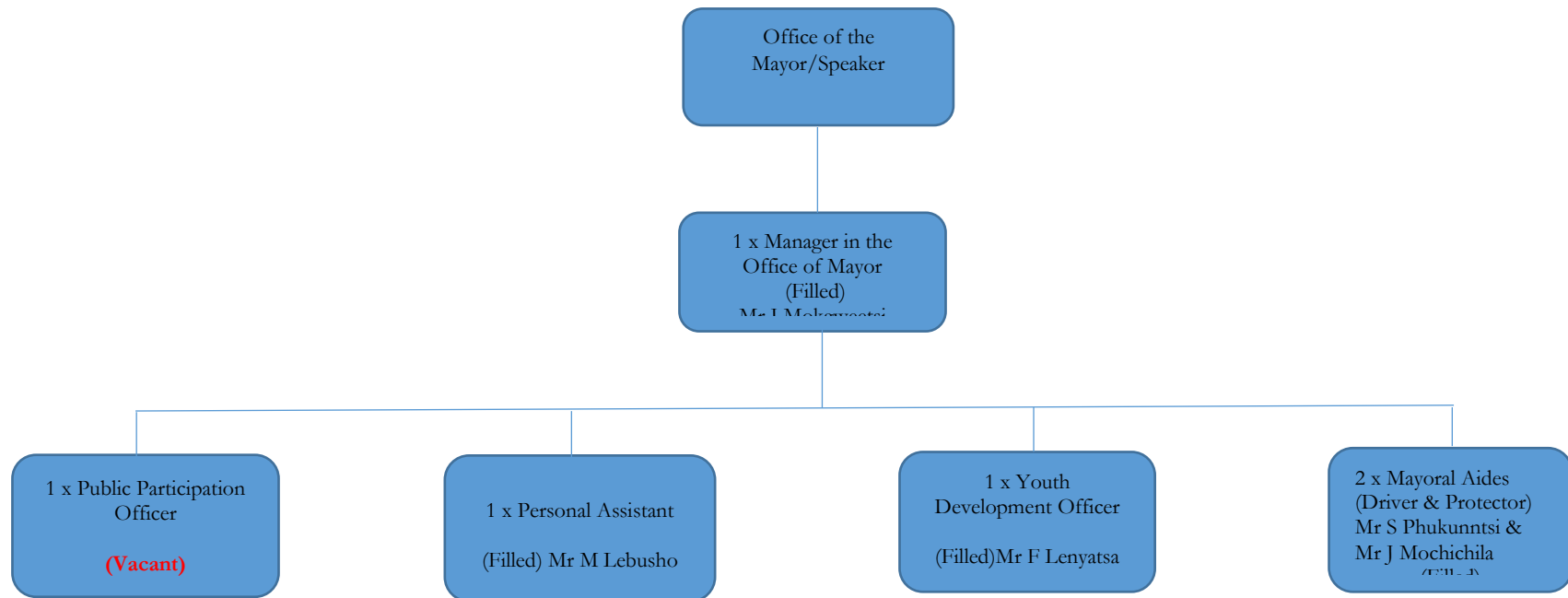
- Municipal Manager
- Director: Finance
- Director: Technical Service
- Director: Community Services
- Director: Corporate Services

6.1.3 Political governance

The Mayor as a political head of the Municipal Council attends to day to day obligations of the Municipal Council by playing oversight role over the administration and represents the meeting at the district and provincial intergovernmental relation forums as well as at the, South African Local Government Association (SALGA). The Mayor provides general guidance over the fiscal and financial affairs of the municipality as well as the Integrated Development Plan.

The Council has established five (5) Section 79 Committees in terms of the Municipal Structures Act and the Municipal Finance Management Act to process items before they could be forwarded to the Municipal Council and i.e. Finance, LED & Planning Committee, Monitoring and Good Governance Committee, Corporate Services Committee, Community Services Committee and Technical Services Committee. These Committees process items before they could be forwarded to the Council.

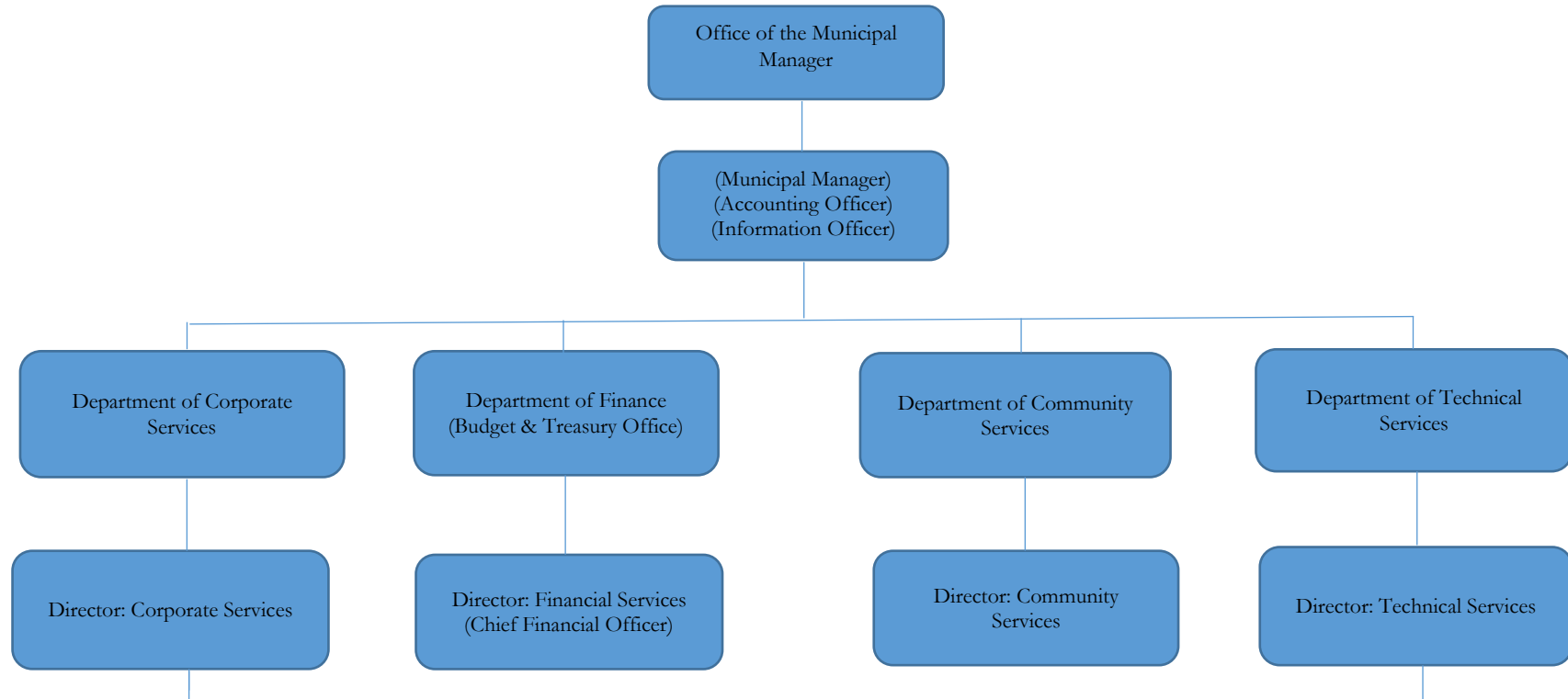
LETSEMENG LOCAL MUNICIPALITY ORGANIZATIONAL STRUCTURE
EXECUTIVE STRUCTURE



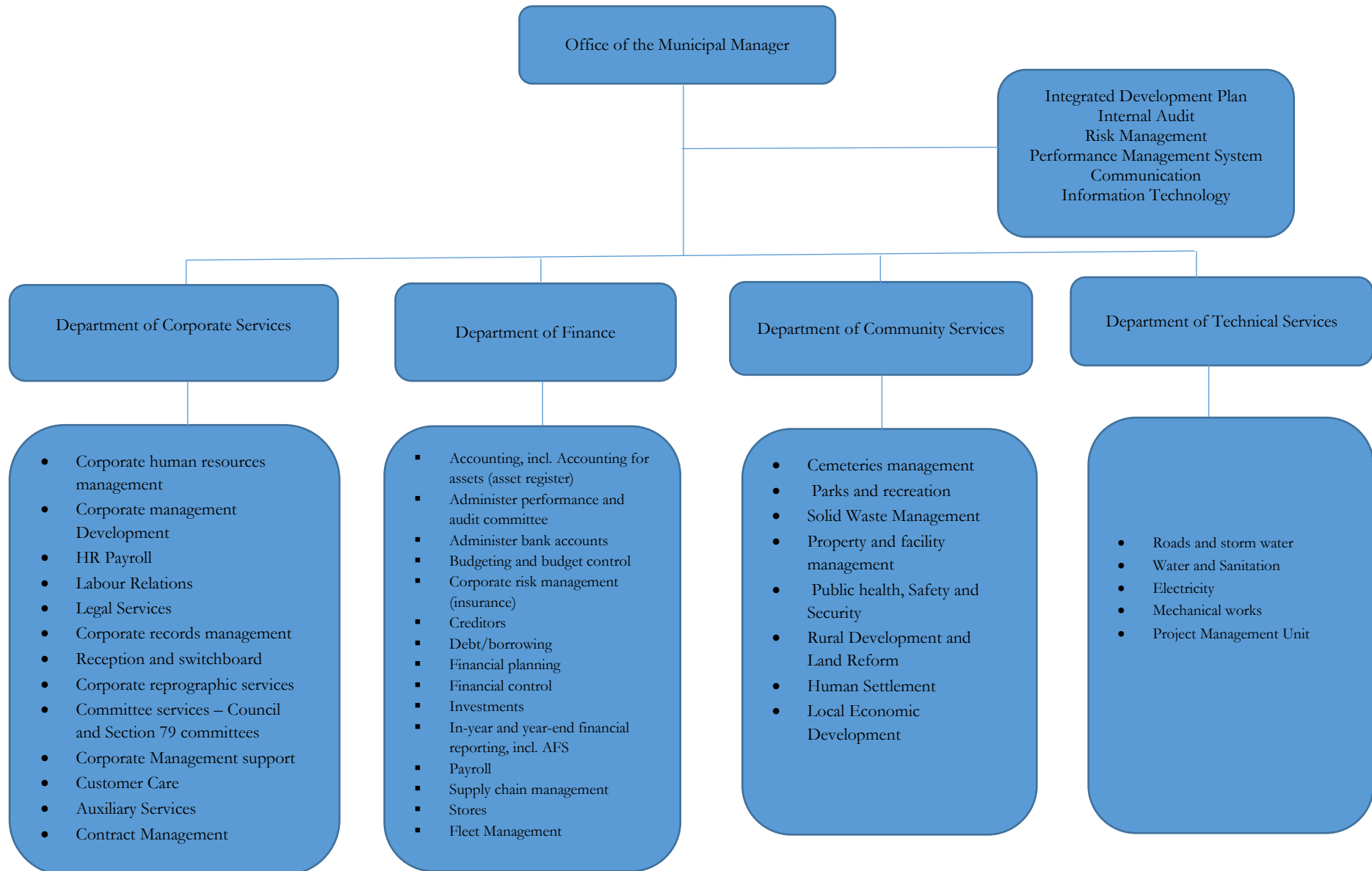
Footnote: In terms section 36 (5) of Local Government; Municipal Structures Act, No. 117 of 1998 a councillor may not hold office as Speaker and mayor or executive mayor at the same time, but in a municipality of a type mentioned in section 9 (e) or (f) or 10 (c) the speaker must be called mayor. In the case of Letsemeng Local Municipality the speaker must be called mayor as the Municipality is plenary executive system.

LETSEMENG LOCAL MUNICIPALITY

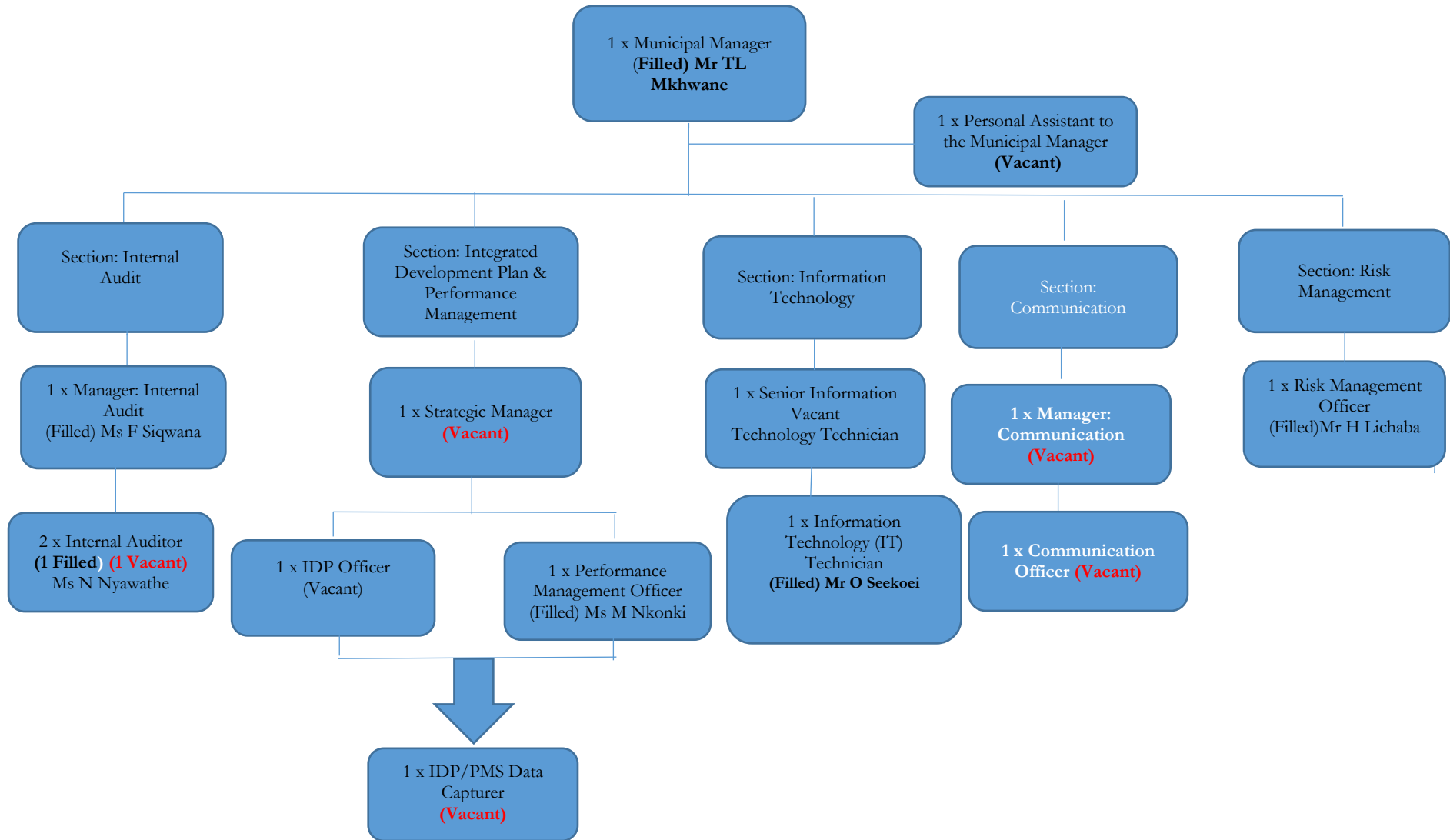
MACRO - STRUCTURE



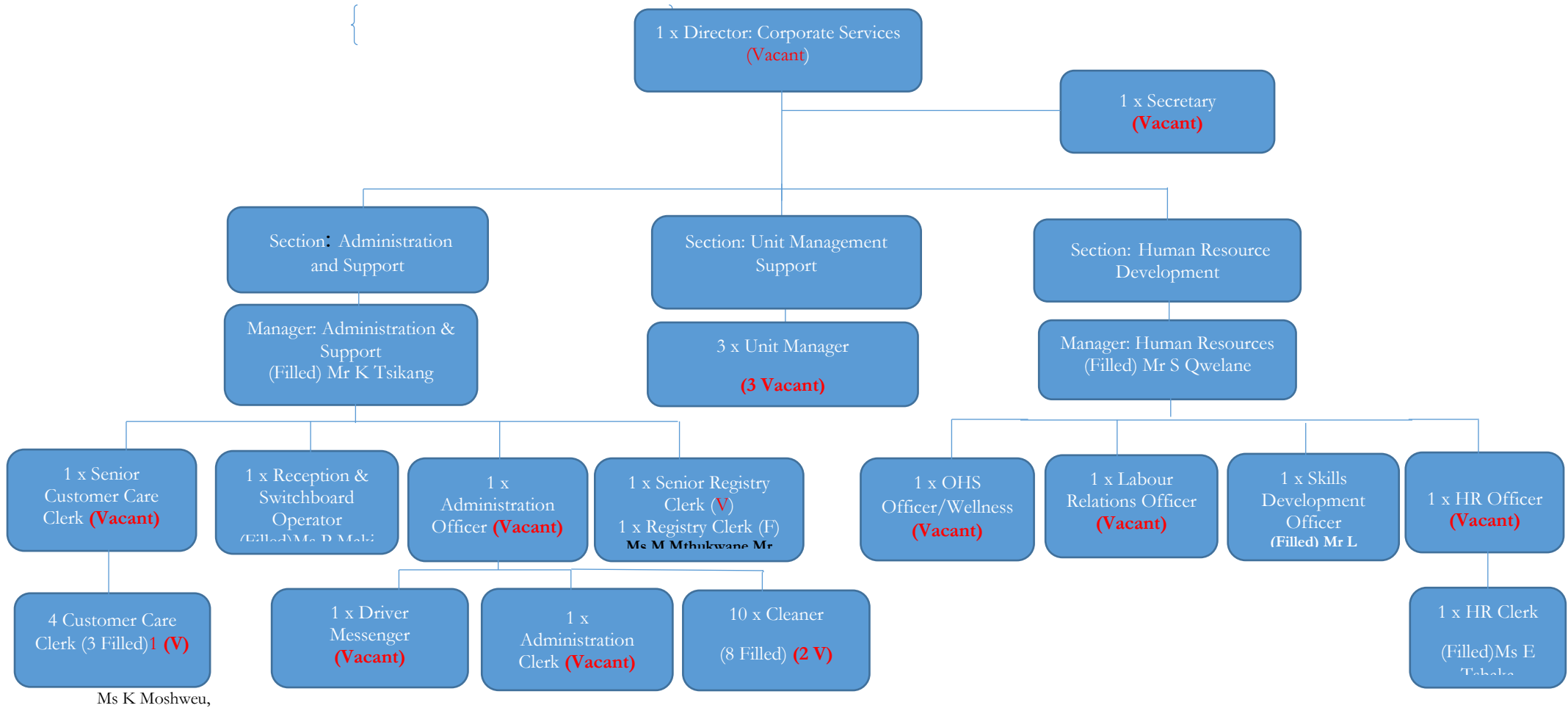
FUNCTIONAL STRUCTURE



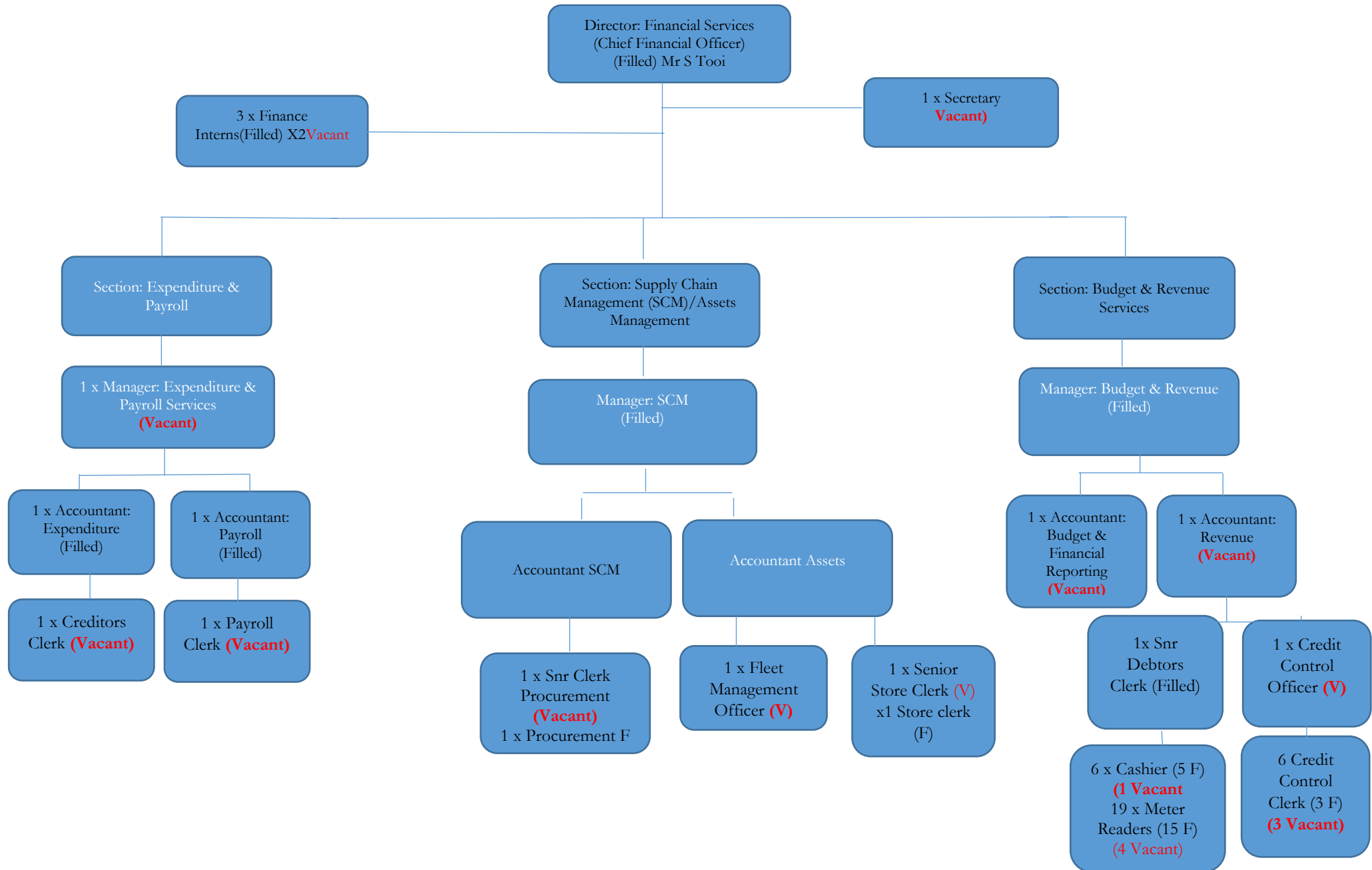
OFFICE OF THE MUNICIPAL MANAGER



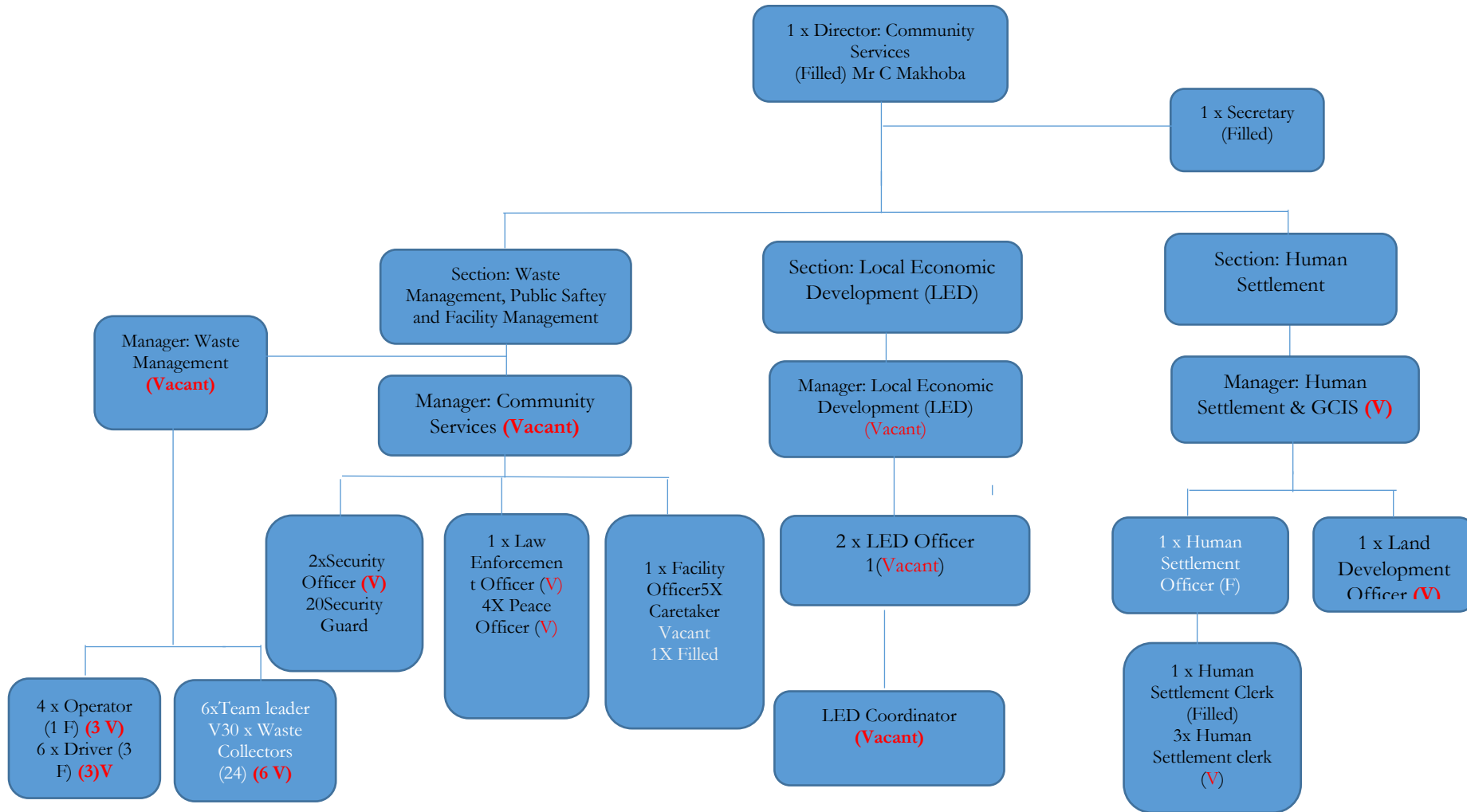
DEPARTMENT OF CORPORATE SERVICES



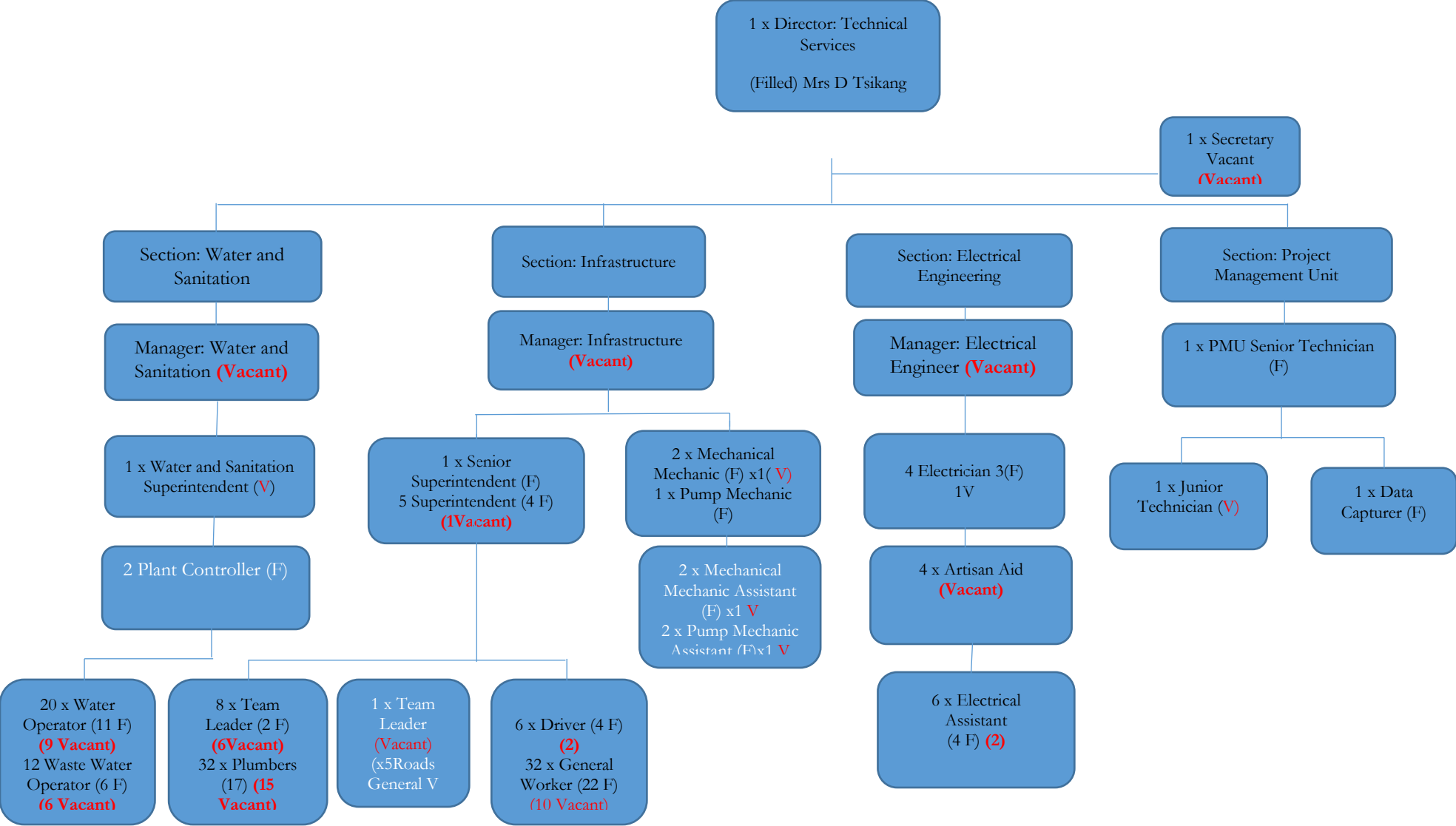
DEPARTMENT OF FINANCE (BUDGET & TREASURY OFFICE)



DEPARTMENT OF COMMUNITY SERVICES



DEPARTMENT OF TECHNICAL SERVICES



6.2 KEY PERFORMANCE AREAS

The Letsemeng Local Municipality has aligned its IDP with the top – level Service Delivery Budget Implementation Plan to achieve the Strategic Objectives as set out in the IDP. The Service Delivery and Budget Implementation Plan (SDBIP) is defined in Chapter one of the MFMA as “a detailed plan approved by the Mayor of a Municipality in terms of Section 53(1)(c)(ii) for implementing the municipality’s delivery of municipal services and its annual budget”. Essentially the SDBIP is the Council’s operational business plan and is an integral part of the planning, implementation and reporting processes. Although the SDBIP only needs to be approved by the Mayor 28 days after approval of the budget, its preparation occurs in tandem with the IDP and MTREF process.

The SDBIP of Letsemeng Local Municipality is aligned with the:-

- IDP Strategic Objectives: this is the primary alignment of the SDBIP and serves as the bases of the Annual Performance Report and informs Chapter three of the Annual Report;
- IDP Pre-determined Objectives;
- National Outcomes;
- National Key Performance Areas;
- National Development Plan; and
- Provincial Strategic Outcomes

The various objectives, plans and outcomes are contained within the IDP as follows and covers the following six Key Performance Areas of Local Government:-

1. Service Delivery and Infrastructure Development
2. Financial Viability and Management
3. Local Economic Development
4. Public Participation and Good Governance
5. Municipal Transformation and Institutional Development
6. Spatial Development Framework

The municipality has set itself the following developmental objectives for the next 5 years ahead:-

- Accelerated and improved basic service delivery to communities

- Financial viability and sustainability
- Good governance and Public Participation
- Facilitating economic development and job creation
- Improving Municipal Infrastructure
- Fighting poverty and building safe, secure and sustainable communities and
- Improving Skills development to raise productivity

The SDBIP is utilised as the basis of Council's Performance Management System (PMS) and has the following objectives and uses:

- To facilitate strategy (IDP) deployment throughout the municipality, and ensure alignment of strategic objectives;
- To transform the Strategic Objectives; Vision; Mission; and the IDP as a whole into clear and measurable deliverables;
- To create an organisational performance culture (culture of best practices);
- To provide early warning signals; To promote accountability;
- To develop open and constructive relationship between customers, leadership and employees;
- To manage and improve poor performance; and
- To link performance to skills development and career planning, therefore encourage learning and growth.

SERVICE DELIVERY AND INFRASTRUCTURE DEVELOPMENT

SERVICE DELIVERY AND INFRASTRUCTURE PLANNING: STATUS QUO ANALYSIS

WATER INFRASTRUCTURE

Important note

The municipality developed its water master plan through the support Chell Engineering SA, CESA (Pty) Ltd appointed by Department of Cooperative Governance and Traditional Affairs to update the existing water master plan compiled in 2015 for Letsemeng Local Municipality (LLM). Most of the information entails the

capturing of water infrastructure information, compiling of computer models for the water distribution systems in the different towns in Letsemeng, the assigning of water demand to the models, evaluation of the networks in terms of hydraulic functioning and master planning of the networks to accommodate anticipated future growth as per the Spatial Development Framework.

EXISTING SYSTEM

This report addresses the distribution of potable water within the Letsemeng Local Municipal area. Water quality aspects and the analysis of the bulk water (raw water) pipelines upstream of the WTP's and reservoirs are beyond the scope of this report. Please refer to the master plan for water purification works.

WATER SOURCES AND BULK SUPPLY

Jacobsdal

The **Jacobsdal / Ratanang / Sandershoogte** area is supplied with water from the Riet River canal, which forms part of the Kalkfontein canal scheme. Raw water from the canal is stored in two raw water storage dams, from where it is pumped to, and treated, at the Jacobsdal water treatment plant (WTP). The WTP consists of two package plants with a combined estimated capacity of 1 980 kℓ/d. The construction of a new WTP, with a capacity of 4 200 kℓ/d, is underway.

Koffiefontein

Koffiefontein / Diamanthoogte / Dithake obtains water from both the Riet River and Orange / Riet canals. The Riet River canal flows through Koffiefontein. The abstraction point and pump station are located approximately 300 m from the raw water dams. There are three pumps in the pump station, each with an estimated capacity of 45 ℓ/s, based on manufacturers' specifications. The pump delivery was not measured. This pump station also delivers water to the Koffiefontein sportsgrounds. An alternative source of water is from the Orange / Riet canal. Water is pumped approximately 9 km to a reservoir, then gravitates approximately 30 km to Koffiefontein. This option is seldom used to supply Koffiefontein of water. A third option to supply water to Koffiefontein is the pump station at the mine dam, which supplies water to the raw water storage dams. This supply is only used when water from the canals are unavailable. Raw water is treated at the Koffiefontein WTP. The WTP has a treatment capacity of 4 500 kℓ/d.

Luckhoff

The Luckhoff / Relebohile / Teisesville is supplied with water from the Orange / Riet canal. Raw water is pumped approximately 6 km from the canal to Luckhoff WTP. The WTP consist of a conventional / package plant combination with an estimated treatment capacity of 990 kℓ/d.

Oppermansgronde

Oppermansgronde obtains water from the Orange / Riet canal. Oppermansgronde has a connection to the gravity pipeline between the reservoir filled by pumping from the canal and Koffiefontein. There are 2 boreholes near Oppermansgronde, but it is not currently in use. Raw water is treated at the Oppermansdorp WTP. The WTP has an estimated treatment capacity of 395 kℓ/d. 6

Petrusburg

The Petrusburg / Bolokanang is supplied with water from 12 boreholes located in and around the town. There is no purification plant in Petrusburg and water from the boreholes is chlorinated before it is distributed to secondary storage facilities. Information on the borehole yields and abstraction licences could not be obtained. Therefore, no comments on the sufficiency of the existing water sources can be made.

SYSTEMS AND OPERATIONS

The existing Letsemeng water supply system is discussed in this section. The water distribution systems layouts are shown on Figures LLM W2.1, with a separate figure for each area as follows: • a - Jacobsdal • b - Koffiefontein • c - Luckhoff • d - Oppermansgronde • e - Petrusburg

General description

This section provides a summary of the pipes, reservoirs, and pumps in the existing system within the 5 town of the municipality.

Jacobsdal/Ratanang/Sandershoogte distribution system

There are currently two distribution zones with one reservoir site, two tower sites, 1 reservoir, 4 towers, three pump stations with 5 pumps in total.

Jacobsdal

Jacobsdal is supplied from an 850 kℓ steel tank/reservoir, as well as a 100 kℓ tower. An additional 85 kℓ tower is not currently in use. The steel tank top water level (TWL) is higher than either of the towers, and the towers do not have the same top water levels. A new 5 000 kℓ concrete reservoir was recently completed, but not yet in operation. There is a 200mm outflow from the steel tank and a 100mm outflow from the tower. However, the zone cannot be closed off by valves on these two pipelines only, and it is therefore accepted that there are additional unknown connection(s) to the network from the tank/tower.

Ratanang/Sandershoogte

The Ratanang/Sandershoogte area is supplied from two 200 kℓ towers located on the eastern edge of the settlement. Water is pumped from the Jacobsdal WTP to the towers, from where it is distributed to the network through a 300mm, 200mm and 75mm pipes.

Koffiefontein/Diamanthoogte/Ditlhake distribution system

There are currently two distribution zones with two reservoir sites, with 4 reservoirs and one pump station. Koffiefontein/Diamanthoogte/Ditlhake Treated water from the Koffiefontein WTP is stored in the 1 250 kℓ Koffiefontein reservoir, adjacent to the WTP. Water is pumped from the WTP to the three 'Blinkdamme' reservoirs with capacities of 2 000 kℓ, 4 300 kℓ and 2 500 kℓ. Most of the network in Koffiefontein is supplied from both the Koffiefontein reservoir and the Blinkdamme reservoirs, even though they are on different levels. A 250mm pipeline connects the Koffiefontein reservoir directly with the Koffiefontein town network. From the Blinkdamme, there is a 250mm outlet to Ditlhake, with a connection to Koffiefontein, and a 200mm pipeline to Diamanthoogte and Ditlhake. Koffiefontein South A section of the network to the south of the town is supplied from only the Koffiefontein reservoir. A 150mm pipeline connects the reservoir to the network.

Luckhoff/Relebohile/Teisesville distribution system

There are currently two distribution zones with one reservoir site, two reservoirs, one tower and two pump stations. Luckhoff high lying zone. The network east of Voortrekker Street is supplied through a booster pump station, which pumps from the 200 kℓ brick reservoir. The pumps were recently replaced to deliver at a higher head, leading to pipe failures in the network. This enabled operational staff to check the diameter and material of exposed pipes during repairs. It appears that the network consists mainly of 75mm dia. AC pipes. Luckhoff/Relebohile/Teisesville The remainder of Luckhoff, Relebohile and Teisesville is

supplied from the 60 kℓ Luckhoff tower. Water is pumped from the 400 kℓ steel reservoir to the tower. The reservoir, pump station and tower are located on the same site as the brick reservoir and booster pump station. The network in this zone is a combination of information from operational staff and as-built drawings. Both the steel and brick reservoirs are filled through a 150mm dia. AC pipeline, 670 m long from the Luckhoff WTP.

Oppermansgronde distribution system

There are currently two distribution zones with one reservoir site, two tower sites, one reservoir, one tower and one pump station.

Oppermansgronde

The network is supplied directly through a 110 mm outflow from the 1 885 kℓ concrete reservoir, located against the hill to the west of town. Water is pumped from the WTP to the reservoir. The 350 kℓ tower is connected to the boreholes and located at the WTP, which is currently not in use.

Oppermansgronde school

The Oppermansgronde school has a 50 kℓ tower. The tower is filled under gravity from the Oppermansgronde reservoir through a 75 mm diameter, 390 m long pipeline connected to the reservoir outflow. Flow to the tower is not controlled.

Petrusburg/Bolokanang distribution system

There are currently two distribution zones with two reservoir sites with two reservoirs, two towers and two pump stations. Petrusburg Treated water from the Petrusburg WTP (chlorination only) is pumped to the 1 100 kℓ Petrusburg reservoir. From this reservoir, water is pumped into the 50 kℓ

Petrusburg tower and the entire Petrusburg network is supplied from the tower. Bolokanang Treated water from the Petrusburg WTP (chlorination only) is pumped to the 375 kℓ Bolokanang reservoir. From this reservoir, water is pumped through two pump stations to the two Bolokanang towers. There is a 150 kℓ tower (new tower) located on the same site as the reservoir. The other 300 kℓ tower (old tower) is located to the south of Bolokanang and

connected to the pump station through a 160 mm diameter, 2 440 m long pipeline. The Bolokanang network is supplied simultaneously from both the towers.

FUTURE WATER DEMAND

The estimated future AADD of the towns served by the different distributions systems The anticipated future AADD increases in each town, are:

Jacobsdal

The future AADD represents an increase of $\pm 90\%$ over the potential fully occupied present AADD.

Koffiefontein

The future AADD represents an increase of $\pm 81\%$ over the potential fully occupied present AADD.

Luckhoff

The future AADD represents an increase of 47% over the potential fully occupied present AADD.

Oppersmansgronde

The future AADD represents an increase of 38% over the potential fully occupied present AADD.

Petrusburg

The future AADD represents an increase of 73% over the potential fully occupied present AADD.

EXISTING OPERATION PROBLEMS

The operational staff indicated the following operational problems:

General

- No bulk meters in any of the towns are currently functional.

Jacobsdal

- The network in Jacobsdal cannot be isolated from the reservoir and tower, even when all known outflow pipes are shut-off. Any maintenance requires that the reservoir and tower is completely emptied through the network before work can commence.

Koffiefontein

- Maintenance of the canals from which raw water is supplied, may lead to extended periods of no-supply.
- Filling the network after such periods also takes a long time and affects Diamanthoogte in particular.

Diamanthoogte experiences severe pressure problems during normal operation of the system.

Luckhoff

As previously indicated, the layout and diameters of the network are uncertain for the largest part of the Luckhoff network.

Luckhoff has no other source of raw water apart from the Orange/Riet canal. There are periods of no supply when the canal is undergoing maintenance.

SEWER

Important note

Chell Engineering SA, CESA (Pty) Ltd was appointed by Department of Cooperative Governance and Traditional Affairs to compile an updated master plan of the sewer system for the Letsemeng Local Municipality which included five towns, namely Jacobsdal, Koffiefontein, Luckhoff, Oppermansgronde and Petrusburg.

EXISTING SYSTEM

2.1 SYSTEM LAYOUT AND OPERATION

This section outlines each system is operated in a main drainage area with a WWTP, which in turn could be sub-divided into several sub-drainage areas.

In Jacobsdal area there is one pump station in the Jacobsdal system. The Jacobsdal PS drains the entire Jacobsdal town, as well as a section in the north east of Ratanang, before pumping

directly to the Sandershoogte WWTP. Sandershoogte and the remaining sections of Ratanang drain under gravity directly to the Sandershoogte WWTP.

Jacobsdal town consists of a small-bore sewer system, where only the overflows from septic tanks is transferred through the network. There is a conventional gravity sewer system flowing from the industrial area surrounding the abattoir in Jacobsdal to the pump station, which pumps to the WWTP.

In Koffiefontein area there are four pump stations in the Koffiefontein system. The Donkerhoek PS drains the north western sections of Ditlhake, before pumping to the central section of Ditlhake. The Roselove PS drains the central sections of Ditlhake before pumping to the Alfa PS drainage area. The Rooirant PS drains the south western section of Ditlhake, before pumping to the Alfa PS drainage area. The Alfa PS drains the northern and central parts of Koffiefontein, before pumping directly to the Koffiefontein WWTP. The small southern section of Koffiefontein drains by gravity directly to the WWTP.

In Luckhoff area there is one pump station in the Luckhoff system. The Luckhoff PS drains a small southern section of the Luckhoff town before pumping into the northern Luckhoff system, which is drained by gravity to the Luckhoff WWTP. Teisesville and Relebohile drain by gravity to the Luckhoff WWTP.

Oppermansgronde area there is one pump station in the Oppermansgronde system. The Oppermansgronde PS drains the entire Oppermansgronde system and pumps directly to the Oppermansgronde WWTP.

Petrusburg area there is one pump station in the Petrusburg system. The Petrusburg PS drains the Petrusburg town system and pumps to the main gravity line near the WWTP. Bolokanang drains by gravity to the Petrusburg WWTP.

ROAD INFRASTRUCTURE STATUS QUO

The road infrastructure of LLM varies in terms of the level of service within each road. Poor quality of some roads makes access difficult to the areas. A mixture of surfaced and gravel roads were evidenced. The condition varies from fair to poor and erosion is common, the surfaced roads have potholes and are showing deterioration. With good road infrastructure being one of the most important aspects for a community, the municipality is facing

challenges in maintaining and possibly upgrading the roads to make vehicles of all classes' access possible. Pedestrians are not provided with sidewalks on some of the roads, which also contribute to issues of municipal infrastructure delivery.

Road Network in Koffiefontein

This section provides graphical representation of the paved and unpaved road network in Koffiefontein, respectively.

With good road infrastructure being one of the most important aspects in a CBD, the municipality is experiencing problems in maintaining and possible upgrading the roads. Most of the roads in the urban area are tarred and in a poor condition (deteriorated) with edge cracks, crocodile cracks and major potholes, although the municipality is doing some patching on some roads, they are mostly in a very poor state to be patched. Most of the roads need rehabilitation. Although some of the road have storm water pipes, v-drains or channels some roads do not drain properly. For roads with storm water pipes and channels, proper cleaning and maintenance will have to be periodically instituted to prevent road deterioration by storm water.

Koffiefontein Roads Conditions Summary

Road Name	Road Type	Current Road Condition	Current Storm Water Condition
Rhode Street	Tarred	Fair Condition	No Provision
Kotze Street	Tarred	Poor	No Provision
Katz Street	Tarred	Poor	No Provision
Van der Post Street	Tarred	Poor	No Provision
Glasson Street	Gravel	Very Poor	Poor
Gordan Street	Tarred	Poor	No Provision
Prins Street	Block Paved	Good	Good
Groot Trek Street	Tarred	Poor	No Provision
Edward Street	Tarred	Poor	Poor
Mampimpi	Tarred	Poor	No Provision

Rhode Street

This street is tarred and is in a fair condition due to minor potholes, longitudinal cracks and silted street sections. This cambered street allows water to flow in both directions.

Kotze Street

This street is tarred and is in poor condition due to minor potholes, rutting and crocodile cracks on the street. This street has a cross fall gradient to allow water to flow.

Katz Street

This street is tarred and is in poor in condition due to major potholes, rutting and grass growing along the roadway. This cambered street allow water to flow in both directions.

Van der Post Street

This street is tarred and is in poor in condition due to major potholes, poor patching and crocodile cracks on the street. This cambered street allows water to flow in both directions.

Glassen Street

This street is in very poor condition, there are however some parts of the street with potholes which need average maintenance. There are no v-drains or channels in the road which has led to stagnation of water on the road creating potholes, erosion and grass growing along the roadside.

Gordan Street

The street is mostly in poor condition, there are however some parts of the street with potholes which need average maintenance. There are no v-drains or channels in the road which led to the creation of potholes, chipped edges and grass growing along the edges.

Prince Street

This street is in good condition and there is sufficient storm water drainage provided for this street even though it is silted in street sections.

Groot Trek Street

This is the main street in the medium density town which is tarred and it appears to be in poor conditions due to major potholes, poor patching and crocodile cracks on the street.

Edward Street

This street is tarred and it is poor in condition due to major potholes, poor patching, crocodile cracks and edge cracks on the street. This street has an inefficient storm water drainage system in certain road section.

Mampimpi Street

This street is tarred and it is poor in condition due to deteriorating and rutting sections along the street. This street needs to be resurfaced. A storm water drainage system is provided for this street.

Generally, it was observed that there are crocodile cracks, longitudinal cracks, edge cracks and major rutting forming in the surfaced roads. This is due to weather conditions. These cracks and any form of deterioration need to be sealed, to prevent road damage. There are newly blocked paved roads in the township which appear to be in very good condition. The gravel roads in the both the townships and the urban areas appear to be in poor condition, corrugation and potholes due to the lack of storm water infrastructure. Some roads do not drain storm water fast enough due insufficient cross fall, this might contribute to road failures if not properly dealt with.

Road Network in Luckhoff

This section provides graphical representation of the paved and unpaved road network in Luckhoff, respectively.

The main road in Luckhoff is a tarred road which is poor in condition, especially at the intersections areas. These intersections require rehabilitation. The gravel and earth roads which have no storm water pipes/v-drain provision, some of the asphalt roads deteriorating into gravel roads and gravel roads deteriorating into earth roads. Sufficient maintenance is required as means of maintaining the quality of the good roads.

Luckhoff Roads Conditions Summary

Road Name	Road Type	Current Road Condition	Current Storm water Condition
Rabie Street	Gravel	Poor	Good
Boven Street	Gravel	Poor	No Provision
Voortrekker Street	Tarred	Poor	Good
Phil Saunders Street	Gravel	Fair	No Provision
7895-7894 Street	Block Paved	Very Good	No Provision
Combrink Street	Gravel	Poor	No Provision
Du Toit Street	Gravel	Poor	No Provision
59-39-158 Street	Block Paved	Good	No Provision

Du Preez Street	Gravel	Poor	No Provision
Luckhoff Municipal Road	Gravel	Poor	No Provision

Rabie Street

This is a gravel road which has a storm water drainage system in one direction of the road. The street is fair in condition with mild corrugation along the roadway.

Boven Street

This road is in poor condition with corrugation and potholes along the roadway. There is a poorly installed storm water drainage channel bulging in the road.

Voortrekker Street

This is the main street in the low density town which is tarred and it appears to be in poor condition at certain intersections. The access roads are all gravel and earth roads which are in a poor to fair state with few tarred roads, which have potholes and are also in poor condition.

Phil Saunders Street

This is a street with a gravel and a block paved section. The block paved section is very good in condition and the gravel sections has corrugation. Overall this street is in fair condition. (7m wide).

7895-7894 Street

This street is in a very good condition and there is no storm water drainage provided for this street.

Combrink Street

The gravel street is in poor condition with corrugation and grass growing along the road. The road needs to be maintained. There is a storm water drainage system provided for this street.

Du Toit Street

The gravel street is in poor condition with corrugation along the road. The road needs to be maintained. There is no storm water drainage system provided for this street.

59-39-158 Street

This street is in good condition and there is no storm water drainage provided for this street.

Du Preez Street

This is a gravel street and is in poor in condition with visible potholes and rut, the lack of provision for storm water pipes and v-drains is a huge concern as the runoff comes to the roads causing erosion and loose gravel.

Luckhoff Municipal Road Street

The gravel street is in poor condition with corrugation along the road. The road needs to be maintained. A storm water drainage system needs to be provided for this street.

Generally, it was observed that there are potholes, crocodile and edge cracks forming in the surfaced roads. This is due to the weather conditions and insufficient road gradients. Rehabilitation of the intersection areas needs to be undertaken, to prevent further road damage and road safety concerns. The gravel roads are in poor condition and routine regravelling and reshaping are remedies which should be instituted. There are newly block paved roads in the township which appear to be in very good condition.

Road Network in Oppermansgronde

This section provides graphical representation of the paved and unpaved road network in Oppermansgronde, respectively.

The roads and storm water provided in this area are in a good to very poor condition. The municipality is experiencing problems in maintaining and possible upgrading the roads and storm water. Majority of the roads infrastructure problems can be directly linked to the lack of provision of efficient storm water infrastructure.

Oppermansgronde Roads Conditions Summary

Road Name	Road Type	Current Condition	Road	Current Storm water Condition
279-259 Street	Tarred	Poor		Good
267-294 Street	Block Paved	Good		No Provision
305-278 Street	Tarred	Fair		Good
260-299 Street	Tarred	Fair		No Provision
291-266 Street	Gravel	Poor		No Provision

275-272 Street	Gravel	Very Poor	No Provision
276-273 Street	Gravel	Poor	Good
280-284-286 Street	Gravel	Poor	No Provision
281 Street	Gravel	Poor	No Provision
274 Street	Gravel	Poor	No Provision

279-259 Street

This is a tarred road in the poor condition and deteriorating, has potholes and there are v-drains for storm water provided. There is water stagnation on the road which will continue to cause potholes.

267-294 Street

This street is in good condition and there is no storm water drainage provided for this street.

305-278 Street

This street is tarred and is fair in condition due to rutting and silted street sections. A storm water drainage system is provided for this street.

260-299 Street

This street is tarred and is fair in condition due to rutting and silted street sections. A storm water drainage system is not provided for this street.

291-266 Street

This is an earth street and is poor in condition with visible streams in the street and the lack of provision for storm water pipes and v-drains is a huge concern as the runoff moves along the street causing erosion.

275-272 Street

This is a gravel street and is very poor in condition; the storm water v-drains can sufficiently handle the storm water. The street must be regavelled and reshaped to properly direct the storm water to the channel to alleviate water stagnation resulting in erosion.

276-273 Street

This is a gravel street and is poor in condition; the storm water v-drains can sufficiently handle the storm water. The street must be regravelled and reshaped to properly direct the storm water to the channel to alleviate water stagnation resulting in erosion.

280-284-286 Street

This is an earth street and it is poor in condition with visible streams in the street, the lack of provision for storm water pipes and v-drains is a huge concern as the runoff moves along the street causing erosion.

281 Street

This is a 7.5m wide gravel street and it is poor in condition, the lack of provision for storm water pipes and v-drains is a huge concern as the runoff on the roads causes' erosion.

274 Street

This is a 7.5m wide gravel street and is poor in condition with visible streams in the street; the lack of provision for storm water pipes and v-drains is a huge concern as the runoff moves along the street causing erosion.

Generally, it was observed that there majority of the roads in this town are gravel, they are appeared to be in poor condition and are in need of regravelling and reshaping. The few paved roads witnessed, showcasing sings major map cracking and rutting. A second seal will the appropriate as a remedy for the road deterioration and increase the longevity of the road. Lack of provision of storm water infrastructure is the primary reason for the physical condition of the roads which have shown erosion and deterioration in some instances.

Road Network in Petrusburg

This section provides graphical representation of the paved and unpaved road network in Petrusburg, respectively.

The roads that are tarred are in a poor condition, deteriorating, having potholes as result of the lack of presences of storm water infrastructure providence. There is water stagnation on the road on the potholes which are caused by poor drainage. Gravel roads are in poor condition with potholes and corrugation.

Petrusburg Roads Conditions Summary

Road Name	Road Type	Current Condition	Road	Current Storm water Condition
Monument Street	Gravel	Poor		No Provision
Voortrekker Street	Tarred	Very Poor		No Provision
South Street	Gravel	Poor		No Provision
Alant Street	Tarred	Poor		No Provision
Brand Street	Gravel	Poor		No Provision
President Steyn Street	Tarred	Fair		No Provision
President Steyn Street	Gravel	Poor		No Provision
Plein Street	Gravel	Very Poor		No Provision
6665-6652 Street	Block Paved	Good		No Provision
R 48	Tarred	Poor		No Provision
Fountein Street	Tarred	Poor		No Provision

Monument Street

Monument Street is 7.0m wide and is in poor in condition and there is no storm water drainage provided for this road.

Voortrekker Street

Voortrekker Street is a 7.0 m wide street and is very poor in condition with major potholes along the roadway. The streets edge cracks needs to be repaired.

South Street

This is a 7.5m wide gravel street and is poor in condition with visible corrugation, the lack of provision for storm water pipes and v-drains is a huge concern as the runoff comes to the roads causing erosion.

Alant Street

This is a 7.5m wide tarred road in fair condition, but deteriorating, has potholes and there are no v-drains or storm water pipes provided. There is water stagnation on the road in the potholes which are caused by poor drainage.

Brand Street

This is a 7.5m wide gravel street and is poor in condition with visible potholes and rut, the lack of provision for storm water pipes and v-drains is a huge concern as the runoff comes to the roads causing erosion.

President Steyn Street

This is a 7m wide street with a tar and gravel section. The street has edge cracks, minor potholes on the tar sections and has corrugation on the gravel sections. Overall this street is fair in condition.

Plein Street

The gravel street is 3.5m wide and is very poor condition with grass growing along the street. The street needs to be maintained. There is no storm water drainage system provided for this street.

6665-6652 Street

The road is mostly good in condition, there are however some parts of the street with berms constructed by local residents to combat storm water flood problems. There are no v-drains or channels in the road which has led to stagnation of water on the road and local houses.

R48

This is a 7.7 m wide tarred road in poor condition and deteriorating, has potholes and there are no v-drains or storm water pipes provided. There is water stagnation on the road on the potholes which are caused by poor drainage.

Fountain Street

This is a 12m wide tarred road in poor condition that is deteriorating due to potholes and there are no v-drains or storm water pipes provided. There is water stagnation on the road in the potholes which are caused by poor drainage.

Generally, it was observed that there are crocodile and edge cracks forming in the surfaced roads. This is due to the weather conditions. These cracks need to be sealed, to prevent further road damage. There is water stagnation on the road on the potholes which are caused

by poor drainage. The roads in the township are all gravel roads which are in poor condition with corrugation potholes. Intersections do not drain storm water fast enough or not at all, this causes structural damage to the roads. Large areas of the surfaced roads in the CBD are showing signs of structural road failure, due to pothole forming from water drainage inefficiencies.

Road Network in Jacobsdal

This section provides graphical representation of the paved and unpaved road network in Jacobsdal, respectively.

The majority of the roads in Jacobsdal are gravel roads which are in poor and very poor in condition and they need rehabilitation as some layers have rutted and worn away. The gravel and earth roads which have no storm water pipes/v-drain provision, the asphalt roads deteriorating into gravel roads and gravel roads deteriorating into earth roads.

Jacobsdal Roads Conditions Summary

Road Name	Road Type	Current Condition	Road	Current Storm water Condition
Voortrekker Street	Tarred	Fair		No Provision
De Kok Street	Gravel	Poor		No Provision
Tshipo Street	Block Paved	Good		No Provision
Van Grann Street	Block Paved	Good		Fair
Sediti Street	Block Paved	Good		Good
Vetman Street	Tarred	Good		Good
Palier Street	Gravel	Poor		No Provision
Palier Street	Tarred	Poor		No Provision
De Wet Street	Gravel	Poor		No Provision
Lubbe Street (De Wet to Andries)	Tarred	Very Poor		No Provision
Lubbe Street (Andries to 1065)	Gravel	Very Poor		No Provision
Andries Pretorius Street	Tarred	Poor		No Provision

Voortrekker Street

This is the main street in low density town which is tarred and it appears to be in fair condition. There are however some parts of the street with map cracks and rutting need average maintenance.

De Kok Street

This is a gravel street and it is poor in condition with visible streams in the street, the lack of provision for storm water pipes and v-drains is a huge concern as the runoff moves along the street causing erosion.

Tshipo Street

This is a block paved street in good condition and there is sufficient storm water drainage provided for this street even though it is silted street sections.

Van Graan Street

This is a block paved street in good condition and there is sufficient storm water drainage provided for this street even though it is silted street sections.

Sediti Street

This is a block paved street in good condition and there is sufficient storm water drainage provided for this street.

Vetman Street

This is a tar paved street in good condition and there is sufficient storm water drainage provided for this street.

Palier Street

This is a gravel street and is poor in condition with visible streams in the street; the lack of provision for storm water pipes and v-drains is a huge concern as the runoff moves along the street causing erosion.

De Wet Street

This is a gravel street and is poor in condition with visible streams in the street; the lack of provision for storm water pipes and v-drains is a huge concern as the runoff moves along the street causing erosion.

Lubbe Street

This is a tarred road in very poor condition and deteriorating, has potholes and there are no v-drains or storm water pipes provided. There is water stagnation on the road which will continue to cause potholes.

Andries Pretorius Street

This is a tarred road in poor condition which has deteriorating sections with potholes and has longitudinal cracks and there are no v-drains or storm water pipes provided. There is water stagnation on the road which will continue to cause potholes.

Generally, it was observed that there are crocodile, edge cracks and potholes forming in the surfaced roads. This is due to the weather conditions. These cracks need to be sealed, to prevent further road damage. Intersections do not drain storm water fast enough or not at all, this causes structural damage to the roads. There are block paved roads in the township which appear to be in very good condition. Large areas of the surfaced roads in the CBD are showing signs of structural road failure, due to pothole forming and major crocodile cracks.

Storm Water – Status Quo

The main storm water channels were identified for each town and the analysis per each town is provided below;

Koffiefontein Storm Water Network

Koffiefontein consists of lined and unlined storm water channels, with a few storm water pipes and culverts passing beneath the roads. The storm water system south of the R704 is mostly lined channels with a few unlined channels. A berm has been constructed along the outskirts of town to prevent storm water passing through town. The main storm water channels draining through the Boitumelong settlement are lined while the rest of the unpaved roads have no storm water lining.

Rooibult settlement has no storm water channels or any formalised drainage network.

Luckhoff Storm Water Network

Luckhoff mainly consists of lined side drains while Relebohile has very few channels, of which many are blocked. The main stream passing through town passes underneath Voortrekker road and is blocked and silted up. There are storm water pipes in Teisesville in Jakopregop Street which are silted up.

Oppermansgronde Storm Water Network

Oppermansgronde is the smallest of the towns within the LLM, and the town has a lined storm water channel west of the town which collects most of the storm water upstream of the town. Most of the streets are gravel roads in a poor condition due to insufficient storm water drainage system. The two main storm water channels exiting town are unlined and silted up and required formalisation.

Petrusburg Storm Water Network

Petrusburg consists of open v-shaped drains within the town. A main unlined channel is located west of Perusburg outlining area. Bolokanang has a few lined channels in Monument road. Most of the streets are gravel roads are in a poor condition due to insufficient storm water drainage system.

Reality and Observations of Storm Water

Koffiefontein Strom Water Problems

The municipality has observed that there is inadequate drainage through the existing pipeline system which causes localised flooding in Koffiefontein area. It will be required that the culverts as well as exit channel be upgraded and maintained in order to address the storm water problem. There is inadequate drainage through the existing pipe system and causes localised flooding. There is no formal storm water channel located in this area. It is required that a storm water channel be constructed at this pointing time. There is a large storm water channel converging around the area. The storm water channel downstream is insufficient in size and capacity. Upgrading will be required to address this problem. The municipality need

to solicit funding and conduct further assessment on storm water. The channel exiting the road must be upgraded and formalised in order to drain the runoff as efficiently as possible.

Luckhoff Storm Water problems

The municipality conducted an inspection on site with professional services and the officials from the municipality and problems were identified. The main storm water channel passing through town is blocked/silted up and requires Maintenance, as well as formalising to a lined channel. There is no storm water channel at this location and requires formalisation thereof. The existing storm water system is blocked/silted up and maintenance is required on a continuous basis.

The storm water system installed cannot work if it is not maintained regularly. The existing storm water system is blocked/silted up and maintenance is required. The storm water system installed cannot work if it is not maintained timeously. The existing storm water system is blocked/silted up and maintenance is required. The storm water system installed cannot work if it is not maintained. The existing storm water system is blocked/silted up and maintenance is required. The storm water system installed cannot work if it is not maintained. The existing storm water channel draining this area is silted up and must be reshaped and maintained in order to drain this area sufficiently. A new berm is proposed along the north eastern boundary of the undeveloped settlement so as to direct the storm water drainage system properly.

Oppermansgronde Storm Water problems

The municipality conducted assessments and discovered that the main storm water channel exiting town is blocked/silted up and requires maintenance as well as formalising to a lined channel.

The storm channel located at this area is insufficient and the municipality requires upgrading in order for the site to drain efficiently.

In some of the streets, the existing storm water channel is located above the road level and is in a poor condition. It has been further observed that the storm water drains within the gravel road and has eroded some of the roads within the area and causing it to be in a poor state. The road and storm water channel must be upgraded in some of the parts of the area.

Petrusburg Storm Water problems

The Storm Water analysis within the area. The existing storm water channel exiting drains onto the gravel road which erodes the road surface. The storm water channels need to be extended past the developments boundary.

The main channel must be sized adequately for the amount of runoff for the catchment area. However, there is a need for a new channel to be constructed in this area to drain storm water and prevent even downstream from flooding within the area

Boiketlo Street is the most critical road that had been identified with an inadequate storm water drainage system that collects most of the storm water upstream and damages most households located at the end of the street towards the graveyard.