

ANNEXURE 1

HIGH LEVEL SPATIAL DEVELOPEMENT FRAMEWORK

SPATIAL OVERVIEW

Macro Overview

Kopanong Local Municipality area forms the middle section of the Xhariep District and comprises 9 towns of which Trompsburg is the main centre. This area used for mixed farming practices particularly small livestock farming towards the south. It accommodates the Bethany restitution project close to Wuras resort just south of Bloemfontein. It is also home to the main tourist attractions of the district, namely the Gariiep Dam with its nature reserve alongside, which is situated at the border with the Eastern Cape. A small portion of the Van der Kloof dam falls within the local municipality area and forms the border with the Northern Cape.

Fauresmith and Jagersfontein are both renowned for mining while Philippolis is prominent tourist destination because of its historic value.

The N1 and N6 routes transgress the area with most of the towns situate along the N route. Only Reddersburg is situated alongside the N route. The Port Elizabeth and Cape Town/Johannesburg railway lines transgress the area connect at Springfontein. All of the towns are connected with tarred road infrastructure but in most cases longer distances need to be traveled to gain access to these towns via tarred road. The R706 connects Jagersfontein with Bloemfontein and therefore people wanting to travel between Jagersfontein and Trompsburg need to travel vial Bloemfontein on tarred road, as the direct link between Jagersfontein and Trompsburg is still a dirt road. The R717 connects Reddersburg with Edenburg while Philippolis is connected with Trompsburg via the R717. Bethulie is not connected directly from Trompsburg and is only accessible via Gariiep Dam along the R701. The linkage road between Springfontein and Bethulie s still a dirt road, thus forcing people to travel vial Gariiep Dam. Access to Smithfield from Trompsburg is also only vial Reddersburg or Gariiep Dam and Bethulie as the road between Trompsburg and Smithfield is a dirt road.

Trompsburg

Trompsburg/ Madikgetla serve as the regional administrative seat within the Kopanong Municipality and is situated approximately 108 km south of Bloemfontein. Access to the town is gained from N1 route between Bloemfontein and Colesberg. The main social and economic functions of the town is to serve as (a) main local municipal administrative centre, (b) regional agricultural services centre, (c) regional social centre for health services, (d) transport support services on major route.

The main spatial and/or land issues influencing the future spatial patterns and development of the town include:

- The shortage of all forms of housing;
- The shortage of municipal land surrounding the existing town and impending expansion;
- Access to land by emerging farmers;
- Infill planning and development of the butter area between two town area;
- Development and expansion of municipal buildings and functions;
- Sustainable management of land, and
- More direct benefit from major transport route

Reddersburg

Reddersburg/ Matoporong serves as a general agricultural service centre within the Kopanong Municipality and is situated approximately 65 km northeast of Trompsburg. Access to the town is gained from the R717 route between Edenburg and Dewetsdorp. The main social and economic functions of the town is to serve as (a) general agricultural service centre to surrounding farming areas, and (b) social functions such as residence, education and medical services.

The main spatial and/or land issues influencing the future spatial patterns and development of the town include:

- The need for commercial and social integration of the former separated town areas;
- The shortage especially lower income housing units;
- Access to land by emerging farmers;
- Infill planning and development of the buffer area between the two town areas;
- Sustainable management of land, and
- More direct benefit form major transport route.

Edenburg

Edenburg/ Ha-Rasebei serves as a general agriculture service centre within the Kopanong Municipality and is situated approximately 39 km north of Trompsburg. Access to the town is gained from the R717 route between Trompsburg and Reddersburg. The main social and economic functions of the town is to serve as (a) general agricultural service centre to surrounding farming areas, (b) social functions such as residence, education and medical services, and (c) transport support services on major route.

The main spatial and/or land issues influencing the future spatial patterns and development of the town include:

- The need for social and commercial integration of the former separated town areas;
- Access to land by emerging farmers;
- Infill planning and development of the buffer area between the two town areas;
- Sustainable management of land, and
- More direct benefit form major transport route.

Jagersfontein

Jagersfontein/Itumeleng serves as a commercial and social service centre within the Kopanong Municipality and is situate approximately 67 km northwest of Trompsburg. Access to the town is gained from the R704 route between Fauresmith and Trompsburg. The main social and economic functions of the town is to serve as (a) diamond mining operations, (b) regional social centre for health services, (c) general agricultural service centre to surrounding farming areas, and (d) social functions such as residence, education and social services.

The main spatial and/or land issues influencing the future spatial and/or land issues influencing the future spatial patterns and development of the town include:

- Access to land by emerging farmers;
- Infill planning and development of the butter area between the two town areas, and
- Sustainable management of land.

Fauresmith

Fauresmith/ Ipopeng serves as a commercial and social service centre within the Kopanong Municipality and is situated approximately 77 km northwest of Trompsburg. Access to the town is gained the R704 route between Koffiefontein and Jagersfontein. The main social and economic functions of the town is to serve as a (a) general agricultural service centre to surrounding farming areas, and (b) social functions such as residence, education and medical services.

The main spatial and/or land issues influencing the future spatial patterns and development of the town include:

- The shortage of all form of housing:
- The shortage of municipal land surrounding the existing town and impeding expansion, and
- Sustainable management of land.

Springfontein

Springfontein/ Maphodi serves as a general agricultural service centre within Kopanong Municipality and is situated approximately 22 km south of Trompsburg. Access to the town is gained from N1 route between Bloemfontein and Colesberg. The main social and economical functions of the town is to serve as (a) general agricultural service centre to surrounding farming areas, (b) social functions such as residence, education and medical services, and (c) transport support services on major route.

The main spatial and/or land issues influencing the future spatial patterns and development of the town include:

- The need commercial and social integration of the former separated town areas:
- The shortage of especially lower income housing units:
- Infill planning and development of the buffer area between the two town areas:
- Sustainable management of land, and
- More direct benefit from major transport route.

Philippolis

Philippolis/ Poding-tse-Rolo serves a general agricultural service centre within the Kopanong Municipality and is situated approximately 53 km southwest of Trompsburg. Access to the town is gained from the R48 route between Koffiefontein and De Aar. The main social and economic function of the town is to serve as (a) key regional tourist destination, (b) secondary agricultural service centre, and (c) social functions such as residence, education and medical services.

The main spatial and/or land issues influencing the future spatial patterns and development of the town include:

- The need for effective commercial integration of the former separated town areas:
- The shortage of all forms of housing:
- The shortage of municipal land and surrounding the existing town and impeding expansion:
- Access to land by emerging farmers:
- Land availability for social function such as community hall and cemeteries:
- Sustainable management of land, and
- Conservation of areas surrounding local rivers.

Bethulie

Bethulie/ Lephoi serves as a regional agricultural service centre within Kopanong Municipality and is situated approximately 52 km south of Trompsburg. Access to the town is gained from the R701 route between Gariep Dam and Smithfield. The main social and economic function of the town is to serve as (a) key regional destination, (b) secondary agricultural service centre, and (c) social functions such as residence, education and medical services.

The main spatial and/or land issues influencing the future spatial patterns and development of the town include:

- Access to land by emerging farmers;
- Sustainable management of land, and
- Conservation of areas surrounding local rivers;

Gariep Dam

Gariep Dam serves as a service centre and tourism attraction within the Kopanong Municipality and is situated approximately 62 km south of Trompsburg. Access to the town is gained from the N1 route between Bloemfontein and Colesberg. The main social and economic functions of the town is to serve as (a) key regional tourist destination, (b) general agricultural service centre to surrounding farming areas, (c) social functions such as residence, education and medical services, and (d) transport support services on major route.

The main spatial and/or land issues influencing the future spatial patterns and development of the town include:

- The need for commercial and social integration of the former separated town areas:
- The shortage of all forms of housing:
- Infill planning and development of the buffer area between the two town areas:
- Sustainable management of land:
- Conservation of areas surrounding local rivers, and
- More direct benefit from major transport route

Local Key Spatial Issues

A detail community and stakeholder analysis was done with all respective communities are a day work session. The sessions were especially to allow the communities to analyze the region and to provide their specific needs. The main issues identified by the communities are summarized as follows.

SPATIAL KEY ISSUE	BRIEF DESCRIPTION
Access to land	<p>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</p>
Land development	<p>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 of projected land development needs, funding, co-operation and local capacity to evaluate development applications.</p>
Spatial integration	<p>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</p>
Sustainable land management	<p>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</p>
Proper distribution network	<p>The vast distances between the various towns in the province make all communities dependent on the regional distribution roads for social as well as economic functioning. A number of these roads are however in a state of despair and especial the routes falling within corridor areas will have to be upgraded and maintained as a matter of urgency</p>
Land reform and restitution	<p>The land restitution cases within municipality will need to n=be finalizes and will require infrastructural intervention to provide proper infrastructure not presently available due to past neglect. The further land redistribution effort within the region will also have to be coordinated proactively in order to ensure legal and systematic address of the land shortage within the area.</p>
Land conservation	<p>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</p>

Structuring Elements

The Spatial Development Framework is indicative of a set of structuring elements that give future structure to the urban and rural form of the municipal area. Four spatial structuring elements were identified; the main purpose of these structuring elements is to:

- To ensure that the SDF achieves the desired urban form;
- It needs to link spatial objectives with clear implementation strategies;
- Ensure that infrastructure is carefully planned;
- Policy and institutional instruments are in place;
- Growth is appropriately managed;
- Ensure that all relevant sectors are aligned to the plan.

Structuring Elements

Brief description	Structuring element	Focus on Kopanong
Centres represent a classification of localities according to specific and specialized services of regional or provincial importance.	Centres	Different types of centres were distinguished: (a) Administrative centre: Trompsburg (b) Heritage centre: Philippolis This centre has the potential to attract tourists due to its unique features, historic value and special character.
These are areas where development (facilities, services and economic opportunities) tends to concentrate. Different types of nodes can be distinguished such as urban nodes, development nodes, social nodes, rural nodes (villages) and transportation distribution hubs Preference should be given to self-employment opportunities like small-scale farming or agro-processing within and around the agri-village.	Nodes	Areas surrounding regional dams are well suited for tourism. Development in these areas should be sensitive towards these natural features. Jagersfontein/ Fauresmith is identified as an important tourism node within the Xhariep District, based on its potential for mining tourism The Lake !Xhariep Tourism Project for the Gariiep Dam will establish an important cross- border tourism node with the Northern Cape and Eastern Cape Provinces
Management plans for commonages must be compiled and implemented by all local municipalities. Kraals for livestock within commonage areas should be provided where required. Management plans for tribal areas should be developed in consultation with tribal authorities and implemented by local municipalities. Nature Reserves and Conservancies nodes are localities protected by legislation for its environmental quality.	Corridors	One land restitution case (namely Bethany) within Kopanong Local Municipality has been finalized and will require infrastructural intervention. The further land redistribution effort within the region will also have to be coordinated proactively in order to ensure legal and systematic address of the land shortage within the area. The Gariiep Dam Nature Reserve, together with a number of conservancies/ game farms is located in the Kopanong Local Municipality. Development in these areas should be sensitive towards these natural features
Development corridors are characterized by higher order ribbon-like development along routes that would otherwise be classified as movement corridors. These occur on various levels, from local development corridors along the main streets of the towns or even along rivers to regional and provincial corridors. Different types of corridors can be distinguished such as development corridors, movement corridors and activity corridors.	None	

Brief description	Structuring element	Focus on Kopanong
<p>Zones are areas with common identifying characteristics and usually have a homogeneous land use associated with it. It comprises medium to large sections of the spatial environment and may include land uses associated with agricultural or human settlement developments.</p>	<p>Zones</p>	<p>Tourism zones are areas that have a high environmental quality or cultural/historic heritage and are characterized by tourist destinations. Supporting infrastructure like arts and crafts stalls, bed and breakfasts, restaurants, etc. should be developed at strategic localities within these zones.</p>
<p>Tourism routes are scenic routes linking tourist destinations. These routes will therefore support development focusing on the hospitality and tourism industry along it. Tourism signage to promote the tourism destinations along routes should get priority.</p>	<p>Tourism route</p>	<p>Southern Xhariep Tourism Zone along the southern border of the Province, adjacent to the Orange river is well suited for tourism developments and constitutes the majority of the regional dams (Van der Kloof Dam and Gariiep Dam) of the Xhariep District, nature reserves, and conservancies of the area.</p>
		<p>Eastern Free State Tourism Zone stretches from the southernmost part of the Xhariep district on the R26 route to the north-eastern parts (Qwa-qwa, Kestell and Harrismith) up to and including Memel and Vrede. All these areas are linked together by means of the said tourism zone.</p>
		<p>Commercial agriculture zones are the larger agricultural land units that accommodate a diversity of agricultural production for the commercial market. These areas usually surround the urban nodes. The potential of the land depends on the soil quality and the availability of water. It is recognised that all currently cultivated and grazing land be protected from urban development and that future extension should be guided by in-depth analysis that takes into account soil potential, carrying capacity, type of agriculture, availability of water, etc.</p>
		<p>Smaller subdivision of agricultural land and change of land use will thus be considered on an individual basis and after proper analysis of the present situation and future impact of the proposed development have been done in consultation with the relevant authorities.</p>
		<p>Subdivision of farmland will only be approved if proven sustainable. Agro-processing plants may develop on farms, but only if proven sustainable. Alternative land use practices in particularly different types of products and farming methods should get attention in future.</p>
		<p>A commercial agricultural zone constituting a large portion of the Xhariep District accommodates a variety of mixed farming. Areas of specialization where viable are promoted.</p>
		<p>Irrigation zones are areas with smaller commercial agricultural units with normally a higher production yield per hectare. These units incorporate irrigation schemes and are concentrated along watercourses and dams</p>
		<p>The tourism routes on regional scale have been identified:</p>
		<p>The Horizon Route linking Jacobsdal with Koffiefontein, Fauresmith, Jagersfontein and Philippolis.</p>
		<p>The Xhariep Route linking the Xhariep Dam with Bethulie, Smithfield, Rouxville and Zastron, where it links up with the Maloti route. This route follows the proposed Southern Xhariep Tourism Zone.</p>

Brief description	Structuring element	Focus on Kopanong
A rationalized network of interconnected open spaces providing the urban environment with variety, character, a sense of visual relief, open space enjoyment, recreation and general amenity	Open Spaces	
Transport axes are routes of high mobility (movement) that establish a linking between areas of significance, with an optimal travel time. The potential is provided for development to locate itself in relation to these movement routes.	Transport axes	<p>The N1 road traversing the district. It is foreseen that the N6 route will become more important in future once the Koega development has taken off. This implies the development of a transport axis linking Bloemfontein with Aliwal North via Reddersburg, Smithfield and Rouxville. These service centres may in future change their status and become economic nodes once this route gains popularity</p> <p>A district transport axis runs in an easterly to westerly direction and links Zastron, Trompsburg, Jagersfontein, Koffiefontein and Jacobsdal with one another. Two service centres Rouxville and Smithfield have been included in this axis and may in future develop the potential to become development nodes. Presently, they are considered only as service centres within the link. Economic development should be promoted along the said transport axis.</p> <p>Three roads have also been identified to be tarred to improve accessibility in the district. These are listed in terms of importance and are the roads between (a) Jagersfontein and Trompsburg, (b) Trompsburg and Smithfield and (c) Springfontein and Bethulie,</p>

Nodes of specialization

The following specialised nodes are identified for Kopanong

NODE	AREA OF SPECIALIZATION	SPECIFIC INITIATIVES TO BE PROMOTED
Bethany	Agriculture: emerging farmers Agriculture: intensive (irrigation)	Fruit Irrigation schemes
Trompsburg	Tourism: Information Agriculture: Agro-processing Agriculture: Special produce Mining: exploration	Tourism information centre Spring water, Beer brewery, wool spinning, Angora rabbits
Edenburg	Agriculture: Special produce	Cattle farming
Springfontein	Agriculture: Support Unit	Support unit for surrounding farmers
Gariep Dam	Tourism: Information and Tourism: Attraction	Filling station, tourist information centre, Convention centre, Arts and crafts curio shops
Phillippolis	Tourism: Information and attraction	Tourist information centre Historic sites
Jagersfontein	Mining: Exploration and processing	Diamond mining and cutting
Reddersburg	Agriculture: Emerging farmers	Game farming Weigh bridge
Bethulie	Agriculture: Special produce	Fish farming Game farming
Fauresmith	Agriculture: Support Unit Agriculture: Special produce	Cattle farming

Facilities identified through needs analysis¹

Transportation facilities for Kopanong are prioritised as follows:

LOCATION	CLASSIFICATION	PRIORITY * ²	FUNDING*PRIORITY
Trompsburg	Taxi rank	1	A
Edenburg	Taxi rank	2	B
Bethulie	Taxi stopping area	2	B
Fauresmith	Taxi stopping area	2	B
Jagersfontein	Taxi stopping area	2	B
Philippolis	Taxi stopping area	2	B
Reddersburg N6	Taxi stopping area	2	B
Springfontein	Taxi stopping area	2	B

The facilities in the main towns of the district, namely Koffiefontein, Trompsburg and Zastron are given the highest priority for upgrading/ establishment

Roads identified through needs analysis

Roads within Kopanong are prioritised as follows:

ROAD LINK	TYPE	PRIORITY * ³	FUNDING PRIORITY
Trompsburg – Jagersfontein S126	New Road	1	A
Trompsburg – Smithfield	New Road	1	A
Edenburg – Jagersfontein	Upgrade	2	B
Springfontein – Bethulie P45/2	Upgrade	2	B
Philippolis – Jagersfontein	Upgrade	2	B

¹ Kopano 2009

² Priority 1 – Extremely important; Priority 2 – Important; Priority 3 – Not important; Funding priority A - Funding required within next 2 years; Funding priority B – Funding required in 3 –5 years; Funding priority C – Funding after 5 years

³ Priority 1 – Extremely important; Priority 2 – Important; Priority 3 – Not important; Funding priority A - Funding required within next 2 years; Funding priority B – Funding required in 3 –5 years; Funding priority C – Funding after 5 years

Micro Framework per area⁴

Priority area	Trompsburg/ Madigketla	Edenburg/ Edenhoogte/ Ha rasebei	Fauresmith/ Ipopeng/Frayville Jagersfontein/ Itumeleng/ Chalesville	Springfontein/ Maphodi/ Williamsville	Philippolis/ Poding-tse-rola/ Begmanshoogte	Bethulie/ Cleotespark/ Lephoi	Gariepdam	Reddersburg/ Matoporong
Water	Majority of households experience backlog	Backlog in household water supply inside houses	Backlog in household water supply inside houses House Connections Fauresmith (IDP W203 2007/10) Upgrading of bulk storage capacity in Jagersfontein and fauresmith (IDP W 101&2, 2009/2010)	Majority of households have a backlog if water inside the house/yard Upgrading of 10 standpipes in Springfontein (IDP W203 2010/2011) House Connections Springfontein (IDP W203 2010/2011)	Majority of households have a backlog if water inside the house/yard	Backlog in yard/house taps House Connections Bethulie (IDP W203 2010/2011)		
Sanitation	2114 households without sanitation facilities Upgrading of sewerage (2010/2011 IDP S304)	Extension of networks to newly developed sites Edenburg. (IDP S304, 2009/2010)		Extension of networks to newly developed sites Springfontein. (IDP S304, 2009/2010)	Upgrading of sewerage (2009/2010 IDP S304)	Lack of sanitation facilities Upgrading of sewerage (2009/2010 IDP S304)		
Electricity and lights	Estimated 500 household in Kopanong do not have access to electricity							
Streets and storm water	Streets in Trompsburg – good Streets in Madigketla and Noordmanville - poor Upgrading of collector roads needed Maintenance needed Upgrading of roads (2010/2011) IDP R501) Upgrading of storm water (IDP R502, 2010/2011)	Streets – fairly good in Edenburg Streets – poor in Edenhoogte and Ha-Rasebei Upgrading of roads (2010/2011) IDP R501) Upgrading of storm water (IDP R502, 2010/2011)	Streets in Jagersfontein and fauresmith in fairly good condition Streets in Ithumeleng and Charlesville in bad state Streets in Ipopeng and Frayville (Fauresmiith) in bad state Upgrading of collector roads Upgrading of roads (2010/2011) IDP R501) Upgrading of storm water (IDP R502, 2010/2011)	Streets in Springfontein, Maphodi and Williamsville in bad condition Maintenance is needed Upgrading of collector roads needed Upgrading of roads (2010/2011) IDP R501) Upgrading of storm water (IDP R502, 2010/2011)	Streets in Philippolis in fairly good condition Streets in Poding-tse-rola and Begmanashoogte in bad state Upgrading of collector roads needed Upgrading of roads (2010/2011) IDP R501) Upgrading of storm water (IDP R502, 2010/2011)	Streets in fairly good condition in Bethulie, streets in Cleotespark and Lephoi in bad condition Upgrading and maintenance are needed Upgrading of roads (2010/2011) IDP R501) Upgrading of storm water (IDP R502, 2010/2011)	Roads in fairly good condition Streets in Hydor Park in bad condition Maintenance and upgrading of collector roads needed Upgrading of storm water (IDP R502, 2009/2010)	Roads in Reddersburg in a fairly good condition, Streets in Matoporong in a bad condition Maintenance and upgrading of collector streets Upgrading of roads (2010/2011) IDP R501) Upgrading of storm water (IDP R502, 2009/2010)

⁴ Kopanong SDF 2006

Priority area	Trompsburg/ Madigketla	Edenburg/ Edenhoogte/ Ha rasebei	Fauresmith/ Ipopeng/Frayville Jagersfontein/ Itumeleng/ Chalesville	Springfontein/ Maphodi/ Williamsville	Philippolis/ Poding-tse-rola/ Begmanshoogte	Bethulie/ Cloetespark/ Lephoi	Gariepdam	Reddersburg/ Matoporong
Waste Management	Upgrading and registration of landfill sites Current refuse site not registered by DWAF – and not up to standard	Inadequate system for refuse removal (health hazard) – adequate capacity in short term Maintenance of landfill sites in Edenburg (IDP EM 1804, 2010/2011)	Inadequate system for refuse removal (health hazard) – adequate capacity in short term Upgrading and registration of landfill sites Maintenance of landfill sites in Fauresmith and Jagersfontein (IDP EM 1804, 2010/2011)	Current refuse removal site not registered with DWAF and is not up to standard – can cause health hazards . Upgrading and registration needed	Current refuse removal site not registered with DWAF and is not up to standard – can cause health hazards . Upgrading and registration needed Maintenance of landfill sites (IDP EM 1804, 2009/2010)	Current refuse site not registered with DWAF and not up to standard. Upgrading and registration of Landfill site needed Maintenance of landfill sites (IDP EM 1804, 2007/08)	Current refuse removal site not registered with DWAF and not up to standard Upgrading and registration of landfill site needed Maintenance of landfill sites (IDP EM 1804, 2009/2010)	The current removal site is not registered with DWAF and not up to standard. Upgrading and registration of land fill site
Transport	More direct benefits from major transport routes New road to Jagersfontein is a high priority New road to Smithfield is a high priority 2 new taxi ranks proposed for Trompsburg and Madigketle Building of taxi rank in Trompsburg (IDP TR 404, 2010/2011)	More direct benefits from major transport routes The road from Edenburg to Jagersfontein need to be upgraded Building of taxi rank in Edenburg (IDP TR 404, 2010/2011)	New road from Trompsburg to Jagersfontein is a high priority The road from Edenburg to Jagersfontein need to be upgraded The road from Philoppolis to Jagersfontein needs to be upgraded Building of taxi rank in Jagersfontein (IDP TR 404, 2010/2011)	More direct benefits from major transport routes The road from Springfontein to Bethulie needs to be upgraded New taxi rank for Maphodi proposed	The road from Philoppolis to Jagersfontein needs to be upgraded	The road from Springfontein to Bethulie needs to be upgraded	More benefits from major transport routes	More direct benefits from major transport routes Transport Axes N1 traversing the District N6 extension linking Aliwal North via Reddersburg, Smithfield and Rouxville Weight bridge needed Building of taxi rank in Reddersburg (IDP TR 404, 2010/2011)

Priority area	Trompsburg/ Madikgetla	Edenburg/ Edenhoogte/ Ha rasebei	Fauresmith/ Ipopeng/Frayville Jagersfontein/ Itumeleng/ Chalesville	Springfontein/ Maphodi/ Williamsville	Philippolis/ Poding-tse-rola/ Begmanshoogte	Bethulie/ Cloetespark/ Lephoi	Gariepdam	Reddersburg/ Matoporong
Housing and Land	Shortage of all forms of Housing Shortage of Municipal land surrounding 2 town areas Development of buffer area between 2 town areas Local area for development south of Noordmanville and Madikgetla towards R717	Commercial and social Integration of former separated land Shortage of lower income housing units Sustainable land management Development of buffer areas 12 vacant residential sites in Edenburg 91 vacant residential sites in Edenhoogte (poor geological conditions) No vacant sites in Ha-rasebei but has a housing backlog Development of 200 residential sites in Edenburg (IDP LD 1207, 2010/2011)	Development of buffer areas Sustainable land management Shortage of all forms of housing (Fauresmith) Shortage of municipal land surrounding town No vacant residential erven available in Jagersfontein 146 vacant erven in Frayville (Fauresmith)	Commercial and social Integration of former separated land Shortage of lower income housing units Sustainable land management Development of buffer areas First logical area for development is in the northern direction (Maphodi) 194 vacant sites in Maphodi (allocated to individuals already) Housing backlog. Need exist to expand Maphodi and Williamsville Enough undeveloped erven available in Springfontien	Commercial and social Integration of former separated land Shortage of all forms of housing units Shortage of municipal land surrounding towns Sustainable land management Development of buffer areas 40 vacant erven in Begmanshoogte and 122 vacant erven in Poding-tse-rola	Sustainable land management Lephoi has 167 vacant sites Cloetespark and Lephoi experience a backlog in low income residential development Sufficient undeveloped erven in Bethulie	Commercial and social Integration of former separated land Shortage of all forms of housing Shortage of municipal land surrounding towns Sustainable land management Development of buffer areas	Commercial and social Integration of former separated land Shortage of lower income housing units Development of buffer areas between 2 town areas Sustainable land management 77 vacant erven in Reddersburg 247 vacant erven in Matoporong (already allocated) Illegal squatting north of Matoporong (Recollocation to site south of Matoporong is proposed) Low income residential development is proposed west of Matoporong Development of 200 residential sites in Reddersburg. (IDP R501, 2009/2010)
Environment	Develop open areas	Need to develop open areas – like small parks in “people places”	Need to develop open areas – like small parks in “people places” No conservation area in Jagersfontein and Fauresmith	Development of open spaces especially in “people places” No conservation areas in Edenburg area.	Upgrading of a no of recreation facilities Formal park areas proposed. Various conservation and tourism facilities are located in the area	Need for small parks in “people places” No conservation area in Bethulie		Need to develop small open parks in “people places” No conservation area

Priority area	Trompsburg/ Madigketla	Edenburg/ Edenhoogte/ Ha rasebei	Fauresmith/ Ipopeng/Frayville Jagersfontein/ Itumeleng/ Chalesville	Springfontein/ Maphodi/ Williamsville	Philippolis/ Poding-tse-rola/ Begmanshoogte	Bethulie/ Cloetespark/ Lephoi	Gariepdam	Reddersburg/ Matoporong
Cemeteries	2 cemeteries only 1 in use Application lodged to extend cemetery in Noordmanville	Edenburg – sufficient capacity Ha-rasebei – need urgent expansion (proposal was made) Extension of cemetery in Edenburg. (IDP C401, 2010/2011)	Cemeteries in Jagersfontein and Fauresmith adequate for next 2 years Ipopeng needs to be expanded Extension of cemetery in Fauresmith. (IDP C401, 2010/2011)	3 existing cemeteries in springfontein. Proposal made to expand Maphodi and Williamsville cemeteries	Cemetery in Philippolis still adequate Cemetery in Poding-tse-rola needs to be expanded Extension of cemetery in Philippolis. (IDP C401, 2010/2011)	2 cemeteries in Bethulie and Lephoi. The cemetery in Lephoi reached full capacity. Proposal for new cemetery south-west of Cloetespark	2 cemeteries – with sufficient capacity	3 cemeteries in Matoporong, 1 in Reddersburg. Cemeteries in Matoporong need to be expanded
Economy	Small Business node (SBN) for Madigketla and Noordmanville Economic development corridor along road N1 towards CBD Type of businesses: filling station; restaurants; convenience shops Small Business nodes (SBN) along major movement corridors	Smaller business node identified in Ha-Rasebei	Smaller Business nodes are proposed along major movement corridors	Small Business nodes (SBN) for Maphodi and Williamsville	Small Business nodes (SBN) proposed along Major movement corridor	Smaller Business nodes proposed along major movement corridors in Cloetespark and Lephoi		Small Business node (SBN) proposed along movement corridor
Tourism	Tourism information centre Spring water Development of tourism information centre. (IDP EDT 903, 2010/2011)	Development of tourism information centre. (IDP EDT 903, 2010/2011)	Tourism routes – Horizon Linking Jacobsdal with Koffiefontein, Fauresmith, Jagersfontein and Philippolis Development of tourism information centre. (IDP EDT 903, 2010/2011)	Development of tourism information centre. (IDP EDT 903, 2010/2011)	Conservation of areas surrounding local rivers Tourism routes – Horizon Linking Jacobsdal with Koffiefontein, Fauresmith, Jagersfontein and Philippolis Tourism information centre Historic sites Development of tourism information centre. (IDP EDT 903, 2010/2011)	Conservation of areas surrounding local rivers Development of tourism information centre. (IDP EDT 903, 2010/2011)	Conservation of areas surrounding local rivers Xhariep Linking Xhariep dam with Bethulie, Smithfield, Rouxville and Zastron Tourism info centre Conservation centre Arts & craft curio shops Development of tourism info centre. (IDP EDT 903, 2010/2011)	Development of tourism information centre. (IDP EDT 903, 2010/2011)

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Agriculture	Access to land for emerging farmers Full irrigation schemes at Bethany Angora Rabbits Identification of commonage properties Sustainable commonage need to be developed and regulated	Access to land for emerging farmers Cattle farming Land was identified for small scale farming No registered land reform project located in Edenburg	Access to land for emerging farmers Cattle farming to be promoted (Fauresmith) No registered land reform project located in Jagersfontein and Fauresmith Sustainable and coordinated commonages needed	Access to land for emerging farmers Support unit for surrounding farmers Area between railway line and N1 used for commonage purposes No land reform projects located in Springfontein – sustainable and coordinate commonage projects needed	Access to land for emerging farmers No land reform projects located in Philippolis – sustainable and coordinate commonage projects needed	Access to land for emerging farmers Fish farming to be promoted Game farming to be promoted Sustainable and coordinated commonage projects needed. No land reform project registered at Land affairs	Area across the R701 and Norvalspond used for commonage purposes Sustainable and coordinated commonage projects are needed No land reform project located in the area	Access to land for emerging farmers Game farming No land reform projects registered with Land Affairs. Sustainable coordinated commonage projects need to be developed
Industries	Beer brewery Future Industrial Node (FIN)	Identification of land for future Industrial node (FIN)	Diamond mining and cutting (Jagersfontein) Lack of light industrial erven in Jagersfontein and Fauresmith Future Industrial Node (FIN) proposed for Fauresmith	Lack of light industrial erven in Springfontein A future industrial node (FIN) between railway station and entrance road N1 (A99) was identified	Lack of light Industrial erven – no need for industrial erven	Lack of light industrial erven in Bethulie	Filling station	Lack of light industrial erven in Reddersburg. Future industrial node (FIN) proposed between Matporong and Reddersburg
Sports and Recreation	Sports facilities need to be upgraded		Upgrading of existing sports facilities (IDP, SR 501, 2009/2010)	Sports facilities need to be upgraded	Land for community hall and social functions	Sports facilities need to be upgraded		Upgrading of sports and recreational facilities
Governance and Administration	Development and expansion of municipal buildings Development and expansion of municipal functions							