

Final Draft August 2008

# PHOKWANE

## SPATIAL DEVELOPMENT FRAMEWORK



Compiled on instruction from  
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# SECTION ONE: SCOPING & ANALYSES

## 1. BACKGROUND & LEGISLATIVE FRAMEWORK

### 1.1 APPOINTMENT & PROCEDURES

During December 2007 Urban Dynamics Gauteng Inc. in collaboration with Urban Dynamics North West was appointed by the Frances Baard District Municipality to prepare a Spatial Development Framework for the Municipal area of Phokwane. The Service Level Agreement was signed by all parties on 18 December 2007, followed by an Introduction Meeting with the officials at Phokwane Local Municipality on 18 January 2008. Once the team understood the deliverables and expectations for the Spatial Development Framework an Inception Report was submitted on 31 January 2008. The subject report outlined the project methodology and the milestone payments for the project. A Project Steering Committee (PSC) was nominated by the District and Local Municipalities in February 2008. The objective of the PSC was to invite interested and affected parties from different departments and organizations to give their inputs in terms of trends and tendencies operating in Phokwane. The PSC also acted as a sound board to brainstorm ideas and proposals for the Spatial Development Framework.

### 1.2 WHAT IS A SPATIAL DEVELOPMENT FRAMEWORK

A Spatial Development Framework (SDF) is a framework that seeks to guide overall spatial distribution of current and desirable land uses within a municipality, in order to give effect to the vision, goals and objectives in the municipal IDP.

### 1.3 WHAT ARE THE AIMS OF THE SPATIAL DEVELOPMENT FRAMEWORK

The aims of a SDF are to:

- Promote sustainable functional and integrated settlement patterns in order to:
  - Discourage low density urban sprawl
  - Generate social and economic opportunities for people
  - Promote easy accessibility to those opportunities
- Maximize resource efficiency through:
  - Protection of available environmental resources
  - Protect productive land for agricultural purposes
- Enhance regional identity and unique character of place
- Ensure conformance with regional and provincial spatial plans and policies

The Phokwane SDF will aim to support the municipal vision to ***“create sustainable human settlements that will result in social and economic upliftment for all”***

### 1.4 LEGISLATIVE FRAMEWORK

Please refer to **“Annexure A”**, attached to this document, for more information regarding the legislation governing the development of Spatial Development Frameworks in South Africa.

## 2. METHODOLOGY

Apart from complying with the regulations set out in the Municipal Planning and Performance Management Regulations of 2001, the methodological approach followed to compile this SDF, was tailor-made for Phokwane Municipality, in order to address the very specific spatial needs of the Municipal Area. The methodology followed was divided into three distinct phases. They are as follows:

### 2.1 PHASE 1: PROJECT SCOPING

During this phase of the project the team familiarized themselves with the physical orientation and characteristics of the existing nodes within the municipal area, the influence spheres and the socio-economic profile of the study area.

#### 2.1.1 Policy Framework (Horizontal & Vertical Orientation)

In order to ensure that the Phokwane SDF align with national, provincial and local strategies, we evaluated various Macro and Micro Policy documents, with specific reference to how such policies or strategies impact on Phokwane.

##### Macro Strategies:

- Northern Cape Provincial Growth & Development Strategy
- Frances Baard District Spatial Development Framework
- Frances Baard District Water Services Development Plan
- Frances Baard Integrated Environmental Management Plan

##### Micro Strategies:

- Phokwane Integrated Development Plan
- Phokwane Local Economic Development Plan
- Phokwane Integrated Waste Management Master Plan
- Phokwane Integrated Spatial Development Framework (not a good document and therefore not very relevant)

The abovementioned documents were summarized in terms of their key components:

- Aims & Objectives
- Projects & Strategies to be implemented
- Spatial implications for Phokwane

And the information used as the basis or framework for the Phokwane Spatial Development Framework.

#### 2.1.2 Physical Development Perspective

The team focused on analyzing the trends, characteristics and spatial manifestations associated with the key physical components in the study area.

The key components of physical development are:

- Housing
- Community facilities
- Traffic and Transport
- Environment
- Agriculture
- Tourism

## 2.2 PHASE 2: SYNTHESSES & PREPARATION OF SPATIAL DEVELOPMENT FRAMEWORK

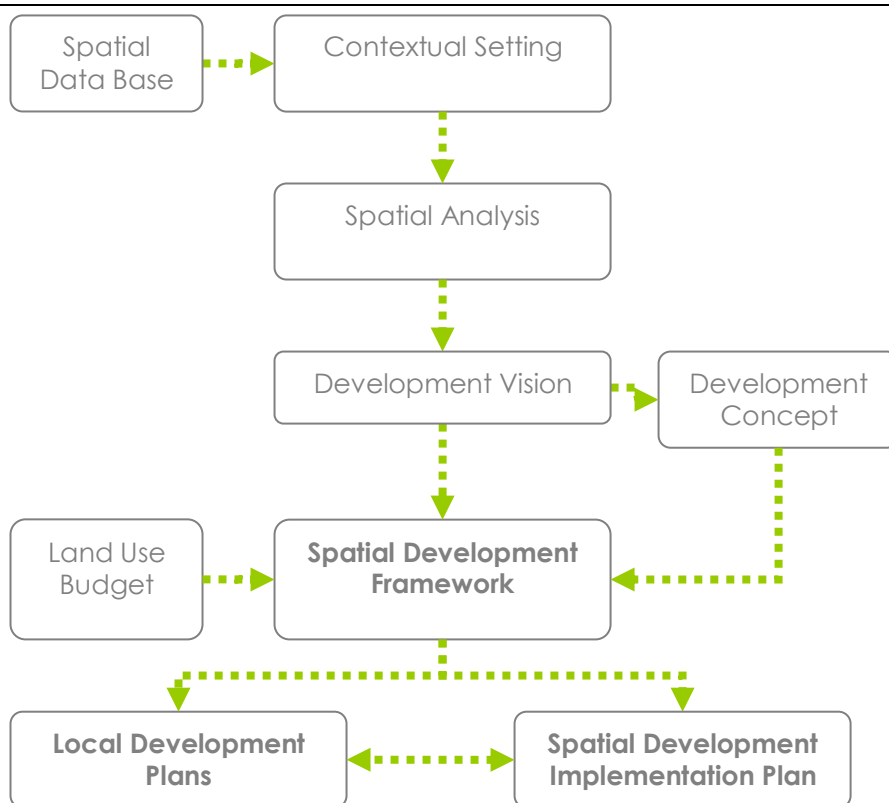


Figure 1: Project Methodology

### 2.2.1 Syntheses & Preparation of Spatial Development Framework

The purpose of this task was to formulate an overall spatial development vision and strategic objectives to guide future physical and spatial development in Phokwane.

A Spatial Development Framework was developed, covering the entire Phokwane Local Municipality at an appropriate level of detail. This spatial framework is focused on guiding spatial development at an overall Municipal level. It will provide sufficient information to guide prioritization of investment decisions and development applications in the medium to long term. The strategic spatial development framework is not intended to be a detailed framework at individual stand/erf level for the entire Phokwane Local Municipality area. This level of detail will form part of the activities to be undertaken for specific localized urban areas.

The visual presentation of the Spatial Development Framework is supported by a Spatial Development Policy document giving guidelines for the different development zones.

### 2.2.2 Detailed Spatial Development Frameworks for Localized Urban Areas

The purpose of this task is to prepare a Local Spatial Development Framework for each of the critical development nodes i.e. Hartswater, Jan Kempdorp and Pampierstad, with the surrounding villages and rural areas. The objective of these detailed spatial development frameworks would be to provide a detailed spatial framework for Phokwane focusing on the critical issues relevant to the local circumstances. These issues may include aspects such as

transport routes and facilities, clustering of community support land uses, at “activity nodes”, tourism facilities, the need for densifications and infill development, aspects like urban agriculture, proposals to stimulate the local economy and will differ from area to area. It would thus be necessary to take the strategic level policy framework and refine it in accordance with the key issues within each localized area. A consistent and generic approach will be followed in the formulation of each of the detailed spatial development frameworks to ensure consistency in terms of approach, contents, formats and deliverables. The following generic actions were undertaken in the preparation of each detailed spatial development framework:

- Providing land use data at individual property level
- Details on all current and recently completed capital projects
- Details on all planned capital projects in the next five years contained in Integrated Development Plan
- Assessment of critical physical development issues as identified at local level
- Preparation of a detailed local level spatial development framework

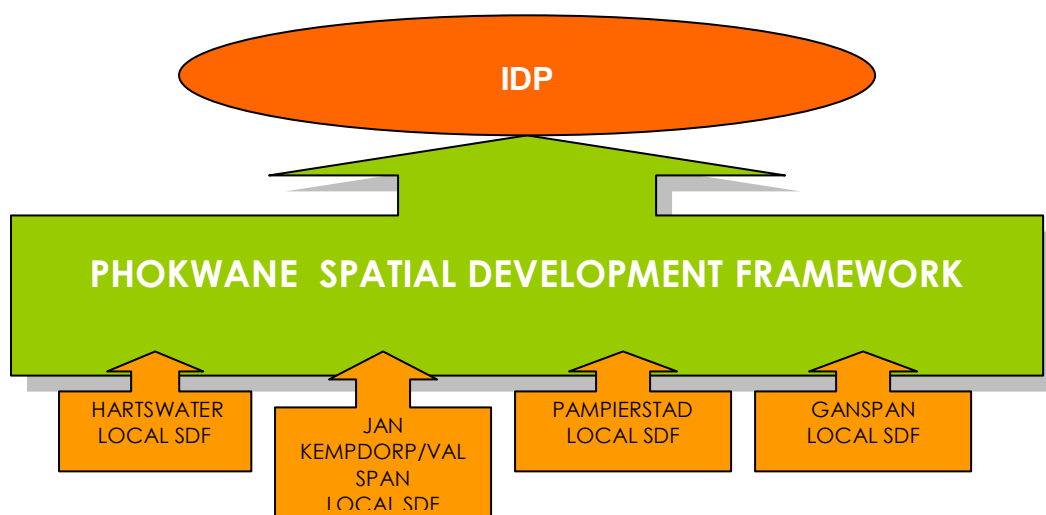


Figure 2: Hierarchy of Plans

### 2.3 PHASE 3: DEVELOPMENT PROPOSALS & FLAGSHIP PROJECTS

Based on the Development Concept, proposals were made for the spatial development of Phokwane and its local nodes. The proposals made dealt with issues such as infill development and the containment of urban sprawl, housing development, corridor development and the integration of land use and public transportation, and criteria for the provision of social amenities and economic infrastructure in an equitable and viable manner.

The proposals made in this framework plan, apart from being based on the Development Concept, were based on a Land Use Budget, which calculated the area in hectares required for social facilities, economic activities and residential expansion, up to the year 2015.

### 3. CONTEXTUAL SETTING

#### 3.1. RELEVANT LEGISLATION

Phokwane Local Municipality, as every other municipality in South Africa, falls within a specific tier of government. Consequently, it is subject to higher government structures (National and Provincial Government) and the legislation they draft. National and Provincial legislation pertaining to spatial development, which affects Phokwane, is the following:

##### a. Development Facilitation Act (1995)

The Development Facilitation Act (DFA) was introduced to fast track and to facilitate the implementation of the Reconstruction and Development Programme. In addition to the establishment of Development and Appeal Tribunals, the Act also promotes specific development principles to encourage sustainable and equitable urban development.

##### b. Breaking New Ground Principles

The new human settlement plan reinforces the vision of the Department Housing, to promote the achievement of a non-racial, integrated society through the development of sustainable human settlements and quality housing. Within this vision the department is committed to the following objectives:

- Accelerating the delivery of housing as key strategy for poverty alleviation
- Using housing as a major job creation strategy
- Ensuring that property is accessed by all in an attempt to create wealth and empowerment
- Promoting economic growth
- Combat crime and improving the quality of life for all
- Using housing as an instrument to develop sustainable human settlements

## HARTSWATER & BONITA PARK



PAMPIERSTAD



JAN KEMPDORP & VALSPAN



GANSPAN



### 3.2. GENERAL OVERVIEW

#### 3.2.1. Locality

The Phokwane Local Municipality (referred to as the Municipal Area) is located in the north-eastern extreme of the Northern Cape Province, along the border of North West Province, and close to the Free State Province (Maps 1-4). The Municipal Area is connected to Kimberley in the south and Vryburg to the north by means of the N12 and N18 respectively. The municipality covers an area measuring 82 077ha in extent and comprises of the following nodes:

- Jan Kempdorp and Hartswater (former Transitional Local Councils)
- Pampierstad, with surrounding farms (former Transitional Rural Council), and
- a small settlement known as Ganspan (previously administered by then Department of Social Welfare)

Please refer to the following maps attached:

Map 1: National Locality

Map 2: Regional Locality

Map 3: Cadastral Map

Map 4 Topographical Map

#### 3.2.2. Demographic Overview

The population estimate of the area is around 61 535 people, the municipal area is experiencing a 1,4% growth rate contrary to the provincial trend of 0,4% decline. Youthful population (under 20 years of age) make-up 42,9% of the total population composition.

Table 1: Population per Municipal Area

AREA	POPULATION	HOUSEHOLDS
<b>Pampierstad</b>	16 797	4133
<b>Hartswater</b>	5 098	1132
<b>Jan Kempdorp</b>	22 497	4999
<b>Ganspan</b>	2700	600
<b>Ganspan Rural Area</b>	13776	3061

Source: Derived from Phokwane IDP

Table 2: Composition of Population Northern Cape vs. Phokwane

2001 STATS SA	NORTHERN CAPE	PHOKWANE
<b>Total Population</b>	822 727 (down)	61 535 (up)
Population Growth per annum	-0,4%	1.4%
African	293 976	47 418
Asian	2 320	35
Coloured	424 389	6851
White	102 042	7018
Urban	71,8%	
Non-urban	28,2%	16 257

Source: Derived from Phokwane IDP

Please refer to **Map 5**, for details on the **distribution of the population**. It is clear that the rural areas are more sparsely populated in relation to the nodal areas.

We need to draw your attention to the results of the 2007 Community Survey, which confirmed that Phokwane has an estimated population of only 46 409, which is 25% less than the figures stated in the 2001 Census. The Community Survey was conducted by using a sample survey and therefore may not be a true reflection of the demographic situation. It is however possible that the population figures decreased due to:

- migration of people to the Kimberley district in search of economic opportunities
- HIV/AIDS in Phokwane is above average

It is highly unlikely that the population could have decreased by 25%. For the purposes of this Spatial Development Framework we based all our recommendations and proposals on the assumption that the population did not decreased dramatically and rather of the fact that the population is showing a slow growth rate.

### 3.2.3. Socio-Economic Overview

The municipality's main economic sector is agriculture, supporting mostly seasonal employment, which result in impoverished communities. There's a high rate of unemployment:

- 77% of the population lives under the minimum living level (MLL)
- The average monthly income per family is estimated at R2 950 per month
- 17% of the population is permanently unemployed. Seasonal unemployment is estimated as high as 43,7% certain periods of the year (Urban Econ 2004).
- only 21% of the population has matric
- About 41% of the population is in elementary occupations

Please refer to **Map 6 for Employment Ratio information**. It is clear that the Hartswater and rural areas surrounding Jan Kempdorp has the best employment rates. Pampierstad on the other hand has an alarming high unemployment figure.

The economic profile of an area is calculated as a function of the Gross Value Added (GVA) – it is the value of an industry's production, calculated as the gross output of goods and services produced, less the value of intermediate inputs required to produce them. It differs from gross domestic product because it is measured before net taxes on products that are added to the value industry gross output. Gross value added enables comparisons between industries free of the effects of production taxes and subsidies on the price of industry outputs.

Phokwane's GVA profile is summarized as follows:

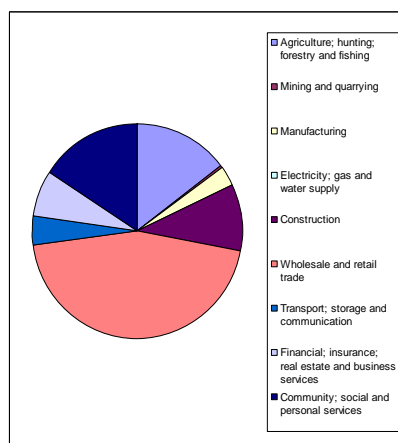
<b>Agriculture &amp; Forestry</b>	<b>Mining &amp; Quarry</b>	<b>Manufacturing</b>	<b>Construction</b>
195 995	2 746	42 180	131 844
<b>Differentiated Goods</b>	<b>Retail</b>	<b>Public Services</b>	<b>Tourism</b>
40 832	349 055	210 260	21 325
<b>Infrastructure services</b>	<b>Wholesale</b>	<b>Transport</b>	<b>Financial Services</b>
79 033	251 223	58 442	93 024

Table3: GVA Profile

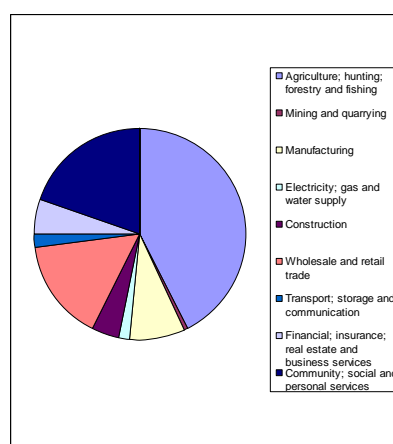
Source National Spatial Development Perspective

The above confirms that wholesale and retail are the biggest money spinners in the municipal area.

GVA Sectors



Employment



The above is however not supported by employment profile for the area. There is a contradiction in terms of the number of employment opportunities in relation to the money generated from the subject economic sector.

Please refer to Maps 7 for more information of the distribution of the population in relation to the type of economic activities they are absorbed in.

### 3.2.3.1 Agricultural

Agriculture in the study area occurs within mostly the Vaalharts Irrigation Scheme, which consists of crop and livestock farming practices. Crop production, however, constitute the dominant form of land use. Crop farming in Phokwane is relatively homogenous over the irrigation scheme with variations existing in terms of farm size and the availability of capital. The main products being produced in Phokwane are as follows:

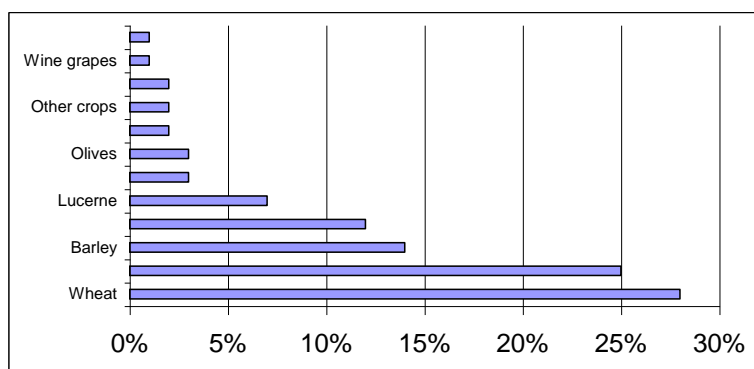


Figure 4: Agricultural Composition

### Agriculture Land Utilization

*Source: Centre for International Agricultural Marketing and Development (CIMD), 2003*

Agriculture is an essential part of the local economy. This sector currently shows a positive growth rate, but constraints such as unemployment, job cuts and lack of local beneficiation and exports may hamper future development of the economy.

### 3.2.3.2 Tourism

Phokwane cannot compete with the areas in North West and Northern Cape that has natural beauty or an abundance of wildlife that attract tourists, but Phokwane does have few attributes which could promote tourism:

**Locational advantages:** The location of Phokwane makes it a convenient stop-over point for tourists traveling to the rest of South Africa. It is situated near Kimberley and provides a unique blend of tourist opportunities.

**Eco-tourism.** Phokwane is earmarked with green pastures and a river stream abutting the area. The area is ideal for bird watching enthusiasts and hikers.

**Low crime levels.** The almost non-existent levels of crime and sparsely populated area make Phokwane a very safe traveling destination.

**Agri-Tourism:** Unique Irrigation Scheme

### 3.2.4 Mobility Characteristics

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#### 3.2.4.1 Road

The Phokwane area is accessible from the north via the N18, which continues from Vryburg, passed Warrenton to Kimberley. Or alternatively one can approach Hartswater on the N12, turning away at Christiana on the R708. Hartswater is relatively easily accessible. These highways provide north south and east west mobility, linking Hartswater with other medium sized centers like Vryburg, Klerksdorp and Kimberley.

Local mobility is possible along the Hartswater-Pampierstad road and Jan Kempdorp-Ganspan roads.

The area is serviced by buses operating on national routes, linking Phokwane with the rest of the Northern Cape and North West Provinces. Local mobility is serviced by Phumatra Bus Service and the local taxi organization. The Hartswater and Pampierstad Taxi Ranks operate on a regional basis.

#### 3.2.5.2 Rail

Phokwane is serviced by a railway line and 3 stations. Whether rail transport is used effectively is unknown, but it should definitely be considered as a transportation option.

#### 3.2.5.3 Airport

Hartswater has an airstrip, which is not used commercially. It is proposed that the 93 Ammo Depo Airport be upgraded for commercial use specifically for inbound tourists and export product.

**Maps 8 & 9** depicts the major **mobility corridors** in Phokwane and the **preferred method of transport** used by the community.

A very large segment of the population, walk to destinations. From this we can detract that:

- There are sufficient work and community support facilities within walking distance of residential areas and therefore there is no need to use public transport
- Transport are too expensive, thus people cannot afford to travel by bus/taxi
- The public transport service is not reliable or does not cover the routes people wish to take.

### 3.2.6 Movement Patterns

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Phokwane to a large extent is characterized as an Agricultural hub. Due to forced removals and natural migration, farm workers no longer reside on farms, which result in a major commute between the residential areas in Ganspan, Valspan and Pampierstad to the agricultural zone along the Vaal River on a daily basis. People either walk to work or farmers collect workers at strategic locations.

### 3.2.7. Settlement Patterns

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Phokwane is characterized by a number of settlements scattered throughout the Municipal Area. This scattered settlement pattern is largely due to agricultural activity within the Municipal Area, which is concentrated along a Vaal Harts Irrigation Scheme that runs through the Municipal Area.

A number of formal settlements have been developed within the Municipal Area and these basically straddle the northern and southern boundaries of the agricultural belt. These include Hartswater, Jan Kempdorp/Valspan and Pampierstad. Of these settlements, Hartswater is the biggest in terms of the retail and social facilities it provides. Pampierstad is

the only other centre providing a significant number of retail and social facilities. Valspan is the largest settlement in terms of population numbers.

### 3.2.8 Social Amenities

Phokwane has a well-developed social infrastructure network, providing educational, health and other essential social services. The support uses are often not operated in a optimum manner, but the facilities exist. The educational infrastructure comprises schools, from pre-primary level, through primary level to high school level.

TABLE 4: EXISTING SOCIAL FACILITIES 2005

Land Use	Hartswater	Pampierstad	Jan Kempdorp/ Valspan	Ganspan
Education	3	11	7	1
Library	1	1	1	-
Hospital	1	-	1	-
Clinic	-	1	1	-
Cemetery	1	1	1	-
Police Station	1	1	1	-
Municipal Buildings	1	1	1	-
Government	2	4	1	-
Magistrates Office	1	1	1	-
Sports Grounds	-	1	1	-
Museum	1	-	-	-
Taxi Rank	1	1	2	-

### 3.3. MACRO POLICIES AND STRATEGIES

In order to ensure that the Phokwane SDF aligns with regional and local policies, we will broadly summarize the over arching policies and strategies, which may have a spatial impact on Phokwane.

Please refer to "**Annexure B**" for details.

## 4. KEY INDICATORS

### 4.1 MATRIX OF KEY INDICATORS

Table 5: Matrix of Key Indicators

FACTOR	PAMPIERSTAD	HARSTWATER	JAN KEMP/VALSPAN/GANSPAN
Population	4133 families	1132 families	5600 families
Unemployment	45%	20%	45%
Employment Sector	Public Sector Self Employed Agriculture	Public Sector Self Employed Agriculture	Public Sector Agriculture
Priority Projects	<ul style="list-style-type: none"> <li>• Taxi Rank Upgrading</li> <li>• LED Centre</li> <li>• Industrial Zone</li> <li>• Tourism</li> <li>• Sports Grounds &amp; Youth Centre</li> <li>• 2500 Houses</li> </ul>	<ul style="list-style-type: none"> <li>• Informal Hawkers Centre</li> <li>• Drive-in redevelopment</li> <li>• Tourism Centre</li> <li>• Community Hall</li> <li>• Old Age Home</li> <li>• Youth Centre</li> <li>• Sports Centre</li> <li>• 700 Houses</li> </ul>	<ul style="list-style-type: none"> <li>• LED Centre</li> <li>• Ganspan Eco-Tourism Resort</li> <li>• Youth Centre</li> <li>• High School</li> <li>• Library</li> <li>• Police Station</li> <li>• Gov Offices</li> <li>• Sports Centre</li> <li>• 800 Houses</li> </ul>
Prime Objectives	<ul style="list-style-type: none"> <li>• Promote settlement development in nodes with strong economic and environmental potential</li> <li>• Focus on human development and basic needs programmes</li> <li>• Promote investment in primary nodes, where benefits flow to a broad community</li> <li>• Support Land Reform</li> <li>• Promote a "sense of place"</li> <li>• Rectify dysfunctionalities in settlement patterns – create sustainable human settlements</li> <li>• Promote easy access to urban activities</li> <li>• Protect scarce natural resources</li> </ul>		
Strategies	<ul style="list-style-type: none"> <li>• Identify and promote a Primary Node, which will be the focus of capital investment</li> <li>• Enhance social investment in Secondary and Rural nodes – human development</li> <li>• Protect Agri-intensive irrigation scheme area and environmentally sensitive areas</li> <li>• Enforce the Urban Edge and promote in-fill development which will lead to socio-economic integration</li> </ul>		

## SECTION TWO: SYNTHESSES & SPATIAL FRAMEWORK

### 5. VISION

*“Create a sustainable human settlement where people can live, work and play”*

### 6. OBJECTIVES

The objectives for the Phokwane Spatial Development Framework are as follows:

#### 6.1. SPATIAL DEVELOPMENT

- Promote a compact urban structure through urban infill and densification
- Create a logical hierarchy of settlements to support effective service delivery
- Create an urban edge to contain urban sprawl

#### 6.2. HOUSING

- Identify sufficient land for future housing development
- Quantify housing backlogs and future needs
- Locate new housing development within a rational urban structure and urban development boundary to ensure sustainable development
- Enhance Nodal viability through development on housing in strategic locations

#### 6.3. ENVIRONMENT

- Protect ecologically sensitive natural areas
- Protect Vaalharts Irrigation scheme area
- Respect the flood lines of the major rivers and dams
- Capitalize on natural resources – tourism opportunities

#### 6.4. TRANSPORT

- Use transport system as method to develop Hartswater, Pampierstad and Jan Kempdorp as a “social city”

#### 6.5. SERVICE INFRASTRUCTURE

- Locate urban development, specifically housing development, within reach of bulk municipal services
- Inform the future planning and delivery of bulk municipal services

#### 6.6. COMMUNITY FACILITIES

- A hierarchy of community facilities should be developed to cater for the needs of either a local community or a broader region
- Community facilities must be developed in line with the nodal importance of settlements. Mobile facilities should be utilized to support isolated communities
- Service delivery centers should be located in such a way that ensures equitable access for all communities
- Community facilities must be provided according to accepted planning and development standards and guidelines

<b>6.7. ECONOMIC INFRASTRUCTURE</b>
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6.7.1. *Business*

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- Create a viable business node hierarchy linked to service delivery centers
- Sustain the Hartswater CBD as the core economic center of the Municipality Area

6.7.2. *Tourism*

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- Identify and develop tourism facilities which would support the local, national and international tourism market
- Be realistic in terms of the potential for tourism in Hartswater
- Focus on Agri-Tourism

6.7.3. *Agriculture*

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- Identify and protect high-potential agricultural land from urban encroachment
- Promote beneficiation of agricultural products to broaden the economic base

## 7. STRATEGIES

### 7.1. SPATIAL RECONSTRUCTION

The legacy of past spatial policies, as well as the strong agricultural nature of Phokwane, have left the urban landscape fragmented, expensive and difficult to manage, and economically unsustainable. Large sections of the population live in settlements located on the outskirts of the Municipal Area (such as Ganspan); far from the Hartswater core area. This is urban sprawl on a scale inappropriate to the population size of Phokwane.

### 7.2. DEVELOPMENT STRATEGIES

Although the current spatial pattern is inefficient and expensive, one has to admit that it is a fix spatial pattern. Therefore, the aim should not be to alter the existing spatial structure, but one should rather guide its future development towards a better, more efficient and more cost-effective urban structure. In short, one should start addressing the weaknesses of the spatial structure through the planning and development of its future growth. Please note that the effect of spatial changes takes time to render the desired results. Five strategies can be recommended.

#### **Strategy 1: Urban integration**

One should move away from the fragmented and sprawling urban structure existing within Phokwane. The concept of a “social city” should be promoted. This can be achieved by stimulating growth in Hartswater, through residential development and promotion of the commercial core. Expansion and further investment in satellite towns will endorse the current dysfunctionality in Phokwane and should therefore not be encouraged. Promote socio economic integration in Hartswater by providing a range of housing options that would attract people to the area. The increase in population will have the desired affect on the primary economy on the long term.

#### **Strategy 2: Bulk infrastructure development**

Providing bulk infrastructure can be an important tool to achieve the above-mentioned spatial pattern and will, in turn, result in cost savings when developing the bulk infrastructure. All future bulk infrastructure should be developed within the urban area describe above; because where bulk infrastructure is developed, urban development will follow. In this manner, bulk services will force future urban development into a more rational and desirable urban pattern. At the same time, the location, implementation and functioning on the bulk services network will be rationalized.

#### **Strategy 3: Equitable access to social services**

As was mentioned, the settlements located on the outskirts of the Municipal Area are located far from the social/business services provided in the Hartswater core area. These people's need cannot be ignored but one should think rationally about investing huge amounts of money in areas which is not sustainable on the long terms. It is recommended that Service Delivery Centers or mobile facilities be developed in strategic locations.

#### **Strategy 4: Transportation Services**

An effective and economical transport system is the key to the success implementation of the “social city” concept. Rather than spending money on physical infrastructure, the municipality should consider to subsidize the public transport system and making it more affordable and convenient to use. The transport system needs to be upgraded to handle the increased demand.

**Strategy 5: Protection of agriculture and open space**

A way to integrate urban areas is to deliberately protect high-potential agricultural areas and ecologically sensitive natural open spaces. By rigorously protecting such areas, urban areas are prohibited to sprawl freely and are therefore forced into denser urban agglomerations. Therefore, such an approach not only protects agriculture and the environment, but also helps create a more rational, cost-effective and manageable urban structure.

**8. DEVELOPMENT CONCEPT**

The aim of the Development Concept is to propose a theoretical base upon which to base proposals for the spatial development of Phokwane. The Development Concept will guide the future development of the Municipal Area through a set of nodes, corridors and urban precincts.

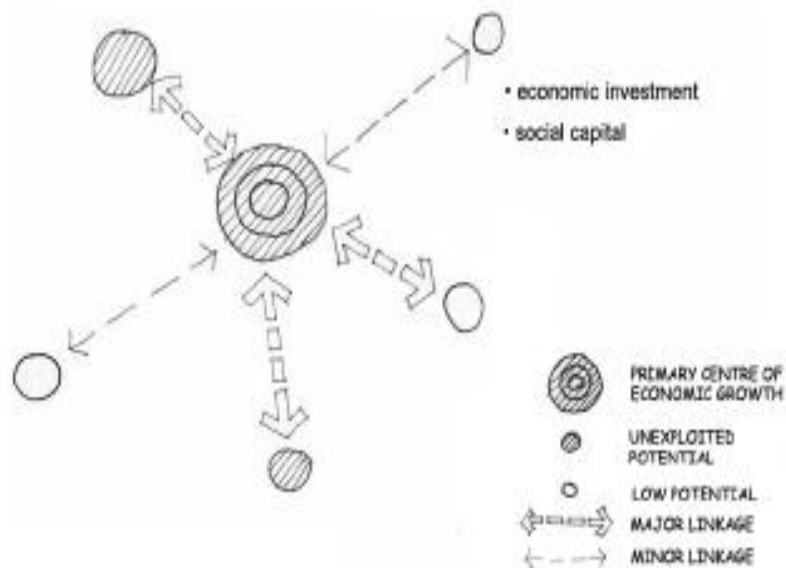


Figure 4: Nodal Development  
Source: Frances Baard SDF

In this instance the principles as set out in the National Spatial Development Perspective will apply:

- Economic growth is most likely to continue where it has previously occurred and therefore economic potential will be highest in these localities, Hartswater in this case
- Economically active people will tend to move to localities where jobs or other livelihoods are available
- Efforts to address past social inequalities should focus on people and not places where it will be difficult to promote sustainable and economic growth
- It is important that people are trained and skilled to participate effectively in the economy. There is a tendency for people to move to areas of greater opportunity especially when they have skills. Programmes in areas with low economic development potential should focus on enhancing people skills rather the construction of fixed infrastructure.
- Future government spending on infrastructure and development should be in localities that would not become poverty traps.

### 8.1. NODAL STRUCTURE

Phokwane has a number of nodes and potential nodes, which can be linked to the settlement hierarchy identified in the situational analysis. This **Nodal Structure**, depicted in **Map 10** is as follows:

#### a. Primary Node and Core Area

Hartswater is the Core Area of Phokwane, because it contains the only significant CBD and industrial area within the Municipal Area. It contains the majority of higher-order urban functions. This area is also equipped with municipal infrastructure (roads, rail, water, electricity, sanitation) with sufficient capacity to accommodate future development.

#### b. Secondary Node

To a certain degree, the Municipal Area has a bipolar nodal structure, comprising both Hartswater and Pampierstad. Both these nodes provides higher-order urban function and both contain a central area and an industrial area. This bipolar nodal structure is reinforced by the fact that the two nodes are separated by the Vaalharts Irrigation Scheme area, thus providing each node a separated area of influence. However, Pampierstad is not considered a primary node for 2 reasons:

- Pampierstad falls within the same Municipal Area as Hartswater and should therefore be subordinate to Hartswater (ideally a municipality should only have one core area).
- Pampierstad provides less higher-order functions than Hartswater, which is evident by its smaller central area and industrial area. Pampierstad is therefore not seen as a core area, but as a secondary node within Phokwane.

Jan Kempdorp together with Valspan was also identified as a secondary node based solely on the population size. Currently, Jan Kemp/Valspan has the largest population number in the Municipal Area, but despite this, it contains relatively little higher-order functions and services. It is almost entirely dependant on Hartswater to serve its population with these functions.

#### c. Rural Nodes

Ganspan and its informal settlement is located in total isolation. This area is partly dependant on Jan Kempdorp but mostly, on Hartswater to cater for its socio-economic needs.

### 8.2. URBAN EDGE

As a method to prevent endorsement of the dysfunctional spatial form of Phokwane we propose an Urban Edge which will stop the expansion of settlements in undesirable locations. Demarcating an urban edge has specific advantages, the primary being to prevent uncontrolled urban sprawl. Urban sprawl is undesirable since it increases pressures on the limited resource of local government, from public transport to water and sanitation infrastructure provision. Drawing an urban edge will also protect valuable agricultural land and ecologically sensitive areas from urban encroachment. But an urban edge can also have drawbacks. For example, it can restrict the supply of land for urban development, which will inflate land prices within the municipal boundary. Care should therefore be taken when demarcating an urban edge. A balance should be reached between providing enough land for urban development and the need for sustainable development.

The proposed **Urban Edge**, which is illustrated on **Map 11**, was demarcated using the following guiding principles:

- The containment of the urban sprawl and the promotion of infill and densification
- The creation of urban corridors along public transportation routes

- The future municipal housing need and associated land required, as calculated in the Land Use Budget
- The cost implications of establishing new infrastructure for new township developments
- The conservation of environmentally sensitive areas
- The protection of high-potential agricultural land

A guideline for the type of land uses to be allowed inside and outside of the urban edge are depicted in Table 18. As a rule, the urban edge applies to all developments requiring a township establishment application. It is imperative that no township establishment application for development outside the Urban Edge be approved.

TABLE 6: LAND USES AFFECTED BY URBAN EGDE

Inside urban edge	Outside urban edge
Urban settlements Rural settlements Business and office nodes Industrial and commercial areas Governmental uses	Extensive and intensive agriculture areas Conservation areas and nature reserves Tourism facilities and related activities Rural services (social & economic) Agricultural holdings Communal/Commercial farms

The Urban Edge for Phokwane aims to contain urban development within the development nodes as described in the Development Concept. In addition, it largely aims to prohibit urban sprawl into the intensive agricultural areas around the Irrigation Scheme.

### 8.3. TOURISM AREAS

Although Phokwane is not a high-potential tourism area, it does have some elements, which could be used to promote tourism to the area. The biggest potential attraction to the area is the unique agricultural operation i.e. Vaalharts Irrigation Scheme. Tourism opportunities linking to Agricultural tours should be promoted. Phokwane has strong “country” feeling and should be marketed as a country lifestyle destination. Provision should be made for fresh produce markets where visitors could buy organic products and goods manufactured from the land. Examples where this type of tourism has succeeded is Graaff Reinet, Magaliesburg, Parys and Groot Marico. Provision should be made for a facility where social events can be hosted like a “country lifestyle festival”. This type of gatherings will draw more people to the area and give them the opportunity to experience the hospitality the region has to offer, luring them to return frequently during the year.

The Ganspan Pan wetland has the potential to be developed in a low key resort with camping and chalet facilities. The pan can be promoted as bird watching attraction. The viability of such a development is uncertain at this stage and therefore the SDF does not address it.

## 9 LAND USE BUDGET

The following section deals with the estimated population growth within Phokwane and the assessed impact of this population growth on the future development needs of the Municipal Area.

### 9.1. POPULATION GROWTH SCENARIOS

Population growth estimates need to be based on a base year. In other words, a specific year must be chosen of which the population number is known or can be calculated to a reasonably accurate degree. This base year is used as a platform on which to calculate or project the population growth for a number of years following the base year. The base year used for the Phokwane SDF is the year 2001. According to Table 1, Phokwane had a population of roughly 61 321 people in the year 2001.

Based on historic trends, it is estimated that Phokwane has a growth rate of 1,4% year on year.

TABLE 7: MUNICIPAL AREA POPULATION GROWTH 2015

Area	Population 2001	Households 2001	Population 2015	Households 2015
Municipal Settlements	5089	1132	5 100	1 150
Other Settlements	41 100	9133	50 100	11 300
Rural Areas	16 476	3661	20 925	4 650
<b>Total</b>	<b>61 321</b>	<b>13 925</b>	<b>76 125</b>	<b>17 000</b>

Source: Stats SA 2001

A moderate and varied population growth scenario was applied to the various settlement clusters in the SDF. It is estimated that the municipal population will grow by roughly 3000 families between the years 2001 and 2015 to a total population of roughly 76 000 people.

### 9.2. LAND USE ESTIMATE

From the onset it has to be emphasized that the following Land Use Budget is only a guideline of the number of social facilities, retail space, office space and land for residential development needed over a given period. A highly accurate estimate is not possible on the regional scale that the SDF is dealt with. The estimates given only serve as guideline tools for town planners and officials to make land use development decisions from day-to-day. *It is not a tool to conclusively prove or disprove the viability of a specific land use proposal for a specific area nor does it take into account the often non-mathematical views and needs of communities.*

### 9.2.1. Housing

Table 6 depicts the housing need within Phokwane up to the year 2015. This housing need will largely be addressed through government-subsidized housing.

TABLE 8: MUNICIPAL AREA HOUSING NEED UP TO 2015

SDF Settlement Hierarchy	SDF Settlement	HOMELESS FAMILIES (2007-2015)
1	Hartswater	690
2	Pampierstad	2286
3	Jan Kemp/Valspan	2431
4	Ganspan	250
	<b>Total Municipal Housing Need 2015</b>	<b>5 660</b>

Source: Phokwane IDP 2007

Of the approximately 5 660 housing units needed by the year 2015, roughly 510 units or 9% of the housing stock needed will be supplied by the private sector (middle and higher income group). The remaining 5 150 housing units or 91% of the housing stock will have to be supplied by the public sector. Of these, roughly 25% will not qualify for a housing subsidy, leaving only **3 850 houses** to be built by the public sector through housing subsidies by the year 2015.

Based on the accepted standard of 300m<sup>2</sup> per stand, for government funded projects, it is anticipated that approximately **235ha of land need to be set aside for Residential development.**

In order to promote nodal growth in Hartswater, it is expected that the majority of the housing development should take place in and around Hartswater, with infill development in Pampierstad and Valspan.

Other housing needs include the provision of additional Rental Stock:

- Municipal Rental Stock : 150 units
- Social Housing: 100 units

### 9.2.2. Retail

The viable retail floor area that can be accommodated in a given area depends on the spending capital of the people living in that area. On the other hand, the spending capital depends on the socio-economic position of the resident communities.

#### a. Hartswater Core Business Area

The Hartswater CBD is the core retail area of Phokwane Local Municipality. It is important to distinguish the Hartswater CBD from the secondary retail nodes in Phokwane because the CBD offers services to the entire Municipal Area, as well as nearby smaller settlements in North West Province and not only to Hartswater. This means that the Hartswater CBD has and requires more retail space than is justified by its local population. It is difficult to determine the demand for retail space in Hartswater due to the slow population growth and low economic profile of its people. At this stage it is not anticipated that major retail development will take place. The current CBD is not developed to its full potential and therefore no additional retail space will be earmarked. The CBD could benefit from upgrading and beautification which will encourage retail investment in the area.

**b. Other Nodes**

Apart from Hartswater, the settlements with the highest retail potential are Pampierstad and Valspan. Due to the slow economy no additional retail space would be recommended for these areas. The status quo will be maintained. The Mall in Pampierstad is under utilized and can offer additional retails space, should the demand arise.

**9.2.3. Industrial/Commercial**

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Growth in the industrial/ commercial sector locally can only be described as "very low and stable". The unused industrial land in the industrial areas in Hartswater and Valspan is indicative of this. Taking this into account, it is not possible to determine accurate land use estimates for industrial/ commercial development in Phokwane. Rather, an incremental approach should be followed by which land is made available through the granting of land use rights as the demand of the free market determines.

**9.2.4. Social Amenities**

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The Land Use Budget has calculated the number of social facilities required in each node up to the year 2015. Table 7 provides a summary of these facilities needed. According to the Land Use Budget, a backlog in social facilities primarily lies with the larger settlements.

TABLE 9: NEEDED SOCIAL FACILITIES 2015

Settlement	Population (No of Households)	Education Facilities			Health Facilities		Community Facilities		
		PS	SS	TI	C	H	CC	POL	ESC
Hartswater & Bonnita Park	3445	4	2	1	1	1	1	1	1
Pampierstad	4970	5	2	0	1	0	2	1	1
Jan Kempdorp & Valspan	5700	5	2	0	1	0	2	1	1
Ganspan	800	1	0	0	0	0	1	1	0
<b>TOTAL</b>		<b>15</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>3</b>

Urban Dynamics 2005

**LEGEND**

PS	Primary School	1/750 families	H	Hospital	1/10 000 families
SS	Secondary School	1/2 500 families	CC	Community Centre	1/3 500 families
TI	Tertiary Institution	1/8 500 families	POL	Police Station	1/5 000 families
C	Clinic	1/3 000 families	ESC	Emergency Service Centre	1/5 000 families

**10. PHOKWANE SPATIAL DEVELOPMENT FRAMEWORK**

Please refer to **Map 12**, to view the **Phokwane Spatial Development Framework**.

**10.1. LAND USE & TRANSPORTATION**

Land use and transportation integration forms the backbone of an efficient urban structure. It not only ensures the cost-effective operation of the region's public transportation system, but it also tends to limit urban sprawl by concentrating urban development at higher densities close to public transportation systems. In the case of Phokwane and the way the three major nodes have developed, the transportation plan for the area is simplistic in nature, due to the size of the settlements, the development constraints presented by the agricultural zone and the location of the municipality in relation to other cities in the province.

**10.1.1. Land Use & Transportation Integration**

The viability and efficiency of transport systems, especially public transport systems, reside in the integration of land use and transportation development.

The key to successful land use and transportation integration is obtaining higher land use densities and a greater mix of land uses at public transportation stops, such as bus stops and taxi ranks. These are the points where access is obtained to the public transport systems and attempts should thus be made to optimally use these strategic locations. This can be done by locating a mix of work, social and residential uses at these stops, thus creating a one-stop service area for commuters. The collector roads of urban areas should also be designed to intersect logically with these stops, thus increasing accessibility to the public transportation systems and allowing modal transfer.

**10.1.2. Destination Development**

The aim of the Development Concept was to formulate the desired spatial structure for Phokwane. Consequently, it is important that the Development Concept adheres to the principles of land use and transportation planning. It does this for two reasons. Firstly, it proposes development nodes at transportation destinations, thus promoting higher

densities and greater land use mixes around these nodes. Secondly, it proposes a hierarchy of Service Delivery Centers (or SDCs) along these corridors, thus creating opportunities for mixed land use around transportation bus stops and taxi ranks.

The spatial outcome of the Development Concept will be development corridors shapes like a string-of-beads, which concentrates development at intersections or transit stops along public transport routes (Figure 8). Because this configuration concentrates urban development, it manages sprawl and therefore exhibits a degree of environmental and agricultural conservation.

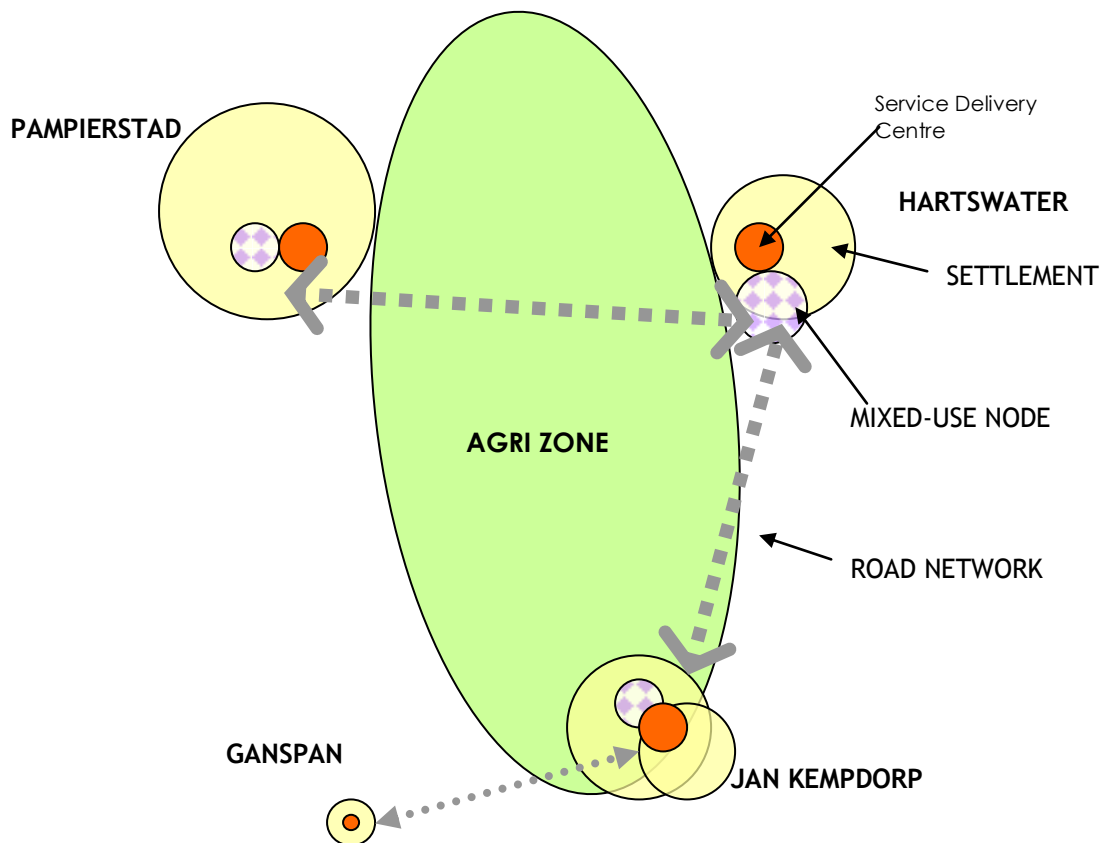


FIGURE 5: STRING-OF-BEADS CONFIGURATION

### 10.1.3. Transportation Development

Proposals for the development of the road network primarily aims to support and strengthen the development corridors and Service Delivery Centers proposed in the Development Concept.

**a. Taxi Terminal Pampierstad**

The development of a Taxi Rank at the entrance to the town. This will improve the public transport system and traffic regulation in the area.

**b. Upgrading of road between Jan Kempdorp & Andalusia Park**

Rehabilitation of the road link between Jan Kempdorp & Andalusia Park.

**c. Hartswater Taxi Terminal**

Upgrading of public facilities (toilets, phones, ATM) at Hartswater Taxi Terminal.

**d. Valspan Taxi Terminal**

Development of a Taxi Rank at the entrance to Valspan

The efficient functioning of the public transportation system within Phokwane will not only require the upgrading of roads, but will also require a number of well-developed transportation termini that are strategically located along the transportation routes. As mentioned in paragraph 10.1.1 these transportation termini (bus and taxi stops) will become the spatial focus of the proposed Service Delivery Centers.

TABLE 10: PROPOSED TAXI RANKS 2015

SDC Type	Service Delivery Centre	Existing Formal Bus & Taxi Rank	Proposed Formal Bus & Taxi Rank
1	Hartswater/Bonita Park	1	2
2	Pampierstad	1	2
2	Valspan	1	1
Rural	Ganspan	0	1

## **10.2. HOUSING & TENURE**

Housing and tenure delivery is the responsibility of National, Provincial and Local Government. It therefore requires an approach that enables a synergy of ideas and coordinated planning.

### **10.2.1. Housing Delivery Options**

According to the SDF calculations, the need for housing within the Phokwane up to the year 2015 is estimated at approximately 3850 units. However, addressing this housing need requires a tailor-made approach, one that uses one or a combination of the following 3 phases of housing delivery: the provision of tenure, the supply of essential services, and the construction of top structures.

The provision of tenure basically involves a township establishment process, which includes designing the township layout, drafting and submitting the township application, and surveying the township. The second component, the supply of essential services, is an engineering aspect and involves the design and implementation of engineering services (water, sanitation, electricity and roads). The third component of housing and tenure delivery is the construction of top structures. The construction of the top structures is done through the provision of government subsidies and is normally constructed by private construction companies.

The above three-part housing delivery process can either be dealt with as one process or in separate stages. In other words, it is possible to only provide tenure and services at one stage, without necessarily having to provide housing directly after that. This variation of approaches also commonly distinguishes the two main focus areas of housing and tenure delivery. The first is affordable housing and tenure delivery, dealing with all the mentioned components (tenure, services and housing). The second is informal settlement upgrading, which basically provides tenure and services to existing informal settlements.

### **10.2.2. Housing Strategy Shift**

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In the past, national and provincial housing departments considered that the best way to address the housing backlog was to adopt a strategy that was based on chasing numbers: a mass housing approach. Through this approach, houses were built where land could be acquired cheaply and this usually perpetuated urban sprawl. This meant that houses were built further from job opportunities and social amenities, undermining economic and community sustainability. Also, the quality of the houses was compromised by this approach.

In recent years, realities in the provision of housing have brought about a shift in the housing strategy of provincial and national governments. Now the challenge is to go beyond the simple provision of houses and build communities and create conditions that promote economic and community sustainability. This involves building houses on well-located land that are closer to job opportunities and necessary social amenities. Typically, such land is located on infill land located within existing urban areas.

### **10.2.3. Role of Phokwane Municipality**

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In terms of the role of local government in housing delivery as defined above, it is proposed that the Phokwane Municipality takes upon itself the following tasks:

- *Develop a housing strategy:* It is generally accepted that a Local Municipality should have a clear housing policy. It is also a legal requirement. In addition, the Municipality will not be able to achieve tangible, longer-term deliverables as long as there is no clear and coordinated housing strategy in place.
- *Initiate Housing and Tenure Delivery programmes:* The Municipality should manage affordable housing and tenure delivery within its area of jurisdiction. To do this, they will need to act within the framework of the Municipal Housing Strategy and Spatial Development Framework.
- *Develop responsive management through partnerships:* In order to develop responsive management, the Merafong City Municipality will have to focus on developing a partnership approach. These partners must include the private sector, local communities and provincial government.

### **10.2.5. Affordable Housing Provision**

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The housing strategy shift of provincial and national government (paragraphs 15.3.2.) has placed the accent of housing delivery on the location of affordable housing projects. Such housing projects can no longer be located according to the widest and most basic criteria, but should now adhere to very specific criteria, even if it implies sacrificing certain advantages. For example, housing development should promote urban consolidation, which often involves allocating well-located, expensive land rather than allocating cheap land on the outskirts of the Municipal Area. Based on this new approach, the following criteria for the location of affordable housing projects are presented:

#### **a. Availability of Bulk Services**

Affordable housing projects are reliant on access to bulk municipal services. These include water, sewer and electricity bulk infrastructure, of which access to bulk water infrastructure is the most important. As a rule, bulk municipal services are available in or next to existing urban areas. This favors infill development as the primary option for affordable housing development and opposes urban sprawl as a form of urban development.

**b. Ownership of Land**

The ownership of land determines the timeframe and cost of affordable housing projects. Land already in ownership of the municipality avoids the tedious and expensive purchase and transfer of private owned land for affordable housing development. However, in light of creating sustainable communities, land ownership should be viewed in context of the other criteria set out in this section of the SDF.

**c. Access to Social Amenities and Economic Opportunities**

Affordable housing projects should be located in a manner that will ensure that these settlements will have reasonable access to social amenities and economic opportunities. This will imply that affordable housing projects should be located close to existing social and economic nodes, such as the Hartswater CBD or close to planned socio-economic nodes

**d. Access to Public Transportation**

Households that live in affordable housing units are typically dependant on public transport and walking as their mode of transport. It is therefore imperative that affordable housing project be located next to public transport routes (bus and taxi). This is necessary to obtain access to the social amenities and economic opportunities, as was mentioned in the previous paragraph.

**e. Integration of Urban Structure**

When locating new housing developments, the chosen areas should always be measured against the extent in which they contribute to the establishment of integrated, economically viable and sustainable communities. Practically, this involves promoting infill development, instead of allowing urban sprawl to continue unabated. This was the aim of the Development Concept, to integrate the fragmented urban structure through corridor development using residential infill.

**f. Located within Urban Edge**

This criterion is closely related to the aforementioned criterion proposing urban integration. In order to obtain urban integration and limit sprawl, it will be necessary to adhere to the urban edge. No affordable housing projects must be developed outside the boundaries of the urban edge.

**10.2.6. Upgrading of Informal Settlements**

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With the exception of land ownership, the same criteria for developing affordable housing projects apply to selecting and prioritizing informal settlement upgrading projects. If an existing informal settlement does not adhere to most of the criteria set out above, it is suggested that serious consideration should be given to the relocation of such a settlement. In this regard, the urban edge is of specific importance. For example, if an informal settlement were to establish in an area outside the urban edge, the relocation of this settlement to an area within the urban edge should be seriously considered.

### 10.3. OPEN SPACE AND RECREATION

An open space system fulfils a number of functions. These functions include hazard avoidance, resource conservation, ensuring social well-being and educational. These functions of an open space system are listed in more detail in Table 22.

TABLE 12: FUNCTIONS OF AN OPEN SPACE SYSTEM

Hazard avoidance	Resource conservation	Recreational and psychological	Educational
Open spaces must reserve flood prone areas.	Open spaces must protect water sources.	Developed and maintained open space must be provided for recreational purposes.	Open spaces must be protected for environmental education purposes.
Open spaces must reserve steep slopes and geologically unstable ground.	Open spaces must protect linked areas of conservable indigenous vegetation.	Open space must be provided for social interaction and as symbols of community identity.	Well-equipped and designed open spaces must be provided for sport education.
Open spaces should protect drinking water sources from being contaminated.		Open spaces must be protected for psychological relief from the stresses of urban live.	

Source: Urban Dynamics Gauteng, 2005

As mentioned in the situational analysis, open space and recreation within the Municipal Area can be divided into 2 categories: passive and active open space. Proposals for Phokwane are made according to these categories.

#### 10.4.1. Passive Open Space

Passive open space consists of land that is unsuitable or undesirable for urban development due to certain topographical or ecological constraints. The open space system of the Municipal Area must include the following elements:

##### Water Courses

The conservation of passive open spaces that contain watercourses is of specific importance. The Municipal Area has a number of water sources. These include the Harts River and wetlands and dams to the north of Ganspan. The natural drainage channels and banks of these rivers and dams must be protected up to the 100-year flood line. Sanitation systems must be provided in settlements located close to these water sources to avoid the pollution of these water sources by sewerage and other harmful effluents.

#### 10.4.2. Active Open Space

Active open space involves the recreational component of the open space system. It provides sport facilities at settlements for use by local clubs and schools. Correctly located, well-developed and maintained recreation facilities can be an asset for the people of Phokwane.

Formulating principles for the development of active open space can help ensure that standards of quality and usefulness are achieved in the planning, design and

management of such spaces. The following development principles need to be taken into account when developing an active open space system for the Municipal Area:

**a. Development and Maintenance Costs**

An important factor in determining the number and size of active open spaces mainly relates to the development and maintenance costs thereof. In other words, the number of active open spaces that are developed should not exceed the budget available to develop such open spaces. Also, there must be sufficient funds to maintain these open spaces over the long run. Past experience has proved that active open spaces that are not fully developed and maintained often lose their practical value to local residents. Therefore, it is argued that smaller and fewer active open spaces that are reasonably developed and maintained are far more useful than a large number of active open spaces that are not.

**b. Type of Facilities Provided**

When planning active open spaces, it is important that appropriate recreation facilities are provided. Often recreational facilities are provided that do not fulfill the needs of the community, usually because they are not the preferred recreational types. To prevent the provision of inappropriate recreational facilities, the recreational preferences of a local community must be established before planning and developing a recreational facility. On the other hand, often communities do not participate in certain recreation types, simply because they never had the facilities to learn the sport. Cricket and rugby can be cited as two examples. In such cases, two principles should be followed when providing such facilities. Firstly, such facilities should only be provided at high order recreation facilities to ensure that there are enough people within the service area of the facility that would want to learn the sport. Secondly, these sport facilities should share facilities with the more popular sports. For example, cricket should be played on combined soccer fields or a soccer field should double as a rugby field.

**c. Accessibility of Active Open Spaces**

When locating active open spaces, it is important to ensure that they are accessible to the larger community. Various criteria apply when locating active open spaces. For example, if a higher order active open space serves a settlement cluster, this open space should be located within the largest and most central settlement of the cluster, so that this active open space is located within walking distance of the largest portion of the population of the settlement cluster. The settlements that do not comprise such an active open space should be linked by means of an efficient transport route with the settlement that does. It is also advisable that an active open space be centrally located within a settlement and not on its fringe, to ensure the continued presence of people in the vicinity of such a facility to protect it from vandalism.

**d. Urban Form and Function**

Active open spaces can be used to develop the proposed Service Delivery Centres (SDCs) by forming part of its land use structure. By doing this, the focal function of a SDC is enhanced. It is also important that the mentioned focal function be enhanced through the design of these active open spaces. For example, the planting of trees along the periphery of an active open space will enhance the identity and attractiveness of the open space. If active open spaces are integrated through design with the other facilities within a SDC, it will enhance the usage of these open spaces and enhance the viability of the other land uses in the SDC. For example, if an active open space that contains recreation facilities were located next to schools, it would automatically be accessible and available to the schools for use during the week. Placing it close to a retail facility will ensure that during weekend sports matches, spectators will have easy access to local businesses for refreshments, thus benefiting the local economy.

### 15.4.3. Proposed Active Open Space Hierarchy

The limited funds available for the construction of an active open space system necessitate a critical appraisal of the generally accepted standards and norms applicable to active open space development. An approach based on practical considerations rather than on accepted norms should be followed. Taking this into account, a hierarchy consisting of three types of active open spaces is proposed for the Municipal Area and these must be located at the SDCs.

This hierarchy and composition of the open space system has been specifically developed to suite Phokwane and should serve as a guideline for the design and development of the proposed active open spaces.

#### a. First Order Active Open Space

A 1<sup>st</sup> order active open space should serve a population in access of 50 000 people. Such an open space, only suitable for Hartswater, is intended to serve the entire Municipal Area as well as surrounding settlements in North West Province and Dikgatlong Local Municipality.

TABLE 13: SDC ACTIVE OPEN SPACE COMPOSITION

SDC hierarchy	Threshold population	Proposed composition
1st order	>40 000	1 soccer field/ athletic track 1 Rugby field 4 netball courts 2 tennis courts Swimming pool Indoor multi purpose centre Small pavilion Parking area
2nd order	<20 000	1 soccer field/rugby field/athletic track 4 netball courts 2 tennis courts Small pavilion Parking

Source: Urban Dynamics Gauteng, 2005

#### b. Second Order Active Open Space

A 2<sup>nd</sup> order active open space will serve a population of up to 15 000 people. This active open space can be regarded as a local sport facility that will serve as the base for sub-regional sports clubs. Valspan would be a good location for such a 2<sup>nd</sup> order active open space.

## 10.4. ECONOMIC ACTIVITY

It is important that a comprehensive economic and marketing strategy be developed for Phokwane. Aspects to be included in such a strategy can be:

- Promotion of agriculture and agriculture-related industries
- Development of tourism activities
- Establishment of manufacturing companies in support of agriculture
- Establishment of service sectors

Based on the above, proposals are made for the development of economic activities in Phokwane. The proposals made only focus on the spatial aspects of economic development, as is appropriate for a Spatial Development Framework.

#### **10.4.1. CBD Regeneration**

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The Hartswater CBD defines Phokwane as the Core Area and is a unifying symbol of the Municipal Area. To ensure that the CBD retains this symbolic and practical function, it is important that it be managed in a way that will ensure its continued viability. Practically, this will involve protecting the CBD from retail and office decentralization and general decay. This will require a regeneration study that will define how the CBD is managed, protected and regenerated in future. Proposal will include beautification of the CBD (themed street furniture and upgrading of building facades), improvement of traffic and pedestrian flow and security.

Regenerating the Hartswater CBD will have spin-offs that will impact on the Municipal Area as a whole. It will strengthen the Core Area and by doing is, will strengthen the overall spatial structure of the Municipal Area. Also, regenerating the CBD will stimulate economic development within the Municipal Area, specifically with regard to retail and office growth.

In addition to the core Business area, it is proposed that Low Intensity Business Zones be promoted along the main mobility corridors traversing Hartswater, Pampierstad and Jan Kempdorp/Valspan. This area will include home offices, home industries and offices with a low traffic generation, guest houses and community support uses (nursery schools, frail centres, shelters). In this zone houses may be converted to suit alternative purposes, but in the footprint of the structure needs to remain in tact and the façade of the building needs to be in keeping with surrounding buildings. Sufficient off street parking is essential. This area must be well monitored to prevent erosion of the residential stock and creating interference with surrounding residential units.

#### **10.4.2. Industrial & Commercial**

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At present a large number of vacant stands are available within the industrial/ commercial areas of Hartswater and Valspan. Taking this into account, it is proposed that no new industrial/ commercial areas be planned within Phokwane until the existing industrial areas are fully occupied. The development of the industrial and commercial sectors within the Municipal Area will largely depend on local government becoming actively involved in marketing and developing of these economic sectors. One way of encouraging industries to open shop in Phokwane, will be to provide attractive incentive schemes, which will make the setting up of a new business more affordable. Incentives could include cheap rental on land (if owned by Phokwane Municipality) or a rebate on rates and taxes for a certain period of time.

It is proposed that Hartswater should be the focus for industrialization, as it would strengthen the node and provide jobs, which is easily accessible from the future residential development areas.

#### **10.4.3. Tourism**

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Nationally there is a strong tendency towards nature-linked tourism. Research has indicated that international tourists prefer nature-linked tourist destinations in South Africa and that wildlife, followed by natural beauty, are the most popular tourist attractions. Amongst South Africans nature-linked tourism are popular, but festivals and special occasions can be used as a draw card to an area, which may stimulate subsequent visits to the area and thus encourage tourism on the long term.

In terms of the above tourism attraction criteria, Phokwane cannot compete on the same level as other tourist destinations. However, Phokwane does have a specialized tourism potential, one that is largely centered on the Irrigation Scheme and the intensive farming of olives, grapes, nuts, vegetables and fodder. Travelers interested in Agri-Tours will be happy to visit the Hartswater district, but unfortunately Agri-Tourism make up only a very small portion of Tourism in general.

Hartswater has a strong “country character”, and therefore can be marketed as a “country lifestyle” destination. Persons (mostly South Africans) interested in spending time in an area that offer fresh air, organically grown fruit and vegetables and true farm style hospitality, will enjoy a visit in this district. It is proposed that a Tourist committee be established, who can organize an annual “country lifestyle festival”. With the correct marketing strategy, it could become a big attraction to the area.

It is important to allow the development of processing plants on farms, which not only create jobs for local farm workers, but also attract tourist to the area. The novelty of buying a product that is manufactured on site, attracts many travelers.

TABLE 14: PROPOSED TOURISM AREAS 2015

Tourism area	Attraction	Access	Potential uses
Hartswater Cultural Centre	“Country Lifestyle Festival”	Direct	Festival and farmers markets
Pampierstad	Picnic and Play Park	Direct	Picnic & Relaxation

#### 10.5.4. Agriculture

Promoting agriculture in a region has various advantages. Agriculture is less capital intensive than commercial development and manufacturing. As a job creator it is also less costly than other sectors. It also is one of the few economic sectors that have the adaptability to complement other economic sectors. The following options exist for the development of the agricultural sector within Phokwane:

##### a. Protect High-Potential Agriculture

Large parts of the Municipal Area are utilized for commercial, intensive farming purposes. These high-potential agricultural areas feed from the irrigation system located around Hartswater.

##### b. Enforce Urban Edge

Demarcating an urban edge has the specific purpose to prevent uncontrolled urban sprawl and in this way contributes to protecting valuable agricultural land. For this reason, the proposed urban edge must be strictly enforced, especially the parts of the urban edge protecting the intensive agricultural areas within the Municipal Area.

##### c. Provide Social Amenities to Rural Areas

To sustain a healthy agricultural sector, it will be imperative that the farmers and their employees have reasonable access to social amenities, such as post offices, clinics and schools. The SDF determined that the Municipal Area can sustain one Rural Service Delivery Center in Ganspan.

##### d. Promote Small-Scale Agricultural

The municipality should formulate policies to develop small-scale farming within Phokwane. The implementation of a small-scale farming programme could broaden the economic base of the Municipal Area and create new employment opportunities. Large agricultural areas are not utilized intensively. This creates the opportunity for small-scale, intensive farming, focused on giving disadvantaged beneficiaries access to land for agricultural purposes. With an abundance of water resources and the presence of natural watercourses in close proximity to urbanized areas, the land west of Hartswater and east of Pampierstad have been identified as possible areas for small-scale, intensive farming.

Broader Objectives	Phokwane Objectives	Strategies for Phokwane	Projects	Priority/Implementation Year	Implementation Agent
<ul style="list-style-type: none"> <li>- Align the future settlement patterns with economic potential and the location of environmental resources</li> <li>- Strategically invest scarce public sector resources where they will generate highest socio economic returns</li> </ul>	<ul style="list-style-type: none"> <li>- Apply funds in Nodes that have strong economic livelihood to promote a broader community benefit and long term sustainability of investments</li> </ul>	<ul style="list-style-type: none"> <li>- Identify Hartswater as the Primary Node for Phokwane.</li> <li>- Promote settlement development in and around Hartswater to strengthen economic base for the CDB.</li> <li>- Encourage development of larger social support land uses in Hartswater.</li> </ul>	<ul style="list-style-type: none"> <li>- Hartswater CBD upgrading</li> <li>- Development of Regional Sports Complex</li> <li>- Promote new Infill Development Area between Hartswater and Bonita Park</li> </ul>	<ul style="list-style-type: none"> <li>Priority 4:Implement 2009</li> <li>Priority 11:Implement 2011</li> <li>Priority 2:Implement 2008</li> </ul>	<ul style="list-style-type: none"> <li>- Phokwane LM &amp; NOCCI</li> <li>- Provincial Department of Sport &amp; Recreation</li> <li>- Department of Local Government &amp; Housing</li> </ul>
<ul style="list-style-type: none"> <li>- Deliver human development and basic needs programs</li> </ul>	<ul style="list-style-type: none"> <li>- Improve quality of life for all residents (human development, shelter and basic services)</li> </ul>	<ul style="list-style-type: none"> <li>- Develop community training centres in Hartswater, Valspan &amp; Ganspan</li> <li>- Housing projects in strategic locations</li> </ul>	<ul style="list-style-type: none"> <li>- Develop Community Training Centers in every town in Hartswater</li> <li>- Construct additional schools in Hartswater to cater for future demand</li> <li>- Construct additional school in Valspan &amp; Pampierstad</li> <li>- Ganspan will have mobile Clinic and satellite police station</li> </ul>	<ul style="list-style-type: none"> <li>Priority 3:Implement 2009</li> <li>Priority 8:Implement 2009</li> <li>Priority 8:Implement 2010</li> <li>Priority 9:Implement 2009</li> </ul>	<ul style="list-style-type: none"> <li>- Local Economic Development Division</li> <li>- Phokwane LM &amp; Dept of Housing</li> <li>- Department of Education</li> <li>- Department of Health &amp; Welfare</li> </ul>
<ul style="list-style-type: none"> <li>- Conserve and strengthen the sense of place of important natural, cultural and productive landscapes, artifacts and buildings</li> </ul>	<ul style="list-style-type: none"> <li>- Create a "sense of place" - people are proud of their history and future</li> </ul>	<ul style="list-style-type: none"> <li>- Upgrade Hartswater CBD to attract patrons to the businesses.</li> <li>- Create a space where annual "Country Lifestyle" festival can be hosted.</li> <li>- Develop Active Open Spaces to be used by residents and visitors to the area</li> </ul>	<ul style="list-style-type: none"> <li>- Hartswater CBD Upgrading project</li> <li>- Proposed Sports Complex to host "Country Lifestyle" festival</li> <li>- Proposed Mixed Land Use zone in Hartswater and Pampierstad will give local business people the opportunity to enter the market</li> </ul>	<ul style="list-style-type: none"> <li>Priority 4:Implement 2009</li> <li>Priority 10:Implement 2011</li> <li>Priority 5:Implement 2010</li> </ul>	<ul style="list-style-type: none"> <li>- Phokwane LM</li> </ul>
<ul style="list-style-type: none"> <li>- Support Land Reform</li> <li>- End the apartheid structure of urban settlements</li> </ul>	<ul style="list-style-type: none"> <li>- Promote sensible integration of socio-cultural-economic groups</li> </ul>	<ul style="list-style-type: none"> <li>- Promote the development of a range of housing typologies between Hartswater and Bonita Park.</li> </ul>	<ul style="list-style-type: none"> <li>- Infill Residential area between Hartswater and Bonita Park</li> </ul>	<ul style="list-style-type: none"> <li>Priority 2:Implement 2008</li> </ul>	<ul style="list-style-type: none"> <li>- Phokwane LM &amp; DLGH</li> </ul>
<ul style="list-style-type: none"> <li>- Conveniently locate urban activities and promote public and non-motorized transport</li> </ul>	<ul style="list-style-type: none"> <li>- Promote easy access to community support land uses</li> </ul>	<ul style="list-style-type: none"> <li>- Promote settlement development in the Primary Node.</li> <li>- Improve the public transport system by upgrading the facilities at Taxi Ranks and developing new ranks in convenient locations.</li> </ul>	<ul style="list-style-type: none"> <li>- Upgrading of Hartswater and Jan Kempdorp Taxi Ranks</li> <li>- Construction of new Taxi Ranks in Valspan and Pampierstad.</li> <li>- Infill develop in Hartswater will bring people closer to all facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Priority 6:Implement 2009</li> <li>Priority 7:Implement 2010</li> <li>Priority 2:Implement 2008</li> </ul>	<ul style="list-style-type: none"> <li>- Phokwane LM</li> </ul>
<ul style="list-style-type: none"> <li>- Protect biodiversity and agricultural resources</li> </ul>	<ul style="list-style-type: none"> <li>- Protect intensive agricultural and environmentally sensitive zones</li> </ul>	<ul style="list-style-type: none"> <li>- Enforce the Urban Edge</li> <li>- Develop passive and active open spaces in environmentally sensitive areas</li> </ul>	<ul style="list-style-type: none"> <li>- Urban Edge</li> <li>- Development of recreational area along Harts River, south of Pampierstad</li> </ul>	<ul style="list-style-type: none"> <li>Priority 1:Implement 2008</li> <li>Priority 11:Implement 2012</li> </ul>	<ul style="list-style-type: none"> <li>- Phokwane LM</li> <li>- Department of Parks &amp; Recreation</li> </ul>
<ul style="list-style-type: none"> <li>- Minimize the consumption of scarce environmental resources, particularly water, fuel, building materials, mineral resources, electricity and land</li> </ul>	<ul style="list-style-type: none"> <li>- Promote development within the Urban Edge to optimize use of infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>- Promote infill development, which would improve use on infrastructure network and provide easy access to economic and social support land uses.</li> </ul>	<ul style="list-style-type: none"> <li>- Residential Infill project in Hartswater</li> </ul>	<ul style="list-style-type: none"> <li>Priority 2:Implement 2008</li> </ul>	<ul style="list-style-type: none"> <li>- Phokwane LM</li> </ul>

## SECTION THREE: LOCAL DEVELOPMENT PLANS

### 11. LOCAL DEVELOPMENT PLANS

#### 11.1 HARTSWATER CLUSTER LDF

This section is discussed at the hand of **Map 13 (Hartswater Local Development Framework)**.

##### **Transportation**

The transportation network of Hartswater is largely impacted upon by the N18, between Vryburg and Kimberley and the through traffic between Christiana and Pampierstad along the R708. The main mobility corridor through the town is the main street, through the CBD and the internal link road towards Bonita Park. The multi-destination Taxi Rank to the east of the CBD plays an important role in terms of regional mobility.

The Taxi Rank has a high volume of vehicles and pedestrians frequenting the facility. The Taxi Rank should be upgraded to accommodate clean and safe public ablution and telecommunication services. The area surrounding the Taxi Rank is ideal for the development of a Mixed Land Use Zone, which allows for small shops and services businesses.

The concept of a Mixed Land Use Zone is not common in Phokwane. This type of land use comprises of an assortment of different land uses, ranging from semi-permanent informal markets to formal shops and retailers, restaurants and places of social gathering (cinemas, bowling clubs, pubs, etc) and service delivery professions (medical, legal, personal services i.e. hair/beauty salon, shoe repair, etc.). This zone can be developed in areas with a higher passer-by volume i.e. close to Taxi and Bus ranks. The objective of the Mixed Land Use Zone is to create a retail and entertainment space that is owned and managed in a public/private partnership. Floor space in the semi-permanent informal market can be rented at subsidized rates, which will allow entrepreneurs to enter the economic sector. The Mixed Land Use Zone and LED initiatives could work together to create an incubation area for new businesses to enter the market. In addition to the commercial land uses, residential development will be introduced into the Zone, preferably 2 or 3 storey walk-up rental units. The residential component will ensure that the commercial zone stays occupied during a 24hour cycle, which not only improves security, but makes it a 24 hours day destination. In general residential land uses prevent decay of a commercial area over the long term. Security also needs to be provided to protect shop owners and patrons.

A proper Business Plan and Architectural Design need to be drawn up prior to the execution of the project.

##### **Residential**

The majority of the Residential development in Phokwane should be focused within the Hartswater Urban Edge. The residential development around Hartswater will include a range of housing products ranging from affordable subsidized housing to rental and two storey walk-up units. The objective of the land allocation is to promote integration of socio-economic groups, without having a negative impact on current land value and property prices. The residential zone includes an Urban Greenbelt that functions as a natural buffer between different housing typologies. Provision is made for future residential development on both sides of the Hartswater CBD. This will enhance easy access to job opportunities and proximity to public transport and community support land uses. It is proposed that residential infill takes place to the south of the existing Hartswater, right up to the R708.

It is proposed that Affordable Housing be developed at an average size of 250-350m<sup>2</sup> per stand or a density of 40 units per hectare. Middle income housing should have stand sizes of

approximately 350-400m<sup>2</sup>, or a density of 30 units per hectare. In the case of the walk-up units, it is proposed that the buildings be no more than 3 storeys, with a combination of bachelor and family units.

### **Economic Activity**

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Opportunities for economic development exist in Hartswater CBD and along the mobility corridors traversing the core business area. The CBD will not be enlarged, but rather allow for upgrading and intensification of land uses. It is proposed that a Mixed Land Use Zone (as described above) be developed close to the Taxi Rank. A Low Intensity Business Zone should be allowed in desirable sections along the mobility corridors and internal link roads, towards Bonita Park. The Low Intensity Business Zone to the back of the CBD will include home offices, professional suites and guest houses. This area will introduce business uses as a transitional zone between the CBD and the residential stock. It is proposed that the building design in the Low Intensity Business Zone be in keeping with the residential character of the surrounding land uses; preferable the footprint of the houses should be retained and only the façade be changed to give the buildings a professional appearance.

### **Social Amenities**

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Hartswater is relatively well provided with social amenities. It is the 1<sup>st</sup> order Service Deliver Centre of the Municipal Area and therefore its higher-order social amenities, such as its hospital, clinic and municipal offices, serve the entire Municipal Area. Once the housing development in the infill development area takes off, additional amenities will be required to cater for the local and regional demand. It is proposed that the following be developed as the need arises:

- 1<sup>st</sup> Order Active Open Space Node (proposed sport complex to the west of the CBD)
- Frail Care Centre (preferable in the Low Intensity Business Zone)
- 1 Primary School and 1 Combined School (Grade 1-12) in Bonita Park
- Early Childhood Centre (Bonita Park)
- Community Development Centre (LED) at the entrance to Bonita Park

The future sports complex is well located in terms of easy access from major mobility corridors on a regional and local context, and provides plenty of space for sufficient parking for large sports events. The sports complex should make provision for specifically indoor sports activities like gymnastics, squash, indoor cricket and alike. As a regional facility the complex will serve a broad community and may attract national competitions, which will promote tourism to the area.

Phokwane does not have a well equipped Old Age Home. This facility will not only provide for retirement accommodation, but should also include a frail care centre for the aged.

Once the residential development in Hartswater takes off, provision needs to be made for additional schools in the area. Schools can be developed as buffer land uses between different housing typologies and thus serve a broader community. Schools should be easily accessible for all members of the community. Bonita Park will benefit from the development of an Early Childhood Development Centre.

It is proposed that a Community Development Centre be erected in Bonita Park. This centre will be implemented and maintained by the Local Economic Development Department. The focus at the centre will be Training and Skills transfer to the community. It is proposed that the centre be developed at the entrance to Bonita Park, along the mobility corridor, to improve access to the facility.

## Open Space

Open Space is divided into 2 categories in this SDF report: natural open space and recreational open space. With regard to the former, Hartswater does not have any environmentally sensitive areas that need to be preserved, but it is proposed that an Urban Greenbelt be developed, stretching between Bonita Park and the golf course in Hartswater. The park strip will create an esthetical feature for the town and will create a natural buffer between different housing typologies. In order for the greenbelt to function as a recreational open space, the area needs to be landscaped and maintained. Security should be a priority in order to ensure that people visit the area, and that it does not become a dangerous area where undesirables lurk. The Golf and future Sports Complex will function as active open spaces in the municipal area. The latter mentioned could be the venue where the proposed annual "country lifestyle festival" can be hosted.

## Industrial

Hartswater has a large industrial area, which is not used to its full capacity. The SDF does not recommend that the area be extended, but rather that the municipality looks at ways to stimulate the use of the land for remanufacturing of agricultural products.

### 11.2 PAMPIERSTAD CLUSTER LDF

This section is discussed at the hand of Map 14 (Pampierstad Local Development Framework)

## Transportation & Mixed Land Use

Pampierstad is located away from any major roads and is connected to Hartswater, Taung and Espagdrift via secondary rural roads. The majority of traffic movement is between Pampierstad and Hartswater. Pampierstad is not serviced by a bus route and people make use of Taxi's to commute to various destinations. The development of a strategically located Taxi Rank is essential. This rank will also make provision for bus stop bays, should a bus route be developed for this destination. The Taxi Rank will make proper ablution facilities and shelter for waiting passengers. The area surrounding the Taxi Rank should be developed as a Mixed Land Use Zone.

The Mixed Land Use Zone comprises of an assortment of different land uses, ranging from semi-permanent informal markets to formal shops and retailers, restaurants and places of social gathering (cinemas, bowling clubs, pubs, etc) to service delivery professions (medical, legal, personal services i.e. hair/beauty salon, shoe repair, etc.). This zone can be developed in areas with a higher passer-by volume i.e. close to Taxi and Bus ranks. The objective of the Mixed Land Use Zone is to create a retail and entertainment space that is owned and managed in a public/private partnership. Floor space in the semi-permanent informal market can be rented at subsidized rates, which will allow entrepreneurs to enter the economic sector. The Mixed Land Use Zone and LED initiatives could work together to create an incubation area for new businesses to enter the market. In addition to the commercial land uses, residential development will be introduced into the Zone, preferably 2 or 3 storey walk-up rental units. The residential component will ensure that the commercial zone stays occupied during a 24hour cycle, which not only improves security, but makes it a 24 hours day destination. In general residential land uses prevent decay of a commercial area over the long term. Security also needs to be provided to protect shop owners and patrons.

A proper Business Plan and Architectural Design need to be drawn up prior to the execution of the project.

## **Residential**

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Housing development in Pampierstad should not be overly encouraged, as Hartswater will be the focal point for expansion. Provision has however been made for some residential development to the south east and of the town. The majority of residential development in Phokwane will be in the affordable (subsidized) and middle income housing bracket. The stand sizes and density in these areas will be 250-400m<sup>2</sup>, or 30-40 units per hectare. It is proposed that higher density housing (2 storey walk-up's and semi-detached units on smaller erven) be developed close to the Mixed Land Use Zone, to enhance the optimal utilization of facilities and to improve accessibility between home and work opportunities.

Where new housing project take place, the area need to be subjected to proper environment and engineering investigations to prevent development within flood line or environmentally sensitive areas.

In areas, where house occupants have not yet received land tenure for their property, transfer need to be resolved as soon as possible.

## **Economic Activity**

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The current Core Business Area of Pampierstad needs to be upgraded to make it more attractive for investors and patrons. The area should not be extended as it would be in competition with Hartswater, which is a much stronger economic node. The Mixed Land Use Zone will act as a stimulus in the area and will provide entrepreneurs the opportunity to enter the economic market.

## **Social Amenities**

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Due to the limitation of housing development in Pampierstad, it is expected that the population should stabilize in terms of demographic growth. Pampierstad is in a fortunate position to have good social amenities. There is range of facilities available, which include schools, sports facilities, a clinic, library and a police station. These facilities should be upgraded to cater for the higher demand, rather than providing additional facilities. In terms of Pampierstad's nodal importance and 2<sup>nd</sup> order Service Delivery status, the settlement needs to accommodate the following additional social amenities:

- 2<sup>nd</sup> Order Active Open Space Node (netball/tennis courts still required)
- Early Childhood Development Centre
- Community Skills Development Centre (LED)

It is proposed that the Early Childhood Development Centre be erected as part of the future residential expansion areas. The 2<sup>nd</sup> Order Sports node will be developed adjacent the Urban Greenbelt, in close proximity to the new Taxi Rank.

It is proposed that the Community Skills Development Centre be developed as part of the Mixed Land Use Zone at the entrance of the town. .

## **Open Space**

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The area to the south east of Pampierstad should be developed as active and passive open space. The recreation area will not be developed extensively. It is proposed that an area be cleared and ablution facilities be erected for use by patrons. A few braai facilities could be constructed to promote the use of the open space for picnics and family outings. The recreation area should however be fenced and locked at night, for security reasons.

The green belt (passive open space) will continue along the eastern boundary of the town.

### 11.3 JAN KEMPDORP/VALSPAN LDF

This section is discussed at the hand of **Map 15 (Jan Kempdorp/Valspan Local Development Framework)**

#### Transportation

Jan Kempdorp and Valspan are strategically located at the intersection of the N18 and R708, from Christiana. Even though Jan Kempdorp has a strategic location, the town does not have a significant traffic volume circulating through the town. Public transport is provided through bus services, circulating between the employment nodes and the residential suburbs. The current transportation system will benefit from the development of strategically located Taxi Ranks in Jan Kempdorp and Valspan. In Jan Kempdorp the Taxi Rank is located in the CBD along one of the mobility corridors. A new Taxi Rank at the entrance to the town is proposed for Valspan. The strategic location will only benefit internal traffic movement but also improve longer distance traveling to other towns outside Phokwane. The Taxi Ranks should be developed as functional inter-modal facilities with proper ablution and shelter for waiting commuters.

#### Economic Activity

Jan Kempdorp and Valspan are secondary economic nodes and therefore are in competition with Hartswater in terms of economic strength. Due to the slow economy the community has a low dispensable income level and therefore the current commercial nodes are sufficient to cater for the demand. The CDB will not be enlarged, but rather allow for upgrading and intensification of land uses. It is proposed that a Mixed Land Use Zone (as described above) be developed close to the new Taxi Rank in Valspan. The concept of a Mixed Land Use Zone comprises of an assortment of different land uses, ranging from semi-permanent informal markets to formal shops and retailers, restaurants and places of social gathering (clubs, pubs, etc) and service delivery professions (medical, legal, personal services i.e. hair/beauty salon, shoe repair, etc.). This zone can be developed in areas with a higher passer-by volume i.e. close to Taxi and Bus ranks. The objective of the Mixed Land Use Zone is to create a retail and entertainment space that is owned and managed in a public/private partnership. Floor space in the semi-permanent informal market can be rented at subsidized rates, which will allow entrepreneurs to enter the economic sector. The Mixed Land Use Zone and LED initiatives could work together to create an incubation area for new businesses to enter the market.

#### Residential

The demand for high income housing is relatively low in Jan Kempdorp and Valspan. There is however a big demand for subsidized housing. In order to strengthen Hartswater as an Primary Node, housing development in this cluster will be limited to infill develop in Andalusia Park, extension of Valspan to the west and infill development in and around Jan Kempdorp. The stand sizes and density in these areas will be 250-400m<sup>2</sup>, or 30-40 units per hectare. The residential development will be housing mix of affordable and middle income housing, mostly single residential stands and a small pocket of rental housing to the south of the Jan Kempdorp CBD.

Before housing development can take place proper Environmental and Engineering studies need to be conducted to ensure the long term sustainability of the projects. In instances where house occupants do not have land tenure, transfer needs to be concluded as soon as possible.

#### Social Amenities

Jan Kempdorp and Valspan is a typical example of old apartheid's planning. Jan Kempdorp has been developed with sufficient provision of all support land uses, whilst Valspan is lagging behind. In terms of the IPD Valspan should be supplied with the following additional support land uses, in order to ensure that it functions as a sustainable community.

- 1 High School
- Early Childhood Development Centre
- Small, properly equipped Library

These land uses can be developed as part of the new areas allocated for future residential development.

The SDF make provision for a Community Skills Development Centre, as part of the new Nodal development at the entrance to the town. This LED initiative and the Mixed Land Use Zone can work hand in hand to enhance the economy of the area, and to create an attractive living space.

### **Open Space**

The wetlands are to the west of Valspan is environmentally sensitive and should be protected. The section of this greenbelt (passive open space) can be developed for low key tourism purposes in the sense of developing an Eco-Tourism area with camp sites, ablution facilities and wooden cabins for overnight stays. The attraction to the area will mostly be birding, picnic and stop over on the way to another destination. The viability of this project still needs to be determined through the compilation of a proper Business Plan.

## **11.4 GANSPAN LDF**

This section is discussed at the hand of **Map 16 (Ganspan Local Development Framework)**.

### **Transportation**

Ganspan has no major road network that impacts on the development of this isolated rural settlement. A small Taxi Rank is proposed for Ganspan.

### **Residential**

Ganspan as it is developed today, does not constitute a sustainable community. It is proposed that infill development be encouraged between the existing Ganspan Plots and the small settlement to the west of the town. The increase in population will strengthen the community and improve the utilization of support land uses.

### **Economic Activity**

Ganspan has almost no economic base. It is proposed that a Community Training Centre be developed to assist people with skills transfer, which would encourage them to move to other nodes in the region where they could make a living for themselves and their families.

### **Social Amenities**

Ganspan currently has a Primary School, which offer students a food scheme. It is proposed that land be set aside for a mobile clinic and satellite police station to take care of the community's health and safety requirements. This social node will be located at the centre of the future development area, in order to improve accessibility to these facilities.

### **Open Space**

Ganspan does not have a large enough population to warrant the development of sports fields. The natural vegetation surrounding Ganspan is of little environmental significance.

## SECTION FOUR: IMPLEMENTATION APPROACH

### 12. FLAGSHIP PROJECTS

A number of projects and indicatives are proposed in the Phokwane SDF report. However, the danger exists that these proposals get lost due to the fact that as a whole the projects are overwhelming. It is therefore recommended that Flagship projects be identified.

The Flagship approach implies that a few specific projects be selected amongst the many spatial proposals of the Phokwane SDF, to drive the spatial development of the Municipal Area. In other words, the Flagship projects will become the projects that will stimulate the development of all the other spatial proposals mentioned in the SDF. These Flagship projects need the political will and backing of Council, and if necessary Provincial and National government, to ensure its successful implementation. Their successful implementation will illustrate the practicality of the projects and in that way canvas support on a local level for the implementation of other similar projects, thus driving the future spatial development within the Municipal Area.

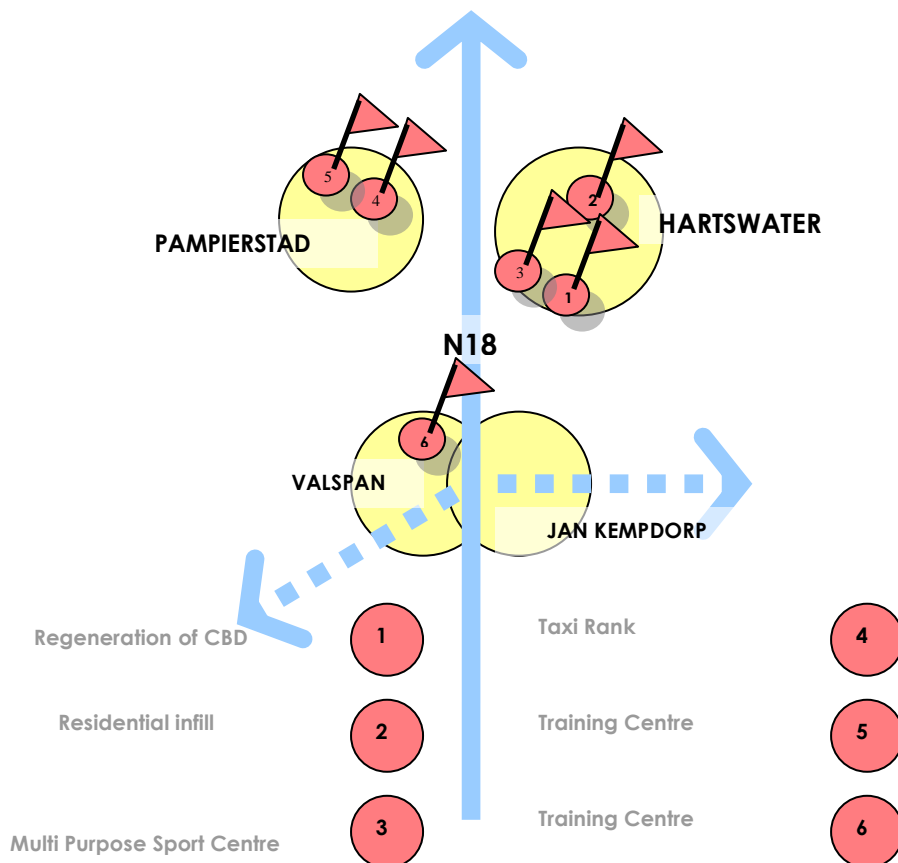


FIGURE 9: PHOKWANE SDF FLAGSHIP PROJECTS

The following 6 Flagship projects (Figure 9) have been identified to drive spatial development within the Phokwane Municipal Area during the next 7 years:

Please note that detailed Business Plans need to be formulated for the projects in order to ensure the viability and long term sustainability of the projects.

**1 Hartswater CBD Regeneration**

Hartswater CBD should be upgraded to make the core business area more attractive for investors. The upgrading of the CBD will require the development of Precinct and Business Plans to outline the details of the project, and should include the following main projects:

- Upgrading of the Taxi Rank (ablution facilities and shelter )
- Development of a Mixed Land Use Zone adjacent the Rank
- Themed street furniture, proper pavements, sufficient parking, information signage to places of interest (guest houses, hospital, police station)

**2 Hartswater/Bonita Park Infill Residential Development**

Development of 2000 residential units to cater for the housing backlog in Phokwane. The Housing products should include a range of typologies i.e. single residential, 2 storey walk-up's and rental units.

**3 Multi Purpose Sports Centre**

Hartswater as the Regional Node should accommodate a large sports centre, which provides a variety of sports fields and sports facilities to cater for regional matches/competitions. The facility will include a cricket, rugby and soccer field, an athletics track and small pavilion. The complex will make provision for tennis and netball courts as well as an indoor section that can cater for gymnastics, wrestling and dancing clubs. A squash court would round the facility off. The sports complex could also be used as the venue of big gatherings like the proposed "country lifestyle festival", and thus enhance tourism to the area.

**4 Pampierstad Taxi Rank**

The development of a proper Taxi Rank supported by a Mixed Land Use Zone will not only improve public transport in the area, but will also create a community node where people meet and socialize. The development should be architecturally pleasing, so as to create an impressive feature at the entrance of the town.

**5+6 Community Training Centre**

There is a great demand for skills development in the poor communities. Due to the nature of the economy, most people did not value education and rather opted to go and work on farms at a young age. The communities will benefit from an "Adult Reading program", which would open doors for their future. Other skills training could include basic business principles to start and run a small business or how to operate urban agriculture successfully. The Community Training Centre will be managed by the LED department.

## **ANNEXURE A**

*...from page 1 of this document*

## **1.4 LEGISLATIVE FRAMEWORK**

Several policies and acts govern and guide the formulation of IDP's and Spatial Development Frameworks i.e. the Municipal Demarcation Act(27 of 1998), Municipal Structures Acts (117 of 1998) and the Municipal Systems Act (32 of 2000). The first mentioned provides for the framework and structure of municipalities and the latter mentioned outlines the developmental role of municipalities. In addition to the aforementioned the Municipal Planning and Performance Management Regulations outlines the specifications for the compilation of SDF's.

### **1.4.1 Land Use Management Bill (2002)**

The Spatial Development Framework of a municipality published in terms of this Act and included in the municipality's integrated development plan in terms of section 26(3) of the Municipal Systems Act must:

- give effect to the directive principles
- be consistent with the national spatial development framework
- be consistent with the provincial spatial development framework of the province in which the municipality is located
- be consistent with any applicable national or provincial legislation on environmental management
- give effect to any national and provincial plans and planning legislation.

A municipal Spatial Development Framework must reflect at least:

- a status quo report on land use in the municipality including any spatial dysfunctionalities that exist
- a conceptual framework reflecting desired spatial growth patterns in the municipality
- a multi-sector based spatial plan, at an appropriate scale, sufficiently formulated to achieve the desired spatial development goals including-
  - (i) the correction of past spatial imbalances and the integration of disadvantaged persons or categories of persons
  - (ii) linkage between settlement development and appropriate transport infrastructure and systems
  - (iii) vacant land analysis comprising-
    - (aa) ownership of such land
    - (bb) current zoning of such land
    - (cc) value of the land
    - (dd) surrounding land use
    - (ee) geotechnical conditions
    - (ff) most suitable use (suitability index)

### **1.4.2 Municipal Systems Act 2000**

A Spatial Development Framework must:

- give effect to the principles contained in Chapter 1 of the Development Facilitation Act, 1995 (Act No. 67 of 1995)
- set out objectives that reflect the desired spatial form of the municipality
- contain strategies and policies regarding the manner in which to achieve the objectives referred to in paragraph (c) which strategies and policies must:
  - (i) indicate desired patterns of land use within the municipality
  - (ii) address the spatial reconstruction of the municipality
  - (iii) provide for decision-making processes relating to the location and nature of development within the municipality
- set out basic guidelines for a land use management system in the municipality
- set out a capital expenditure framework for the municipality's development programmes

- contain a strategic assessment of the environmental impact of the spatial development framework
- identify programmes and projects for the development of land within the municipality
- be aligned with the spatial development frameworks reflected in the integrated development plans of neighboring municipalities
- provide a visual representation of the desired spatial form of the municipality, which representation:
  - (i) must indicate where public and private land development and infrastructure investment should take place
  - (ii) may indicate desired or undesired utilization of space in a particular area
  - (iii) may delineate the urban edge
  - (iv) must identify areas where strategic intervention is required
  - (v) must indicate where priority spending is required.

#### 1.4.3 Municipal Planning and Performance Management Regulations (2001)

A SDF has to be formulated as a core component of the Integrated Development Plan (IDP). Accordingly, it must:

- give effect to the DFA principles;
- set out objectives that reflect the desired spatial form of the municipality;
- contain strategies and policies regarding the manner in which to achieve the above objectives (especially with regard to desirable land use patterns, spatial reconstruction of the municipality and the location and nature of development within the municipality);
- set out basic guidelines for a land use management system in the municipality;
- set out capital investment framework;
- contain a strategic assessment of the environmental impact of its planning proposals;
- identify programmes and projects for the development of land;
- provide visual representation of the desired spatial form of the municipality, indicating the following:
  - where public and private development and infrastructure investment should take place,
  - urban edge,
  - areas where strategic intervention is required,
  - areas where priority spending is required

## **ANNEXURE B**

....from page 14 of this document

### 3.3. POLICIES AND STRATEGIES

In order to ensure that the Phokwane SDF aligns with regional and local policies, we will broadly summarize the over arching policies and strategies, which may have a spatial impact on Phokwane.

#### 3.3.1. Northern Cape Provincial Growth & Development Strategy

The vision for the Northern Cape Growth & Development Strategy is:

*"Building a prosperous, sustainable growing provincial economy to reduce poverty and improve social development"*

OBJECTIVES	DEVELOPMENT TARGETS
1. Promote the growth, diversification and transformation of the provincial economy.	<ul style="list-style-type: none"> <li>▪ Maintain an average annual economic growth rate of 4-6%</li> </ul>
2. Reduce poverty through social development	<ul style="list-style-type: none"> <li>▪ Half the unemployment rate by 2014</li> <li>▪ Reduce the number of households living in absolute poverty by 5% per annum</li> <li>▪ Provide shelter for all by 2014</li> </ul>
3. Develop requisite levels of human and social capital.	<ul style="list-style-type: none"> <li>▪ Stabilize the prevalence rate of HIV/ AIDS and begin reverse by 2014.</li> <li>▪ Improve the literacy rate by 50% by 2014.</li> <li>▪ Reduce infant mortality by two thirds by 2014.</li> <li>▪ Reduce maternal mortality by two thirds by 2014.</li> </ul>
4. Improve the efficiency and effectiveness of governance and other development institutions.	<ul style="list-style-type: none"> <li>▪ Redistribute 30% of productive agricultural land to HDI' by 2015.</li> <li>▪ Reduce crime by 10% by 2014.</li> </ul>
5. Enhance infrastructure for economic growth and social development.	<ul style="list-style-type: none"> <li>▪ Provide clean water to all by 2009</li> <li>▪ Eliminate sanitation problems by 2009.</li> </ul>

#### 3.3.2. Frances Baard SDF

The Frances Baard SDF aspires to achieve two over arching goals:

- Socio-economic integration, rectifying past disparities & dysfunctional population distribution and promoting urban and rural land reform
- Promoting sustainability through resource conservation and the effective & efficient use of all the components of the built environment.

The vision for Frances Baard District Municipality is:

*"Frances Baard to develop beyond expectation through diversification of the economy and capacitation of its people"*

In order to achieve the above goals, Frances Baard has set out the following objectives for their district:

- Align the future settlement pattern of the district with economic potential and the location of environmental resources
- Deliver human development and basic needs programs wherever they may be require
- Strategically investment of public sector resources where they will generate the highest socio-economic returns
- Support land reform

- Conserve and strengthen the sense of place of important natural, cultural and productive landscapes, artifacts and buildings
- End the apartheid structure of urban settlements
- Conveniently locate urban activities and promote public and non-motorised transport
- Protect biodiversity and agricultural resources
- Minimize the consumption of scarce environmental resources, particularly water, fuel, building materials, mineral resources, electricity and land

#### 3.3.2.1 FBSDF implications for Phokwane

The FBSDF highlighted the following issues for Phokwane:

- Highly productive intensive agricultural area
- High propensity to employ unskilled labour
- Attracting migrants from North West Province and elsewhere
- Limited value add and beneficiation before outputs exported from region
- Economically and functionally linked to peri-urban settlements in abutting Greater Taung Local Municipality
- Shortage of land for large scale housing projects in towns allocated in the irrigation areas (Hartswater and Jan Kempdorp)

The following Strategies for development were recommended:

- Promote operation of Pampierstad, Hartswater and Jan Kempdorp as a single "social city" by facilitating transport and communication links between them.
- Encourage beneficially and value add of agricultural products within the Municipality by facilitating a wide range of industrial development support programs

#### 3.3.3. Frances Baard Integrated Environmental Management Plan

In 2004 Africa EPA was appointed to embark on a process of compiling an IEMP for Frances Baard District Municipality. The program not only provided environmental data, but also identified development problems and environmental issues for the local municipalities.

#### **Main Objectives**

- Minimize potential negative impact of all envisaged projects
- Provide guidelines to investors in terms of environmental considerations
- Promotion of local biodiversity
- Identify development opportunities and threats to the environment
- Provide a framework for sustainable development

#### **Environmental Strategies**

- Management and conserve the biological diversity
- Use indigenous biological resources in a sustainable manner
- Promote the fair and equitable sharing of benefits arising from bio-prospecting of genetic material derived from indigenous biological resources
- Provide for co-operative governance in biodiversity management and conservation

#### 3.3.4 Frances Baard Integrated Environmental Management Plan Implications for Phokwane

Phokwane has the lowest tourism and livestock potential – less than 60% for either activity. Phokwane however has the highest agricultural potential (38% of area). The most prominent land use in this region is irrigation based cultivation, which makes fertilizers, herbicides and pesticides a potential source of environmental health issues. Phokwane has only 2% area vulnerable to human activities, which should be considered no go options, these areas could be utilized for tourist attractions if managed properly.

**General Strategies in Phokwane**

- High pressure on cultivation and water resources: Phokwane is the breadbasket for the region
- Focus on Agricultural related tourism and opportunities
  - Olive, Winelands & Irrigation Scheme tours
  - Game farming
- Develop programs to preserve remaining ecological areas (wetlands, plains, ridges) & link with tourism

**3.4 MICRO POLICIES & STRATEGIES****3.4.1. Phokwane Local Economic Development Plan 2004**

In terms of the study conducted in 2004 Phokwane presents the following characteristics: Phokwane is heavily reliant on the agriculture and services sectors as sources of employment and economic growth. The local economy is relatively small and weak when compared to surrounding economies. External intervention will be required to boost the economy. This intervention can be in terms of investment in local economic infrastructure and preparation and implementation of LED projects. The area presents a number of opportunities (especially in the agriculture and manufacturing sectors) which over the medium to long term can bring about growth and development.

The LED vision for Phokwane is summarized as:

*"To broaden the economic base of the local economy with the sustainable utilization of resources and by adding maximum value through the beneficiation of primary products in order to generate maximum opportunities for the local economy"*

**LED Goals for Phokwane**

- Alleviation of poverty through broadening of the economic base in the agriculture, manufacturing, trade and tourism sectors
- Create opportunities to transfer technology and skills, thus increasing employment opportunities.
- Provision of more effective infrastructure and business support to the community – helping people to set up their own businesses

**Objectives for Economic Growth**

- Beneficiation of primary products
- Increase employment opportunities
- Create competitive skills base
- Implement & upgrade of existing infrastructure
- Implement supporting base
- Increase SMME opportunities
- Ensure involvement and participation of all stakeholders in the LED process

**3.4.1.1 Phokwane LED Priority Projects**

<b>Project</b>	<b>Elements</b>	<b>Market Potential</b>
Production of biotechnology foods (pharma foods and organics)	<ul style="list-style-type: none"> <li>• Farming</li> <li>• Logistics</li> <li>• Specialist Training</li> </ul>	<ul style="list-style-type: none"> <li>• Domestic demand</li> <li>• SADC</li> <li>• Western markets</li> </ul>
Commercial production plant for biomedicine	<ul style="list-style-type: none"> <li>• High-tech R&amp;D</li> <li>• Development of indigenous knowledge</li> <li>• Cultivation</li> <li>• Specialist Training</li> </ul>	<ul style="list-style-type: none"> <li>• Domestic demand</li> <li>• SADC</li> <li>• Western markets</li> </ul>
Processing of meat	<ul style="list-style-type: none"> <li>• Specialist Abattoir</li> <li>• Linking with Leather trade</li> </ul>	<ul style="list-style-type: none"> <li>• Domestic demand</li> <li>• UK &amp; EU</li> </ul>

Leather production	<ul style="list-style-type: none"> <li>• Animal husbandry</li> <li>• Tanning &amp; dressing</li> <li>• Automotive industry</li> <li>Clothing &amp; accessories</li> </ul>	<ul style="list-style-type: none"> <li>• Domestic demand</li> </ul>
Water Augmentation	<ul style="list-style-type: none"> <li>• Construction of a dam</li> <li>• Multi-sectoral benefits: industry, tourism, recreation, construction and private consumption</li> </ul>	<ul style="list-style-type: none"> <li>• Regional market and SMME's</li> </ul>
Tourism	<ul style="list-style-type: none"> <li>• Group tours</li> <li>• Shuttle service</li> <li>• Industrial/business tourism</li> <li>• Irrigation Scheme</li> </ul>	<ul style="list-style-type: none"> <li>• Domestic &amp; International Market</li> </ul>
Training & Distance Education	<ul style="list-style-type: none"> <li>• Telematic education</li> <li>• Correspondence courses</li> <li>• Bursaries and sector specific grants</li> </ul>	<ul style="list-style-type: none"> <li>• Provincial market: tertiary education</li> <li>• Domestic/International market: biotech training</li> </ul>
Communication	<ul style="list-style-type: none"> <li>• Call Centers</li> <li>• Satellite communication service</li> </ul>	<ul style="list-style-type: none"> <li>• Domestic</li> <li>• SADC</li> <li>• International</li> </ul>
Logistics	<ul style="list-style-type: none"> <li>• Warehousing</li> <li>• Distribution, cargo, tracking &amp; monitoring</li> <li>• Exports</li> <li>• Trans-border liaison</li> </ul>	<ul style="list-style-type: none"> <li>• Domestic</li> <li>• SADC imports &amp; exports</li> </ul>
Research Development	<ul style="list-style-type: none"> <li>• Research in specific fields e.g. bio-tech</li> </ul>	<ul style="list-style-type: none"> <li>• Domestic</li> <li>• International</li> <li>• Support programmes for industries Phokwane</li> </ul>

### 3.5 PHOKWANE INTEGRATED DEVELOPMENT PLAN 2007-2011

#### VISION

*"To be a Developmental Municipality in the creation and maintenance of sustainable human settlement that results in social and economic development for all citizens"*

#### MISSION

*"To strive with given resources toward efficient, effective and sustainable measures to reduce poverty and stimulate local economic growth"*

#### 3.5.1 IDP Objectives, Targets & Projects

##### Pampierstad

- Early Childhood Development Centre
- Taxi Rank and nodal development
- Tourism development
- Light industrial zone (rehabilitation of old buildings) to stimulate secondary economy (Agri-products, furniture, iron works)
- LED centre
- Sports grounds (swimming pool) and recreational facilities
- 2286 Housing units – Sakhile informal settlement

### **Motswedithuto Farming Area**

- School
- Satellite office for Government grants
- Housing development – 250 units
- LED centre
- Cat fish project
- Tourism development – Ganspan Resort
- Early Childhood Development Centre
- Mobile Clinic/Library/Police services

### **Hartswater**

- Housing (different typologies – town houses, affordable houses, government housing – 686 units)
- Sports Centre (basket ball, volley ball and cricket) for Bonita Park
- Hawkers Informal Market Facility
- Hartswater Drive in redevelopment
- Bonita Park Quarry turned in to Tourism facility
- Youth Centre and swimming pool
- Mobile Clinic
- Old Age Home
- Community Hall
- Early Childhood Centre
- Phokwane Tourism Centre

### **Jan Kempdorp**

- Sports Facility development (swimming pool)
- Satellite office for Government grants
- Greening projects
- Satellite police station (Valspan)
- Library
- Early Childhood Centers
- High School
- Ganspan Pan Eco-Tourism development & Guest Houses
- Housing development (1746 units = Valspan (Kingston Informal Settlement), 531 = Ganspan)
- LED Centre
- Early Childhood Development Centers

### **3.5.2 IDP Project Priorities**

Due to limited budgets the Municipality prioritized expenditure in 2006/2007 as follows:

1. Water & Sanitation
2. Land
3. Electricity
4. Roads & Stormwater
5. Health Services
6. Service Delivery Improvement
7. Housing

Forced migration in the form of farm evictions, voluntary migration to urban areas within Phokwane has resulted in an increased housing backlog. This influx of farm dwellers and backyard dwellers in need of accommodation and independence as well as secondary families in need of accommodation has a negative impact on housing need and backlog.

8. LED
9. Tourism Development
10. Education & Training Facilities
11. Sports & Recreation

- 12. HIV/AIDS
- 13. Safety & Security
- 14. Environmental Quality
- 15. Institutional Development
- 16. Anti-Corruption

### 3.5.3 Sensitive Environments for fauna & flora

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Phokwane does not incorporate very sensitive biospheres. The only areas that need to be protected are:

- Wetlands areas associated with drainage lines (non- and perennial rivers or streams), seepage areas and pans
- Terrestrial areas consisting of grassland and open woodland on sandy soils or steep outcrops

### 3.5.4 Eco-Tourism

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Phokwane is characterized by vast agricultural land uses. The only areas that are suitable for eco-tourism are wetlands, thicket and bush land zones and the grasslands.

- Phokwane is earmarked with green pastures and a river stream abutting the area.
- Ideal for bird watching enthusiasts and hikers.
- Stakeholders suggested that Ganspan-Pan has the potential to be developed into a tourist resort.

### 3.5.5 Housing Strategies

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- To facilitate the construction of at least 3000 low – cost houses by 2011
- To facilitate the acquisition of Erf 1898, Hartswater for restitution by 2007
- To facilitate the construction of rental units by private developers
- To create at least 200 middle income sites by 2011
- To maintain municipal rental housing stock
- To facilitate and avail land for social housing by 2011
- To ensure that more land is acquired to promote integrated human settlement
- To increase the residential density within the settlements through other means and through in-fill planning
- To facilitate the upgrading of tenure for Pampierstad residents by 2011
- To acquisition of title deeds for 4000 households including Pampierstad tenure upgrading.
- Develop municipal housing policy by 2007

### 3.5.6 Land Strategies

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- To develop a uniform town planning scheme for the whole of Phokwane
- To obtain a GIS system to analyse and interpret spatial data and services delivery backlogs
- To develop at least 15 business sites to stimulate economic development
- To develop at least 15 industrial sites especially along the railway station in Jan Kempdorp
- To improve emerging stock farmers access to grazing land
- To develop erven for sundry development (church, government, recreation etc)

### 3.5.7 Other Land Issues

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- Development of new Hartswater Landfill site
- Hartswater Caravan Park
- Ganspan Pan Tourism Facility
- Tourism Centre in Hartswater
- Valspan Community Hall