

SDF

Spatial Development Framework

Final 2019 Kgatelopele LM SDF
Review Document - Section A



Kgatelopele
Local Municipality



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List of Abbreviations:

List:	Detail of Abbreviation:
ASC	Activity Street Corridor
AP	Agri-Park
CAD	Computer Aided Design
CBD	Central Business District
DAFF	Department of Agriculture Forestry and Fisheries
DENC	Department of Environmental Affairs and Conservation
DRDLR	Department of Rural Development and Land Reform
DRPW	Department of Roads and Public Works
FPSU	Farmer Production Support Units
GIS	Geographic Information Systems
FEPA	Freshwater Ecosystem Priority Areas
HSP	Housing Sector Plan
I&AP's	Interested and Affected Parties
LOWMA	Lower Orange Water Management Area
IDP	Integrated Development Plan
KLM	Kgatelopele Local Municipality
KPA	Key Performance Areas
LUMS	Land Use Management System
MSA	Municipal Systems Act, Act 32 of 2000
MSDF	Municipal Spatial Development Framework
NCMS	National Centre for Manufacturing Science
NCPDA	Northern Cape Planning and Development Act, Act 7 of 1998
NCPSPDF	Northern Cape Provincial Spatial Development Framework
NDP	National Development Plan
NEMA	National Environmental Management Act, Act 107 of 1998
NSDF	National Spatial Development Framework
PMT	Project Management Team
PSC	Project Steering Committee
REDZ	Renewable Energy Development Zones
RDP	Rural Development Plan
RUMC	Rural Urban Market Centres
SACPLAN	South African Council for Planners
SANRAL	South African National Road Agency Limited
SBN	Secondary Business Nodes
SLA	Service Level Agreement
SDF	Spatial Development Framework
SVP	Spatial Vision Plan
SPC	Spatial Planning Category
SPLUMA	Spatial Planning and Land Use Management Act, Act 16 Of 2013
SVM	Spatial Vision Map
WWTW	Waste Water Treatment Works

1. INTRODUCTION AND BACKGROUND TO PROJECT

1.1. EXECUTIVE SUMMARY OF THE SDF DOCUMENT

1.1.1. The purpose and aim of the Kgatelopele SDF project

The review and compilation of a SDF document for any Local Municipality is an important and critical component to guide and manage future development within the borders of such a municipal area. In the case of Kgatelopele Local Municipality (from hereon only referred to as KLM) the compilation and review was designed to fit the specific circumstances of the municipal area, but also to align with the Guidelines of the Department of Rural Development and Land Reform (DRDLR), the Northern Cape Provincial Spatial Development Framework (NCPsDF) and all relevant guiding and planning documents and legislation.

In order for the reader of the document to study, to understand and to fully grasp the SDF of KLM, it is necessary to understand the background and history of the municipal area, the methodology of the compilation of the document, its aim and purpose and the linking with the Land Use Management System (LUMS). By reading and studying the text document (Section A) and the various spatial vision maps (Section B), the reader will get an insight into the spatial vision of, and development directive of the Council of KLM. Section A (this document) comprises of the written text component of the SDF and refers to various maps that forms part of Section B, which is the detail maps of the total KLM.

In order for the Kgatelopele SDF to be developed as an individual and functioning document, the Project Management Team (PMT) focussed on producing documents and maps that is not just the combination of existing and random spatial information, but rather to include information and maps depicting the current and future situation for a Municipal area that has its own challenges and opportunities. The inclusion of information and references in existing documentation that has no significance or relevance to the specific municipal area and the spatial vision of the municipality were totally excluded and only referred to if necessary. If information and references were however included into this document, there is a specific reason and background for such an inclusion. If a component was left out or is not included, there is also a specific reason for such an exclusion. Whilst reading and studying the document and the maps, the reader must acquire the following information in the document namely:

- i. A proper visual presentation of the spatial vision of the Municipality, focussing on all the communities and their specific needs and inputs.
- ii. To understand and interpret what is spatially forecasted for KLM in the next 5 years up to 2023 for the various communities.
- iii. To understand exactly what can be expected from any member of public or a developer, state and semi-state department, when considering or investigating the needs and spatial visions and investment potential for the various areas.
- iv. To understand and visualise the changes and diversification that may be expected to take place during the next 5 year period and to inform the general public of future plans for their immediate surroundings.
- v. To understand and interpret the link between the SDF and the LUMS and to focus on the linking of the documents and the guidance of DRDLR.

- vi. What considerations, policies and detail inclusions and indications must be submitted when applying for any form of development in a specific region or area?

1.1.2. Review and updated SDF as described in Tender no: KLM2017/18/006

The purpose and primary aim of the project were to review and compile a SDF for KLM, which gives a proper visual presentation of the spatial vision of the total Municipal area, while adhering to all applicable legislation and requirements and focussing on the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013). Macroplan was appointed as Service Provider by KLM to assist with the formulation of this SDF document and the Service Level Agreement was signed on 17 April 2018 during the first PMT meeting in Daniëlskuil. The aim of this project can be summarised as follow:

- i. To achieve compliance with the provisions of Chapter 4 of SPLUMA.
- ii. To retain compliance with the provisions of the MSA.
- iii. To ensure well-coordinated and sustainable land/physical development.
- iv. To provide land use audit and soil capability for the entire municipal area.
- v. To provide a clear and comprehensive Spatial Framework for the KLM.
- vi. To provide a strategic spatial development vision for KLM in line with the broad development objectives of the National and Provincial policies.
- vii. To indicate as much detail as possible to members of the public and others with an interest in the municipality, the desired spatial form, nodes, corridors, etc.
- viii. To indicate planning, environment, infrastructure and institutional issues that gave rise to the proposals contained in the final document and that provides all stakeholders an opportunity to participate during the process of formulating the SDF.
- ix. To provide a spatial reflection of the needs and priorities established in the IDP and identify specific issues which are unique to KLM.
- x. To address rural development issues such as the integration with urban areas, the provision of social facilities, the provision of infrastructure and involvement during the public participation process.
- xi. To identify structuring elements that are focussed on long-term strategic mechanisms such as:
 - a) To identify areas for economic opportunities, particularly in the industrial, commercial, tourism and agricultural development spheres.
 - b) To identify areas of infrastructure and services constraints, depicting the spatial impact and possible solutions on a spatial level.
 - c) To accommodate the need for land for housing and incorporation of various new housing trends and linking with the PSDF.
 - d) The protection of the environment, by following the biosphere planning module, linking the SDF and the LUMS with conservation.

1.1.3. The history of the previous SDF of KLM and key-focus of alignment

The previous SDF document of KLM was compiled and approved for the period of 2010 to 2015 under the auspice of the Northern Cape Planning and Development Act (NCPDA), Act 7 of 1998. After the Spatial Planning and Land Use Management Act (SPLUMA), Act 16 of 2013, came into effect the normal decision making processes became more difficult, due to the outdated SDF and the fact that the

document did not and could not align with SPLUMA. The compilation of the SDF document and the alignment with the LUMS were a key focus throughout the process and was done concurrently.

1.1.4. Important dates to take note of during the compilation of the SDF

Item:	Component of SDF:	Dates:
1	Starting of the project:	03 April 2018
2	Signing of the SLA and first PMT meeting:	17 April 2018
3	General Land Use Survey done by Macroplan:	16-18 May 2018
4	First date of placement of the intent to compile a SDF for Kgatelopele in the Local Paper, the Kuruman Bulletin:	17 May 2018
5	First date of placement of the intent to compile a SDF for Kgatelopele in the Provincial Paper:	21 May 2018
6	Date of second PMT meeting:	8 June 2018
7	Date of first PSC meeting:	24 July 2018
8	First date of Work Session with Council informing them regarding the compilation of the SDF and LUMS:	11 August 2018
9	Date of third PMT meeting:	19 September 2018
10	Date of second PSC meeting:	28 September 2018
11	Second date of Work Session with Council informing them regarding the progress of the SDF and LUMS:	06 November 2018
12	Date of the second round of notifications placed in the Local Paper in order to formally obtain any inputs and comments during a 60 day period.	25 October 2018 – 18 January 2019
13	Date of the second round of notifications placed in the Provincial Gazette in order to formally obtain any inputs and comments during a 60 day period.	29 October 2018 – 18 January 2019
14	Date of third PMT meeting:	5 December 2018
15	Date of third PSC meeting:	12 December 2018
16	Focus Group meetings with Mining Sector	17 January 2019, 7 February 2019 and 21 February 2019
16	Date of fourth PMT meeting:	6 March 2019
17	Date of fourth PSC meeting:	12 March 2019
18	Approval by Council of Kgatelopele Local Municipality by decision number:	27 March 2019
19	Final notice placed in Provincial Gazette after approval and adoption of the Final SDF:	22 April 2019

Table 1: Summary of important dates of the compilation process of the SDF document.

1.1.5. Approval of the Kgatelopele Local Municipality 2018/2019 SDF

The following notice was placed in the Provincial Gazette of **22 April 2019**, stating the following:

Approval of the revised and updated Spatial Development Framework (SDF), a single Land Use Scheme (LUS) as part of the Land Use Management System (Land Use Scheme, Manual & Application Procedure and Application Form - LUMS) and By-law on Land Use Management for the Kgatelopele Municipality

Notice is hereby given in terms of Section 20(1) of the Spatial Planning and Land Use Management Act (Act No. 16 of 2013 - SPLUMA), Section 24(1) of SPLUMA and Section 13 of Local Government: Municipal Systems Act (Act No. 32 of 2000) that the Council of Kgatelopele Local Municipality officially adopted and approved their revised and amended SDF, a single Land Use Scheme (LUS) as part of their LUMS (Land Use Scheme, Manual & Application Procedure and Application Form) and By-law on Land Use Management respectively. The Council further appointed its Technical and Commonage Portfolio Committee to serve as an Appeal Authority in line with the provisions of SPLUMA, the SPLUMA Regulations and the By-law. The approval took place during the special Council meeting of 27 March 2019 (Item No. SC57/03/2019) and the implementation of the said tools will commence on 01 July 2019.

The Spatial Development Framework is a strategic document setting out objectives reflecting the desired spatial form of the municipality, as well as identifying strategies and policies through which to achieve such objectives. The purpose of the Land Use Management System (Land Use Scheme, Manual & Application Procedure and Application Form) and By-law is to regulate, to guide the handling and standardise general land uses and associated applications for the total municipal area. Further details and complete documentation will be made available on the Municipal website.

Further details regarding this may be obtained from the Kgatelopele Municipality (Town Planner, Mr Thanyani Mushadu - Kgatelopele Municipal Offices, 222 Barker Street, Daniëlskuil; Telephone: 053 384 8600 or Email: townplanner@kgatelopele.gov.za) during normal office hours (between 07:30am and 16:45pm on Monday to Thursday or 07:30am and 15:30pm on Friday).

Mr Monde January, The Municipal Manager
P.O Box 43
Daniëlskuil
8405

Provincial Gazette: 22 April 2019

1.1.6. Kgatelopele LM Spatial Development Framework overview and summary by the Municipal Manager

The Municipal Systems Act, 32 of 2000 introduced a coordinated and forward planning approach into local government through the introduction of the Integrated Development Plan. The Integrated Development Plan is considered to be the core business plan for the municipality that provides an overall framework for development. Section 26 of the said Act highlights the core components of the Integrated Development Plan and the Spatial Development Framework is amongst these components. Section 20 of the Spatial Planning and Land Use Management Act, 16 of 2013 further emphasised the need for each municipality to adopt a Spatial Development Framework as part of its Integrated Development Plan. Thus, the municipality needs to ensure that its Integrated Development Plan is consisted of all the core components listed in the Municipal Systems Act, 32 of 2000 in order to ensure the credibility and effectiveness the Integrated Development Plan. In so doing, the municipality would have set a concrete base for the provision of services in a well-coordinated and sustainable manner.

In its nature, the Spatial Development Framework is a strategic document that sets out objectives reflecting the desired spatial form of the municipality, thus, it guides and help to manage future development in the municipality. The Spatial Planning and Land Use Management Act, 16 of 2013 dictates that this should be achieved by providing a written and spatial representation of a 5 year spatial

development plan which would be aligned to the Integrated Development Plan circle and a desired spatial growth and development pattern for the next 10 to 20 years which is a medium to long term plan. It is therefore important to note that the adoption of the Spatial Development Framework provides the municipality with a clear view and understanding of the future spatial growth and demand for services.

Furthermore, Kgatelopele has a unique geological challenge in the form of dolomite, as a result, the area is prone to subsidence and sinkhole occurrences. While site specific studies have already proved that there are areas that are not dolomitic; dolomitic condition calls for well-coordinated development as subsidence and sinkhole formations can result in the loss of lives and properties. Therefore, we are confident that the adoption of the Spatial Development Framework will be of great assistance towards dolomite risk management and the optimum utilisation of land as it would guide and help coordinate development. We are also confident that the adoption of the Spatial Development Framework will not only ensure that the municipality complies with the provisions of the Municipal Systems Act, 32 of 2000 and Spatial Planning and Land Use Management Act, 16 of 2013 but it will also assist the municipality in achieving its overall vision of improving the quality of the lives of all its residents.

1.2. VISION OF KGATELOPELE LOCAL MUNICIPALITY

To fully understand and interpret the SDF of Kgatelopele, it is important for the reader of this document to understand, to interpret and to get insight into the thinking behind the document compilation process. The input and driving force from the Municipal Council itself, their specific focus on promoting sustainable development and uplifting the lives of the communities they serve formed the basis of the whole process during the 10 month period. This became evident during the consultation process of each Ward committee and the input and time they spent to finalise their specific maps for their area. The vision is based on the development principles of SPLUMA section 7 and discussed later on in Chapter 2. The second review of the IDP of Kgatelopele LM that was approved on the 29th of May 2018 (5 year planning period 2017/2022) states the following regarding the vision of the Kgatelopele Local Municipality, which will be retained for the SDF and was adopted for the purpose of this review, namely:

Kgatelopele Local Municipality aims to improve the quality of life of all its residents.

The Kgatelopele SDF will focus on the Vision of improving the quality of life for all its residents and the 5 SPLUMA principles to achieve the 5 year spatial development plan and the ideal spatial form and functioning of all its communities.

1.3. MISSION

The IDP states the following mission statement that is adopted and focussed on:

A sustainable and fast-growing local economy achieved through local branding and export promotion, which builds on a diverse entrepreneurial spirit among local communities.

The IDP document also states the following 5 mission statements in achieving sustainable development in the whole area which is adopted in this SDF document and taken as basis for the long term mission statement of the Municipal area, namely:

- i. Provision of quality services.

- ii. Conservation of the environment.
- iii. Stable and effective administration.
- iv. Promotion of socio-economic development.
- v. Promoting social cohesion.

The Council further identified 6 pillars of strategic objectives (SO) that links with the National Key Performance Areas (KPA) and most of these objectives were kept in mind and implemented in the document, the detailing of the structuring elements of the maps and the final map compilation for the Section B document, detailing each community and the municipality as a whole. These SO's include the following:

- i. To ensure the provision of sustainable basic services to our communities and linking with KPA of service delivery and infrastructure development.
- ii. Conservation of the environment spatial consideration and linking with KPA of spatial consideration.
- iii. To promote a conducive environment for economic development and linking with KPA of Local economic development.
- iv. To ensure an effective and efficient financially viable municipality and linking with KPA of financial sustainability and viability.
- v. Democratic and accountable government, as well as Municipal transformation and organisational development and linking with KPA of Institutional excellence and good governance (public participation).
- vi. To provide for a national standard for the uniform reading and classification of municipal budget and financial information and linking with KPA of Municipal Standard Charts of Accounts.

1.4. KGATELOPELE LOCAL MUNICIPAL AREA AT A GLANCE

1.4.1. Municipal area Statistics

The Kgatelopele Local Municipality is a Category B municipality that forms part of the ZF Mgcawu District Municipality in the Northern Cape Province, which is located in the eastern sections of the province and also forms the local municipality which is located the farthest to the east of the district municipal area. The municipality shares its borders with the Ga-Segonyana Local Municipality in the north, the Tsantsabane Local Municipality in the west, the Siyancuma Local Municipality in the south and the Dikgatlong Local Municipality in the east. The Kgatelopele Local Municipality is the smallest of the five local municipalities that forms part of the ZF Mgcawu District and covers an area of 2,478 km² (approximately 2% of the 102,524 km² of the District). Daniëlskuil forms the administrative centre of the municipal area and is located central to the rest of the hinterland. The rest of the communities forming part of the municipal area, include Kuilsville and Tlhakatlou (part of Daniëlskuil), Lime Acres, the surrounding farms and all of these are included into the SDF project. The municipality's name Kgatelopele is a Setswana name which means moving forward, which also forms the municipal slogan and is an important structuring component for the whole process. Daniëlskuil is located approximately 155km northwest of Kimberley via the R31 road, approximately 85km south of Kuruman via the R31 road, approximately 278km east of Upington via the N14 and R385 roads and approximately 130km northeast of Griekwastad via the R325 and R385 roads.

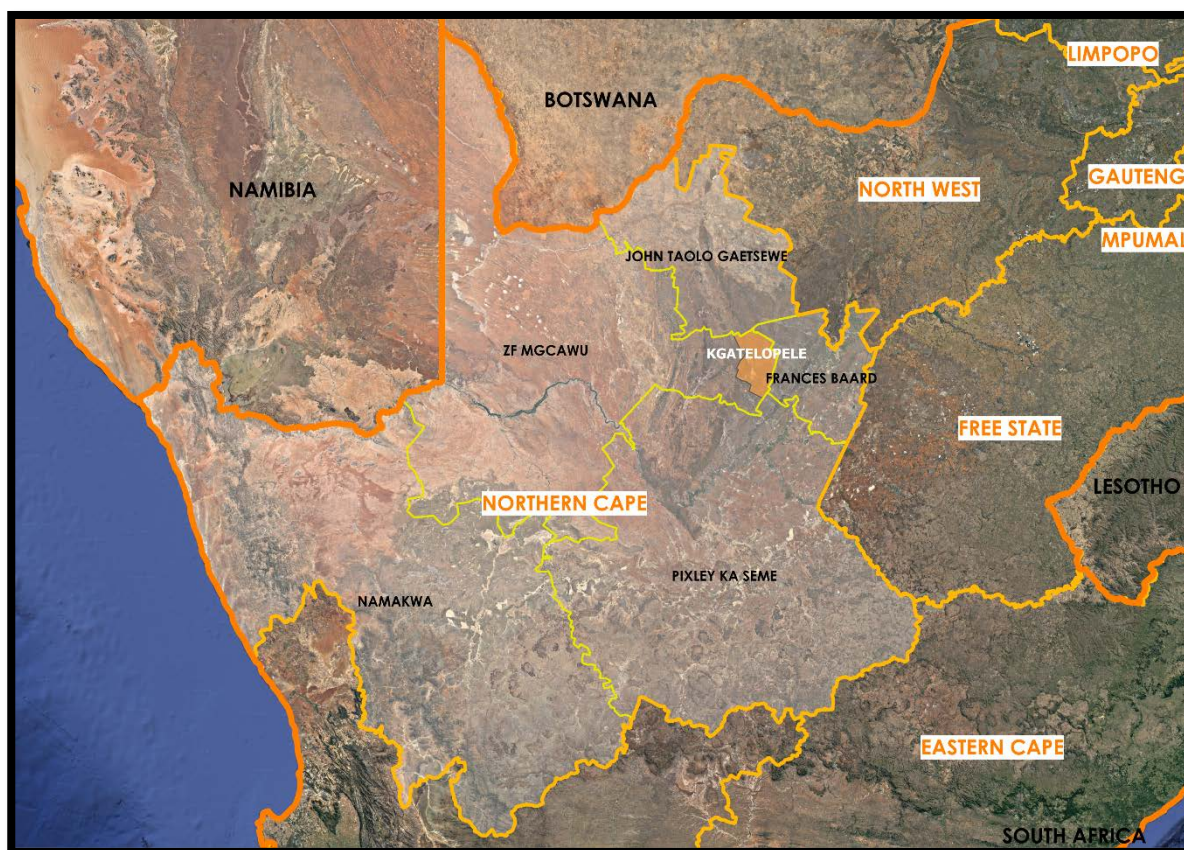


Figure 1: The location of Kgatelopele Local Municipality in relation to the District Municipalities of the Northern Cape Province.



Figure 2: The location of Kgatelopele Local Municipality in relation to the other Local Municipalities in the Northern Cape Province.

1.4.2. Demographic Statistics Summary and linking with the IDP

In accordance with the IDP, as well as the official statistics available (StatsSA, Census, 2011 and 2016) the following quick stats for the municipal area can be provided for the reader to understand and interpret the municipal area properly, namely:

#	Specific top 10 quick facts:	Number:
1	Total Municipal area:	2,478 km ²
2	Total Population:	20691
3	Households: (Housing Backlog):	6343 (3438)
4	Population growth between 2011 and 2016:	3.49%
5	Average Household size:	3.5
6	Most commonly spoken languages:	Afrikaans: 58% and Setswana 33%
7	Unemployment levels:	22.3%
8	Male population:	52.5%
9	Female population:	47.5%
10	Age of majority of people residing in the area:	0-4 years.

Table 2: Quick facts and summary of important statistics of KLM.

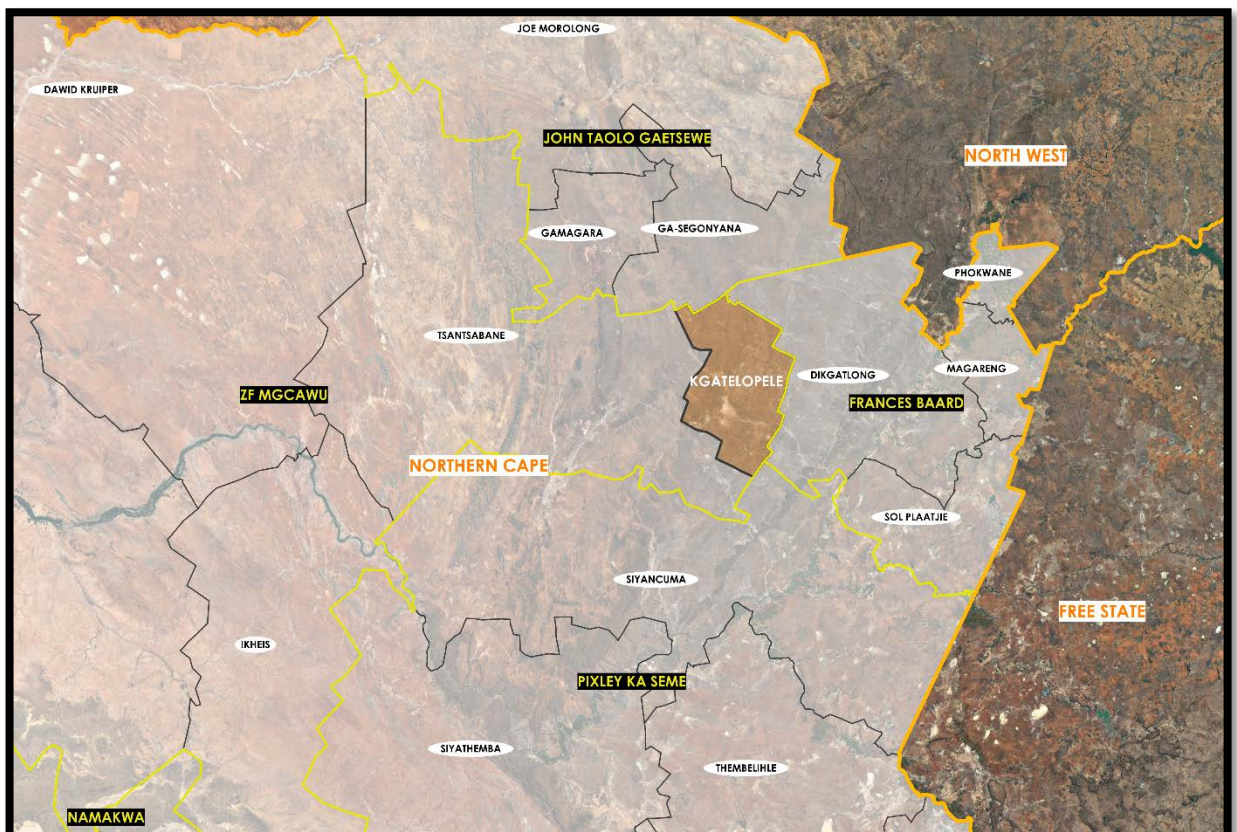


Figure 3: The location of the Kgatelopele Local Municipality in relation to the immediate surrounding area.

1.4.3. Statistics

For the purpose of the documentation and the future planning, we used the assumption and stats received from StatsSA. The following are important factors:

- The average growth for the next 5 years (calculated back to 2016 stats number) of 3.49% per annum until 2023 are used as basis.
- The first assumption is that in 2016 the population number was at 20691 and that the growth factor of 3.49% is used for the next 20 years up to 2038.
- With this assumption, the current 2018 population number is at 22160.
- With this assumption the current 2018 household number is 6332 (average of 3.5 persons per household used).
- The population size grows to **26307** in 2023 with 7516 households. This entails from 2018 to 2023 and additional 1185 households already being taken into consideration for the next 5 years, notwithstanding the existing backlog in housing. The SDF and Chapter 4 will calculate and plan ahead for the next 5 years and the spatial vision maps must include enough land for residential expansion and future infill planning to accommodate the demand on provision of housing and services.
- During the process of compiling the SDF, a smaller growth factor for the minimum scenario was also taken into consideration for an assumption of a 2% factor and this scenario shows the population growing to **23767** by 2023 adding 640 families to the KLM area.

Estimated Population at 3.49% growth:	2016	2017	2018	2019	2020	2021	2022	2023	Growth in population and households over the next 5 years (average 3.5 persons per household for 2018 to 2023).
Population size:	20691	21413	22160	22934	23734	24563	25420	26307	4146
Household size (average of 3.5 used for calculation):	6206	6118	6332	6553	6781	7018	7263	7516	1185

Table 3: Population estimation for KLM over next few years until 2023 for a 3.49% scenario.

Estimated Population at 2% growth:	2016	2017	2018	2019	2020	2021	2022	2023	Growth in population and households over the next 5 years (average 3.5 persons per household for 2018 to 2023).
Population size:	20691	21105	21527	21957	22397	22845	23301	23767	2241
Household size (average of 3.5 used for calculation):	6206	6030	6151	6274	6399	6527	6658	6791	640

Table 4 Population estimation for KLM over next few years until 2023 for a 2% scenario

1.4.4. The growth statistics for the next 20 years

First assumption: For the purpose of the documentation and the future planning for year 6 to 20, the first assumption we used were based on the 3.49% growth indicated by the stats received from StatsSA from 2016. The following are important factors:

- The population grows to **44009** in the next 20 years, which is more or less double the population of 2018.
- This also entails that the number of households grows to **12574** from 6332 in 2018, which also doubles in numbers and will have a massive impact on services, the current planning being done and the SDF vision maps described in Chapters 4 and 5 of this document.

Estimated Population at 3.49% growth:	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	Growth in population and households (average 3.5 persons per household for 2018 2024 to 2038)
Population size:	27225	28175	29159	30176	31229	32319	33447	34614	35822	37073	38367	39706	41091	42525	44009	16784
Household size (average of 3.5 used for calculation):	7779	8050	8331	8622	8923	9234	9556	9890	10235	10592	10962	11344	11740	12150	12574	4796

Table 5: The Population estimation at the current growth of 3.49% per annum.

Second assumption: For the purpose of the documentation and the future planning for year 6 to 20, the second assumption we used were based on the minimum 2% growth as discussed as an alternative to consider. The following are important factors:

- The population grows to **31988** in the next 20 years, which is probably more realistic and about 1.5 times the population of 2018.
- This also entails that the number of households grows to **9139** from 6151 in 2018, which is significantly less than the first assumption taken on the 3.49% growth.

Estimated Population at 2% growth:	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	Growth in population and households (average 3.5 persons per household for 2018 2024 to 2038)
Population size:	24243	24728	25222	25727	26241	26766	27301	27847	28404	28972	29552	30143	30746	31361	31988	7745
Household size (average of 3.5 used for calculation):	6927	7065	7206	7350	7497	7647	7800	7956	8116	8278	8443	8612	8784	8960	9139	2213

Table 6: The Population estimation at the current growth of 2% per annum.

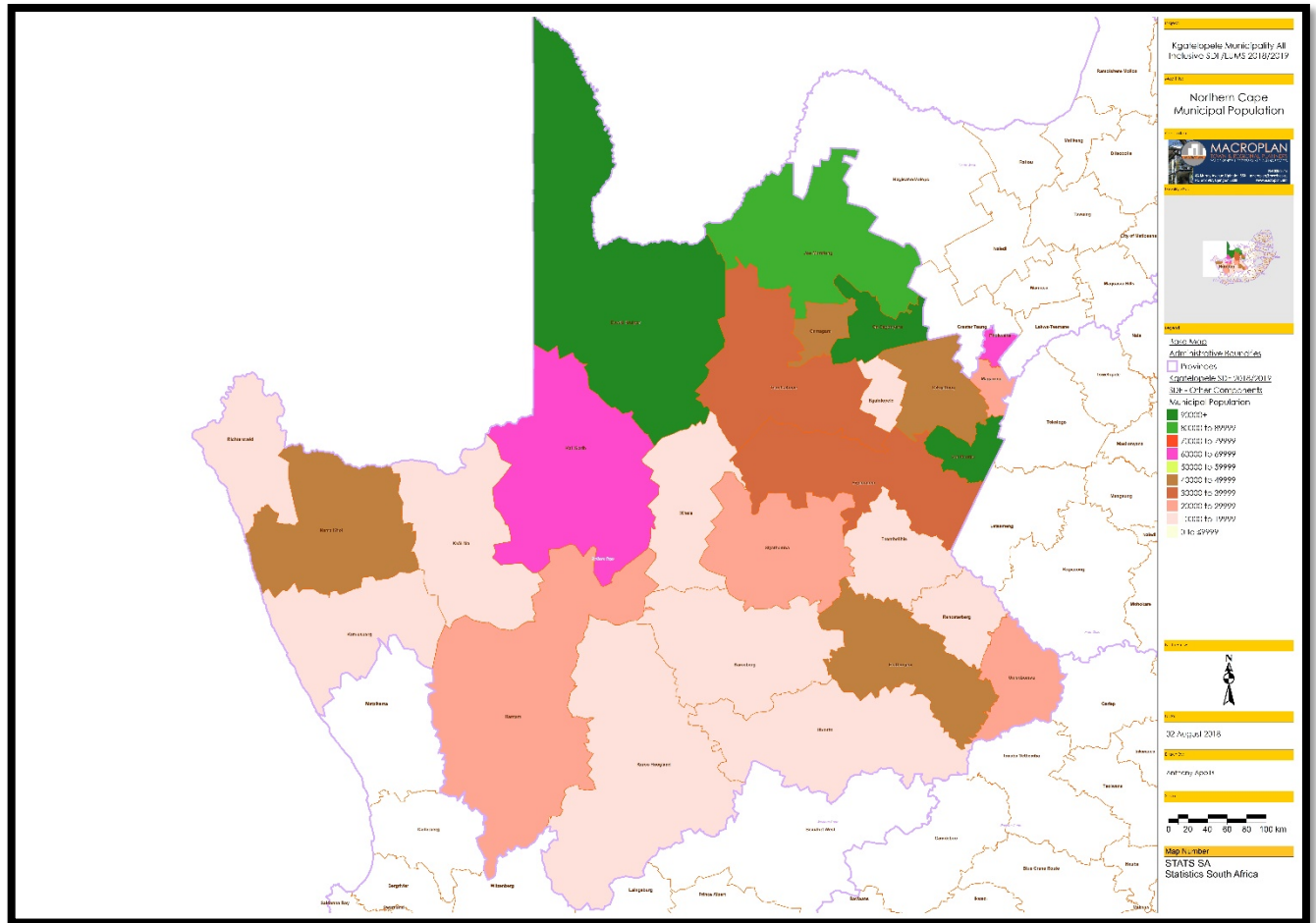


Figure 4: The Statistics of all the Municipalities within the Northern Cape in relation to one another.

1.4.5. The housing backlog an problem statements

The Kgatelopele IDP 2018/19 and Draft Housing Sector Plan (2015) report a housing backlog of 3,438 units, on the other hand the Human Settlement Spatial Transformation Plan indicates that in the view of the slow economic and population growth, as well as the large number of vacant stands and houses identified in the towns, it is unlikely that this large figure is accurate. The mentioned transformation plan further states the following:

- "Three informal settlements are found around Daniëlskuil and none around Lime Acres. The settlements are namely Thakalatlou Informal (185 units), Maranteng (263), and Landbou Erwe/Western Smallholdings (28)."
- Dolomite stability investigations were recently completed for the land on which the settlements are located, proving that in-situ upgrading is not an option for Maranteng or parts of Thakalatlou informal since they are on D4 dolomite designation area which is deemed not suitable for human settlement, especially state subsidised housing (since the required mitigation measures would make it too expensive).
- Well-located developable land is proving to be scarce. The reality currently is that until the Municipality and its partners have identified suitable land for settlement, it will be unlikely for the community to benefit from subsidized housing allocation."

The mentioned transformation plan further states the following that also influences the status quo of housing the KLM area:

“A further aspect affecting the property market is that the majority of mining employees receive housing rent free, in some instances free services as well. The allocation of units is done by the mine and not through the property market. The fact that 60% of the households rent their property from their employer implies that 60% fewer buyers and sellers are in the market. Opportunities to climb up in the property market are also limited due to this leasing arrangement from the Mine. Employees in Lime Acres are allocated dwellings according to inter alia employment levels. An improvement in the type of dwelling occupied or area residing, is therefore dependent on the growth of the employee in his/her occupation. A further issue is that due to lack of ownership, employees have limited proof of security to access home loans, therefor access to finance for housing or any other asset is restricted.

The mentioned transformation plan also states the following regarding the informal settlement upgrade in the KLM area:

- “The land on which all the informals are located, are subject to dolomitic soil risks with high financial implications that may not be covered by the subsidy quantum. All of these are constraining factors for in-situ upgrading. The dolomitic categories include pockets of D3 and D4 which further create potential high risk in preventing the occupation of undevelopable D4 areas.
- The preferred alternative could be to relocate the informals, which would have other constraints such as additional time for land assembly, resistance to relocation etc.
- Tlhakalatlou Upgrading Plan does not specify the number of residents that qualify for a housing subsidy or are in need of subsidy housing. The socio-economic survey compiled as part of the Social Facilitation Plan, 2016 reveals that approximate 77% of households occupying Tlhakalatlou earn below R3500 per month. This gives an indication of potentially 148 households that could qualify in terms of their income only. The survey does not indicate if the occupants have applied for subsidy housing and if they indeed need subsidy support.
- According to the Landbou Hoewes Social Facilitation report, 52% (14 households) qualify for a housing subsidy and are on the waiting list. A further 4% (1 household) might qualify but is not yet on the waiting list.
- A Social Facilitation and Upgrading Plan have not been undertaken for Maranteng/ Kuilsville informal settlement.”

2. SDF METHODOLOGY FOR KGATELOPELE SDF

2.1. SUMMARY OF PROCESS PHASES AS FOUND IN THE TERMS OF REFERENCE AND THE INCEPTION REPORT

The project methodology for the compilation of this SDF was informed by the SDF Guidelines 2017 (DRDLR)¹ and in these terms, the project were broken down into 6 different phases to make the process of monitoring and evaluation easier, with each phase being accompanied by stakeholder engagement, inputs from the MPT, Council, General public and the PSC. These 6 phases are as follow:

- i. Phase 1: Inception – Inception report stating methodology.
- ii. Phase 2: Issues and Vision – Public participation process and stakeholder engagement.
- iii. Phase 3: Spatial Analysis and Synthesis – Surveys, compiling of data, maps and spatial proposals (see e.g. of such a finalised map for the Kgatelopele area).
- iv. Phase 4: The Draft SDF Document – Draft SDF proposals, Vision directives and Implementation Framework.
- v. Phase 5: Achieving Support for the Draft SDF – Public participation process and stakeholder engagement.
- vi. Phase 6: Finalisation and Approval – Approval by Council and final publication of notice.

A Spatial Development Framework (**SDF**) may be seen as a core component of a municipality’s economic, sectoral, spatial, social, institutional and environmental vision. It may therefore be described as a tool to achieve the desired spatial form of the municipality. According to the Municipal Systems Act (MSA), Act 32 of 2000, all municipalities must draft and adopt a SDF as part of its Integrated Development Plan (IDP). Section 5 of the MSA provides for the preparation of IDP’s, but the following matters contained therein, may be described as being relevant to SDF Development:

- i. §26(e) lists an SDF as a core component of an IDP and requires that the SDF provide basic guidelines for a Municipal Land Use Management System.
- ii. §24(1) requires that municipalities should align their planning with national and provincial planning, as well as those of affected municipalities.

The second point is of particular importance to the **KLM** as the previous SDF was developed under the NCPDA. The re-alignment of the previous SDF in terms of SPLUMA principles was a very important part of the SDF Amendment project.

2.1.1. Phase 1 – Policy Context and Vision Directives:

The following aspects were covered and completed in this phase during Month 1 from April to May 2018, namely:

- i. The formal set-up of Project Management Team (PMT) was done during the first meeting held in Daniëlskuil on 17 April 2018. The basic functions of the PMT were summarised as follow:
 - a) Carrying out the day to day management of the project in accordance with all applicable laws and policies, as varied from time to time to the extent set out in the Tender document and;

¹ Rural Development and Land Reform, SDF Guidelines 2017

- b) The co-ordination of all inputs required by the project and the liaison with the Service Provider and all other role-players, as was required throughout the process.
 - c) Compilation of the Inception Report and signing of the SLA.
- ii. Compilation of the Inception Report and signing of the SLA as part of the functions of the PMT.
- iii. The identification of key I&AP's with the input and assistance of the PMT.
- iv. The identification of Provincial and National Departments for involvement with the assistance of the PMT.
- v. The set-up of the I&AP's register and distribution of list to the PMT.
- vi. Compilation of the notification of intent in the Provincial Gazette and Local Paper and obtaining approval and notice number from the LM.
- vii. Discussions with the PMT regarding the Invitation for the formal Set-Up of the Project Steering Committee (PSC). The basic functions of the PSC were identified as follow:
 - a) Overall management of the project in accordance with all applicable laws and the Department of Rural Development and Land Reform's (DRDLR) Policy on SDF's, as set out in the Tender document.
 - b) Providing input regarding all aspects influencing the SDF and provide feedback from the relevant statutory body and;
 - c) To co-ordinate feedback from the relevant government departments and focus groups and to ensure that Macroplan and all other role-players are provided with the correct and up to date information during the process.

2.1.2.Phase 2 – Issues and Vision – Public participation process and stakeholder engagement:

The following aspects were covered during months 1-2 from April to May 2018 and completed in this phase:

- i. The placing of the notifications in the Provincial Gazette was done on 21 May 2018 and the Local Paper, the Kalahari Bulletin was done on 17 May 2018 regarding the intent of the process to be followed.
- ii. Obtaining the input and involvement of the PMT in organising the first PSC meeting and agreed process for the participation from government departments, the general public and various stakeholders.
- iii. The review of the IDP and ascertaining the spatial challenges of KLM area in terms of a socio-economic, biophysical and built environment perspective, focussing on the previous SDF, the IDP's sustainable approach and connecting the important developmental components.
- iv. Undertaking detailed site investigations regarding the existing land uses of the KLM area. This phase also included the set-up of the basis of the GIS environment and linking it with the IMIS system of TGIS. The basic land uses were recorded on the existing GIS database and used as the foundation for building the SDF.
- v. Constant Stakeholder engagement with the PMT as per the SDF Guidelines, including the planning of the first PSC meeting.
- vi. Determining the spatial vision of the SDF and linking it with the vision and mission of the IDP, as well as the Municipal Slogan.

2.1.3. Phase 3 – Spatial Analysis and Synthesis – Surveys, compiling of data, maps and spatial proposals:

The inclusions of this Phase were done during months 3-4 from June to July 2018 and may be summarised as follow:

- i. Detail analysis of the total municipal area, including environment, population, housing need, infrastructure capacity and all influencing factors that must be taken into account in the SDF.
- ii. Giving meaning to the spatial vision of the KLM, as well as contextualising this in a framework of decision-making, including policies and key points to take into consideration.
- iii. This phase was built on the GIS system as designed and provided for by TGIS for future incorporation into the IMIS System. This phase represents the bulk of the scope of this project and a very important step to lay the basic ground for the future decision-making process.
- iv. Development of spatial strategies with the inclusion of structuring elements indicated on maps in order to guide development and investment.
- v. Compiling the spatial planning of all the first segments into a detail map format, linking with the Spatial Planning Categories (SPC's as per PSDF descriptions and included as part of the LUMS - Land Use Management System).

2.1.4. Phase 4 – The Draft SDF Document, Draft SDF proposals, Vision directives and Implementation Framework:

The inclusions of this Phase were done during months 5-7 from August to October 2018 and may be summarised as follow:

- i. As with Phase 3, this phase was a critical component of the SDF and the findings and inputs from the previous phases were interpreted and translated into measurable implementation procedures in the SDF documentation and visualisation thereof on the SDF maps.
- ii. Developing a set of policies and guidelines that supports the implementation of the spatial proposals of the SDF. This was done with respect to the proposals made in the previous KLM SDF and new policy proposals supplement the proposals of Phase 3.
- iii. Within the SDF Guidelines, the development of a Capital Investment Framework was done in this phase.
- iv. Compiling the above into a consolidated implementation framework formed the last segment of this phase.
- v. The compilation of the draft SDF document, including the spatial maps as part of the document formed the final segment of this phase.

2.1.5. Phase 5 – Achieving Support for the Draft SDF, Public participation process and stakeholder engagement

The inclusions of this Phase were done during months 6-8 from September 2018 to January 2019 and may be summarised as follow:

- i. The second round of Stakeholder engagement were of critical importance in this phase, as not only the PMT and PSC were involved, but the general public, stakeholders, focus groups and any other identified departments were also engaged.
- ii. Refining of the draft SDF documentation from Phase 4 and incorporating adjustments.
- iii. The compilation of the second round of notifications to be placed in the Provincial Gazette and the Local Paper in order to formally obtain any inputs and comments during a 60 day period.
- iv. Detail discussions with the PMT regarding any obstacles, conflicts, additional proposals, challenges and the finalisation of the public inputs.
- v. Scheduling work session with Council of KLM for discussions and obtaining support.

2.1.6. Phase 6 – Finalisation and Approval – Approval by Council and final publication of notice

The inclusions of this Phase were done during months 8-12 from December 2018 to April 2019 and may be summarised as follow:

- i. Submission of all the documents to the **KLM** for Council approval.
- ii. Facilitated the follow up meetings with relevant municipal departments in order to ensure understanding and alignment with the SDF and the assignment of personnel/department responsible for SDF monitoring.
- iii. Identified priority areas for local area plans and precinct plans.
- iv. Ensured that proposals are fed into the next round of IDP Review for 2019.
- v. Attained PMT and PSC endorsement.
- vi. Attained Council approval.
- vii. Providing the Municipality with the 5 final hardcopies of the SDF document and 10 cd's of the SDF in Word and PDF format.
- viii. The compilation of an Executive summary of the SDF took place, including the final public participation report.
- ix. The compilation of the final notification (third round) of the approval of the SDF and the Provincial Gazette.

The initial timeframe was extended by 2 months to allow for the Focus Group meetings with the mining sector (Idwala, PPC Lime and Finch Mines) conducted between January 2019 and February 2019 to be completed and to allow for the mines to respond on the process.

2.2. LEGISLATIVE INPUT - POLICY CONTEXT AND VISION DIRECTIVES:

The following legislative components were taken into consideration during the compilation of the SDF from a National, Provincial and District perspective and this chapter will give a brief background to the legislative background, context and relevance to the KLM SDF document. This is important for the reader to take note of and familiarise themselves with the legislative background and for more detail, each of the legal segments must still be studied in detail.

2.2.1. The Spatial Planning and Land Use Management Act (SPLUMA)

2.2.1.1. SPLUMA Background

The Spatial Planning and Land Use Management Act, 2013 (SPLUMA) is a framework act for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making. Other objectives include addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments.

SPLUMA requires national, provincial, and municipal spheres of government to prepare SDFs that establish a clear vision which must be developed through a thorough inventory and analysis based on national spatial planning principles and local long-term development goals and plans. SDFs are thus mandatory at all three spheres of government. Sub-section 12(2) confirms that all three spheres must participate in each other's processes of spatial planning and land use management and each sphere must be guided by its own SDF when taking decisions relating to land use and development.

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

These provisions of SPLUMA require that all SDFs must include the following segments and these were taken into consideration with the KLM SDF:

- i. Interpret and represent the spatial development vision of the responsible sphere of government and competent authority;
- ii. Be informed by a long-term spatial development vision;
- iii. Represent the integration and trade-off of all relevant sector policies and plans;
- iv. Guide planning and development decisions across all sectors of government;
- v. Guide a provincial department or municipality in taking any decision or exercising any discretion in terms of this Act or any other law relating to spatial planning and land use management systems;
- vi. Contribute to a coherent, planned approach to spatial development in the national, provincial and municipal spheres;
- vii. Provide clear and accessible information to the public and private sector and provide direction for investment purposes;

- viii. Include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums and land holdings of state- owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social and environmental objectives of the relevant sphere;
- ix. Address historical spatial imbalances in development;
- x. Identify the long-term risks of particular spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks;
- xi. Provide direction for strategic developments, infrastructure investment, promote efficient, sustainable and planned investments by all sectors and indicate priority areas for investment in land development;
- xii. Promote a rational and predictable land development environment to create trust and stimulate investment;
- xiii. Take cognisance of any environmental management instrument adopted by the relevant environmental management authority;
- xiv. Give effect to national legislation and policies on mineral resources and sustainable utilisation and protection of agricultural resources; and
- xv. Consider and, where necessary, incorporate the outcomes of substantial public engagement, including direct participation in the process through public meetings, public exhibitions, public debates and discourses in the media and any other forum or mechanisms that promote such direct involvement.’

2.2.1.2. *The SPLUMA Principles and the SDF*

During the compilation of the SDF, Chapter 2 of SPLUMA and the development principles included therein guided the preparation of the total document and the focus was placed on the future development and use of land. In short these objectives included the following:

- i. To place focus on the redress of spatial injustices of the past;
- ii. To design the future spatial plans of KLM in order to integrate the socio-economic and environmental factors;
- iii. To balance and consider all applications for land use change and management in order to take cognisance of existing development needs and the future needs of generations to come.
- iv. To understand and interpret the spatial planning mechanisms to eliminate poverty and inequality by creating favourable conditions for inclusive growth and that delivers on social and spatial cohesion.

2.2.1.3. *SPLUMA adherence in the SDF document*

Section 21: A Municipal Spatial Development Framework must:	Adherence in SDF:
a. Give effect to the development principles and applicable norms and standards set out in Chapter 2 (of SPLUMA)	See 2.2.1.5
b. Include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality.	See Section A 4.4 and Section B Spatial Vision Maps
c. Include a longer term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years.	See Section A, subsection 4.4 and Section B Spatial Vision Maps
d. Identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated.	See subsection 4.3
e. Include population growth estimates for the next five years.	See subsection 1.4
f. Include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments.	See subsection 1.4
g. Include estimates of economic activity and employment trends and location in the municipal area for the next five years.	See Section B Spatial Vision Maps
h. Identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years.	See Section B Spatial Vision Maps
i. Identify the designated areas where a national or provincial inclusionary housing policy may be applicable.	See Section B Spatial Vision Maps
j. Include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable.	See Section B Spatial Vision Maps
k. Identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable.	See Section B Spatial Vision Maps
l. Identify the designation of areas in which: <ul style="list-style-type: none"> i. More detailed local plans must be developed. ii. Shortened land use development procedures may be applicable and land use schemes may be so amended. 	See KLM LUMS documents and Section B Spatial Vision Maps
m. Provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments.	See subsection 4.1
n. Determine a capital expenditure framework for the municipality's development programmes, depicted spatially.	See subsection 3.3.5
o. Determine the purpose, desired impact and structure of the land use management scheme to apply in that municipal area.	See subsection 4.4
p. Include an implementation plan comprising of: <ul style="list-style-type: none"> i. Sectoral requirements, including budgets and resources for implementation. ii. Necessary amendments to a land use scheme. iii. Specification of institutional arrangements necessary for implementation. iv. Specification of implementation targets, including dates and monitoring indicators. v. Specification, where necessary, of any arrangements for partnerships in the implementation process. 	See subsection 4.5 – 4.5

Table 7: Section 21 Adherence of the KLM SDF.

2.2.1.4. SPLUMA CONTENT OF A MUNICIPAL SDF

The following section of the SDF document focuses on Chapter 4, Section 21 of SPLUMA, where a clear indication is given as to the required contents of a SPLUMA compliant SDF. As previously mentioned, it was clearly communicated that the 2018/2019 SDF must built on the basis of the previous SDF and focus on the inclusion of all planning paradigm, the focus on the PSDF and the adherence to the requirements of SPLUMA. Table 4 summarises the detail of the Spatial Planning Categories (SPC's) as it was amended for the KLM SDF and provide the reader with precise and specific descriptions, including the colour indications.

2.2.1.5. SPLUMA DEVELOPMENT PRINCIPLES FOR KGATELOPELE LOCAL MUNICIPALITY SDF

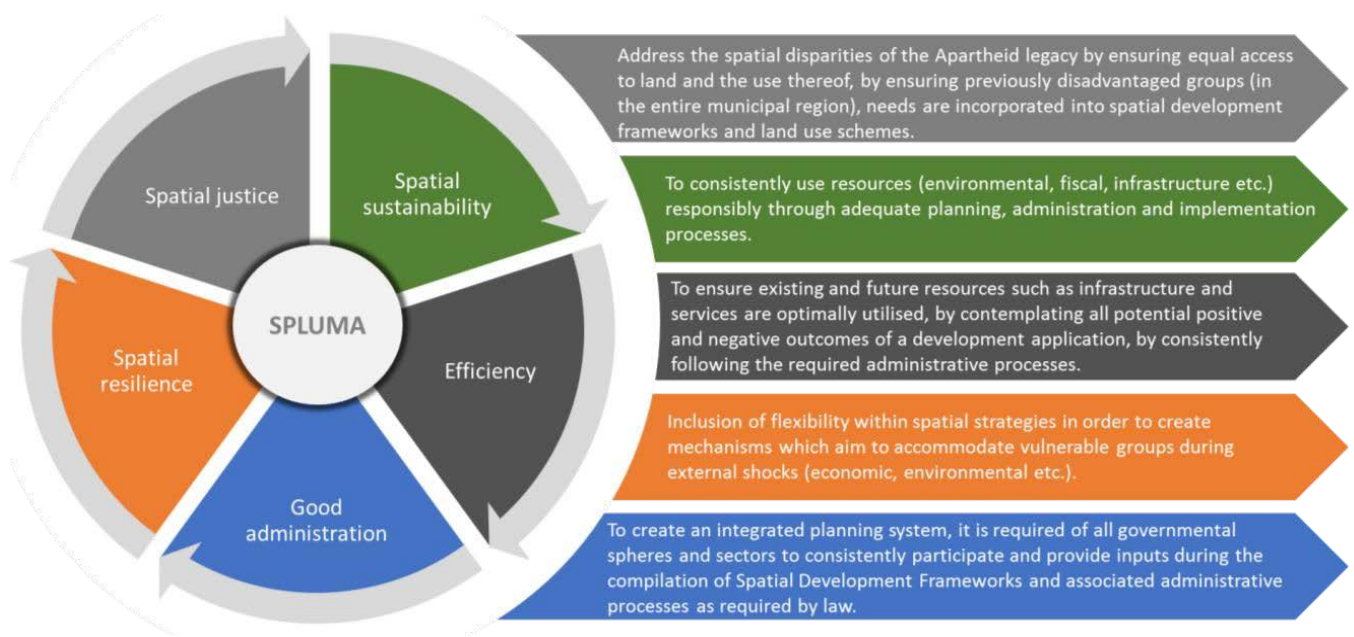


Figure 5: The summary of the SPLUMA principles as found in the PSDF.

The five founding principles as set out in Section 7 (a) to (e) of SPLUMA that apply throughout the country and specifically to the Vision of the SDF of KLM and include the following:

- i. **Principle 1: Spatial Justice:** The past spatial and other development imbalances must be redressed through improved access to and the use of land by disadvantaged communities and persons.
 - a) South Africa has a history of spatial imbalances, which must be redressed by improved access to land and the inclusion of persons and communities that were previously excluded through development policies. The future planning of the Daniëlskuil and Lime Acres communities will be a challenge and must be addressed by implementing the SDF.
 - b) This SDF takes this principle to heart and seeks to address such past imbalances in the future planning of the area and each community. The planned future spatial approach, which may be seen in the Spatial Vision Plans (SVP), is presented in such a way for segregated communities to be integrated with one another and to become one cohesive urban settlement.
 - c) Specific areas are also earmarked for future housing developments (D.h. Residential), where such persons who do not have access to land may be accommodated in a subsidised manner and tenure thereby secured through integrated housing and planning policies. This

is set as an important move towards the creation of sustainable livelihoods through the principle of spatial justice.

- d) The focus of the SDF was to indicate an economic centre for each of the communities involved in the process, with the identification of a **Precinct Central Business District (CBD)** for all the communities, including **Secondary Business Nodes (SBN)** within walking distance from one another. The identification of Activity Street Corridors (ASC) were also identified as contributory to correcting spatial injustice of the past and bringing livelihood back to all our communities.
- ii. **Principle 2: Spatial Sustainability:** Spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability through; encouraging the protection of prime and unique agricultural land; promoting land development in locations that are sustainable and limit urban sprawl; consider all current and future costs to all parties involved in the provision of infrastructure and social services so as to ensure for the creation of viable communities.
- a) Sustainability is arguably one of the most important aspects that need to be achieved in any SDF. It should be considered that no unnecessary pressure should be placed on government spheres to provide infrastructure where such investment would not be viable, creating unneeded fiscal pressure. One should also consider the value of natural systems, agriculturally valuable areas, ecological corridors within and throughout our urban centres and the legislation put in place to protect these systems. Beyond the legislative protection, one should also be able to focus on these components in the SDF and provide guidance in terms of areas to be protected. In order to achieve the above, it is important to note that the functionality of compact settlements are better and more sustainable than sprawling settlements, even in smaller settlements and communities, as it is to be found in KLM. The focus was placed on the development of communities for the total KLM area, the aim for sustainability was no easy task and will be a challenge during the next 5 year period.
 - b) The compilation of this all-inclusive SDF document seeks to be especially effective in attaining the above goal of spatial sustainability through the effective placement of an urban edge within which urban development, albeit housing, commerce or industry, should be contained and encouraged. The only exception to this rule is where the decision-making policy clearly defines a land use or SPC that can be accommodated outside of the urban edge due to its impact, decision or input in the SDF compilation process, or the specific environmental impact specifications. The urban edge should be strictly enforced by the local authority without exception, except where there are undeniable site specific circumstances, which can be proven through thorough motivation and the prescribed public participation processes. The focus is also solely on the existing formal settlements in the Municipality, as the creation of more and smaller urban hamlets will create pockets of poverty, which cannot grow into areas of economic opportunity and sustainable livelihoods for future generations. At an environmental level the SDF acknowledges the location of KLM within a Freshwater Ecosystem Priority Area (FEPA) and considers the importance of maintaining the integrity of the freshwater system and the non-perineal rivers that feed into it.

- iii. **Principle 3: Efficiency:** Land development must optimise the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined in order to promote growth and employment.
- a) In terms of efficiency it is important that developments are considered in terms of the effective use of land and resources – note how this component of efficiency also speaks to the matter of sustainability. Decision-making procedures on land development applications should be designed in such a way as to not negatively impact finances, social (e.g. a specific community) and economic factors, nor on the natural environment. It would also be important that the application procedures relating to land development should be streamlined and managed in an efficient and timeous way, sticking to prescribed timelines and supporting sustainable development procedures. This refers to the Land Use Management System (LUMS) which has also now been updated during the same process, and will again set the tone for the Municipality to become a leader in the alignment between the LUMS and the SDF with special reference to SPLUMA.
 - b) This SDF compilation process seeks to attain the goals of efficiency, as set out in SPLUMA, by providing a clear indication of areas where development may be considered and where such development will not lead to the ineffective use of resources or unnecessary infrastructural pressure in isolated locations. The SDF provides a clear indicative framework for officials and also for members of public, as well as possible investors, to base their land use and development decisions on, thus simplifying the process of development. The framework indicates environmental sensitive areas and areas where development is excluded due to various factors, such as potential surface water runoff and ecological sensitive areas. The SDF also indicates certain areas where land development applications may be simplified and easily considered, such as commercial nodes and development corridors (e.g. Precinct CBD, Precinct Industrial, Node secondary Business and Hospitality Corridor). This informs the application procedure of the LUMS process and provides special steps and regulations to follow where possible.
- iv. **Principle 4: Spatial Resilience:** Securing communities and livelihoods from spatial dimensions of socio- economic and environmental shocks through mitigation and adaptability that is accommodated by flexibility in spatial vision plans, policies and land use management systems.
- a) Spatial resilience refers to the flexibility of the spatial plan to react and adapt to changes in the economy and also the environment. It is a very broad component and not necessarily measurable or foreseeable at this stage for the next 5 year period.
 - b) In the SDF document, a very clear indication is given to the direction and placement of development areas in each of the communities. However, adequate space has been given around areas of risk, such as wastewater treatment plants and surface water run-off areas (possible surface run-off areas identified in each community, due to the lack of detail flood-line information), minimising the environmental risks to the communities at hand, e.g. flooding and damage to infrastructure. What is important to consider is the fact that communities often place themselves in risk areas on an informal basis (e.g. erecting informal housing structures in potential surface water run-off areas), which may create conflict in terms of having to be relocated in the future – the indication of housing areas in this SDF seeks to avoid this, but detail studies will still have to be completed in certain areas.

- c) Economic changes and challenges are often unforeseeable and sudden and are especially present in areas where a local economy is based on the primary sectors of mining and agriculture. KLM is focussed on both these economies and especially the latter is prone to seasonal changes, drought, flooding, weather extremes and changes in the world economy and politics may have severe impacts on the lives of the local communities. The SDF therefore provides space for the expansion of industrial areas for development of secondary economic activities and industrial beneficiation as foreseen in the IDP. Furthermore, the development of renewable energy is also considered, as this may provide opportunity for diverse job opportunities and investment in the Municipality. The focus on tourism as important economic factor is also clearly visible in the spatial vision maps of most communities and also for the rural areas.
- v. **Principle 5: Good Administration:** All spheres of government must ensure an integrated approach to land use and land development and all departments must provide their sector inputs and comply with prescribed requirements during the preparation of SDFs. This principle is the fulcrum of this framework largely because implementation of the spatial planning vision and objectives is not only highly dependent upon a strong coordinating role of central government, but is also predicated upon good governance mechanisms, incorporating meaningful consultations and coordination, e.g. the Rural Development Plan (RDP) with a view to achieving the desired outcomes across the various planning spheres and domains.
 - a) This principle speaks for itself as there is an increased need for an integrated approach to land development and assistance in achieving development goals, as embodied in SPLUMA. It is of absolute importance that departments from different spheres of government get involved in the development of SDF's and that the public is also involved, ensuring a truly transparent process.
 - b) In the SDF the matter of good administration has not been taken lightly and was an important factor that was focussed on by both the PMT and the PSC. The core ideal has been a document for all sectors of development, including local government, provincial and national departments to make informed decisions on development. It is however a document that should belong to the general public and wider community of KLM. The public was therefore invited to get involved with the process and open days were held in all communities to get input. During the second round of public participation (period from 25 October 2018 to 18 January 2019), the Ward Councillors took their time to study the documentation and draft Spatial Vision Maps. Ownership was taken by each Ward Councillor and Ward committee and valuable inputs and information were received back.
 - c) The mentioned 5 principles are the guiding ideals of this SDF document, whereas the compilation seeks to produce a SPLUMA compliant document, enabling the KLM to consider land use applications and make informed decisions on land development applications that reflects the spatial vision of all its communities.

2.2.2. Department of Rural Development and Land Reform (DRDLR) 2017 Guidelines

The compilation of the SDF for KLM followed the basic guidance of the 2017 SDF guidelines², as developed by the Department of Rural Development and Land Reform. The guidelines clearly state the following, which were taken into constant consideration throughout the process, namely:

- i. “These guidelines have been set forth to align the Spatial Development Framework (SDF) policy with existing and proposed government policies and actions regarding spatial transformation. They are intended to establish and clearly communicate the expectations of the SDF’s role, resources, content, and use as per the requirements set out in the Spatial Planning and Land Use Management Act (SPLUMA). The focus is therefore on developing provincial and regional development frameworks and precinct plans and reviewing current guidelines of municipal SDFs in accordance to national policy directives and legislation whilst keeping in mind any provincial and municipal legislative policy directives and legislation that may exist.”
- ii. “The SDF guidelines take its point of departure from SPLUMA’s requirements and stipulations for the preparation of SDFs while aiming to incorporate SPLUMA’s founding spatial principles into the SDF preparation process. The guidelines serve to clarify the roles and responsibilities of government spheres in preparing SDFs at provincial, regional, municipal and local scales. They also align the preparation of different kinds of SDFs with achievement of the National Development Plan’s (NDP) spatial outcomes. In addition, they provide a framework for evaluating the effectiveness of SDFs as a spatial transformation instrument.”
- iii. “It is at the municipal level that delivery takes place. Here the municipal Integrated Development Plan (IDP) serves to provide strategic direction and align the efforts of all government spheres. The MSDF serves to give spatial direction to the IDP, and provide a common spatial agenda for diverse sector plans.”

2.2.3. Department of Rural Development and Land Reform (RDLR) assessment report of the previous SDF

The assessment report that was compiled by RDLR for the previous Kgatelopele SDF and the action plan to align with SPLUMA, was taken as guideline to verify and indicate certain non-compliance issues. The action plan and the various factors indicated that is needed for compliance has been addressed in this document.

2.2.4. The National Development Plan (NPA)

The National Development Plan 2030 (NDP) was developed by the National Planning Commission in the office of the President in 2012³. The Plan sets out an integrated strategy for accelerating growth, eliminating poverty and reducing inequality by 2030. The NDP, supported by the New Growth Path and other relevant programmes, provides a platform to look beyond the current constraints to the transformation imperatives over the next 20 to 30 years.

² Rural Development and Land Reform, SDF Guidelines 2017

³ National Planning Commission, The National Development Plan 2013, <http://online.fliphtml5.com/slsf/boiy/#p=1>

The following segments were especially important during the compilation of the KLM SDF:

- i. The NDP’s human settlement targets focus on transforming human settlements and the national space economy and these targets were interpreted for the SDF and include:
 - a) Effective spatial planning to ensure that more people will live closer to their places of work.
 - b) Future planning of transport routes to better the quality of public transport.
 - c) Integrated spatial planning to ensure the creation of jobs in closer proximity to townships.
- ii. To achieve these targets the SDF supports the NDP’s measures to prevent further development of housing in marginal places, increased urban densities to support public transport, incentivising economic activity in and adjacent to townships; and engaging the private sector in the gap housing market.

2.2.5. The Municipal Systems Act (MSA)

The Local Government Municipal Systems Act (MSA), 32 of 2000, first introduced the concept of the Municipal Spatial Development Framework (MSDF) as a component of the mandatory integrated development plan (IDP) that every municipality has to adopt. The provisions of the MSA that deal with MSDFs have to be read closely with the relevant provisions, especially Part E, of SPLUMA. While the MSA establishes the core features of the MSDF, SPLUMA adds detailed provisions which these Guidelines cover.

- i. Chapter 5 of the Act deals with integrated development planning and provides the legislative framework for the compilation and adoption of IDPs by municipalities. Within the chapter section 26(e) specifically requires an SDF as a mandatory component of the municipal IDP. The rest of the chapter’s provisions on IDPs thus apply to SDFs as well.
- ii. In 2001 the Minister for Provincial and Local Government issued the Local Government: Municipal Planning and Performance Management Regulations. Within these regulations, Regulation 2(4) prescribes the minimum requirements for a municipal SDF.

2.2.6. The National Spatial Development Framework (NSDF)

Along with the NDP, the NSDF (currently a draft) provides guidance on the role of national and provincial spheres of government, as well as what is identified, spatially, as a priority on a national level. The five main themes of the NSDF are as follow:

- i. Urban Regions, Clusters and Development Corridors as engines of national transformation: To ensure and sustain national economic growth, drive inclusive economic and derive maximum transformative benefit from urbanisation and urban living.
- ii. Productive Rural Regions and Regional Development Anchors as foundation of national transformation: To ensure national food security, rural transformation and rural enterprise development and quality of life in rural South Africa through a set of strong urban-rural development anchors in functional regional rural economies.
- iii. National Ecological Infrastructure System as enabling infrastructure for a shared and sustainable resource foundation: To enable sustainable and just access to water and other national resources for quality livelihoods of current and future generations.
- iv. National Connectivity Infrastructure Networks as enabling infrastructure for a shared, sustainable and inclusive economy: To develop, expand and maintain a transport, trade and communication network in support of national, regional and local economic development; and;
- v. National Social Service Infrastructure Network as enabling infrastructure for national well-being: To ensure effective access to the benefits of high quality basic, social and economic services in a well-

located system of vibrant rural service towns, acting as urban-rural anchors and rural-rural connectors).

2.2.7. The Provincial Spatial Development Framework (PSDF)

2.2.7.1. Background to the PSDF

The Provincial Spatial Development Framework compiled by Maswana Joint Venture and the final documents completed and approved by 2019, informing and guiding the SDF compilation of KLM. The review of the Northern Cape Spatial Development Framework 2018/2019 was commissioned by the Office of the Premier, Northern Cape Province. The review is necessitated by both the promulgation of the Spatial and Land Use Management Act 2013 and the need to provide a spatial representation of the Provincial Growth and Development Plan. The Northern Cape PSDF will act as an enabling mechanism that responds and complies with, in particular, the National Spatial Development Framework (NSDF). The latter encourages lower sphere spatial development plans and frameworks (such as the PSDF) to create an environment that promotes a developmental state. The PSDF aims to give effect to the commitment above and address the current situation in the Northern Cape which will be described in the Provincial Growth and Development Plan – Vision 2040. The PSDF builds on the notion that such a scenario requires innovative economic intervention, which can only result from a dynamic and effective developmental state. The draft PSDF has been made available for review and input by interested and affected parties, following which all comments received will be considered and amended accordingly. The programme is to finalise the PSDF in 2018 and submit it to the Provincial Cabinet for approval. Once approved it will replace the PSDF approved in August 2012.

The PSDF is to function as an innovate strategy that will apply sustainability principles to all spheres of land use management throughout the Northern Cape and which is to facilitate practical results, as it relates to the eradication of poverty and inequality and the protection of the integrity of the environment. In short, the PSDF is to serve as a mechanism towards enhancing the future of the Northern Cape and its people by ensuring that:

- i. All land-uses enable people to have sustainable livelihoods and enhance the integrity of the environment; through effective resource management;
- ii. Innovative management skills and technologies are employed to bring human demands for resources into balance with the carrying capacity of the environment. In this regard the PSDF is premised on the principle that shared resources can only be sustainable if the ethic of environmental care applies at all the applicable levels, ranging from the international to the local; and;
- iii. To capitalise on the comparative and competitive advantages, in a sustainable manner, which the Northern Cape holds over its bordering provinces and the neighbouring countries abutting the Northern Cape.

The PSDF is a policy framework that will be applied in terms of the conformity principle. It does not bestow or remove land use rights. However, upgrading or amendment of existing rights will have to conform to the PSDF. This means that organs of state and officials must take account of, and apply relevant provisions of the PSDF, when making decisions that affect the use of land within the province. However, the PSDF is mainly a guideline, which must not be applied rigidly, but rather consider the merits and particular circumstances of each case in a site-specific manner as is required in terms of

the bioregional planning approach and the Spatial Planning and Land Use Management Act, 16 of 2013.⁴

2.2.7.2. *The Objective of the PSDF*

The following components of the objective of the PSDF have a major influence on the structuring of the KLM SDF and these include the following:

- i. To serve as a spatial land-use directive that aims to promote environmental, economic, and social sustainability through sustainable development.
- ii. To give effect to the Principles of SPLUMA.
- iii. To elaborate on any national or international initiatives which may impact development in the Northern Cape Province.
- iv. To set development standards towards public and private sector investment.
- v. To serve as a guide towards reducing business risk (by providing clarity and certainty on where public infrastructure investment will be targeted) thereby opening-up new economic opportunities in these areas.
- vi. To serve as a guide towards the location and form of public investment in the Northern Cape’s urban and rural areas.
- vii. To serve as a basis for prioritising, aligning and integrating governmental programmes and projects.
- viii. To serve as a premise for governmental performance management.
- ix. To serve as a manual for integrated land-use planning.

The Spatial Planning and Land Use Management Act (SPLUMA) was signed into law by the President on 02 August 2013, and formally came into effect on the 1st of July 2015. This Act provides a framework for all spatial planning and land use management legislation and processes in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making regarding spatial planning across the country. SPLUMA embodies the constitutional imperatives relating to the protection of the environment and property rights; the right of access to housing and the rights to sufficient food and water. The preamble to SPLUMA specifically refers to sustainable development, which requires the integration of social, economic and environmental considerations in future planning and ongoing land use management. The intent of the legislature is that municipalities must participate in national and provincial development programmes.

2.2.7.3. *The Bio-Regional Planning approach from the PSDF and the KLM SDF*

“Bioregions are geographic areas having common characteristics of soil, watersheds, climate, and native plants and animals that exist within the whole planetary biosphere as unique and intrinsic contributive parts.” - Peter Berg

As with the 2012 PSDF, the reviewed PSDF (2018) was prepared (reviewed) in accordance with the principles of bioregional planning adapted to suit the requirements of the Northern Cape. The objective is to provide a coherent and place-specific methodology for the planning and management of the Northern Cape as a distinct and unique place and to facilitate its management in accordance with local

⁴ Northern Cape Spatial Development Framework, 2018/19

and global best-practice. The implementation of bioregional planning principles as promoted by the PSDF does not require any major adjustments from institutions or stakeholders - in essence, it merely requires a paradigm shift towards a more sustainable and integrated approach to all aspects of governance, economic growth facilitation and land-use. This component was taken as an important point of interest for the KLM SDF.

The bioregional principles as applied in the PSDF are in compliance with the national and provincial legislation and policy that direct spatial planning in South Africa, including the Spatial Planning and Land-Use Management Act (Act 16 of 2013)), the draft NSDF, and the NSSD.

The bioregional framework supports the goal of accelerating change toward improved well-being for nature and society for a number of reasons, (Five E's, 2015):

- i. Bioregionalism identifies areas similar in transport-trade, communication networks, natural resource reliance, cultures, recreational desires, natural ecosystems, governance, and societal issues of concern.
- ii. It makes little sense to discuss the topic of sustainability at the global scale if insufficient thought is given to the local places and scales where human life actually occurs. Societal actions that are sustainable for humans, other life-forms, and earthly systems can best be achieved by means of a spatial framework in which people live as rooted, active, participating members of a reasonably scaled, naturally bounded, ecologically defined “place.”
- iii. Considering problems and solutions from a bioregional perspective offers an opportunity to engage in comprehensive, adaptively managed change improving society’s overall opportunity to achieve sustainability at a scale not possible within a single community effort. One can discern patterns that diminish the quality of life, sense of place, and sustainability, as well as patterns that enhance these features, by adopting community convergence activities or a bioregional view.
- iv. National and international communities of people will have to undergo significant adaptive change to deal with a transition from global warming. But large-scale social change will only happen where people share common concerns, goals, and core values. Acknowledging that community-by-community change is too slow, the bioregion offers an example of where communities with common ecology, culture, and economy can converge for a greater good. Likewise, challenges to social change are certainly more easily overcome in a converging of local communities at the bioregion than by trying to encourage action at the national level.
- v. Bioregions are governed by nature not politics. So, once we understand the inherent physical, biological, and ecologic relationships of a bioregion, we can count on actions judged to be sound according to the theory of the three-legged stool or three-overlapping circles, to be much more predictable, enduring, and supportive, as well as less costly to society than the unending quest to find technological fixes for all our problems that governing bodies can promote their next election on.
- vi. Because of the many common threads that weave through the landscape tapestry of a bioregion scale, which we can personalize by calling home, the concentric circles of environment, society, and economy relationships become much easier to traverse, affording us the opportunity to leave home a little better off than we might have found it.
- vii. Bioregional-based planning and action can help society narrow problems and solutions and help participants to acknowledge the limitations of a place and its resources so that they will not continue to overestimate the carrying capacity of the regions they inhabit and live more sustainably.

- viii. This convergent, bioregional approach, can influence the larger world mainstream by its regeneration of local cultures, ecosystems, and resources into the indefinite future, contributing to the more global needs of life on Earth, more effectively than a national or global scale initiative ever could.
- ix. For every bioregion, there may be a unique set of practices, tools, models, and successes within individual organizations that supports planning, design, and management. Instead of “reinventing the wheel” with each new initiative, project, or campaign the bioregional scale of sustainability work will enhance the transfer of knowledge and technology for the betterment of the entire region.

2.2.7.4. *The Bioregional Principles and its applicability to the Northern Cape and the KLM area*

There is a perception that globalization may create economic insecurity and increase the gap between rich and poor in a primarily rural economy such as that of the Northern Cape. It is furthermore suspected that globalization may undermine cultural diversity and may turn complex ecosystems into streams of standardized commodities. In contrast to this, a bioregional economy has the following characteristics:

- i. It reflects the capacities and limitations of ecosystems, honours the diversity and history of local cultures, and meets human needs as locally as possible.
- ii. It is diverse, resilient, and decentralized.
- iii. It minimizes dependence on imports while focusing on high value-added exports. Paradoxically, this gives a bioregional economy an important competitive advantage in a global economy, allowing it to trade on favourable terms without sacrificing its economic sovereignty in the process.
- iv. It recognizes the need for fair trade, refraining from importing or exporting goods produced unfairly or in an ecologically-destructive manner.
- v. It makes a transition to true cost pricing, building actual social and environmental costs into market prices. In order to provide independent certification of product attributes (e.g. sustainably harvested, fair trade, organic, shade grown, green energy, etc.), a bioregional economy promotes product labelling (i.e. product labelling sends a clear message to the customer about the broader life-cycle impacts of a product).
- vi. It does not deplete its own society, nature, or capital. It exports only their sustainable surplus, most often taking the form of intellectual property or high-value products and services rather than bulk commodities. Its sense of place becomes the key component of brand identity.
- vii. It is spatially orientated by a network of connected natural areas, the availability of productive rural areas, and the distribution of settlements and towns. This allows the bioregional economy to substitute ecosystem services for more expensive imported alternatives.

The PSDF needs to respond and give practical effect to the overarching objective stipulated in the both the Draft National Spatial Development Framework (NSDF) as well as the Northern Cape PGDP to ensure integration of development processes and, in particular, to facilitate sustainable development throughout the province. In order to achieve sustainable development, it is imperative that all parties (public sector, private sector and end users) involved in development, have an agreed common vision and strategy for the Spatial Structure of the Province. To this end it is important that there is a common Vision, Objectives and understanding of the preferred Spatial Structure of the Province. This requires agreement on “Structuring Elements”.

2.2.7.5. International Policy Considerations influencing the KLM area

Policy/ Statement	Summary of components from the PSDF	The influence of the policies on the KLM SDF by:
Agenda 21	<ul style="list-style-type: none"> The objectives of Agenda 21 are the alleviation of poverty, hunger, sickness and illiteracy worldwide, while halting the deterioration of ecosystems, which sustain life. The forum provides a platform for considering issues relating to the three core elements of sustainable development (namely economic, social and environmental). Agenda 21 focuses on partnerships involving the public and all relevant stakeholders to resolve developmental problems and to plan strategically for the future. It also tries to address the practicalities of applying sustainable development principles in human activity and development. 	<ul style="list-style-type: none"> The incorporation of the three segments and combining it in the bioregional approach to be incorporated into spatial planning categories. Incorporating various mechanisms and decision-making aspects into the SPF and structuring elements.
UNESCO's Man and Biosphere Programme (MaB).	<p>The MaB programme provides for an internationally recognized biosphere reserve network. The Richtersveld Cultural and Botanical Landscape is identified as a World Heritage Site. Biosphere reserves consist of three components, namely:</p> <ol style="list-style-type: none"> Core areas: are securely protected areas for conserving biological diversity, monitoring minimally disturbed ecosystems, and undertaking non-destructive research and other low-impact uses (education) e.g. National Parks, Nature Reserves, World Heritage Sites and Ramsar Sites; Buffer zone: usually surrounds or adjoins the core areas, and is used for co-operative activities compatible with sound ecological practices, including environmental education, recreation, ecotourism and applied basic research; and Transitional area: contains a variety of agricultural activities, settlements and other uses in which local communities, management agencies, scientists, non-governmental organizations, cultural groups, economic interest and other stakeholders work together to manage and sustainably develop the area's resources. 	<p>The 3 biosphere reserves were all incorporated into the SDF and linked with the LUMS in order to transition between future planning and actual land use change planning and management.</p>
UNESCO Convention concerning the Protection of the World Cultural and Natural Heritage	<ol style="list-style-type: none"> The Richtersveld Cultural and Botanical Landscape is identified as a World Heritage Site. This site sustains the semi-nomadic pastoral livelihood of the Nama people, reflecting seasonal patterns that may have persisted for as much as two millennia in southern Africa. It is the only area where the Nama still construct portable rushmat houses (<i>haru om</i>) and includes seasonal migrations and grazing grounds, together with stock posts. The pastoralists collect medicinal and other plants and have a strong oral tradition associated with different places and attributes of the landscape (UNESCO, 2007). The ǀKhomani Cultural Landscape is located at the border with Botswana and Namibia coinciding with the Kalahari Gemsbok National Park (KGNP). The large expanse of sand contains evidence of human occupation from the Stone Age to the present and is associated with the culture of the formerly nomadic ǀKhomani San people and the strategies that allowed them to adapt to harsh desert conditions (UNESCO, 2017). 	<p>No influence at present.</p>
United Nations Framework Convention on Climate Change (UNFCCC).	<ul style="list-style-type: none"> The Sustainable Development Goals (SDG's), Sendai Framework and Paris Agreement are three key outputs of the UNFCCC. The SDG's are 17 Global Goals required in order to achieve sustainable development on a global scale. Each goal is well defined and accompanied with a subset of objectives, strategies and indicators. Both the Sendai Framework and Paris Agreement objective is to combat climate change. The Paris Agreement places focus on obtaining carbon neutrality whereas the Sendai Framework promotes resilience, by ensuring disaster risk reduction, and 	<p>The KLM SDF strives to respond to all the goals and targets identified in die PSDF, but is largely influenced by Sustainable Development Goal 11 (SDG) which is very important: 'Making cities and human settlements inclusive, safe, resilient and sustainable'. Of particular importance to the Kgatelopele SDF are the targets that are defined for this goal.'</p> <ol style="list-style-type: none"> Inclusive urbanisation, capacities for human participatory planning and management; Sustainable public transport;

Policy/ Statement	Summary of components from the PSDF	The influence of the policies on the KLM SDF by:
	climate change adaptation strategies are included in national and provincial planning and considerations.	<ol style="list-style-type: none"> 3. Reducing the adverse environmental impact of cities. Improve air quality, municipal and other waste management; 4. Universal access to public spaces; 5. Access to adequate, safe and affordable housing and basic services; 6. Quality, reliable, sustainable and resilient infrastructure; 7. Upgrade slums; 8. Access to transport systems; 9. Reduce number of deaths by disasters with focus on the poor; 10. Access to public transport and public space with particular attention to woman; and 11. Assure access to drinking water.
The UN Convention on Wetlands of International Importance - the Ramsar Convention	<ul style="list-style-type: none"> The Orange River Mouth (2000ha) is identified as a Trans-boundary area of extensive saltmarshes, freshwater lagoons and marshes, sand banks, and reed beds shared by South Africa and Namibia, which is Important for resident birds and for staging locally migrant water birds. The upper Orange River serves as a domestic water source and is experiencing increasing demand. This could severely restrict the amount of water reaching the site (UN Ramsar, 2013). 	No influence at present.
United Nations Convention to Combat Desertification (UNCCD)	<p>The aim of the Convention’s 196 parties’ collaboration, were to improve the living conditions for people in drylands, to maintain and restore land and soil productivity, and to mitigate the effects of drought (UNCCD, 2017). As the Northern Cape is a water stricken area, it is crucial to combat further desertification where possible. The UNCCD is particularly committed to a bottom-up approach, encouraging the participation of local people in combating desertification and land degradation. The main themes emphasized within the strategy for Africa is as follows:</p> <ul style="list-style-type: none"> Integrated water management; Agro-forestry; Soil conservation; Rangeland management; Ecological monitoring and early warning systems; New and renewable energy sources and technologies; Sustainable agricultural farming systems. 	The placement of the focus of the KLM SDF on strict Land Use Management with the linking of the LUMS and the SDF, also aligning and linking with the PSDF and the SPC’s identified. This is in proper to try to establish a unanimous land use classification system, linking with the 3 components of UNESCO’s program.
African Union Agenda 2063	<p>The framework focuses on a social, economic and political renaissance that links the past, present and future. Overall, Agenda 2063 seeks to strengthen industrialisation, linked with agriculture and food security and aims to build on the continent’s comparative advantages, such as its human development potential, natural resources and geographic location. Some of the proposed key flagship projects include (African Union, 2014):</p> <ul style="list-style-type: none"> Establishment of the Continental Free Trade Area; Development of an Africa Outer Space Strategy; Establishment of a Single African Air Transport Market; Integrated High Speed Train Network. 	No influence at present.
New Partnership for Africa's Development (NEPAD).	<p>The NEPAD Planning and Coordinating Agency (NEPAD Agency) was established in 2010 as an outcome of the integration of NEPAD into AU structures and processes (NEPAD, 2010). The NEPAD Agency is the implementing agency of the African Union that advocates for NEPAD, facilitates and coordinates the development of NEPAD continent-wide programmes and projects, mobilises resources and engages the global community, regional economic communities and member states in the implementation of these programmes and projects. The four main investment programmes are as follow:</p> <ul style="list-style-type: none"> Human Capital Development (Skills, Youth, Employment and Women Empowerment). Industrialisation, Science, Technology and Innovation. Regional Integration, Infrastructure (Energy, Water, ICT, Transport) and Trade 	The objective of the SDF is to allow a platform for the integration of the three main spheres of sustainability namely economic, social and environment into all spheres of future planning and land use management. This objective focussed on the aggregation and systematically consolidating of the underlying variables influencing the Municipal area as a whole.

Policy/ Statement	Summary of components from the PSDF	The influence of the policies on the KLM SDF by:
	<ul style="list-style-type: none"> Natural Resources Governance and Food Security 	
United Nations Conference on Housing and Sustainable Urban Development (Habitat III)	<p>A new model of urban development that envisions an urbanising world that integrates all facets of sustainable development, to promote equity, welfare and shared prosperity (UNHABITAT, 2017). Sustainable development should be achieved through strengthening national, regional and local development planning, including provision of affordable housing, transport, safe and accessible public spaces, safeguarding cultural and natural heritage, with a special focus on ‘slums’ upgrading.</p>	<p>In the PSDF, in order to give effect to the conceptual spatial vision of the Province, six Spatial Planning Categories (SPCs) were developed and incorporated as the future of planning and the visual presentation of the spatial plans. These SPCs were formulated in terms of the bioregional planning principles and collectively illustrate the desired matrix of land-uses and was incorporated into the review of the KLM SDF. These categories were adapted to suite the municipal area of KLM and seven categories were adopted. These spatial planning categories for the KLM SDF are as follow:</p> <ul style="list-style-type: none"> A. Conservation Areas. B. Sensitive Areas (Buffer Areas). C. Agricultural Areas. D. Urban Areas. E. Industrial Areas. F. Surface Infrastructure and Buildings. G. Other Land Uses (not part of the original SDF categories)

Table 8: International Policy Considerations influencing the KLM area

The SPCs of the PSDF were not designed to be a blueprint for land use classification, or a zoning scheme but were developed as a broad directive of possible future land use trend. The SPC’s provide a framework to guide decision-making regarding land use at all levels of planning, and they have been articulated in the spirit of creating and fostering an organised process that enables people to work together to achieve sustainable development in a coherent manner.

The designation of SPCs were also be adopted by the LUMS and detail land use descriptions, restrictions and normal building control measures were included to align with SPLUMA, the PSDF, the DRDLR Guidelines, the ZF Mgcau RDP and the NDP. These SPC’s helped clarify and facilitate coherent decision-making that lead to better zoning, laws and regulations and was also used as basis for designing the 2018/2019 process.

In Chapter 3 of the SDF the influence and detail of the PSDF the Socio-Economic Potential Study as it formed part of the PSDF is discussed in more detail and the influence the findings has on KLM.

2.2.7.6. Direct link of PSDF, identified strategies and possible projects and sectors plans

The PSDF identifies the various Local Municipalities and the coordination and alignment between the processes. The table below summarises the projects and sector plans identified within each of the sectors that links directly with the SPC categories.







PSDF Natural Areas translating into the SPC's A and B	PSDF Agricultural Areas translating into the SPC C.	PSDF Urban Related Areas translating into the SPC D	PSDF Industrial Areas translating into the SPC E	PSDF Surface Infrastructure translating into the SPC F
<ol style="list-style-type: none"> 1. Environmental Management plan 2. Dolomite Risks assessment plan 3. Open space policy 	<ol style="list-style-type: none"> 1. Supporting meat and game farming 2. Supporting agricultural industries 	<ol style="list-style-type: none"> 1. Housing Sector Planning 2. LED's 3. Daniëlskuil as nodal point 4. Eco tourism 	<ol style="list-style-type: none"> 1. Mining Rehabilitation strategy 	<ol style="list-style-type: none"> 1. Water Management plan
<div> <div>CORE</div> <div>A</div>  </div> <div> <div>BUFFER</div> <div>B</div>  </div>	<div> <div>AGRICULTURAL AREAS</div> <div>C</div>  </div>	<div> <div>URBAN RELATED</div> <div>D</div>  </div>	<div> <div>INDUSTRIAL AREAS</div> <div>E</div>  </div>	<div> <div>SURFACE INFRASTRUCTURE & BUILDINGS</div> <div>F</div>  </div>

Table 9: Table linking the KLM SDF and the PSDF with coordination and alignment with possible projects and sector plans.

2.2.8. The Rural Development Plan (RDP) for the ZF Mgcawu District Municipality

The Department of Rural Development and Land Reform, in conjunction with the ZF Mgcawu District Municipality developed a Rural Development Plan (RDP) for the district. The primary purpose of the project was to develop a viable plan that will direct rural development, ensuring the improvement of lives of people residing in the area. The RDP is seen as a sector plan for the District IDP and due to the location of the KLM within ZF Mgcawu DM, the incorporation and input from this mentioned plan was taken into consideration throughout the compilation of the SDF. The natural environment and agricultural interventions were taken very serious while compiling the Spatial Planning Categories (SPC), policies and decision-making guidelines. The focus in this sector plan is placed on sustainability and the protection of agricultural areas is a focus of the KLM SDF.

The RDP is based on four identified key drivers for rural development that is unpacked in an implementation plan with specific projects that were taken into consideration regarding the SPC policies and decision-making factors. The drivers include:

- Economic Development and Employment, focussing on Inclusive economic growth, employment and the creation of a skilled workforce;
 - Social and Community Development, focussing on access to quality healthcare, basic education and social protection and safety;
 - Agricultural Development and Environmental Sustainability focussing on environmental assessment, natural resources, sustainable agricultural development, land reform and restitution.
- The focus on establishing an Agri-Park in the ZF Mgcawu district, consisting of an Agri Hub in the

Uppington area and associated Farmer Production Support Units throughout the district were identified as key spatial influencing factors in the SDF. The following principles are applicable and was incorporated in the SDF of KLM:

- a) One Agri-Park (AP) per District.
- b) Agri-Parks must be farmer controlled.
- c) Agri-Parks must be the catalyst around which rural industrialization and agricultural industry activities and development will take place and can be handled in the form of SPC E.a.1 Agricultural Industry.
- d) Agri-Parks must be supported by government (10 years) to ensure economic sustainability for the benefitting communities.
- e) To strengthen partnership between government and private sector stakeholders to ensure increased access to services (water, energy, transport) and production on the one hand, while developing existing and create new markets to strengthen and expand value-chains on the other.
- f) To maximise benefit to existing state land with agricultural potential in the provinces, where possible.
- g) To maximise access to markets to all farmers, with a bias to emerging farmers and rural communities.
- h) To maximise the use of high value agricultural land (high production capability) and the conservation of agricultural land for this purpose, limiting urban sprawl and strict control measures for development outside of any of the various Urban Edges.
- i) To maximise the use of existing agro-processing, bulk and logistics infrastructure, including having availability of water, energy and roads.
- j) To support growing towns and revitalisation of rural towns, in terms of high economic growth, high population growth over past 10 years and promote rural urban linkages.
- k) Urban Growth and Infrastructure Development focussing on competitive and responsive infrastructure, development orientated services and infrastructure.

The RDP links directly with the development of an Agri-Park (AP) which can be described as a networked innovation system of agro-production, processing, logistics, marketing, training and extension services, located in KLM area. The normal agricultural productions and components will take place on the normal agricultural land uses, but any agricultural industry or special uses will follow the normal land use change process with the decision-making factors included in each of the SPC's. As a network an Agri-Park enables a market-driven combination and integration of various agricultural activities and rural transformation services. The AP will consist of the following components and are taken into consideration within the SDF:

- i. Farmer Production Support Units (FPSU) with a focus on primary production towards food security in the area and South Africa;
- ii. Agri-Hubs (AH) with a focus on logistics and processing support to primary producers; and
- iii. Rural Urban Market Centres (RUMC) with a focus on market access and support services to primary producers.

2.3. THE BIOREGIONAL APPROACH AND THE LINKING BETWEEN THE IDP, THE SDF AND THE LUMS

2.3.1. What is Bioregional Planning

A bioregion for this SDF document can be interpreted and seen as a territory or segment of a municipality, consisting of land and water, of which the limits are not defined by any predetermined political boundaries, but rather by the existing geographical boundaries of communities and the ecosystems they function and live in. Bioregional planning acts upon the precepts of bioregionalism and engages in planning processes and land management that approach environmental, cultural, and social mechanisms with equal consideration. Bioregional planning employs scientific methods to restore, maintain, and enhance biodiversity and the natural ecosystems of the local environment⁵.

The main focus of the bioregional approach is to promote sustainability in the KLM, to meet human demands for everyday life, including housing, food, energy, relaxation and places to function and work in, while clearly acknowledging the natural environment and especially the influence of the mining areas, the economy and the mentioned environment. The KLM area has a unique bioregion that includes small segments of the Kalahari Desert, the area known as the Ghaap Plateau and the Kuruman mountainous areas, all very important ecosystems that a lot of people depend upon daily for their livelihood and normal life to some extent.

2.3.2. The focus of the IDP on Sustainability and the Bioregional Planning approach

The focus of the IDP is clearly set on the Bioregional principles and promoting sustainable development throughout the KLM area. The Integrated Development Plan (IDP) for Kgatelopele Local Municipality is the over-arching strategic plan for the municipal area and the mentioned plan will attempt to guide development within the area in order to achieve sustainable development. The IDP makes its focus to achieve the following:

- i. To make more effective use of scarce resources.
- ii. To speed up service delivery.
- iii. To attract additional funds.
- iv. To strengthen democracy and institutional transformation.
- v. To promote possible partnership with other stakeholders.
- vi. To promote intergovernmental coordination/relations.

The IDP and the KLM Council strives to promote sustainable development by the:

- i. Provision of quality services.
- ii. Conservation of the environment.
- iii. Stable and effective administration.
- iv. Promotion of socio-economic development.
- v. Promoting social cohesion.

⁵ <https://www.uidaho.edu/caa/programs/biop/welcome/what-is-biop>

In order to fully understand and link the IDP’s sustainable approach and Bioregional planning, it is necessary that the planning and future land use management promotes the sustainable development as identified in the mentioned document by focussing on the following:

- i. To identify and recognise the need for a balanced relationship between environmental integrity, human well-being, the mining and agriculture sector and economic efficiency in the area.
- ii. To give proper effect and recognition to land use management and linking the SDF and the LUMS.
- iii. To implement specific planning and structuring elements within a specific geographical area, a community or focus area where the boundaries are determined in accordance with a specific environmental and social criteria and not normal boundaries.

The basic framework for bioregional planning and management can be summarised with the following 3 segments that were incorporated and included throughout the SDF, namely:

- i. Create institutional conditions to promote bioregional planning.
- ii. Incorporate biodiversity into the management of all biological resources.
- iii. Support bioregional conservation initiatives in the private sector and focus on sustainability for all parties and communities involved.

To interpret and focus this model on the KLM area, the classification system of the SDF (linking with the LUMS) is to include conservation and sensitive areas that feature representative samples of the KLM area’s characteristic biodiversity. In the ideal world such sites, which may already be designated as protected and sensitive areas, must be linked by sensitive corridors of natural and/or restored natural plant cover to permit migration and adaptation to global change into the transition areas. The KLM conservation sites, the dolomite sensitive areas and any other environmental sensitive areas should be nested within a modern and adaptable mixed land uses and ownership patterns, connecting the conservation, the mining areas, the sensitive dolomite areas, the functioning and very important agricultural areas and the transitional zones through structuring elements and managing all of these factors in the LUMS.

The previous SDF of KLM was adopted by Council on the 30 March 2012 and it was meant to provide a spatial vision of the municipality and indicate how the municipality would spend its money in space over a period of time and how it will transform its spatial landscape. The primary purpose of the previous SDF was to move towards the emergence of more integrated, equitable, efficient and sustainable settlements and its vision was for 2010 to 2015. The basic elements and information informed and guided the review of the 2018/19 document as well as aligned with new national, provincial and district policy directives and plans.

2.3.3. Implementing the Sustainable component of the IDP through Bioregional approach and linking the SDF and the LUMS

By implementing and following the bioregional approach, KLM will manage and implement planning structures to maintain biological diversity across the entire landscape and all sub-regions, while also meeting the residents and investor’s needs. This is no easy task and the linkage between the bioregional approach, the structuring of our towns and communities through the SDF (detail structuring elements) and the management of development and land use changes through the LUMS, are complicated and daunting tasks. The key characteristics of this approach involves the combination of environmental,

scientific inputs, social and public participation (during the SDF process and also during the land use change process) and influencing economic opportunities to define Town Planning and management in our towns, communities and rural areas. This must be done by identifying the opportunities and development potential in the SDF throughout the KLM area and to implement programmes of action through management with the LUMS process.

Bioregional planning as yet has few established paradigms or methods, but the theory and practice are beginning to coalesce around observed regional patterns⁶. A bioregional scale is emerging as a meaningful geographic framework for understanding place and designing long-term sustainable communities. For every bioregion it is becoming apparent there is a unique set of practices of scientific investigation that leads to planning, design, and management that will result in a bioregionally unique set of landscape-human patterns. Bioregionalism acknowledges that in KLM we as humans not only live in towns, communities and rural areas, but that we actually live in and around rivers, watershed areas, ecosystems such as the Kalahari desert and the Ghaap Plateau and various smaller eco-regions combining the mining, local rivers, agriculture, communities, tourism, towns and areas of relaxation together into one functioning community. This context and viewpoint allows us to find ways to live sustainably in KLM, while at the same time providing the Municipal Council with ways to nurture and restore the natural environment that surrounds us and on which we are dependent in so many ways.

Bioregional Planning	Spatial Development Framework (SDF)			Land Use Management System (LUMS)	
Conservation Areas	Conservation area (Areas of high conservation importance to be protected from development)	A.a:	Statutory Conservation Areas	A.a.1 A.a.2 A.a.3 A.a.4 A.a.5 A.a.6 A.a.7 A.a.8 A.a.9	Wilderness Areas Special Nature Reserves National Parks Nature Reserves Protected Environments Forest Wilderness Areas/ Forest Nature Reserves Marine Protected Areas World Heritage Site Mountain Catchment Areas
Sensitive Zones	Sensitive area (Providing an appropriate interim classification for conservation-worthy areas that do not have statutory protection, including ecological corridors and areas worthy of rehabilitation)	B.a:	Non-Statutory Conservation Areas	B.a.1 B.a.2	Contractual Conservation Areas Private conservation areas
		B.b:	Ecological Corridors	B.b.1 B.b.2 B.b.3	Freshwater Ecosystem Priority Areas Rivers or riverbeds Other Natural Areas
		B.c:	Urban Green Areas	B.c.1 B.c.2 B.c.3	Public Park - POS Landscaped Areas Parks and Open Spaces
Transition areas/ Agricultural areas/ Urban related uses	Agricultural Areas (Rural areas where extensive and intensive agriculture is practiced and could include areas within the Urban Edge).	C.a and C.b:	Agricultural Farming Areas	C.a.1 C.a.2 C.b.2	Bona-fide Game Farms Agriculture Plantations and Woodlots

⁶ <http://www.eeeee.net/bioregionalism.htm>

Bioregional Planning	Spatial Development Framework (SDF)			Land Use Management System (LUMS)	
	Urban Related (Areas accommodating a broad spectrum of urban-related development and associated services and infrastructure)	D.a, D.b, D.c, D.d and D.e:	Main- and Local Towns, Rural Settlements, Tribal Authority Settlements and Communal Settlements	NA	Not specifically indicated in the LUMS as a land use category.
		D.f:	Institutional Areas	D.f.1 D.f.2 D.f.3	Place of Instruction Place of Worship Institution
		D.g:	Authority Areas	D.g.1 D.g.2	Government Uses Municipal Uses
		D.h:	Residential Areas	D.h.1 D.h.2 D.h.3 D.h.4 D.h.5 D.h.8 D.h.9 D.h.10	Single Residential House Group Housing Accommodation Facilities Residential Building Mixed Density Residential Incremental Housing Small Holding Residential Estate
		D.i, D.j, D.k and D.l:	Business Areas	D.i.1 D.i.2 D.j.1 D.j.2 D.k.1 D.k.2 D.l.1	Business Premises Commercial Service Trade Industry Service Station Gambling Premises Adult Entertainment SMME Incubators
		D.m:	Mixed Use Development Areas	D.m.1	Mixed Use Development
		D.n:	Cemeteries	D.n.1	Cemetery
		D.o:	Sports Fields & Infrastructure	D.o.1	Sports fields & Related Infrastructure
		D.p:	Airport and Infrastructure	D.p.1	Airport and Related Infrastructure
		D.q:	Resorts and Tourism Related Areas	D.q.1 D.q.2	Resort & Tourism Related Areas Holiday Homes and Tourism Related Areas
Transition Areas/ Urban related uses	Industrial Areas (Areas accommodating industrial activities and associated infrastructure and where very high intensity of human activity and consumptive land use occur.	E.a, E.b, E.c, E.d, E.e:	Industrial development Areas	E.a.1 E.b.1 E.c.1 E.c.2 E.d.1 E.e.1	Agricultural industry Industrial Development Zone Light Industry Industry Noxious industry Extractive industry
	Roads and Transportation (all components and land uses specifically associated with	F.a, F.b, F.c, F.d, F.e and F.f:	Roads, transportation and related infrastructure	F.a.1 F.b.1 F.c.1	National roads Main roads Minor roads

Bioregional Planning	Spatial Development Framework (SDF)			Land Use Management System (LUMS)	
	transport and other related infrastructure):			F.d.1 F.d.2 F.d.3 F.e.1 F.f.1	Public Streets Public Parking Private Road Heavy Vehicle Overnight Facilities Railway facilities
	Surface Infrastructure (All surface infrastructure and buildings not catered for in the above categories, including roads, railway lines, power lines, communication structures, etc.)	F.g, F.h, F.i	Infrastructure and related buildings	F.g.1 F.h.1 F.i.1 F.j.1 F.k.1 F.l.1	Power lines Telecommunication- and data infrastructure Renewable energy structures Dams, Reservoirs Water Treatment Plants and Pump Houses Canals Sewerage Plants and Refuse Areas
	Other (not clearly defined in any other category)	G.a:	Vacant land within the Urban Edge, but also including Special and Undetermined Uses	G.a G.a.1 G.a.2	Vacant land inside the Urban Edge Unspecified Zone Special Zone

Table 10: Linking the Bioregional Planning approach with the SDF and LUMS for KLM.

3. SPATIAL CHALLENGES & OPPORTUNITIES:

The influence and components of the Socio-economic sector, the Built Environment and the Biophysical sector will be discussed in this chapter. The links between them can't be ignored and must be taken into consideration for the municipal area.



Figure 6: An illustration of the Biophysical, Socio- Economic and Built environments influencing the KLM area.

3.1. OBJECTIVES FROM THE IDP LINKING DIRECTLY WITH THE SDF

The Council further identified 6 pillars of strategic objectives (SO) that links with the National Key Performance Areas (KPA) and most of these objectives were kept in mind and implemented in the document and map compilation. These SO's include the following:

- To ensure the provision of sustainable basic services to our communities and linking with KPA of service delivery and infrastructure development.
- Conservation of the environment spatial consideration and linking with KPA of spatial consideration.
- To promote a conducive environment for economic development and linking with KPA of Local economic development.
- To ensure an effective and efficient financially viable municipality and linking with KPA of financial sustainability and viability.
- Democratic and accountable government, as well as Municipal transformation and organisational development and linking with KPA of Institutional excellence and good governance (public participation).
- Municipal Transformation and Organisational Development to provide for a national standard for the uniform reading and classification of municipal budget and financial information and linking with KPA of Municipal Standard Charts of Accounts.

3.2. INCORPORATING THE PREVIOUS SDF AND IDP INTO THE REVIEW OF THE SDF

The previous SDF focussed on structuring elements and future strategic settlement policies discussed and incorporated in Section 4. In the reviewed document, a lot of focus and attention is being given to detailing the structuring elements and linking these with the Spatial Planning Categories, the specific decision-making components and the overall IDP focus on sustainable development. The previous SDF focussed on the demarcation of the Urban Edge and Nodal development points, detailing first order and second order nodes, land use zones (districts) and development corridors. The reviewed document took this further and a lot of time were spent on the Structuring elements of the total area in order to guide decision making and detailing the future structure of the communities.

The IDP further focuses on 2 very important factors that will be implemented throughout the document and that will be discussed as part of the structuring elements. These include the following:

- i. Dolomitic condition: Dolomite areas could be problematic for township establishment since the material dissolves in water and can have catastrophic consequences for communities, businesses and the economy. Detailed dolomite stability investigations are therefore necessary in order to identify the presence of dolomite and to identify the risk level of such a development area (low, medium or high) and a Dolomite Risk Management Strategy with certain precautionary measurements needs to be formulated. The Council for Geoscience has provided some plans indicating potential Dolomite Risk Areas in South Africa. This map was not based on detailed geo-technical research and Daniëlskuil is situated in this potential risk area, therefore, further detailed research in this regard is recommended. Thus, this must be a factor taking into consideration with each application and development proposal.
- ii. Densification: The previous SDF recommended the adoption of a Densification Policy for the Wider Daniëlskuil Area to control unnecessary urban sprawl. This policy had to focus on the following:
 - a) Promoting the densification of vacant land present within the built-up, already cleared sections of Daniëlskuil.
 - b) That vacant land and existing infrastructure must be utilised to its full potential.
 - c) That the land use and density level applicable will be instituted in consultation with the surrounding land owner.
 - d) That the introduction of an urban edge in the Spatial Development Framework and the enforcement thereof must be important and non-negotiable.

3.3. The Socio-Economic Sector – The IDP

3.3.1.IDP interpretation and socio – economic challenges

In order to understand the spatial detail and discussions that are included into this document, the approved IDP has been scrutinised and the following components will have a direct influence on the spatial planning proposals over the next 5 year period.

3.3.2. Unemployment, income distribution and the inclusion in the SDF

The dependency rate of the municipal area is at 50.6% and very high with the unemployment rate at 22.3%. The fact that 29.1% of the unemployed people are young people is also something to take very seriously. The SDF and the structuring elements identify areas in all communities for all SPC categories in the Transition zones, for various business opportunities and mixed use areas and the inputs from the Ward committees were interpreted for each of the communities.

The income distribution of the municipality shows a very interesting pattern given the education levels in the municipality. A large number of people in the municipal area receive income above the poverty line (large capacitated workforce). It is of great concern from a municipal perspective for those who have no income at all and this income group may most likely be highly depended on government grants and are thus not able to spend money in the municipal area or pay their rates. This will also influence the planning and incorporation of projects and specific areas for development within the SDF.

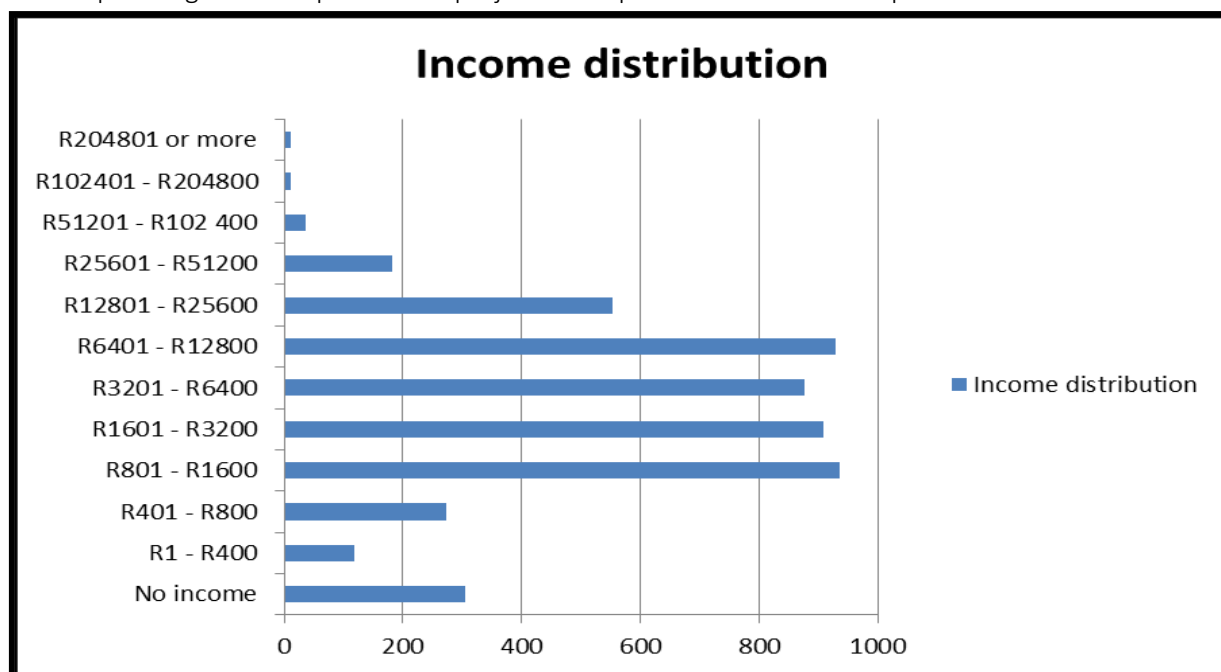


Figure 7: The Income distribution of KLM as found in the IDP document⁷.

3.3.3. Population, households and the inclusion in the SDF

The population was at 20691 in 2016 and with the growth rate at 3.49% it is forested that the population will grow to 26307 in 2023 at this rate. The number of households was 6206 in 2016 and with the mentioned growth rate of 3.9% it is forecasted that by 2023, another 1605 households will be part of the Municipal area. This growth in households creates a bigger demand on the provision of residential stands in all the communities and the consequent pressure it puts on services. The adequate planning of enough land for residential expansion, with the focus directly put on densification, integration, mixed use areas and utilisation of underutilised vacant land, without jeopardising the bioregional approach taken for the compilation of the SDF, is also included in the areas for future expansions of all the communities.

⁷ Kgatelopele IDP Document.

3.3.4. The economy of KLM and the inclusion in the SDF

General economy: The Municipality’s economy is rather centred on the trade and retail sectors, due to its strong mining and agricultural sectors, leaving the local economy fairly vulnerable for any significant changes in this industry. It is therefore important that the Municipality seeks to further diversify its economy into other sectors to counter this vulnerability in the future. Furthermore, the manufacturing sector of the municipality is one of the lowest performing sectors of the local economy. The provision of land for the development of the manufacturing sector (the provision of areas for industrial development and precinct industrial areas) is included in the SDF to allow this sector to grow and diversify the economy to its full extent.

The Kgatelopele municipality economy was severely affected by the global financial crisis of 2008 and the value of the Rand against the US Dollar and factors such as the labour unrest in the mining industry. The decline in labour participation was due to the decrease in demand of diamond and lime that has as opposed to the increased demand of manganese in the mining industry and the involvement of trade union, But the labour force participation rate increased and unemployment rate decreased between 2012 – 2014 because of the recovery from the global financial crisis and the construction industry which increased the demand of lime. The highest employer in the Kgatelopele municipal area in 2015 was the mining sector with a percentage of 41%, followed by public sector (Community service) with an employment rate of 14% and the lowest sector is the transport sector with 2%, while the electricity sector was at 0%.

Normal retail and business activities: Due to the unique spatial manifestation of the municipality, both the first and second economy is mostly located around the CBD’s of the towns and also various farms (intensive and extensive agricultural farming units). Daniëlskuil as main town has a well-defined business centre with numerous residential areas, with a mixture of densifications already present. Secondary activities in the municipality are mainly light industrial, warehousing, processing facilities and light engineering works.

Agriculture: The Agricultural sector is a relatively small economy and therefore represents a challenge for optimisation and a possible strength for the Municipality, which can further create opportunities for expansion, as well as the development of linkages with other sectors of the economy, creating further opportunities for job creation. The protection of agricultural land and the link between conservation, sensitive and transition zones in the SDF are focussed on in each of the various SPC’s.

Mining: It is evident from the IDP that the mining in the Kgatelopele municipal area is the only real comparative advantage that the area relies on at present. It plays a major role and contributes about 70% towards the sectoral composition of the total economy. The proper implementation of Social and Labour Plans can have a positive impact on the development of the area and skills development of the residence of the area. Infrastructure needs for one sector should be designed and managed so that they can benefit other sectors, for example, proposed freight rail lines should also be able to provide mixed passenger services. Again the structuring of the SDF to handle and accommodate the possibility of mining activity outside of the identified areas of the SDF, while protecting the conservation and sensitive areas, were kept in mind. During any application the Decision-making policies must always be implemented and will form a very important component when handling new applications.

Community Services, Manufacturing, Transport, and Construction: The mining sector has been the largest employment creator and the large scale mining of lime in Daniëlskuil has been a notable factor that led to the growth and development of the Municipality. There has been some potential in the retail services and tourism sectors; however, due to the smallness of the market in the area and the competitive proximity of Kimberley, these sectors have subsequently come under strain. The labour force of Kgatelopele area is highly concentrated in the mining sector, and the threat presented by the employment vulnerability and its socio-economic implications for the local community cannot be emphasized enough.

3.3.5. Special Projects from the IDP, the inclusion in the SDF and Capital Investment Framework

The IDP makes provision for special projects that form part of this SDF document and will be included in the structuring elements as part of Chapters 4 and 5 of the document and also be linked to the Capital Investment Framework (CIF) as part of the SDF:

Project linked from the IDP	Detail inclusion in the SDF	Priority as part of the Capital Investment Framework
Cemetery – The management, formalisation and extension of Tlhakalatlou, Agricultural plots and Kuilsville cemeteries and the incorporation thereof in the SDF.	Included into SPC and SVP's	6
Landfill sites - Ensuring that ample space is available for the extension of land fill sites, as well as the possible development of a new landfill site and the rehabilitation of the old site.	Urban Edge extended to include the identified new land fill site.	5
The identification of non-dolomitic properties from the department of Public Works and the identification thereof on the SDF for future usage.	Residential expansion in Ward 2 included for the north-westerly expansion of Daniëlskuil	1
Identification and development of a Gym Park in the SDF.	Areas on Dolomite D4 areas included for Mixed Use development to include Schools and Recreational Facilities. A special Recreational Corridor was also identified.	
Identification of recreational facilities in the various communities.	Included into SPC and SVP's	7
The provision of ample land and infill areas for residential expansion – The provision of low cost Housing projects and the inclusion and alignment of the SDF and LUMS. In terms of the Housing Sector plan the KLM area currently experiences an estimated housing backlog of 3438 households, which still needs to be instituted.	Various areas identified for various housing typologies and areas for densification and infill planning	2
The provision of land for LED projects - Local Economic Development Plan and the utilisation of areas for possible projects in the various communities. Local economic development (LED) is a continuous development process, based on local initiatives and driven by local stakeholders. It involves identifying and using local resources and skills to stimulate economic growth and development. The focus is to realize the above mentioned and is key job drivers and sectors which includes the following: <ul style="list-style-type: none"> • Infrastructure; • The agricultural value chain; • The mining value chain; • The green economy; • Manufacturing sectors, which are included in IPAP; and • Tourism and certain high-level services. 	Included into SPC and SVP's	3
Integrated Sustainable Rural Development Strategy - The purpose of the Integrated Sustainable Rural Development Strategy (ISRDS) is to enhance the welfare of the poor that inhabit rural areas of South	Included into SPC and SVP's	4

Project linked from the IDP	Detail inclusion in the SDF	Priority as part of the Capital Investment Framework
Africa. This is only possible if sustainable economies are created from which they can survive. Successful implementation involves facilitating rural development that is both sustainable and integrated in nature. Municipalities are key players in the implementation of the ISRDS due to their decentralised nature – it is only through direct participation with the rural community that one can correctly identify the developmental needs and opportunities. It is also essential for local stakeholders to be mobilised in order to create an environment in which the IRSDS can be successfully facilitated and sustained.		
Tourism – To include various land use options for developers and linking the SDF and LUMS to enable people to develop and utilise the tourism opportunities of the area.	Included into SPC and SVP’s	6
Agro-processing – the development of a small sheep abattoir, dairy processing for supplying local mines – These projects can be included in the SDF and the SPC’s provided, also linking with the ZF Mgcawu RDP.	Included into SPC and SVP’s	8
SMME Facilitation – the development of an SPC for the central location of an informal traders market and linking the process of SDF and LUMS.	Included into SPC and SVP’s	9
Development of the Green energy sector – planning and aligning the policies and decision-making components of the SDF and the LUMS to accommodate and handle future developments in this sector.	Included into SPC and SVP’s	10

Specific components identified in each ward in Kgatelopele that is addressed in the SDF:

- i. Ward 1:
 - a) 2 Multi-purpose centres.
 - b) Low cost housing areas for expansion.
- ii. Ward 2:
 - a) Need for housing.
 - b) Recreational facilities.
- iii. Ward 3:
 - a) Need for housing.
 - b) Erven to be identified for ECD.
 - c) Need for Church sites.
- iv. Ward 4:
 - a) Need for housing.
 - b) Address SMME areas for future location thereof.

3.3.6. Sector plans from the IDP

3.3.6.1. Integrated Transport Plan

The Municipality does not have an Integrated Transport Plan as required by the National Transport Act (Act 5 of 2009) at present. The planning of transport routes, future mobility and incorporation of various spatial planning categories pertaining to transport planning, are included as part of the SDF. The Spatial Structuring elements include an important structuring element, which is major routes, existing and future routes and must address various factors, such as integration, optimising functionality of communities and limiting the negative impact on the environment.

In order for the Planning Tribunal and the Council to take informed decisions and structure planning processes in the future, the following road hierarchy system and components must be addressed and included as a decision-making component on the SPC, namely:

- i. Arterial roads to accommodate through traffic and optimise the movement of traffic and people, lining the various communities with one another (25-30m).
- ii. Collector roads to link certain residential areas in the various communities (16m – 25m).
- iii. Residential local link roads to serve the residential areas and neighbourhoods (10m – 16m).
- iv. The abovementioned system must be incorporated and implemented in all new developments and future housing and planning projects.
- v. The planning of any road system and the public open space system jointly, to address functional pedestrian and vehicle flow.
- vi. Sustainable livelihood to be facilitated by the introduction of a safe and effective road system.
- vii. Social and spatial integration to be introduced by an effective road system.

3.3.6.2. Human settlement plan/informal settlement upgrading plan/housing backlog

The Breaking New Ground (BNG) policy forms the strategic basis for the approach to developing a Human Settlement Plan at local government level. The BNG proposes to “promote the achievement of a non-racial, integrated society through the development of sustainable human settlements and quality housing.” Human Settlement Planning is interrelated with many policies and acts such as:

- i. Constitution of South Africa, Act No. 108 of 1996
- ii. Housing Act, Act No.107 of 1997
- iii. Municipal Structures Act, Act No. 2000
- iv. Spatial Planning Land Use Management Act, Act No. 16 of 2016
- v. National Development Plan (NDP)
- vi. National Housing Code

In terms of Section 9 of the Housing Act, Act No. 107 of 1997, it is the responsibility of municipalities to include the following components and if possible to include these as part of the SDF:

- i. Set housing delivery goals;
- ii. Identify and designate land for housing development;
- iii. Promote the resolution of conflicts arising in the housing development process;
- iv. Create and maintain a public environment conducive to housing development which is financially and socially viable;
- v. Initiate, plan, coordinate, facilitate, promote and enable appropriate housing development;
- vi. Provide bulk and revenue generating services; and
- vii. Plan and manage land use and development.

Therefore, the Municipality must pursue the delivery of housing, within the framework of national and provincial policy, by addressing issues of land, services and infrastructure, and creating an enabling environment for housing development. From the research and in discussion with the KLM, however, the housing demand was estimated to be 477 in total⁸.

⁸ Human Settlements Spatial Transformation Plan for Kgatelopele Mining Town Municipality, 9 February 2018 Revision 1

3.4. The Socio-Economic Sector – The Socio-Economic Potential of towns study from the PSDF

3.4.1. Background to the inclusion of this study in the KLM SDF

As part of the Provincial Spatial Development Framework (PSDF), the Socio-Economic potential study of all the towns in the Northern Cape Province was completed. The Kgatelopele SDF took notice of this study and the recommendations thereof will have a direct influence on the future development of the towns located in KLM. Internationally and nationally (Donaldson, 2012) the excepted method to guide government spending and interventions is the development of a study to determine the potential and challenges within various settlements, in order to determine which settlements are most likely to provide the highest level of return on investment, as well as how to sustainably manage areas with limited potential⁹. In 2011, in conjunction with the Provincial Spatial Development Framework, the first Socio-Economic Potential of Towns Study was conducted in order to identify and address the ad-hoc nature of investment within the Northern Cape. Due to the conflict experienced between the timeframe of the study and that of the 2011 StatsSA census period, this resulted in the utilisation of outdated data (2001 and 2007 census and community survey data) that resulted in the questionable accuracy of the study. This study was thus reviewed in order to address the accuracy of the original results and include new policy and legislative developments as part of the review process of the Northern Cape PSDF. The overall aim of this study was to determine the growth performance and development potential of the urban settlements in the province, with a focus on their role in the creation of a dynamic urban and rural development system. The study focussed on the following and will have a direct influence on the development of the KLM area:

Identify criteria and indicators for assessing the urban growth/development potential from relevant academic literature and policy documents. The National Spatial Development Perspective (NSDP) (and National Spatial Development Framework) and the Northern Cape Provincial Growth and Development Strategy (PGDS) provide valuable guidelines in this regard;

- i. Statistically measure and compare the growth performance of the urban settlements and local municipalities in the Northern Cape;
- ii. Qualitative assessment of the economic base and place identity of these localities by engaging local stakeholders - in the process communities will have the opportunity to make input regarding their municipality/town's growth potential.
- iii. Index and categorise these settlements according to their development potential and human needs levels;
- iv. Make appropriate recommendations for appropriate decision-making and investment strategies to facilitate comprehensive rural development and performance management in the towns and municipalities.

3.4.2. The influencing factors for growth and development of towns

Towns originate to meet a particular need or provide a specific service for a specific community at an appropriate location. In this process urban settlements can be classified into a variety of functional types. The majority of towns in the Northern Cape fall into the group of central places (originally the reason for the establishment of Daniëlskuil), being service centres or market towns that meets the needs of the rural farming community for goods and services (Van der Merwe et al, 2005). Other

⁹ Socio-Economic Potential of Town Study - July 2018 by Maswala

settlements may have much more specific functions, such as those focussing on mining activities, such as both Daniëlskuil and Lime Acres or tourism attractions. It is a well-known fact that not all towns grow at a uniform rate or to the same size. Certain economic functions offer more opportunities for growth and prosperity than others. Over time natural resources may become exhausted and spatial economic relations could change due to technological innovations or altered political and economic policies (such as Owendale). Some urban settlements may be adversely affected and stagnate or decline while others may flourish, giving rise to regional inequalities and a sub-optimal functional settlement system.

Apart from the population migration patterns to and from towns, there is also inherent growth energy for a town in the natural increase of its inhabitants. In this regard the particular demographic and socio-economic structures (i.e. race, sex, age, occupation, income and level of education) have an effect on the birth and death rates of a town. A large and growing population, however, does not guarantee healthy economic growth, especially if the inhabitants are not able to apply economic initiative and labour force productivity. If the Human Development Index (HDI) of a settlement is very low a large and growing population can become a huge economic burden for a town and inhibit its development. A fundamental element of the individual town profiles in the above mentioned study was to expose the dominant economic base of each town to better understand and appreciate the town's development and socio-cultural potential.' By evaluating each town's rationale for existence, the individual settlements were qualitatively categorised according to the following economic base categories. Although towns usually have more than one economic base function, in these cases only the predominant function is highlighted as follow:

- i. Service centre: Traditional central place towns serving the daily needs of a surrounding farming community, e.g. providing educational, religious, shopping and professional services (Daniëlskuil falls into this category at present).
- ii. Agriculture centre: Related to traditional service centres are those towns with a substantial component of agriculture activities within the town structure (Papkuil falls into this category at present).
- iii. Residential centre: A dormitory town where people live permanently, but work elsewhere, or are jobless.
- iv. Recreational centre: Leisure activities undertaken by residents and tourists to exploit local natural and cultural recreation opportunities.
- v. Mining centre: Towns where mining activities provide the resource base for economic development (Lime Acres currently falls into this category).
- vi. Transportation centre: Towns where road, rail, air or water activities play a dominant role in their economic functioning.
- vii. Regional centre: Towns serving several lower-order settlements with higher-order services and goods over a relatively extensive spatial sphere of influence.
- viii. Diverse centre: Towns with a well-established and balanced economic base, incorporating a diversified amalgam of economic functions - such towns do not rely on only one or two sectors as their economic base.

The towns of Lime Acres and Daniëlskuil both fall into the Medium category for development potential on an individual basis. The higher the development potential, the population density and the human needs are categorised for a specific area, the more suitable the area is for large investment. The overall growth potential of individual towns must be interpreted within the context of their population sizes. The results do not imply that a relatively small town such as Ritchie will necessarily grow to the same size as other towns with similar growth potential (e.g. Kimberley). What it does imply is that Ritchie has a much higher potential for growth compared to other towns of a similar size. Conversely, it also implies that not all large towns necessarily have a high or very high growth potential. However, overall, the

towns with larger population sizes generally performed better in the Growth Potential Index, as numerous small towns in the Northern Cape have minute populations and are typically isolated.

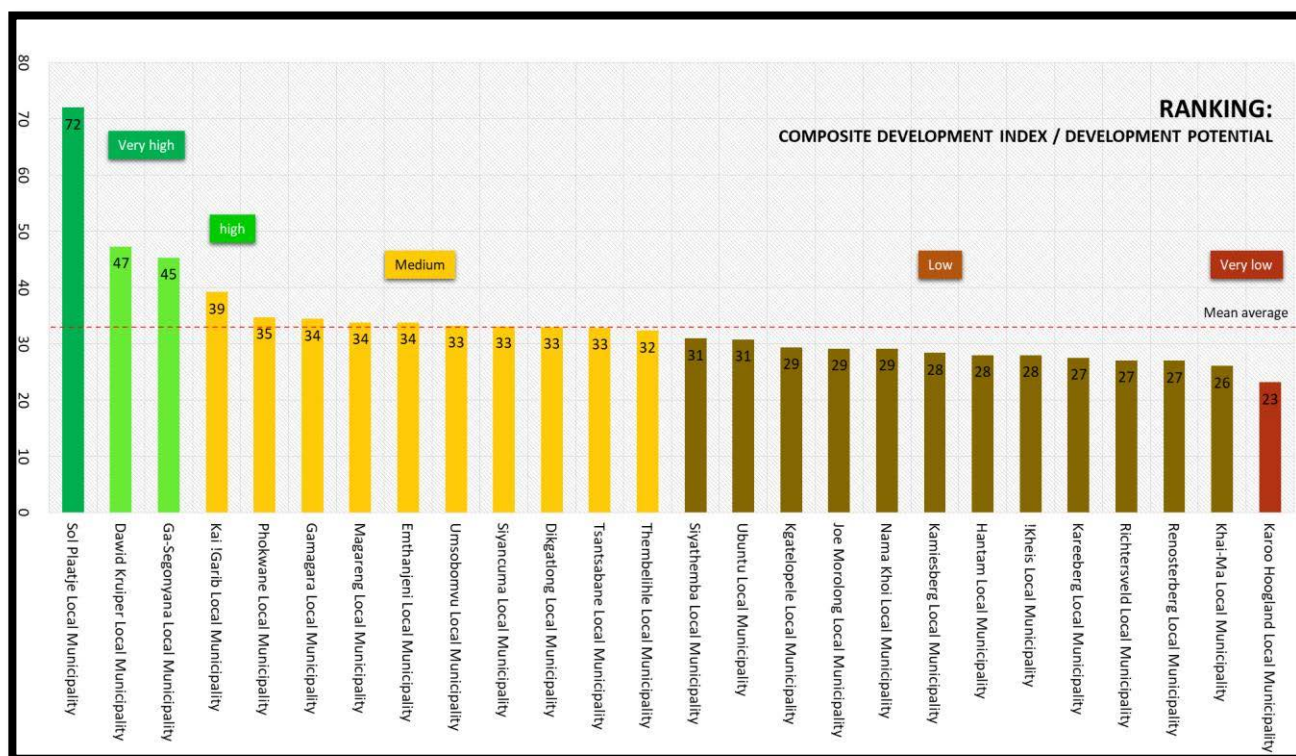


Figure 8: Composite Municipal Development Potential Index

with a low composite development potential. The SDF and LUMS must thus be focussed on the best development opportunities and combining all the efforts to structure development and sustainability in order to address the mentioned low potential. The next figure is the figure detailing the various municipalities and their development needs, which indicates that Kgatelopele LM has an above average and high need for development.

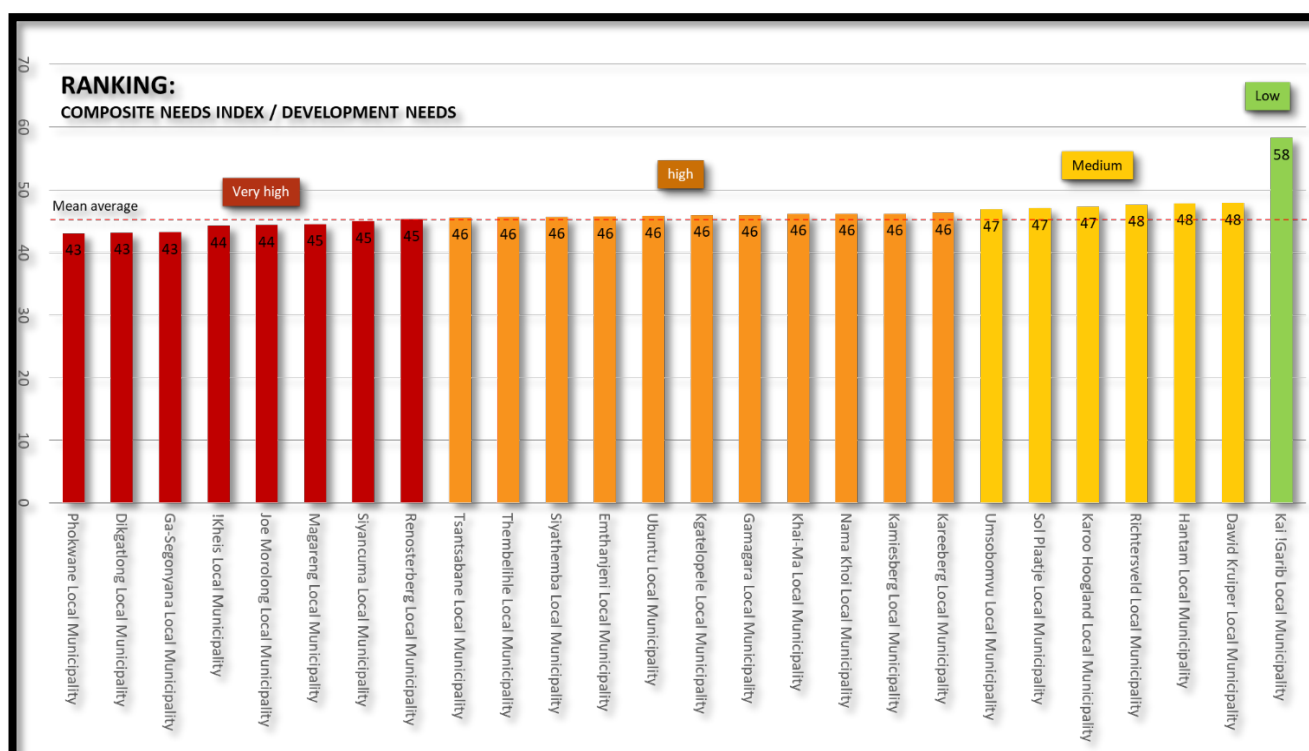


Figure 9: Composite Municipal Needs Index

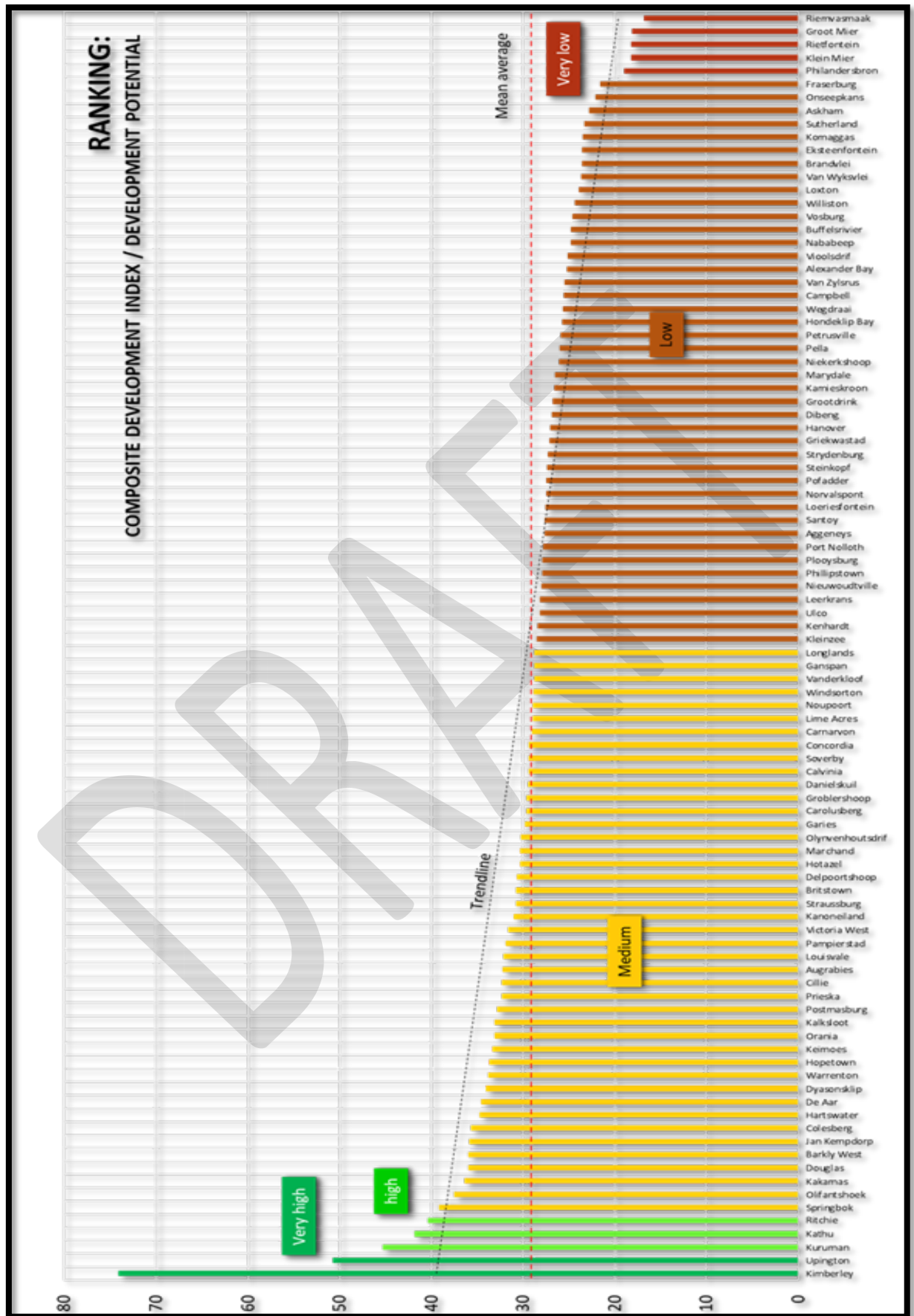


Figure 10: Town Rankings of Composite indexes.

Similar to the overall growth potential of individual towns, the overall human needs index must be interpreted within the context of their population sizes, and location. The results do not imply that a relatively small town such as Garies has the same level of human needs, then to the same size as other towns with similar human needs (e.g. Kathu). What it does imply is that Garies's human needs are relatively high, as a large percentage of the community is dependent on others. Conversely, it also implies that not all small towns necessarily have high or very high human needs. However, overall, the towns with larger population sizes generally have a higher index, as informal settlements or housing backlogs etc. are prevalent in these towns.

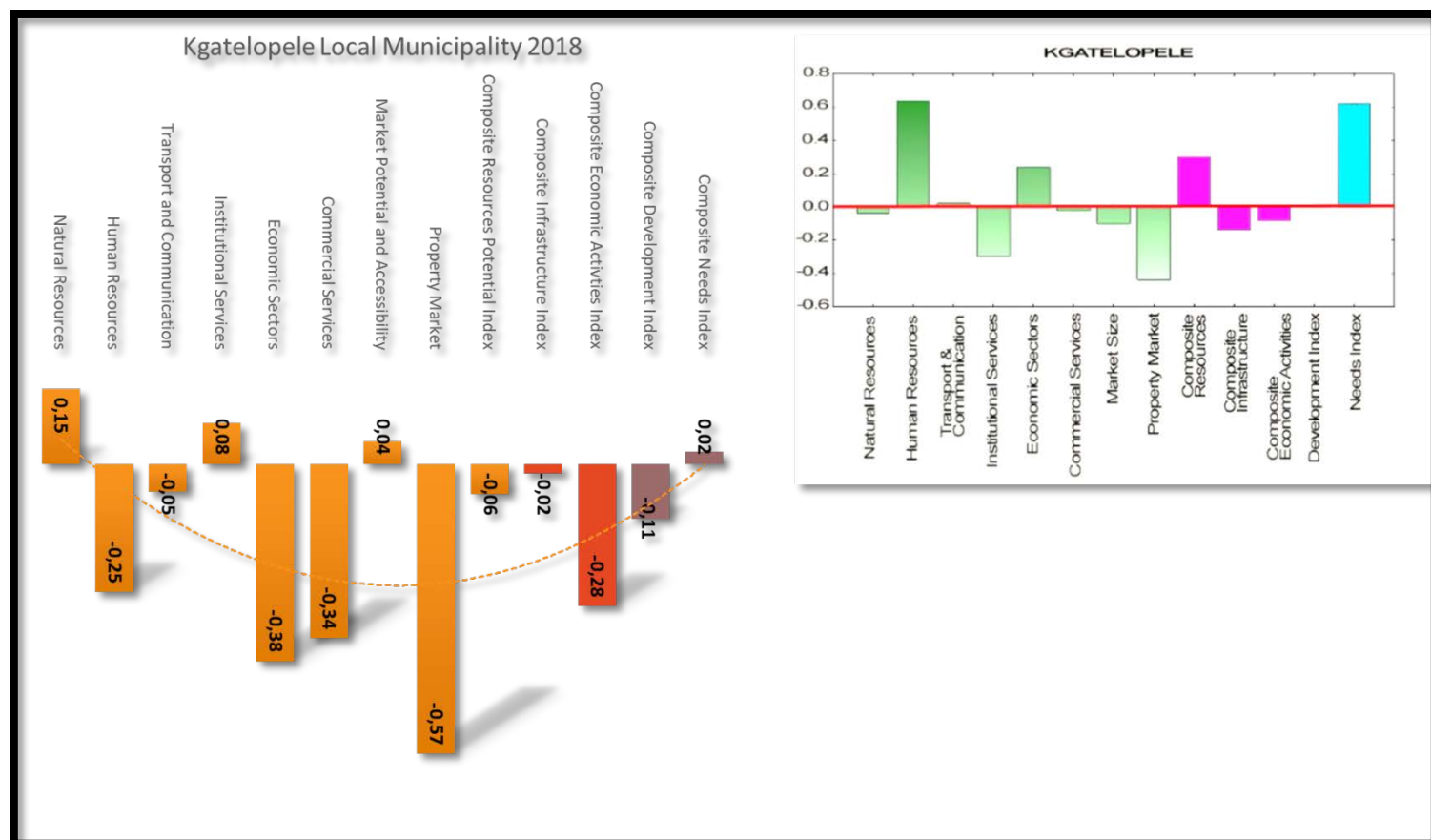


Figure 11: Overall socio-economic potential of the Kgatelopele Local Municipality

The results indicate a significant increase of the transport and communication infrastructure and institutional indexes. The overall profile indicates, despite the various fluctuations that the overall development potential has decreased slightly, indicating that the primary economic base is likely to experience fluctuations and be sensitive to external shocks. The data further indicates that the composite need index has increased. Daniëlskuil thus is characterised by a large population size, Mining economic base with low need, medium development need.

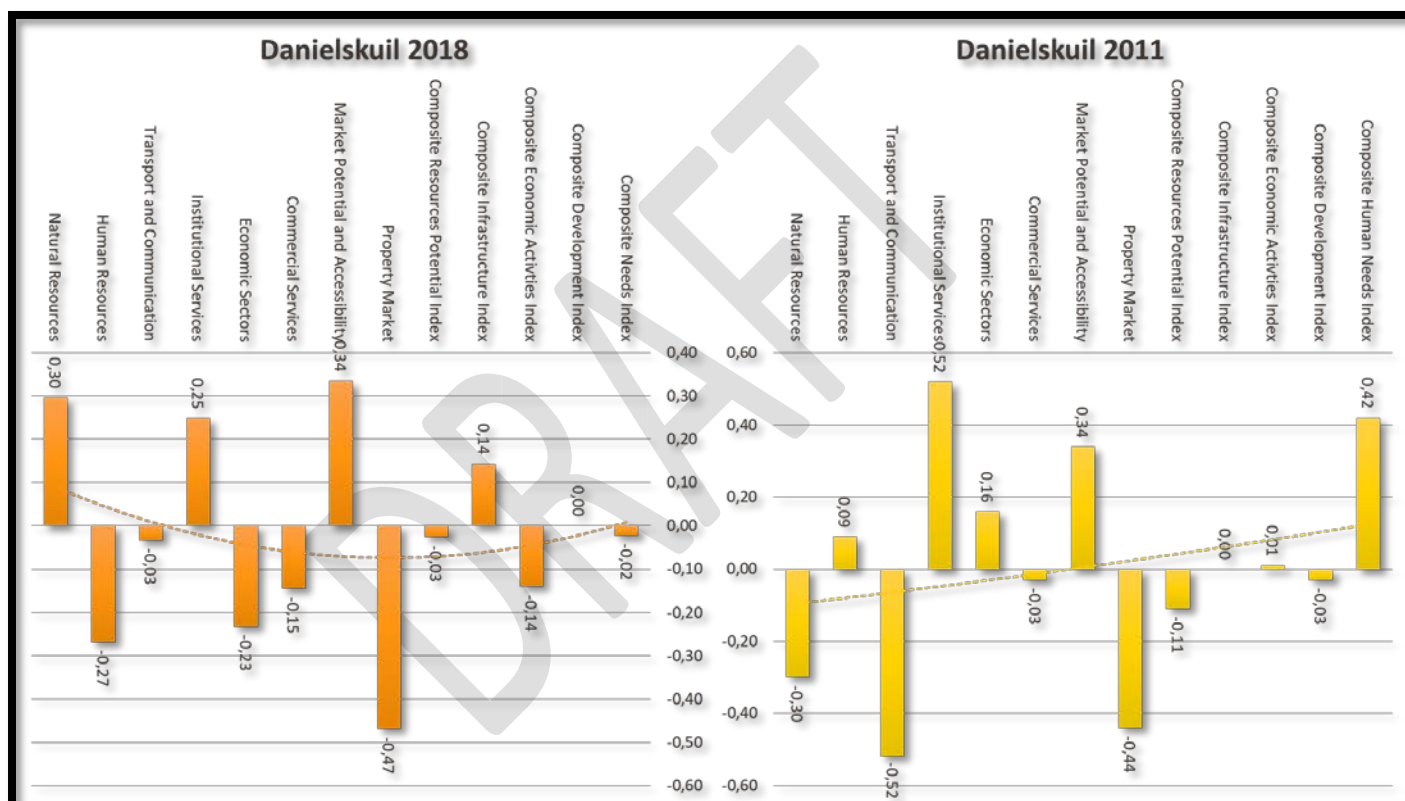


Figure 12: Daniëlskuil development potential summary

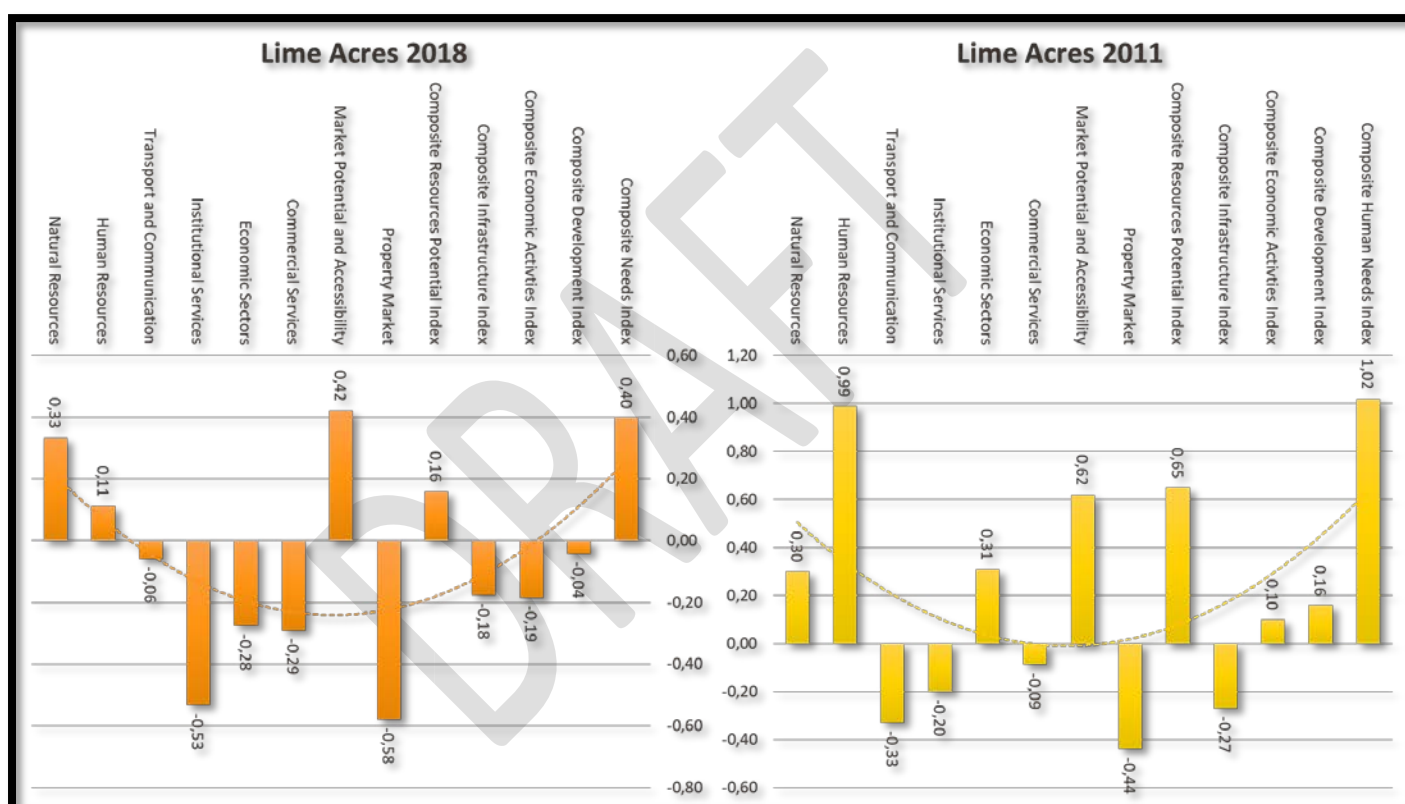


Figure 13: Lime Acres development potential summary

3.5. THE BIOPHYSICAL ENVIRONMENT

The spatial vision for the municipality is committed to the principles and adherence to the National Environmental Management Act, Act 107 of 1998 (NEMA) and forms an important link between bio-regional planning, the SDF and the LUMS. This document will aim to provide guidance in terms of the land development process in harmony with the protection of the environment. Sensitive areas have been indicated spatially where special consideration will have to be given to environmental protection in development.

3.5.1. Climate

The Northern Cape Province is mainly a semi-desert area with the western areas (including Namaqualand and Richtersveld), as well as a small section of the Green Kalahari and Calvinia, Nieuwoudtville and Loeriesfontein in the Upper Karoo fall into the winter rainfall area from April to September. The central and eastern areas of the province fall in the summer rainfall areas and experience thunderstorms during the October to April period. The Northern Cape’s weather is typical of desert and semi desert areas and forms a large dry region of fluctuating temperatures and varying topographies.

The annual rainfall is sparse, only 50 to 400mm per annum for most of the province, with the Kgatelopele region that falls within the 250 – 400 to 500mm segment of the province and thus falls in a higher rainfall area compared to the rest of the province, but still extremely low compared to the eastern sections of South Africa. In January, afternoon temperatures usually range from 34 to 40°C in the largest part of the province, which also includes the KLM area.

The coldest weather is experienced in the months of June to August and the hottest months between December and January. The influence of climate change and the future planning of areas for development can’t be denied. The design of residential areas in order for houses to be designed to face northwards is becoming more important and the inclusion of measures to ensure that developers take note of this is of utmost importance.

3.5.2. Geology and Soils

3.5.2.1. Regional Geology

According to the 1: 250 000 geological series (Exert & Figure 3), the sites are underlain by the following:

- The Ghaap Group (Transvaal Supergroup) in Griqualand West, which was deposited during the late Archean to the early Paleoproterozoic Era. The Ghaap Group is subdivided into four subgroups of different depositional composition, namely; Schmidtdrif (siliclastic-carbonate), Campbell Rand (carbonate rocks), Asbestos Hill (chert and Banded Iron Formation) and Koegas (submarine fans) Subgroups (Kendal et al, 2012).
- The Campbell Rand Subgroup is found in the immediate environs of Daniëlskuil and consists of nine formations. It is approximately 1600 m thick intercalations of limestone and dolomite

(Erickson et al, 2006). This is conformably overlain by the Asbestos Hills subgroup. The Kuruman Formation (Asbestos Hills Subgroup) is visible on the hills to the north and west of the site. Significant areas around Daniëlsskuil are covered by recent-age deposits of sandy soil, unconsolidated gravels/talus (Chert and Banded Ironstone), transported from the nearby hills, in places these deposits are very thick.

The larger area is shown to be covered by Quaternary sediments of the Gordonia Formation, Kalahari Group, (read unconsolidated Aeolian sand). The sand can be up to 30 m thick and consists of rounded quartz grains coloured by a thin coating of haematite. The group displays considerable lateral variation and not all the formations are present everywhere (Johnson et. al, 2006).

Pan sediments are largely derived from the Gordonia Formation and consist of brown to white, fine grained silts, sands and clays. In some pans clayey material mixed with evaporates is present, indicating the seasonal influence of shallow, saline groundwater.

Although pan sediments are generally young, they occur both above and beneath the unconsolidated sands of the Gordonia Formation (Johnson et. al, 2006). As far as deformation is concerned, the Campbell Rand Subgroup is intruded by numerous North-South trending dolerite dykes and is said to be displaced by Northeast-Southeast trending faults.

This tectonic movement in the subgroup is characterised by strike-slips, ductile deformation of the dolostone and numerous epigenetic unmineralised breccia. A number of lineaments cut across the area and a fault is inferred to the west of Site 2¹⁰.

3.5.2.2. Local Geology

Locally, the general geology of the site encompasses an overburden material; i.e. talus, colluvium, chert rich colluvium, lacustrine and alluvium, overlying dolomitic residuum which includes WAD and weathered dolomite overlying hard dolomite bedrock, of the Ghaap group (Transvaal Supergroup) and in a few areas dolomite outcrops (blue grey with alternate layers of chert). Aeolian deposits were also observed in the southern portion of Site 3. Pedogenic material, both ferricrete and travertine, were observed in Site 1 which is interpreted as a result of water level fluctuation (either iron rich in the case of ferricrete or calcareous rich in the case of travertine)¹¹.

3.5.2.3. Dolomite Risk

3.5.2.3.1. High Level Dolomite Risk Report

Preliminary dolomite risk reports were conducted by the Council of Geoscience regarding for all risk areas in South Africa, also discussing Daniëlsskuil and Lime Acres in KLM. The preliminary reports on the dolomite risk areas indicated specifically that Daniëlsskuil has possible areas of risk (see the detail reports of 2016 and 2017) and further reports had to be conducted. The report of Lime Acres indicated problems more to the east of town, influencing Sha-leje and further studies will have to be compiled.

¹⁰ February 2016 report no: 2016-0008 project number: co- 2016- 5799 Engineering geology competency council for geoscience.

¹¹ February 2016 report no: 2016-0008 project number: co- 2016- 5799 Engineering geology competency council for geoscience.

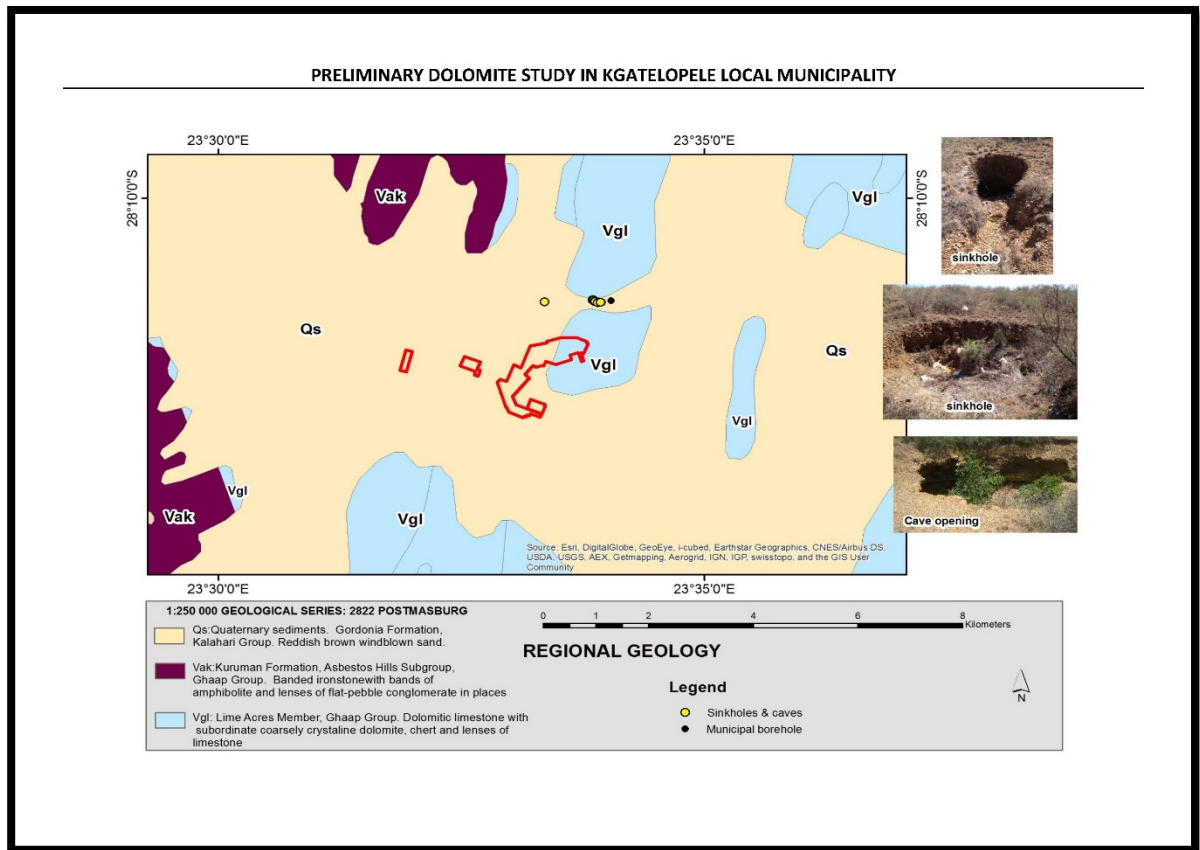


Figure 14: The Preliminary study done by the Council of Geoscience for Dolomite Risk areas indicating Daniëlskuil.

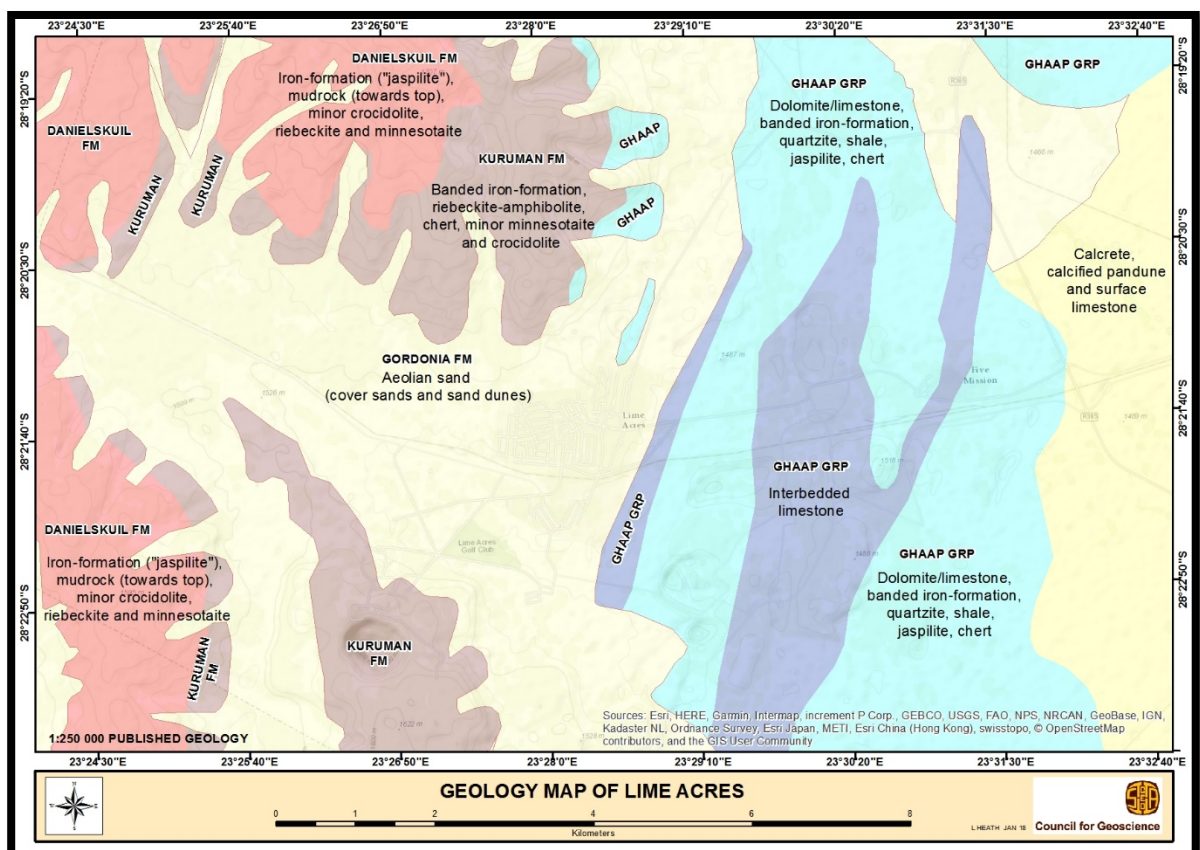


Figure 15: The Preliminary study done by the Council of Geoscience for Dolomite Risk areas indicating Lime Acres.

3.5.2.3.2. Site Specific Dolomite Report - Dolomite Stability Study 2016

The area of KLM is subject to dolomite areas and the challenges this poses for future development areas is one of the major challenges for township establishment. The Kgatelopele Local Municipality (KLM) appointed the Council for Geoscience (CGS) to conduct feasibility level dolomite stability and GFSH-2 geotechnical investigations in Danielskuil, Kgatelopele Local Municipality, Northern Cape Province, in accordance with the amended proposal of October 2014 following presentations to the municipality (the first study). Essentially, the municipality had identified three separate areas for investigation for subsidy housing purposes. The investigation consisted of geophysical surveys (gravity and magnetics), a near surface geotechnical investigation (test pit excavations, soil profiling, soil sampling and laboratory soils testing) and a dolomite stability investigation (rotary percussion borehole drilling). The investigation was aimed at providing the following:

- The overview of the geology and groundwater conditions of the site;
- The description and discussion of subsurface profiles from ground surface to dolomite bedrock;
- The assessment of Inherent Hazard Class for sinkhole and subsidence formation;
- The assessment of the dolomite bedrock morphology;
- The establishment of allowable development type, in terms of the National Standard (SANS 1936) with due cognisance of the Inherent Hazard Class; and
- The geotechnical issues to be considered for the development of the sites.

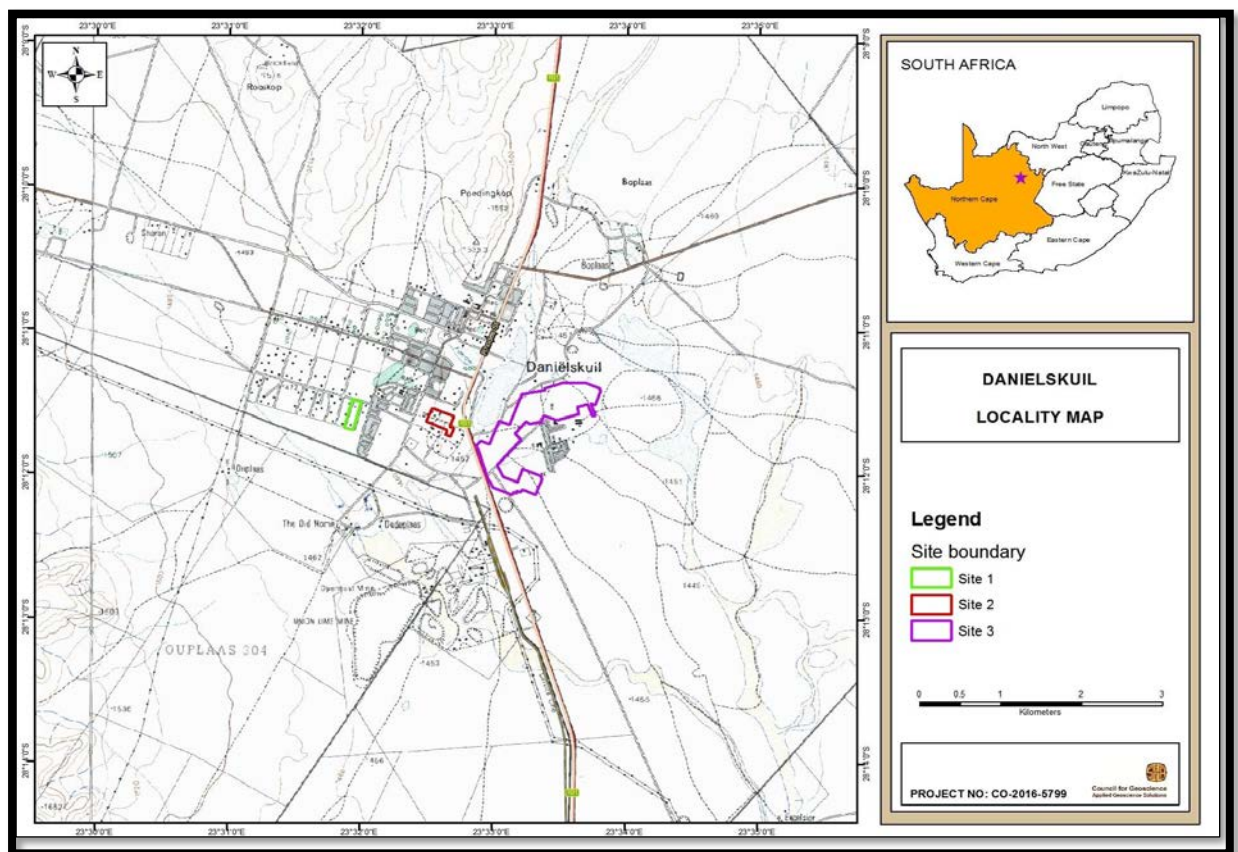


Figure 16: The location of the sited identified in 2016 for the Dolomite study.

A combined feasibility level dolomite stability and GSFH-2 Phase 1 geotechnical investigation report were prepared for all three areas. The use of the mentioned report and the site classifications for locations other than the sites identified, will in future require further investigation by a Geotechnical Engineer and/or Engineering Geologist to confirm the geotechnical conditions. The three sites are identified as follows from West to East:

- Site 1 (Stands 715 & 470): The site is approximately 4.28 ha in size and is located in Kuilville. It is bounded to the south by Stokroos street, by undeveloped stands to the west and east and an unnamed road to the north. The geographical coordinates at about the centre of Site 1 are E 23.53171°; S 28.19310°.
- Site 2 (Stand 4053): The site is approximately 6.08 ha in size and located in Kuilville. It is bounded essentially by Fabriek Road to the north and Industrie Road to the south. Formalised residential areas occur to the west and an open space exists to the east before the R31. The geographical coordinates at about the centre of Site 2 are E 23.54291°; S 28.19380°.
- Site 3 (Phase 1 & 2 areas and Stand 4431): The site is approximately 71.26 ha in size and is bounded by the R31 to the southwest, a quarry to the south, a formalised township (Tlhakalatlou) to the east and an open land and pans or low lying areas of non-perennial water exist to the east and north. The geographical coordinates at about the centre of Site 3 are E 23.55269°; S 28.19486°.

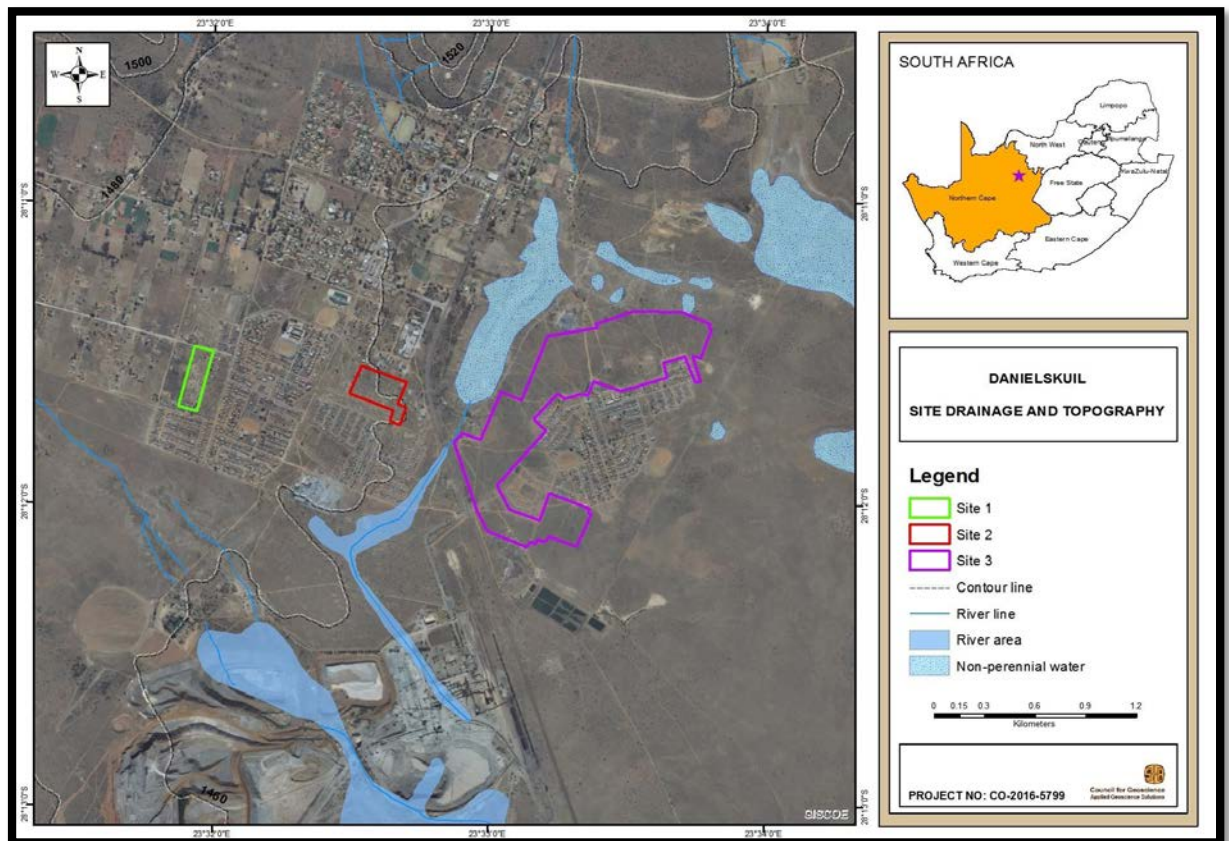


Figure 17: Site Drainage and topography of Site 1, 2 and 3, Daniëlskuil completed in the 2016 investigation.

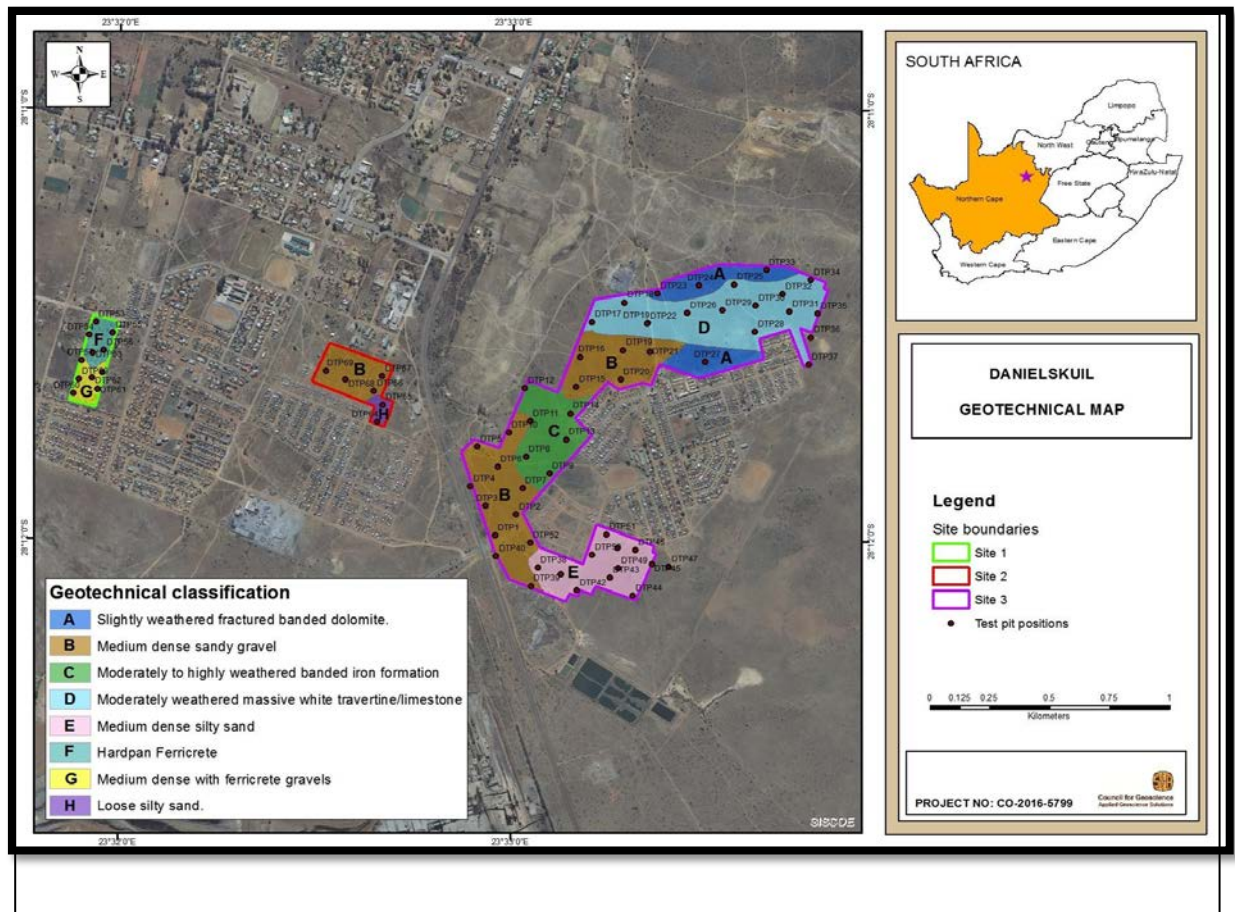


Figure 18: Geotechnical map for Daniëlskuil.

In general, a high-density residential development, i.e. 150 m² (RN1) stands, have a higher density of wet services and a greater chance of an undetected leak than a commercial development on the same property. Therefore, future development on the study area should take into cognisance the allowable land use densities shown in Appendix V as per SANS 1936-1 (2012) permissible land use tables.

- Site 1 is not considered suitable for residential development of any type as the majority of the site was classified as D4. Only certain types of commercial/light industrial may be considered as per SANS 1936-1 (Appendix V), subject to conditions.
- Sites 2 and 3 have pockets of developable land categorized as D3. These D3 areas could be considered for certain types of residential development (i.e. RN2 or RN3, greater than 300 m² stands), subject to the results of the required infill/supplementary drilling to confidently assess conditions and define boundaries. However, these sites (2 & 3) are not usually considered ideal for residential development as only isolated pockets could possibly be developed, which is not considered efficient for town planning, precautionary measures implementation and dolomite risk management purposes.
- It is recommended that a more suitable Greenfields site be sought for development of the required subsidy housing proposed by the Municipality.
- In general, a regional Dolomite Risk Management Plan is recommended for implementation by the Municipality as a whole. This should include groundwater monitoring, as existing developments within Daniëlskuil could be negatively affected by a continued decline in the groundwater level.
- Any signs of ground instabilities or subsidence should be reported immediately to the municipality, and remediated in accordance with SANS 1936-4 (2012).

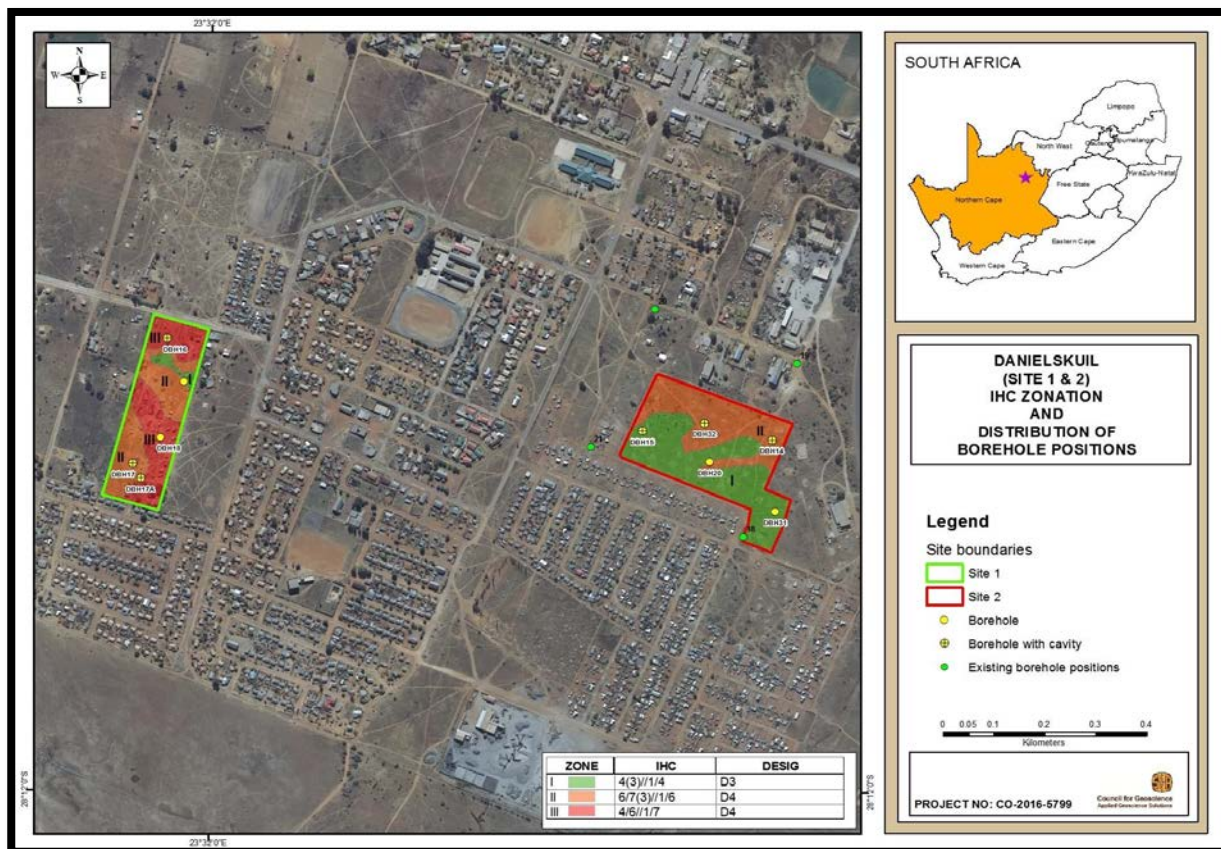


Figure 19: Summary of Sites 1 and 2 Dolomite Study.

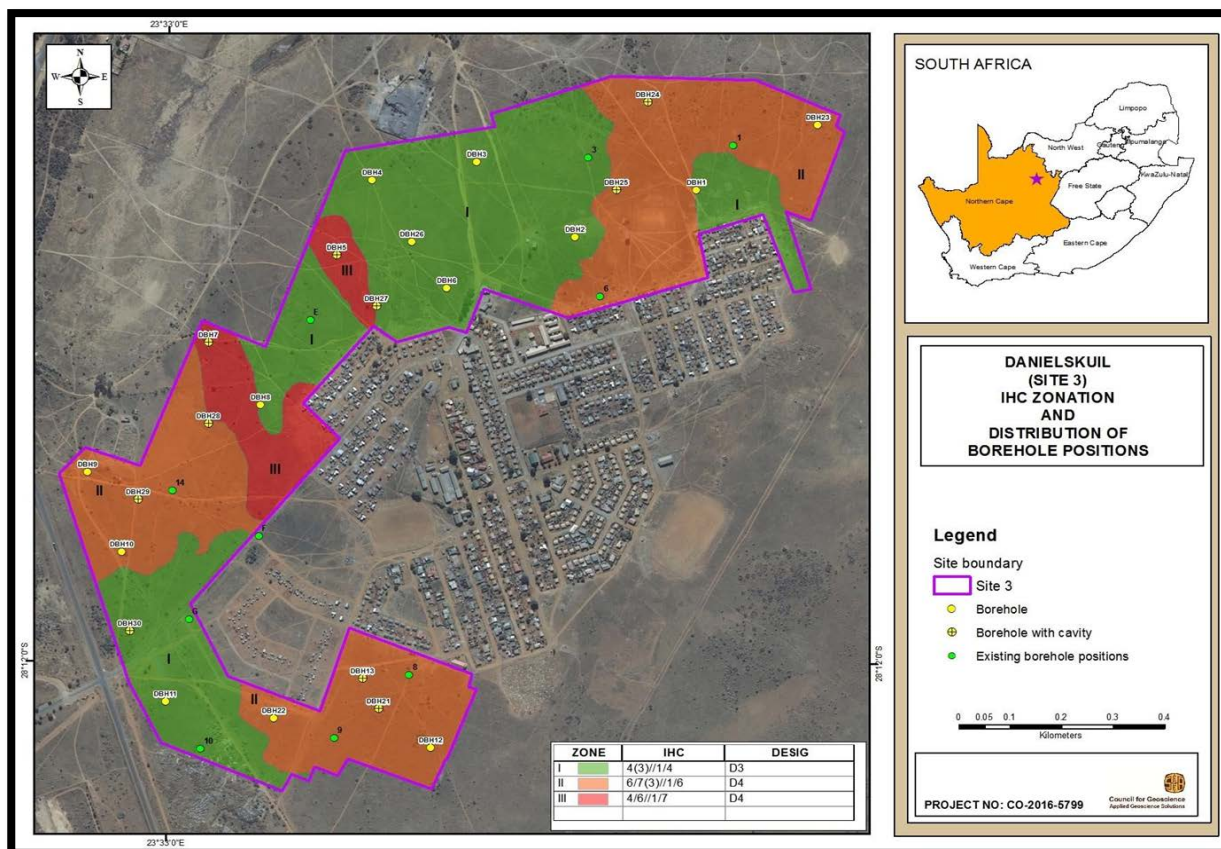


Figure 20: Site 3 Dolomite investigation Summary.

According to SANS 1936-1 (2012), in proposing suitable foundation types in a D3 area, consideration shall be given to the potential loss of support anticipated for the designated IHC based on the expected sinkhole size. Foundation design on such land shall provide sufficient structural integrity and stability to allow occupants to safely escape in the event of sudden loss of support under the foundations.

The provisional foundation design requirement on parcels of land categorized as D3 is that foundations should at least be able to span a 5 m loss of support and no residential housing development is allowed on land categorized as D4. However, this study is for feasibility purpose and more drilling is recommended for areas categorized as D3 to clearly define boundaries if development is considered in these areas.

3.5.2.3.3. Site Specific Dolomite Report - Dolomite Stability Study 2017

The Council for Geoscience was commissioned by the Department Co-Operative Governance, Human Settlements & Traditional Affairs Northern Cape (COGHSTA) to undertake a feasibility level dolomite stability investigation for 3 sites during the 2017 period, including the following:

- a) Daniëlskuil 1: The site is referred to as Portion 1 of Daniëlskuil, Northern Cape and discussed in the first section below. The site is approximately 95 ha in size and its surroundings are characterized by flat and gently sloping sandy plains. Surface slopes are towards the south-west and vary between 1.0% and 5.0%
- b) Daniëlskuil 2: The site is referred to as Portion 2 of Daniëlskuil, Northern Cape and discussed in the first section below. The site is approximately 158 ha in size and its surroundings are characterized with slopes less than 2 degrees have a risk of flooding. Old drainage channels and low-lying areas surrounding the sites would be prone to flooding.
- c) Daniëlskuil 3: The site is referred to as Portion 3, Daniëlskuil, Northern Cape and is approximately 296 ha in size and discussed in the section below. The site is an undeveloped, open field and is bounded by Tlhakalatlou Township and Idwala Lime Mine to the west and southwest, respectively.

The summary of this Portion 1, Daniëlskuil and the 2 areas identified in the figure below can be summarised as follow:

- a) Dolomite Stability Zone I and II categorised as D3 (orange and green in figure below).
Based on the assigned zonation of these portions of the study area and the content of tables in SANS 1936-1:2012, areas designated as D3 could be permissible for development of dwelling houses i.e. development types RN2/RN3, however for multi-storey dwelling units development will be subject to design level or footprint investigations. Additional precautionary measures applied to D3 areas are to be adhered to as detailed by SANS-3:2012. Foundations must be designed to accommodate a minimum of 5 m loss of support. This entails that for Portion 1 almost no residential development opportunities exist due to the location of the D3 areas and the problematic integration thereof with the existing town structure.
- b) Dolomite Stability Zone III categorised as D4 (red in figure below).
No residential development is permitted in these zones as they were classified as D4 but selected types of commercial or light industrial developments could be considered subject to SANS 1936-1:2012 further requirements and conditions. The D4 category will be identified and incorporated into the SDF for light industrial

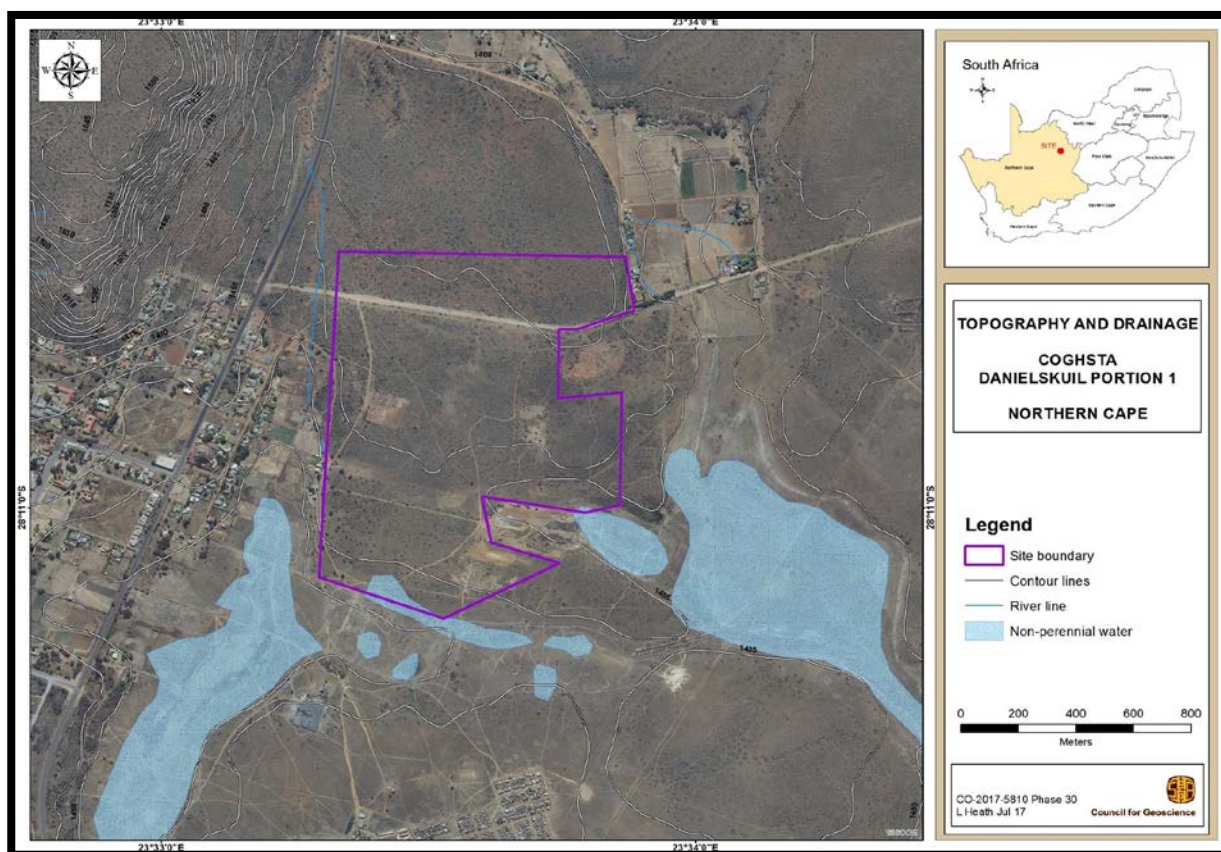


Figure 21: The location, topography and drainage of Portion 1, Daniëlskui (situated to the northeast of the town).

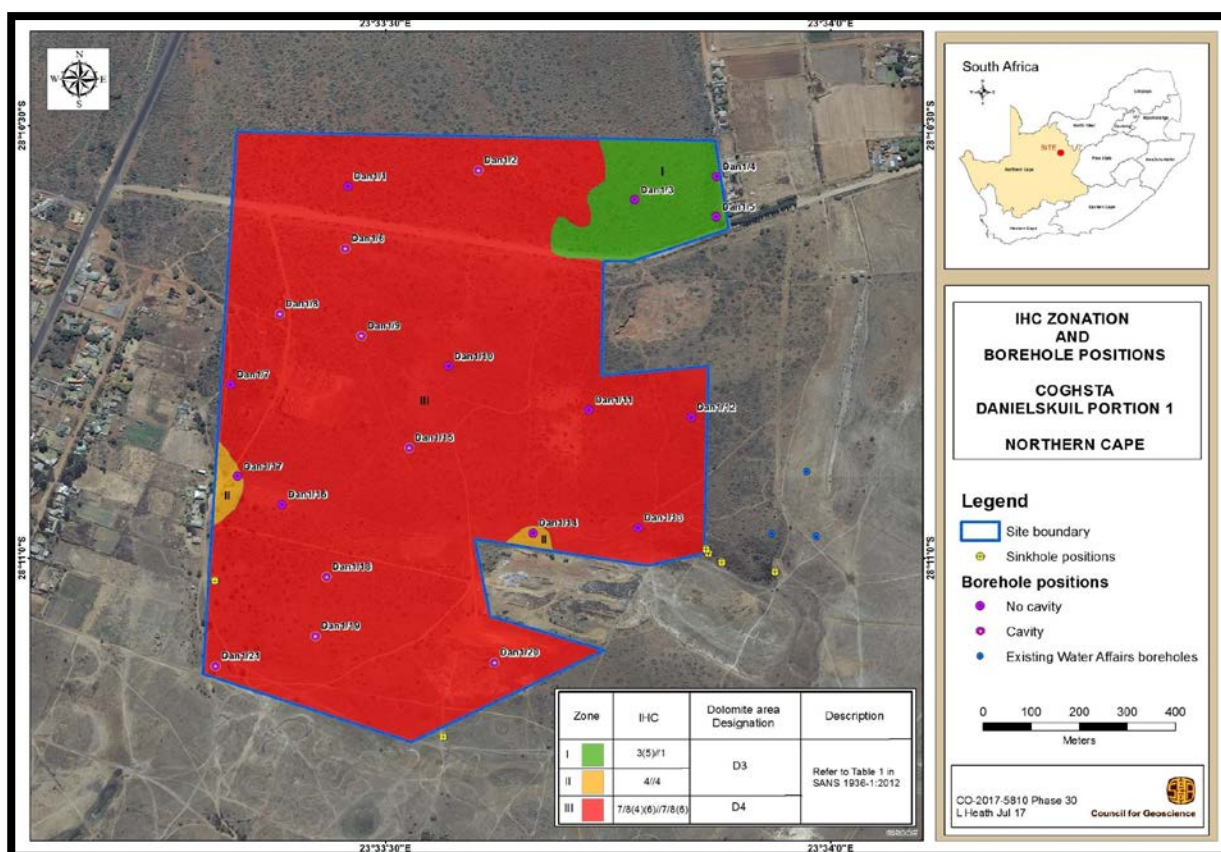


Figure 22: The summary of the Dolomite Investigation as done on Portion 2 Daniëlskui.

The summary of this Portion 2, Daniëlskuil and the areas identified in the figure below can be summarised as follow:

- a) One (1) geotechnical zone has been assigned to the site (Zone A: non-dolomitic) as shown in the figure below. The NHBRC classifications for the site can only be assigned once a near surface foundation investigation has been conducted.
- b) Areas with a slope greater than 12 degrees should not be developed due to potential slope instability problems.
- c) No unstable slopes were observed on site.
- d) Areas with a slope less than 2 degrees have a risk of flooding. Old drainage channels and low-lying areas surrounding the sites would be prone to flooding.
- e) The seismicity experienced in the area from Jan 2010 to July 2017 can be contributed to the mining activity (i.e. explosions) in the area and is likely responsible for most of these events.
- f) Based on the Seismic Hazard maps for natural as well as mining related seismicity by Fernanadez and du Plessis (1992) for South Africa, the site falls within the Seismic intensity V band with peak ground acceleration of less than 0.05 g.
- g) As the site has been classified as non-dolomitic, dolomite area designation and appropriate precautionary measures as prescribed by SANS 1936-3:2012 do not apply to this site.
- h) The department plans to develop subsidy housing on the site which classifies as dwelling houses according to NHBRC Home Building Manual (2015) and SANS 1936-3:2012. According to this manual a home builder which in this case is the department of Co-operative Governance, Human Settlements & Traditional Affairs Northern Cape (COGHSTA), Northern Cape, will need to conduct a near surface investigation for characterization of near surface horizons for foundations in accordance with the relevant provisions of SANS 634, Geotechnical investigations for township development.
- i) The foundation restrictions for development on dolomitic land and water precautionary measures, dolomite hazard management strategy development and monitoring activities as per NHBRC Manual (2015) and SANS 1936-4:2012 are not applicable to this site.

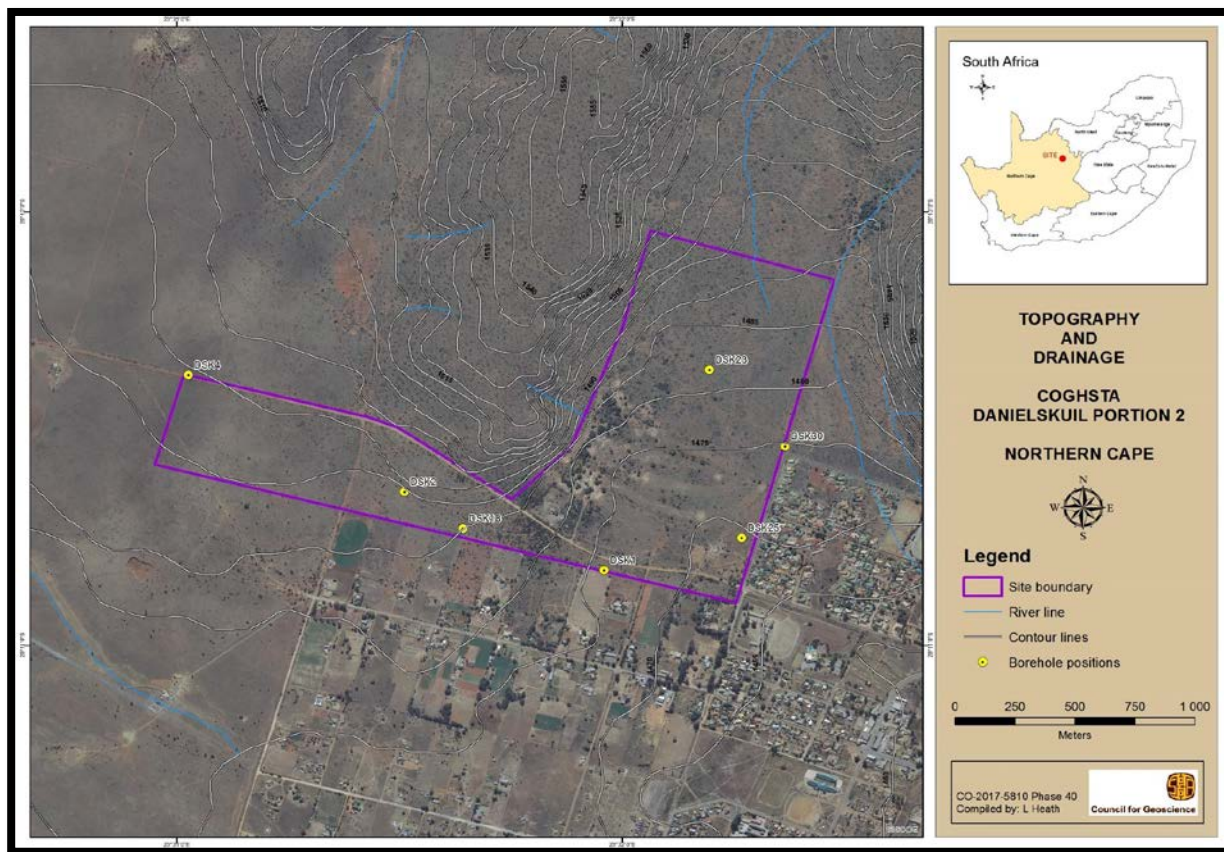


Figure 23: The location, topography and drainage of Portion 2, Daniëlskuil (situated to the west of the town).

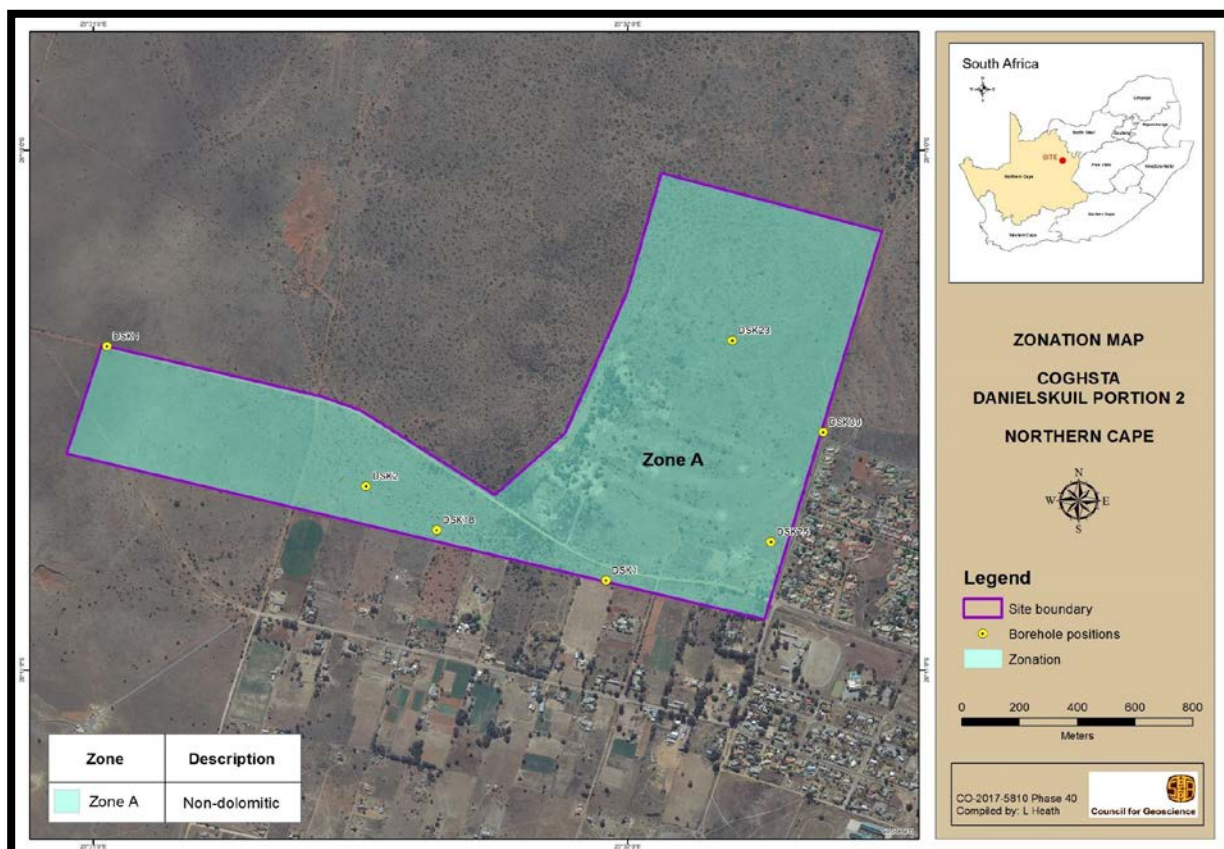


Figure 24: The summary of the Dolomite Investigation as done on Portion 2 Daniëlskuil.

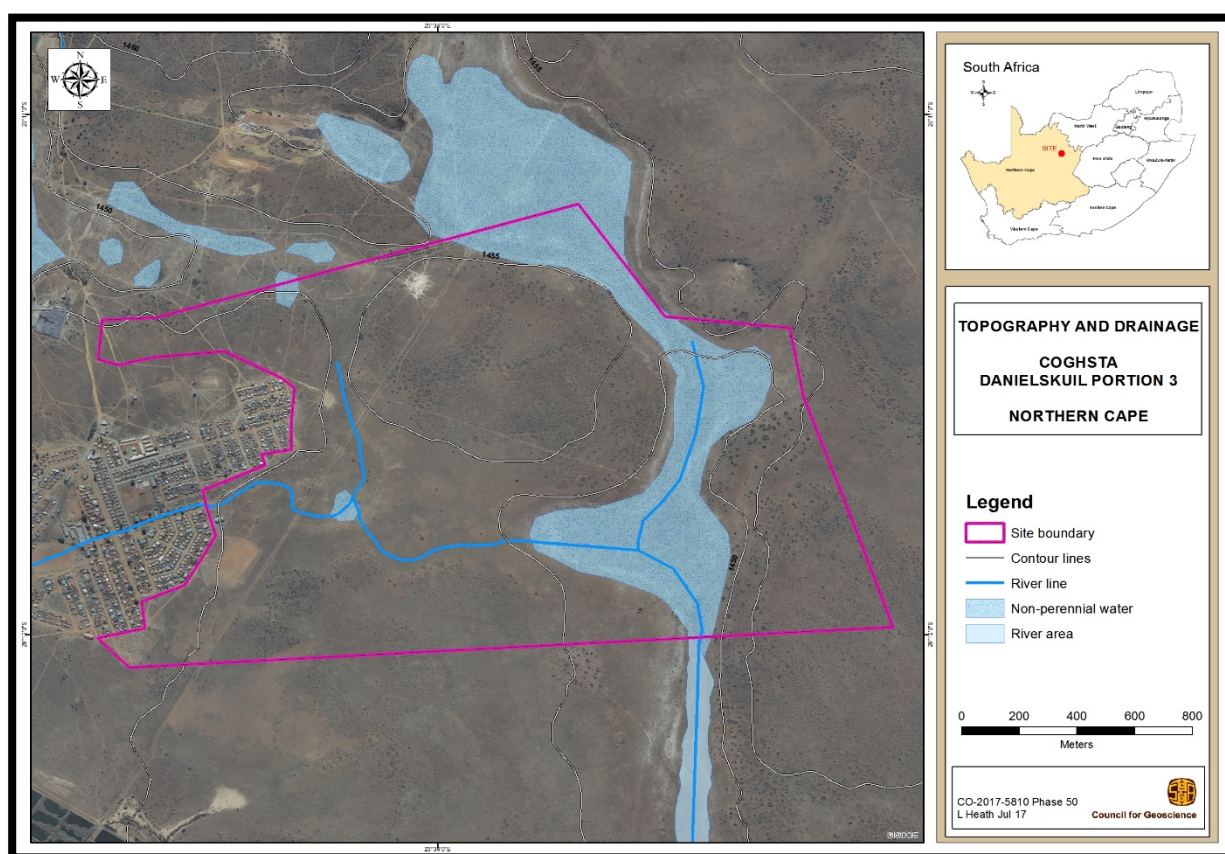


Figure 25: The location, topography and drainage of Portion 3, Daniëlskuil (situated to the east of the town).

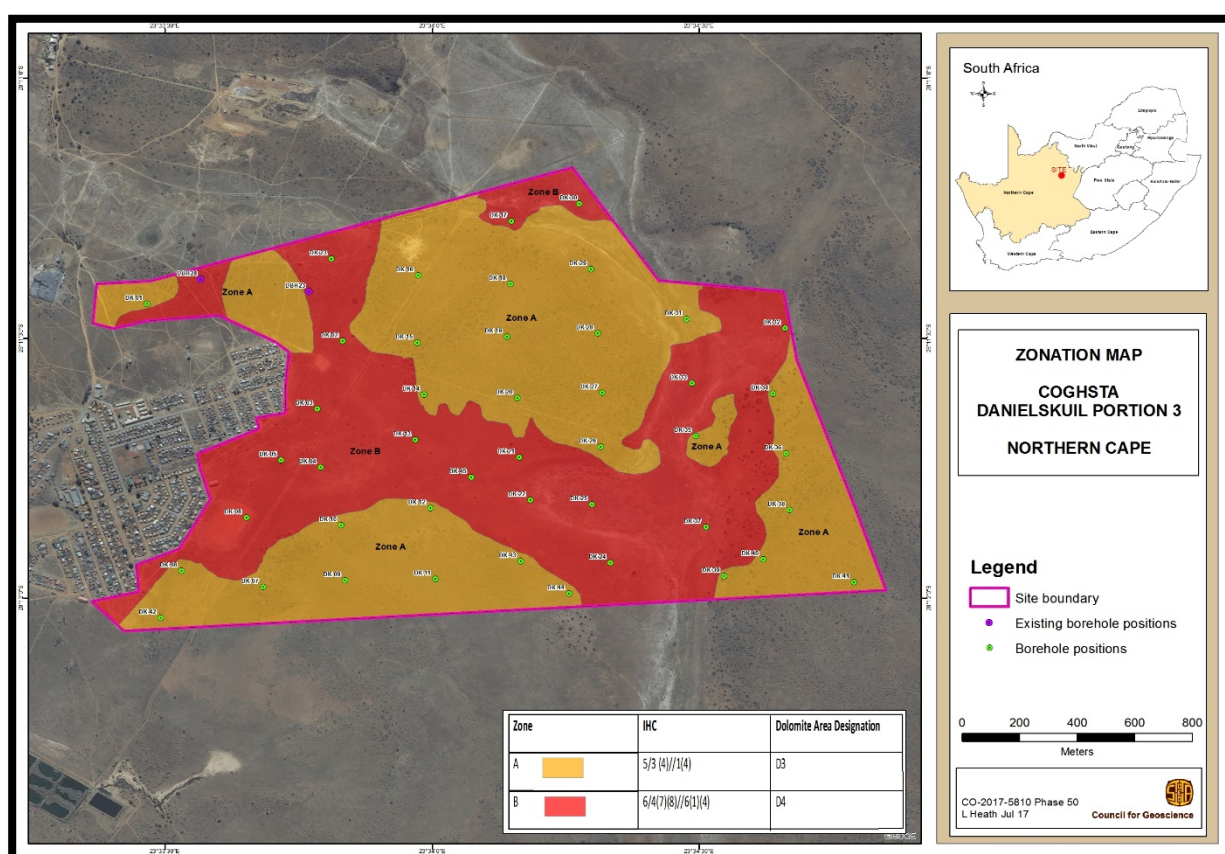


Figure 26: The summary of the Dolomite Investigation as done on Portion 3 Daniëlskuil.

The summary of this Portion 3, Daniëlskuil and the areas identified in the figure below can be summarised as follow:

- a) In general, a high-density residential development, i.e. 150 m² (RN1) stands, have a higher density of wet services and a greater chance of an undetected leak than a commercial development on the same property. Therefore, future development on the study area should take into cognisance the allowable land use densities shown in SANS 1936-1 (2012) permissible land use tables.
- b) Zone A: Dolomite Area Designation of D3. D3 areas are permissible for normal residential development (i.e. RN2 or RN3, stands greater than 300 m²). Any residential development types that are permissible for this zone, apart from the normal dwellings, can be looked at with the appropriate measures, according to SANS 1936-1:2012. Commercial/Industrial developments such as shops, schools and hospitals and Infrastructural developments such as roads, railway lines and reservoirs are permissible, but Dolomite Area Designation (D3) and footprint investigations would be required. According to SANS 1936-1 (2012), in proposing suitable foundation types in a D3 area, consideration shall be given to the potential loss of support anticipated for the designated IHC based on the expected sinkhole size. Foundation design on such land shall provide sufficient structural integrity and stability to allow occupants to safely escape in the event of sudden loss of support under the foundations. The provisional foundation design requirement on parcels of land categorized as D3 is that foundations should at least be able to span a 5 m loss of support.
- c) Zone B: Dolomite Area Designation of D4. An area designated D4 is not considered suitable for residential development of any type. Only certain types of commercial/light industrial and recreational facilities may be considered as per SANS 1936-1, subject to appropriate precautionary measures. Development on dolomite area designation D4 sites requires site-specific precautions additional to those contained in part 3 of SANS 1936. These precautions shall be determined and reviewed by the competent persons (Geo-professional and Engineer) as laid down in SANS 1936-1 for the development of such land.

3.5.2.4. *Precautionary measures and Way forward*

The prevention of sinkhole and subsidence formation is largely related to the control and or the removal of the triggering mechanism i.e. the prevention of ingress water/dewatering. According to NHBRC and SANS 1936-3 (2012) water precautionary measures must be implemented for the any development site. SANS 1936-1 requires the owners of the infrastructure on parcels of land categorized as dolomite area designation D2, D3 and D4 sites to implement appropriate Dolomite Risk Management Strategies (DMRS) in accordance with the principles and requirements of SANS 1936-4, in order to mitigate the risks associated with the development of such land. SANS 1936-1 also provides requirements for local authorities to establish, implement and maintain a dolomite risk management strategy. A Competent Person must be appointed to compile a site specific Dolomite Risk Management Strategy. Such a plan, which is considered beyond the scope of the studies and investigations done to this point, should define ongoing processes to manage water ingress and assign responsibilities to particular persons. Groundwater Monitoring should also form part of the DRMS.

A regional Dolomite Risk Management Strategy is recommended for implementation by the Municipality as a whole. According to Part 4 of the South African National Standard Number 1936, every Local Authority in whose jurisdiction a proposed development is located must establish, document, implement and maintain a Dolomite Risk Management Strategy. In order to implement such a system, a regional dolomite stability assessment must be undertaken. This assessment should underpin all the planning decisions of the Municipality. The Local Authority is therefore obligated to

comply with this standard. Any sinkholes, subsidences and/or structural damage that may occur in future should be recorded on the Dolomite Risk Management System of the Local Authority. The information that should be recorded is, inter alia:

- a) Type of feature: sinkhole, subsidence, ground cracks;
- b) Location: Stand and Street Number and name, GPS co-ordinates;
- c) Dimensions: width, depth breadth;
- d) Date/time of occurrence;
- e) Cause: leaking sewer, leaking, water mains, house connection etc.
- f) Details of structural damage, if any;
- g) Recommendations: evacuation, detailed investigations etc.
- h) Rehabilitation measures

It is important to note that the long-term dolomite stability conditions on the site are based on the vigilance towards surface and piped water control thereon. The responsibility of proper water control and the implementation of the dolomite risk management and maintenance plan in the long-term rests with the Municipality.

Figure 27: Simplified Geology of South Africa¹²

¹² <http://www.geoscience.org.za/images/Maps/rsageology.gif>

3.5.3. Hydrology

3.5.3.1. The Lower Vaal Management Area

KLM falls within the Lower Vaal Water Management Area (LVWMA) with the northern sections of the Municipality forming part of the Molopo River basin and the central and southern section's forming part of the Vaal River basin. The Lower Vaal water management area lies in the north-western part of South Africa and borders on Botswana in the north. Climate in the region is semi-arid to arid, with rainfall ranging from 500 mm to as low as 100 mm per year and evaporation reaching 2 800 mm per year towards the west. Streamflow characteristics are distinctly different for the three sub-areas. Flow in the Vaal River is perennial, fed by high rainfall and regulation upstream, the Harts River is characterised by highly intermittent runoff, and the Molopo and Kuruman Rivers are endorheic and typically cease to flow after some distance due to infiltration into the river bed and evaporation. Iron ore, diamonds and manganese are mined in the water management area. Farming activity ranges from extensive livestock production and rain fed cultivation to intensive irrigation enterprises at Vaalharts. Kimberley, which straddles the divide between the Lower Vaal and Upper Orange water management areas, is the largest urban centre in the area. Utilisable surface water resources in the water management area are limited to those supplied by the Vaal and Harts Rivers, both of which are fully regulated. Barberspan, an off-channel pan in the upper reaches of the Harts River, is a Ramsar wetland site. More than 50 per cent of the yield from natural water resources in the tributary catchments within the water management area is supplied from groundwater. At Sishen, groundwater abstracted in the process of de-watering the mine is also used for water supply, although it is recognised as being controlled mining of groundwater. Other localised over-exploitation of groundwater occurs in some areas. Water quality is of special concern in the lower reaches of the Harts and the Vaal Rivers because of the high salinity of leach water from the Vaalharts irrigation scheme. To counter this problem, better quality water is transferred from the Orange River to the Douglas Weir in the lower reaches of the Vaal River for blending purposes.

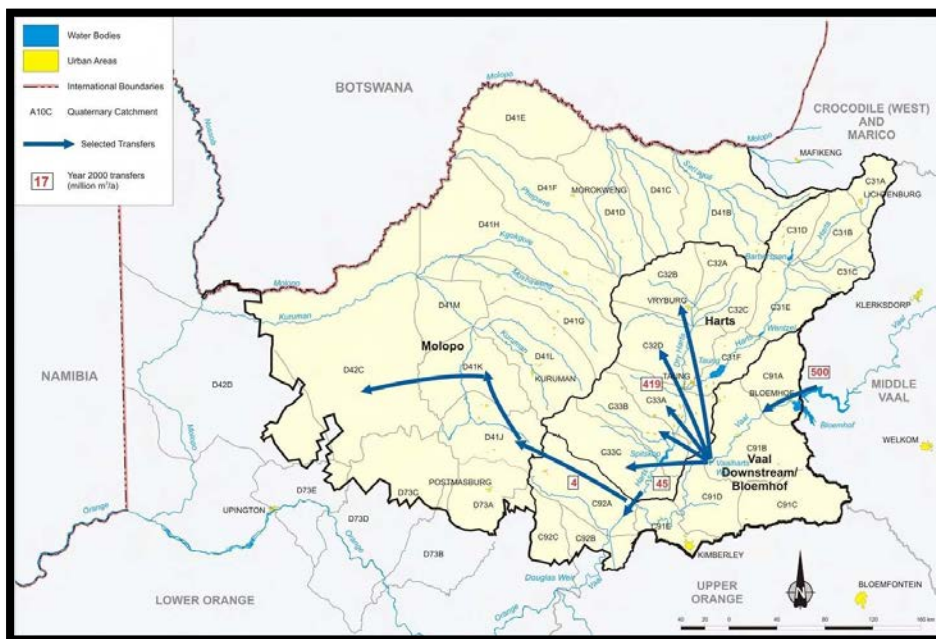


Figure 28: The Lower Vaal Water Management Area¹³.

¹³ DWAF Report No P WMA 10/000/00/0304

The Molopo River is an ephemeral tributary of the Orange-Senqu system which is an international river basin, shared by the Kingdom of Lesotho, the Republic of Namibia, the Republic of Botswana and the Republic of South Africa. The Molopo River receives most of its flow from tributaries in the Republic of South Africa, most of which have now been dammed for irrigation and urban water supply. As a result, inflow from these sources to the Molopo River, which forms the boundary between Botswana and South Africa, has become reduced and even non-existent in some years.

The Nossob River originates in Namibia and some dams have been constructed in the upper reaches. It later forms the south-western boundary between Botswana and South Africa down to its confluence with the Molopo River. There is no record of the Molopo River surface flows ever reaching the main stem of the Orange River. The reduction of flows in these sub-basins has placed a strain on the sustainability of rural activities in the south-western corner of Botswana and some parts of South Africa along the Molopo and Nossob Rivers. Different geological formations occur over the south-eastern part of the water management area, giving rise to a variety of soil types.

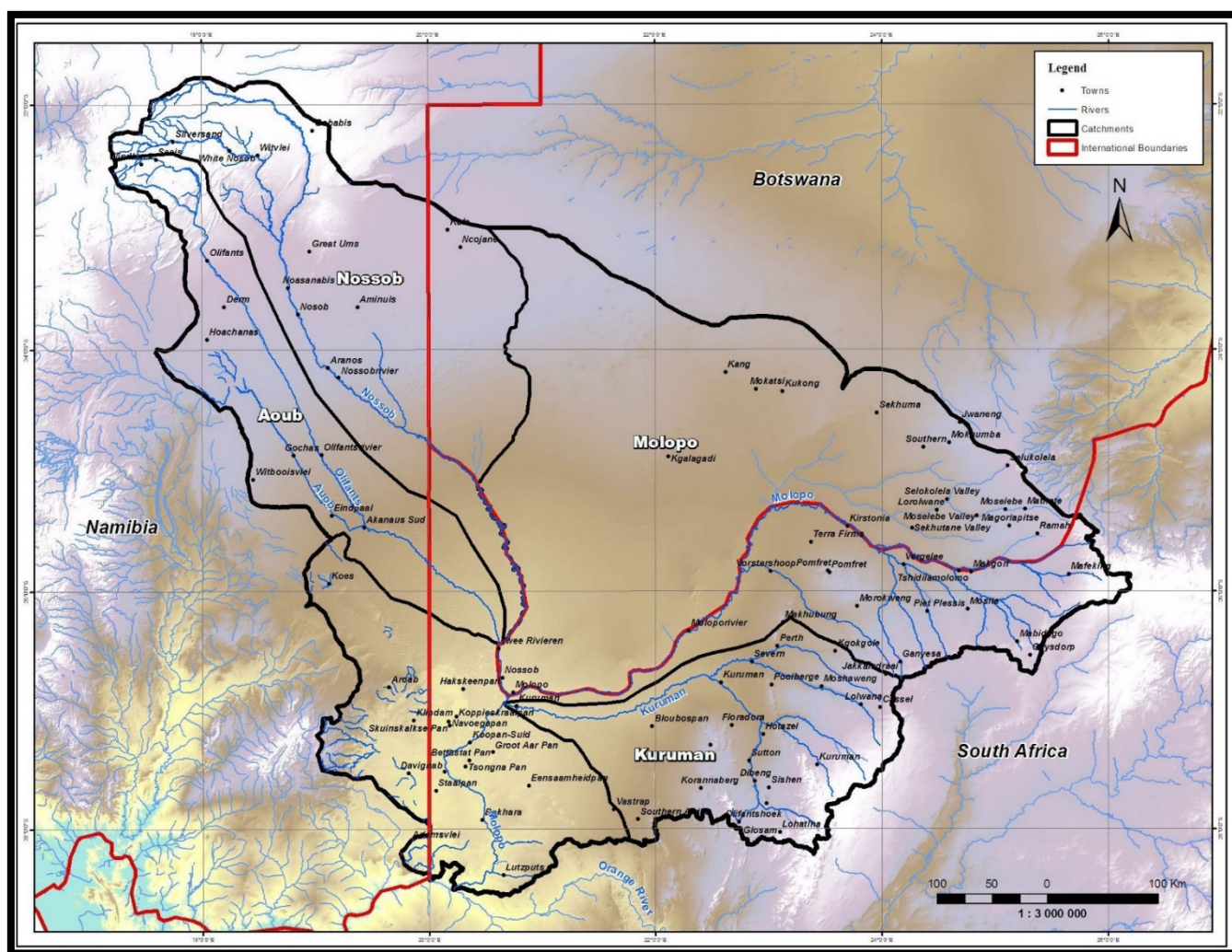


Figure 29: Molopo River Basin¹⁴

¹⁴ <http://projects.inweh.unu.edu/inweh/display.php?ID=5424>

The northern and western part, which corresponds remarkably well with the catchment of the Molopo River, is mainly underlain by sedimentary formations and covered by Kalahari sands. A large portion of the central and north-east corner of Lower Vaal WMA is underlain by the Transvaal Supergroup consisting of the dolomite, chert and subordinate limestone. This area is characterised by a high potential for groundwater with a 50 to 75% probability and accessibility throughout the dolomitic area. The groundwater level is between 8 to 20 metres deep on average. Rich diamond bearing intrusions occur near Kimberly with alluvial diamonds found in the vicinity of Bloemhof. Iron ore and a variety of other minerals are found in the central to south-western parts of the water management area.

3.5.3.2. Kuruman River

The Kuruman River originates south east of Kuruman, where it is fed by various springs, most notably the Great Koning Eye, Little Koning Eye and the Kuruman Eye. Originally, the river flows in a north-westerly direction over a distance of approximately 140 km, after which it turns west and flows parallel to the Molopo River, until it has its confluence with the Molopo River at Andriesvale, in close proximity to the Nossob/Molopo confluence. Various tributaries join the Kuruman River along its upper reaches, including the Ga-Mogara, Moshaweng, Mathlawareng and Kgokgole rivers. The Kuruman catchment is the only sub catchment within the Molopo-Nossob system which falls completely within the Republic of South Africa (RSA).

3.5.3.3. Molopo River

The Molopo River emanates from the area to the east of Mafikeng, where it is fed by various springs, most notably the Molopo Eye and the Grootfontein Eye. From here it flows in a westerly direction and essentially constitutes the border between South Africa and Botswana until its confluence with the Nossob. Several dry-bed, ephemeral streams join the Molopo stem along its upper reaches. These include localised tributaries from the south (South Africa) e.g. Setklagole, Phepane and Disipi rivers, which drain north-westwards towards the Molopo River, and tributaries from Botswana e.g. Ramatlabama and Melatswane, which drain westwards before joining the main stem of the Molopo River. The Molopo River is joined by the Nossob River at Bokspits and the Kuruman River at Andriesvale, immediately south of the Kgalagadi Transfrontier Park, from where it flows southwards before joining the Orange River about 300 km downstream.

3.5.3.4. Vaal River

The Vaal River (northern tributary of the Orange River, South Africa) originates at Sterkfontein Beacon near Breyten, in Mpumalanga Province and it flows for 1,210 km southwest to its confluence with the Orange River near the town of Douglas. The Vaal River middle section forms most of the Free State's northern provincial boundary and it is basically a plateau river and occupies a shallow riverbed. Most of the year its flow is minimal and the winter months can create the muddy colour for which the Vaal (“Gray-Brown”) is named. The river's flow is regulated by the Vaal Dam, 37 km upstream of Vereeniging and near Warrenton in the Northern Cape Province, water is diverted into the Vaalharts irrigation scheme that has dramatically changed the economic vitality of the specific area. The river's major tributaries are the Klip, Wilge, Vals, Vet, and Riet Rivers¹⁵.

¹⁵ <https://www.britannica.com/place/Vaal-River>

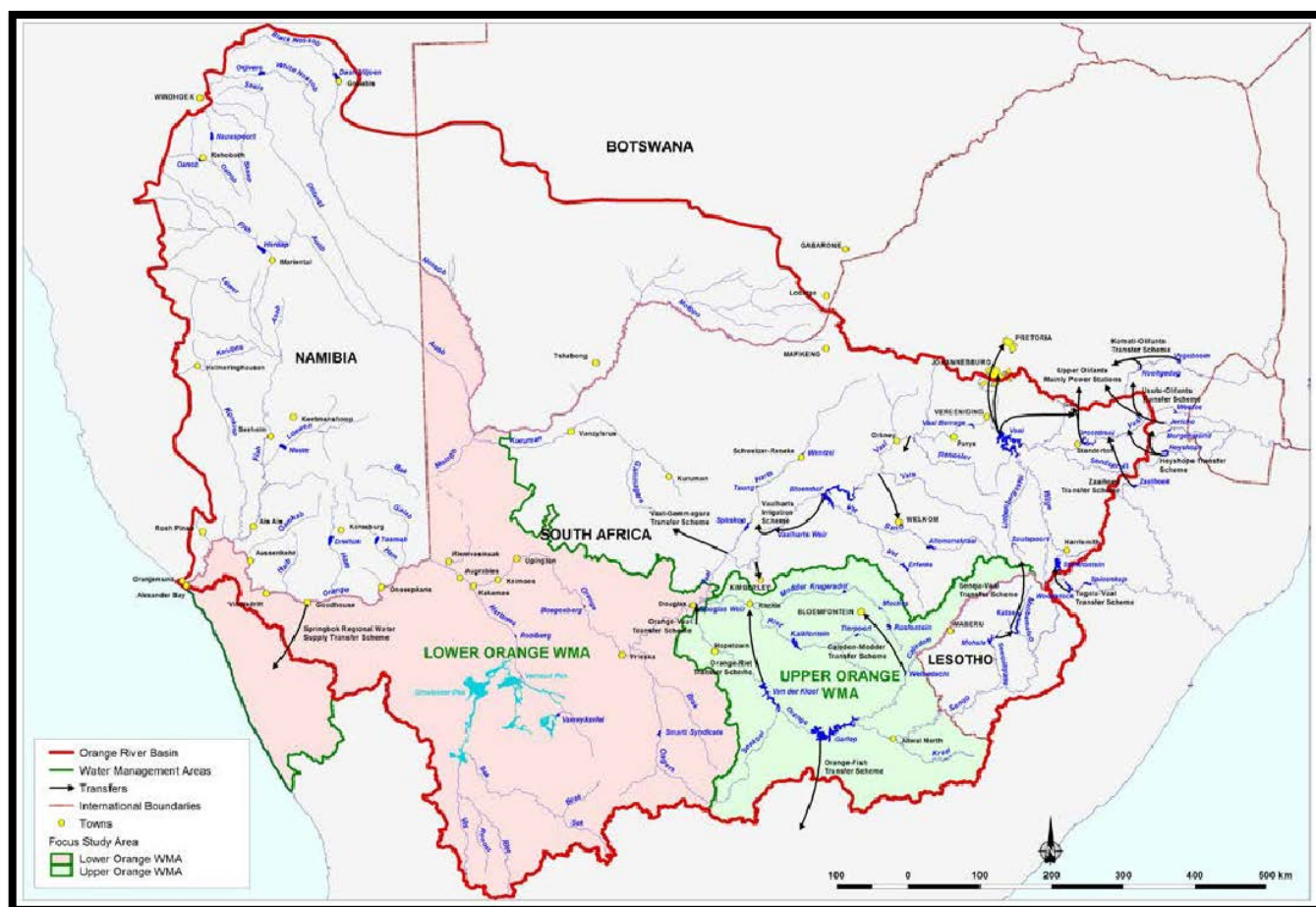


Figure 30: The summary map of the catchment areas of the Vaal and Orange Rivers combined.

3.5.4. Agriculture and Mining

These two sectors have been very important economic contributors to the area and currently the Mining sector provides job opportunities to the majority of the residents and contributes to the major economic factor.

3.5.5. Fauna and Flora

The Savanna Biome¹⁶ is the largest Biome in southern Africa, occupying 46% of its area, and over one-third the area of South Africa. It is well developed over the Kalahari region in KLM and it is also the dominant vegetation in Botswana, Namibia and Zimbabwe. It is characterized by a grassy ground layer and a distinct upper layer of woody plants. Where this upper layer is near the ground the vegetation may be referred to as Shrubveld.

¹⁶ <http://pza.sanbi.org/vegetation/savanna-biome>

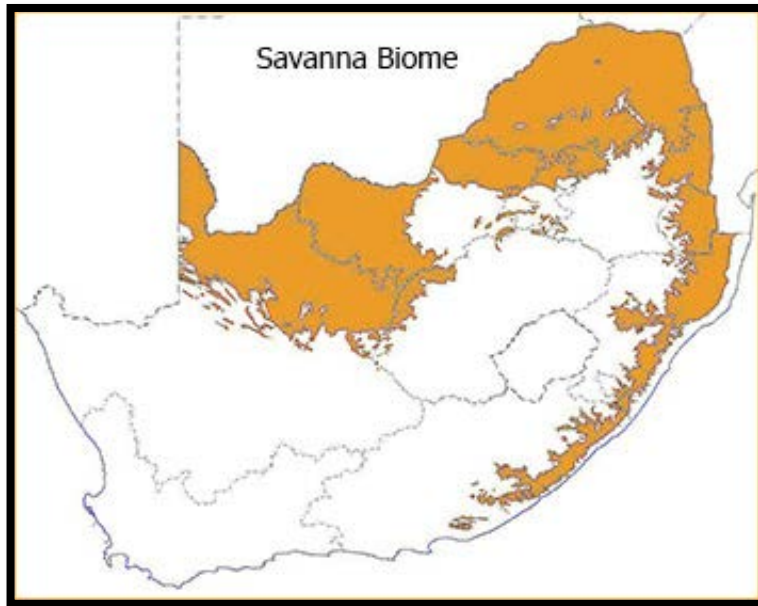


Figure 31: Savanna Biome in South Africa

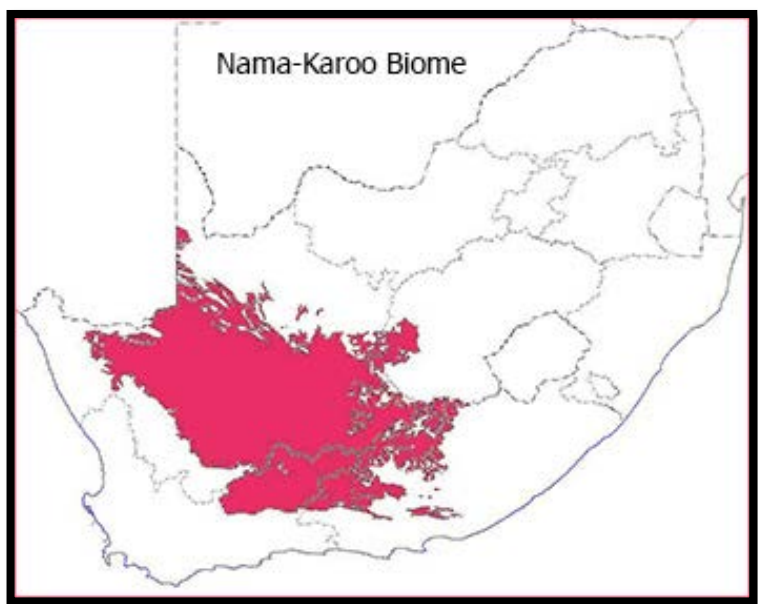


Figure 32: Nama-Karoo Biome in South Africa

The Northern Cape has unique vegetation consisting of the orange scattered field and the Kalahari-Dune field, with a large bio-diversity of plants and animal species, which are endemic to the respective field types. There is a predominance of Kalahari deciduous Acacia thornveld (open savannah of *Acacia erioloba* and *A. haematoxylon* as well as desert grasses) and shrub bushveld in the dry western half of the Northern Cape Province. The rocky soil is conducive to *Tarchonanthus* veld on the dolomite Ghaap Plateau. The northern and eastern regions reflect the greatest variability of vegetation types in the province. Vegetation types include sourish mixed bushveld (open savannah dominated by *Acacia caffra* and grasses of the *Cymbopogon* and *Themeda* types), turf thornveld and isolated pockets of Kalahari thornveld and shrub bushveld. The primary threats to biodiversity, ecosystem goods and services are habitat transformation and degradation, and invasive alien species. Many invasive species are well established and cause substantial damage, including: *Atriplex lindleyi* (Sponge-fruit saltbush); *Nummularia* (old-man saltbush); *Nicotiana glauca* (wild tobacco); *Opuntia ficus-indica* (sweet prickly

pear) and torreyana/velutina (honey mesquite). These alien invasive species cause threats of massive economic and social threats, in terms of our water security, the productive use of land, intensity of fires and floods, and ultimately the ecological integrity of the natural system.

The Nama-Karoo Biome occurs¹⁷ on the central plateau of the western half of South Africa, at altitudes between 500 and 2000 meters above mean sea level, with most of the biome located between 1000 and 1400 meters. More than 80% of the biome is covered by a lime-rich, weakly developed soil over rock. Although less than 5% of rain reaches the rivers, the high erodibility of soils poses a major problem where overgrazing occurs. Animal species still to be found on the numerous game farms in die KLM include Gemsbok (*Oryx gazelle*), Zebra (*Equus quagga*), Springbok (*Antidorcas maruspiasis*), Eland (*Taurotragus oryx*), Ostrich (*Struthio camelus*), Red Hartebeest (*Alcelaphus buselaphus*), etc. and the Kgalagadi Transfrontier park is home to a very large spectrum of species. Mammals such as Cape Grey mongoose (*Galerella pulverulenta*), Cape porcupine (*Hystrix africaeaustralis*), Bushveld gerbil (*Tatera leucogaster*), Springhare (*Pedets capensis*), etc. are also found in the municipal area.

3.5.6. Biodiversity

Biodiversity in the KLM area is seen as the variety and variability of living organisms providing us with a range of ecosystem services that supports the economy and way of living. Biodiversity is at present threatened and under pressure by normal habitat loss, due to unmanaged use of natural resources, urban development and climate change. In the KLM, it is crucial that further development in the area does not endanger the current biodiversity of this very unique and beautiful municipal area.

The SDF will focus on and further assist in ensuring the protection of the biodiversity in KLM, including all the communities, the rural areas including intensive and extensive farming communities, and the Mining areas within its borders. Future pressure and threats on biodiversity is to be expected in the future from the normal expansion of agricultural and mining activities, urban and township developments, the introduction of even more invasive species, the loss of habitat due to destruction or degradation, overexploitation of species, over exploitation of rivers and groundwater and climate change.

3.6. FRESHWATER ECOSYSTEM PRIORITY AREAS (FEPA)

3.6.1. Introduction

The National Freshwater Ecosystem Priority Areas (NFEPA) project was a collaborative process led by the CSIR, South African Biodiversity Institute (SANBI), Department of Water Affairs (DWA), the Water Research Commission (DWA), WWF South Africa, SANParks, as well as the South African Institute for Aquatic Biodiversity (SAIAB) and the Department of Environmental Affairs and Tourism. The NFEPA project aimed to identify a national network of freshwater conservation areas and to explore institutional mechanisms for their implementation.

¹⁷ <http://pza.sanbi.org/vegetation/nama-karoo-biome>

Freshwater ecosystems provide a valuable natural resource, with economic, aesthetic, spiritual, cultural and recreational value. The freshwater ecosystems in South Africa are declining at an alarming rate, largely as a consequence of a variety of challenges that are practical, socio-economic and institutional.¹⁸ KLM, with the Vaal/Orange and Molopo Rivers being influenced by this administrative area, should give special attention to NFEPA, as the Vaal and Orange Rivers (including the Molopo River) is the largest drainage system in South Africa and forms a very important factor for the livelihood of a lot of the residents of the Northern Cape Province. This imposes a certain responsibility onto the Municipality to protect the environmental integrity of freshwater ecosystems under their jurisdiction. The FEPA Rivers located across the municipal area need to be considered when dealing with the development of land and must always be taken into account with any application that is launched for any proposed development.

3.6.2.FEPA & Legislation

FEPA areas do not in themselves have any formal legal status, but some of the processes they inform may have such status. All organs of state are obliged to consider biodiversity in their decision-making and to make use of the most up-to-date information (**National Environmental Management Act, Act 107 of 1998**). Furthermore, all spheres of government must co-operate with, consult and support one another.

3.6.3.FEPA in KLM

In order to understand the sections below, it is important to consider the ecological classification categories of South African rivers and their condition. For the NFEPA project, categories A & B are regarded as river systems in good condition:

Ecological Category	Description	Colour Description
A	Unmodified, natural.	Light Blue, R = 36, G = 156, B = 255
B	Largely natural with few modifications. A small change in natural habitats and biota may have taken place but the ecosystem functions are essentially unchanged.	Green, R = 26, G = 183, B = 55
C	Moderately modified. A loss and change of natural habitat and biota have occurred but the basic ecosystem functions are still predominantly unchanged.	Light Orange, R = 255, G = 205, B = 73
D	Largely modified. A large loss of natural habitat, biota and basic ecosystem functions have occurred.	Red, R = 255, G = 76, B = 36
E	Seriously modified. The loss of natural habitat, biota and basic ecosystem functions are extensive.	Light Purple, R = 171, G = 169, B = 251
F	Critically/Extremely modified. Modifications have reached a critical level and the system has been modified completely with an almost complete loss of natural habitat and biota. In the worst instances the basic ecosystem functions have been destroyed and the changes are irreversible.	Light Purple, R = 171, G = 169, B = 251

Table 11: Ecological classification of South African rivers.

3.6.3.1. River FEPA and associated sub-quaternary catchment

River FEPA achieve biodiversity targets for river ecosystems and threatened/near threatened fish species, and were identified in rivers that are currently in good condition (A or B ecological category). Their FEPA status indicates that they should remain in a good condition in order to contribute to national biodiversity goals and support sustainable use of water resources. Although FEPA status applies to the actual river reach within such a sub-quaternary catchment, the marked area indicates that the surrounding land and smaller stream network needs to be managed in a way that maintains the good condition of the river reach. It is important to note that river FEPA's currently in an A or B category may still require some rehabilitation effort, e.g. clearing of invasive alien plants and/or rehabilitation of river banks.

3.6.3.2. Fish Support Area and associated sub-quaternary catchment

Fish sanctuaries in good condition (A or B ecological category) were identified as FEPA, and the whole associated sub-quaternary catchment is indicated. The remaining fish sanctuaries in lower than A or B ecological condition were identified as Fish Support Areas, and the sub-quaternary catchment is shown in medium green. Fish Support Areas also include sub-quaternary catchments that are important for migration of threatened or near-threatened fish species.

3.6.3.3. Upstream management area

Upstream management areas are shown in pale green. They are sub-quaternary catchment areas in which human activities need to be managed to prevent degradation of downstream river FEPA and Fish Support Areas.

3.6.4. Threatened Ecosystems

In 2009, the Department of Environmental Affairs drafted a list of threatened ecosystems in terms of the National Environmental Management: Biodiversity Act, Act 10 of 2004 (NEMBA). The threatened or protected ecosystems are listed as follows:

Critically Endangered (CR)	Ecosystems that have undergone severe degradation of ecological structure, function or composition as a result of human intervention and are subject to an extremely high risk of irreversible transformation.
Endangered (EN)	Ecosystems that have undergone degradation of ecological structure, function or composition as a result of human intervention, although they are not critically endangered ecosystems.
Vulnerable (VU)	Ecosystems that have a high risk of undergoing significant degradation of ecological structure, function or composition as a result of human intervention, although they are not critically endangered ecosystems or endangered ecosystems.
Protected	Ecosystems that are of high conservation value or of high national or provincial importance, although they are not listed as critically endangered, endangered or vulnerable.

Table 12: Threatened ecosystem categories

The purpose of listing threatened ecosystems has been identified as being to primarily reduce the rate of ecosystem and species extinction. The idea is to preserve witness sites of exceptionally high conservation value. For both threatened and protected ecosystems, the purpose includes enabling or facilitating proactive management of these ecosystems.

3.6.5. Implications

The four main implications of listing an ecosystem are as follow:

- i. Planning related implications, linked to the requirement in the Biodiversity Act for listed ecosystems to be taken into account in municipal IDPs and SDFs.
- ii. Environmental Authorisation implications, in terms of NEMA and EIA regulations.
- iii. Proactive management implications, in terms of the Biodiversity Act.
- iv. Monitoring and reporting implications, in terms of the Biodiversity Act.

From the above it becomes clear how the inclusion of the listing of ecosystems is a key priority in the SDF. River ecosystem classification has been spatially indicated in this SDF and procedures for development in proximity of these areas will be explored in the spatial vision and implementation framework.

3.7. THE BUILT-ENVIRONMENT

3.7.1. The communities of Kgatelopele Local Municipality

KLM comprises of various towns and communities within its borders (4 clearly identifiable communities in 4 different Wards that formed part of the SDF and LUMS process) and each of them plays an important role in the total functioning of the economy, community vibrancy and service delivery. These communities include various sizes from the larger Daniëlskuil area to the smaller communities.

For the purpose of the SDF document, the existing land uses of every erf in every community were captured on the LUMS and the GIS to form the backdrop and basis of this whole document. This process formed an important step in the formulation of the future spatial plans of each community and the municipal area as a whole, also indicating future growth and development possibilities. The SDF document (Section A pertaining to the written document and Section B pertaining to the visual representation and maps) includes all of these communities in the detail discussions and descriptions and can be categorised as follow:

i. Local Towns (D.b.) of KLM SDF:

a) Daniëlskuil (includes Kuilsville and Tlhakalatlou);

- 1) The town is located on the eastern side of the foothills of the Kuruman Mountains and it is the presence of the lime within the mentioned mountain range that would lead to the establishment and growth of the town to its current status and size. The name of Daniëlskuil originated from a natural pit or ‘kuil’ in the dolomite structure of the area in the vicinity of the town and linked to the Biblical story of Daniël, who ended up in such a pit or ‘kuil’. The pit or ‘kuil’ was used to imprison people in the past¹⁹ and people were held in this ‘kuil’ under severe and extremely poor conditions. Interestingly, Daniëlskuil boasts the first documented case of cigarette smoking in South Africa. In June 1823, the Korana and San leaders were rather shocked when traveller George Thomas had the audacity to pass on the traditional peace pipe in

¹⁹ Kgatelopele Municipality Spatial Development Framework 2010- 2015.

favour of tobacco wrapped in paper. Sadly, Daniëlskuil was also the first town in the area where asbestos related diseases were reported in 1942²⁰. The town was established from 1892 (official status) to 1915 under the colonial British expansion that took place during the diamond rush era and the town provided a service centre to the surrounding farmers for over 80 years.

- 2) Other sources quote the name of the town as ‘Koup’ and ‘Tlakalatlou’ (seTswana for ‘elephant’s reed’ and the name, ‘Daniel’s Den’ was first found in documents by the missionary, Campbell, in 1820²¹.
- 3) The town benefited from the discovery of diamonds in the Lime Acres area and asbestos in the Owendale area, but it was not until the establishment of the Ouplaas Lime Mine (Idwala Lime) in 1974 and the rather large-scale mining of lime that led to its growth and development over the past 4 decades.

ii. Rural Settlements (D.c) Smaller formalised towns and communities of KLM:

a) Lime Acres (includes Shaleje and Norfin);

- 1) It is reported that in 1930 Mr. HS Richter discovered diamonds on the farm Brits, but the farm was state owned and as such prospecting for precious stones illegal. Pretending to prospect for asbestos, Mr. Richter continued his investigation of the kimberlite and it is reported that in 1939, due to an argument between himself and some of his partners, led to him being fined about R40 in the Griekwastad magistrate’s court for prospecting illegally.
- 2) Several other prospectors saw the potential of Brits for diamonds, but it was only after the law was changed in 1960, that three broke partners, Mr. Willie Schwabel, Mr. Brahm Papendorf and Mr. Thorny Fincham²² were able to continue to prospect for diamonds. Within the first two hours of the first wash they found 26 diamonds. In 1962 De Beers was showing interest and subsequently bought the mine, opened the Finch pipe in 1964 and erected a treatment and recovery plant.
- 3) Today Lime Acres still provide a mainly residential function with most of the residents being part of the mining sector to some extent. The town is in process of formalisation and the transfer of properties is an ongoing process.

²⁰ <https://www.sa-venues.com/attractionsnc/danielskuil.php>

²¹ <http://experiencenortherncape.com/visitor/cities-and-towns/danielskuil>

²² <http://www.greenkalahari.co.za/index.php/lime-acres>

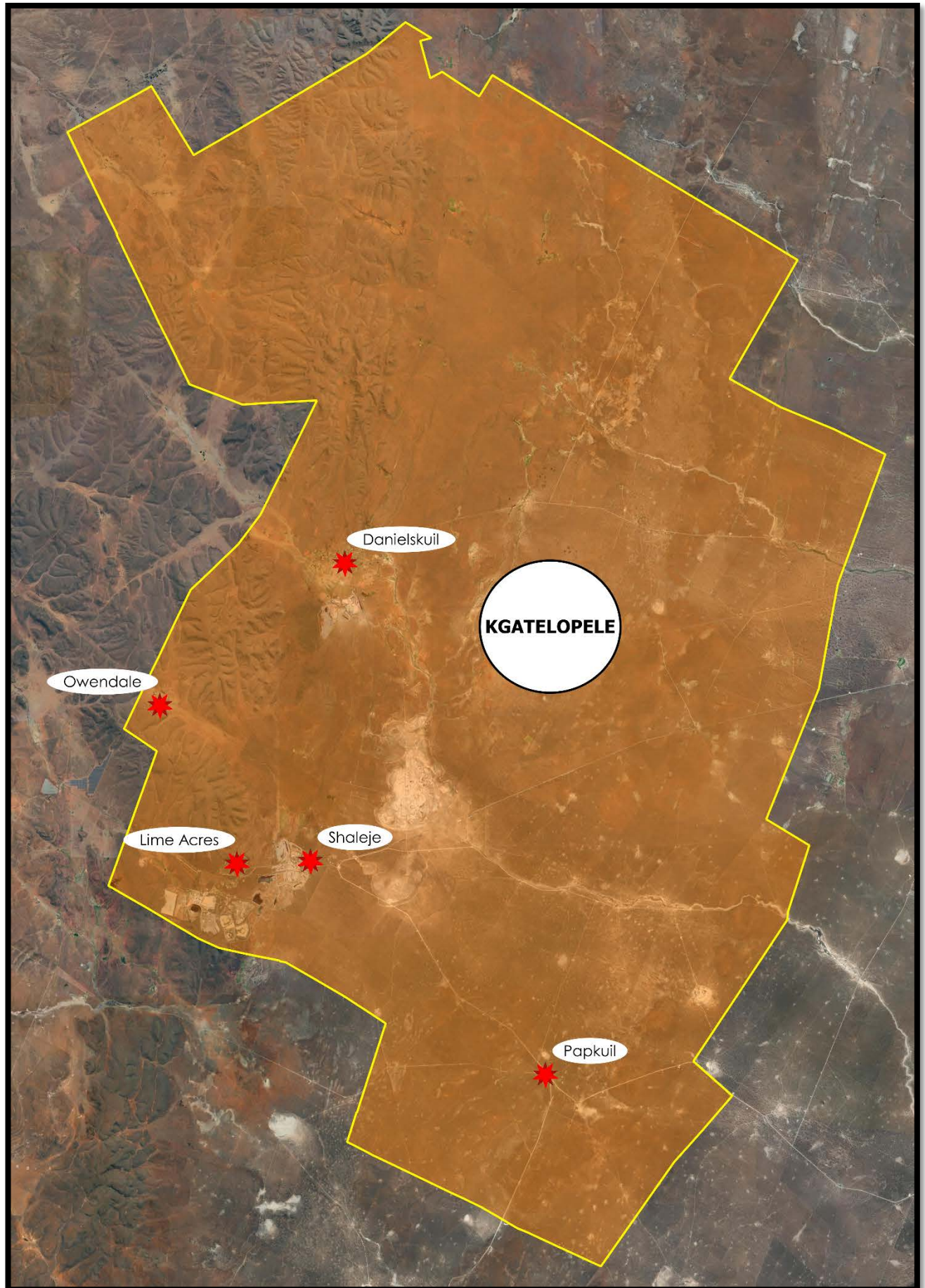


Figure 33: The location of all the towns and settlements in KLM area.

iii. Communities not formalisation, but mentioned in the SDF and forming part of the D.c. category within the borders of KLM:


a) Owendale;

- 1) The previous mining town has been purchased by a private owner and the town has never been proclaimed as a formal town. The mining of asbestos had ceased in the 1990's.

b) Papkuil;

- 1) Papkuil used to fulfil its function as central service to the surrounding farmers, but that function has since been taken over by Griekwastad and Daniëlskuil.

3.8. SUMMARY OF SPATIAL CHALLENGES AND OPPORTUNITIES

Sector and Component:	Sector:	Challenges:	Opportunities:
 <p>Socio-Economic Component and Sector</p>	Demographics and Social Conditions:	A large basis of young people that forms the demographic profile of the Municipal area that will increase pressure on services and all sectors of public service. The forecasted growth of KLM also does not correlate with the Economic Potential study done as part of the PSDF.	The adequate planning of enough land for residential expansion, with the focus directly put on densification, integration, mixed use areas and utilisation of underutilised vacant land, without jeopardising the bioregional approach taken for the compilation of the SDF, is also included in the areas for future expansions of all the communities.
	Economic Development:	Kgatelopele Local Municipality falls within the group of Municipalities with a low composite development potential.	The SDF and LUMS must thus be focussed on the best development opportunities and combining all the efforts to structure development and sustainability in order to address the mentioned low potential.
	Employment:	The dependency rate of the municipal area is at 50.6% and very high with the unemployment rate at 22.3%. The fact that 29.1% of the unemployed people are young people is also something to take very seriously. The most critical threat to the mining sector and local economy of Kgatelopele lies in the estimated life of mine of Petra Finsch Mine which is expected to move forward from 2038 to as early as 2030.	The SDF and the structuring elements identify areas in all communities for all SPC categories in the Transition zones, for various business opportunities and mixed use areas and the inputs from the Ward committees were interpreted for each of the communities.
	Rural Development:	The Agricultural sector is a relatively small economy and therefore represents a challenge for optimisation and a possible strength for the Municipality, which can further create opportunities for expansion, as well as the development of linkages with other sectors of the economy, creating further opportunities for job creation.	The protection of agricultural land and the link between conservation, sensitive and transition zones in the SDF are focussed on in each of the various SPC's.
	Climate:	The biggest challenge of the climate perspective of the whole Northern Cape Province, is the issue of Climate Change and the influence it could have on the communities of Kgatelopele LM.	Developing new technologies and taking the climate phenomenon as an opportunity, optimising the green energy development projects. Designing township developments in KLM to minimise the effect of climate change and setting an example of planning for future generations.

Sector and Component:	Sector:	Challenges:	Opportunities:
 <p>Biophysical Component and Sector</p>	Agriculture:	The Agricultural sector is a relatively small economy and therefore represents a challenge for optimisation and a possible strength for the Municipality.	This economy can possibly create opportunities for expansion, as well as the development of linkages with other sectors of the economy, creating further opportunities for job creation.
	Land Transformation:	The mining sector has a major influence on the area and the future utilisation of land form transformation will be a challenge. Finsch mine has its closure plans in place but it exclude the housing facilities, recreation facilities, training centre, airstrip and watercare facilities.	Linking with the strong mining sector in order to promote land transformation.
	Biodiversity:	Biodiversity is at present threatened and under pressure by normal habitat loss, due to unmanaged use of natural resources, urban development and climate change.	In the KLM, it is crucial that further development in the area does not endanger the current biodiversity of this very unique and beautiful municipal area.
	Geology and Topography	The area of KLM is subject to dolomite areas and the challenges this poses for future development areas is one of the major challenges for township establishment.	Taking the dolomite situation and setting an example how to incorporate new planning paradigms and the dolomite concurrency throughout communities and contributing to getting to development in communities up to sustainable development.
 <p>Built-Environment Component and Sector</p>	Settlements:	The towns of Lime Acres and Daniëlskuil both falls into the Medium category for development potential on an individual basis.	Channelling development and investment toward these 2 communities to contribute to the development of sustainable communities.
	Spatial Structure:	The Apartheid style planning and the existing segregation that is to be found in all the settlements.	Planning and identification of areas for future development that gives new form and structure to the communities, bringing settlements and development opportunities closer together.
	Infrastructure:	The existing service network is under pressure and the growth indicated will place even more pressure on the network.	Taking Town Planning to a new level and placing the focus on sustainable development.
	Housing:	The housing backlog is and will be a problem over the next few years.	Optimising planning and the utilisation of areas in order to incorporate various layout options, densities, mixed use areas and to alleviating the backlog as soon as possible.
	Transport and networks:	The Kgatelopele Local Municipality is not located on any of the major road networks of the Northern Cape Province and thus do not link with the larger centres via any of the National Roads, such as the N14, N10 or N 8.	The increase of the transport and communication infrastructure and institutional however is positive and must further be developed. The overall profile indicates, despite the various fluctuations that the overall development potential has decreased slightly, indicating that the primary economic base is likely to experience fluctuations and be sensitive to external shocks. The data further indicates that the composite need index has increased.

4. SPATIAL GOALS, PROPOSALS AND DISCUSSIONS

4.1. LINKING THE SPATIAL GOALS FROM THE SPATIAL AGENDA OF THE PSDF WITH THE SDF

To address the spatial challenges identified in the PSDF, the said document will be striving towards a path where the Northern Cape Province can create the following components and this is of special interest to the KLM SDF, namely:

PSDF Goal:	KLM SDF inclusion of goal into structure:
1. Greater productivity, competitiveness and opportunities in the provincial space economy;	The inclusion of various factors and components in order for the spatial vision maps to include a variety of development possibilities, providing the opportunity to diversify the economic basis of KLM.
2. More inclusive development of its urban and rural areas (the current spatial management system incentivises the wrong outcomes (e.g. number of residential units delivered as opposed to progress made in developing sustainable human settlements);	The focus in the SDF has been directed into sustainability and linking the development potential of its communities and towns with the Investment Framework. This will limit the development of urban settlements that is not identified and included into the Spatial Vision Maps of KLM.
3. More inclusive development of its urban and rural areas (the current spatial management system incentivises the wrong outcomes (e.g. number of residential units delivered as opposed to progress made in developing sustainable human settlements);	The goal is difficult for the KLM area, due to the enormous influence the Dolomite areas have on the form and future growth of its towns and settlements. The fact that the dolomite studies also limits the densities for areas and also the possibilities or integration, was a constant factor to take into consideration. The identification of the future development areas were not taken lightly and will have a massive influence on the urban landscape.
4. Strengthened resilience and sustainability of its natural and built environments; and	By following the Bio-Regional Planning approach in the SDF, the management and protection of ecological corridors, precincts, nodes and all the various structuring elements were all taken very seriously.
5. Improved effectiveness in the governance of its urban and rural areas (There is no quick fix to spatial transformation given the durability of the built environment and the time it takes to change land ownership and usage patterns. The NDP recognises that systemic change will take generations to manifest itself on the ground, but points out that decisions taken now will influence whether these changes do or do not come about in future)	The Spatial Vision maps have taken various options for future development into consideration, especially with the fact that future Dolomite studies could even further identify areas as D4 categories (meaning no residential development). The inclusion of future housing possibilities and providing the opportunity to mixed options and housing typologies is a major goal.

4.2. FUNCTIONAL AREAS OF THE PSDF AND THE KLM AREA

The PSDF indicates functional regions that forms an important component of the mentioned document and KLM are included into the Gamagara Corridor and the Northern Cape Development Triangle. The National Development Plan calls for spatial targeting and highlights certain key space economy interventions that need further planning. Taking their cue from this plan, a process to delineate and analyse functional economic regions was done in the PSDF to determine the interrelationships of economic development trends between different towns and bigger growth centres. The approach will consider the functional economic relationships occurring across a contiguous space by analysing regional value chains, market trends, sector territories, economic clusters and transportation flows amongst other aspects of the space economy. The intention in defining functional regions in the PSDF is to "improve cross-boundary infrastructure planning, ensure better integration of a wider network of human settlements and support the sharing of economic assets to secure economies of scale".

The next figure from the PSDF indicates and delineates the Northern Cape functional regions, which was determined by utilising the CSIR settlement typology (2013) and similar research conducted by Van Huyssteen et al, (2015:5) which indicated which settlements have the highest levels of interactions. The approach was slightly adapted on the PSDF.

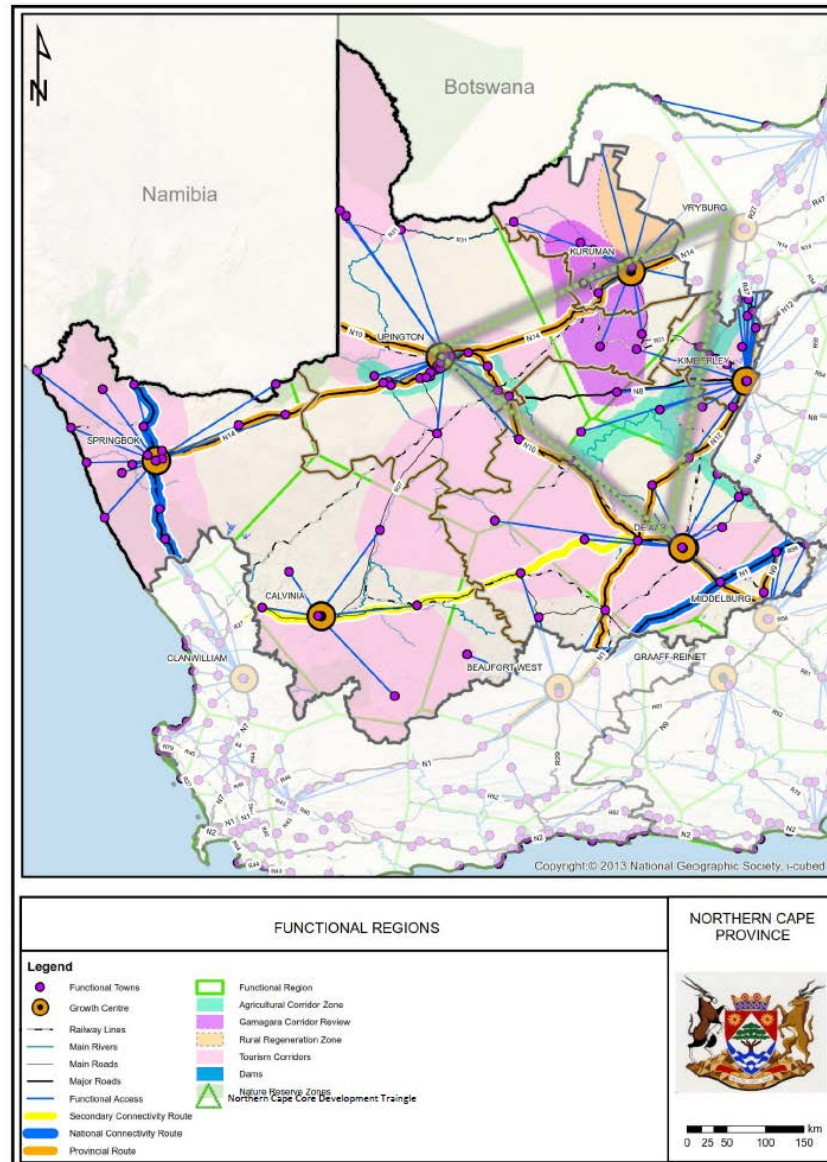


Figure 34: the Functional areas of the Northern Cape Province as included in the PSDF.

4.3. THE PSDF AND THE MINING DEVELOPMENT STRATEGY

The PSDF indicates the Mining Development Management Strategy and aims to limit the negative long term effects associated with mining development, by prohibiting the establishment of new mining towns. The following components are included into the SDF of KLM, namely:

- All new housing developments and associated services that are provided by mining corporations, are to be located in existing towns or settlements as it forms part of the SDF, including Daniëlskuil, Lime Acres, Sha-leje and Norfin (new developments will be prohibited);
- Any investment made or contemplated by mining corporations must be aligned to the SDF and IDP of KLM;
- Equal access to infrastructure is required, thus infrastructure (electrical, water etc.) must be accessible and benefit the entire community; and
- Restriction of the accessing and utilisation of virgin groundwater resources, as the re-use of water will ensure effective use of the limited resource.

4.5. METHODOLOGY OF SPATIAL PROPOSALS

A very important component of a local municipal SDF is the spatial representation of the total municipality, the inclusion of all the various communities, the visual representation of all the existing land uses, the influencing and structuring factors and above all, the visual interpretation of the spatial vision on a map and GIS format. The KLM SDF and LUMS are based on a bioregional planning approach, focussing on the vision of sustainability, the SPC's from the PSDF and the over-all focus was placed (throughout the process) on incorporating and providing viable future living spaces for all communities. An important and major influencing factor to the spatial development potential is the dolomite studies, influencing the future expansion and integration of the towns and communities.

This chapter will first give proper descriptions of each of the Structuring Elements and the planning policies associated with each of these elements. Secondly, each of the 7 Spatial Planning Categories (SPC's adjusted from 6 to 7 for KLM), as based on and correlated with the LUMS, will be discussed in detail, also pertaining to their policies and decision-making framework. The inclusion of decision-making components in each of the SDP's are very important, due to the fact that it gives more detail and perspective to the legal components that must be included in any land use change/ amendment application. Thirdly a broad perspective will be given regarding the spatial vision of each of the towns and settlements as found in the SDF booklet (Section B containing Spatial Vision Maps) with detail maps of each and every community and settlement.

In the light of the proposed spatial representation of the municipal vision for each of its towns and communities, this section will reflect on all aspects highlighted in the previous SDF and build thereon. During this process, the need was identified to clearly align the spatial vision with the spatial planning categories found in the Northern Cape Provincial Spatial Development Framework (NCPSDF), which forms the basis of this whole compilation and review process.

The following methodology was used to compile the spatial vision maps for the total KLM area, namely:

- i. Setting up a basic GIS based file for both the LUMS and the SDF, including the following important segments:
 - a) Capturing the existing Land Uses and Zonings of the Municipality in accordance with the approved Scheme Regulations of 2010. This also included the capturing of all Consent uses to understand and interpret the current community development patterns and possible future links.
 - b) Incorporating the existing spatial data available, influencing development and planning throughout the municipal area into the LUMS/SDF GIS.
 - c) Interpreting the information received, taking note of the important influencing factors, such as the dolomite studies in and around Daniëlskuil and reflecting this within the SDF GIS system.
 - d) Determination of the existing land uses of the area via site to site inspections. Although the existing land discrepancies will be sorted out in the LUMS component, it definitely shows movement patterns, development potential and extension areas within towns and communities.
 - e) The fifth component was to translate the 2010 zonings to the new NCPSDF Spatial Planning Categories and linking the descriptions with that of the SDF, ensuring a uniform standard of land use management and future planning.
- ii. Detailing the spatial structuring elements that will be included into each of the settlements and towns, where possible, realistic and applicable to a specific area or community, including:
 - a) Urban Edge.

- b) Precinct CBD.
 - c) Precinct Industrial.
 - d) Node Secondary Business.
 - e) Corridor Guesthouse.
 - f) Corridor Tourism and Hospitality.
 - g) Corridor Activity Street.
 - h) Corridor Small Holding and Rural Areas.
 - i) Corridor Recreation Facilities.
 - j) Corridor Heritage/ Ecological Development Areas.
 - k) Potential Surface water.
 - l) Main access roads and expansions.
 - m) WWTW 1000m radius risk area.
 - n) Dolomite sensitive areas.
 - o) Residential expansion areas.
- iii. Detailing the Bioregional Planning approach and structuring the link between the different SDF planning categories and the LUMS, reflecting back to the basis of the influencing factors.
 - iv. The development of policies for all the different structuring elements and combining these policies with decision-making segments as located in the different Spatial Planning Categories (SPC’s).

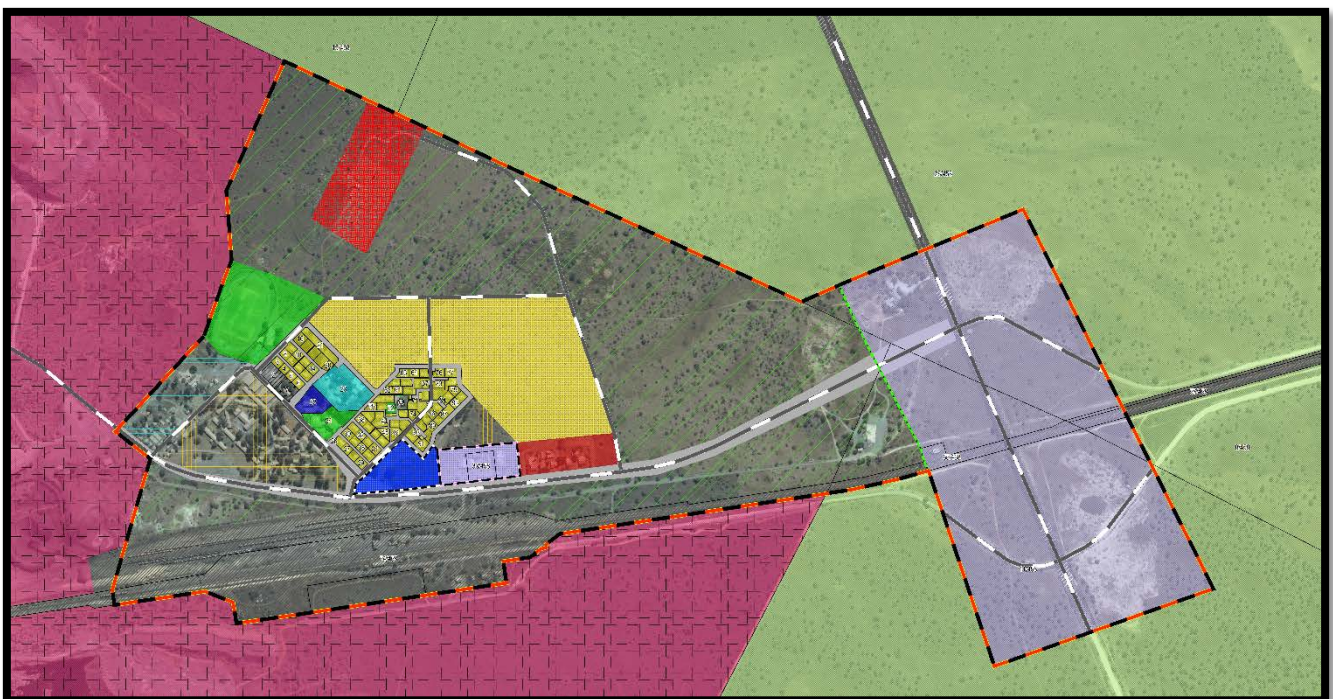


Figure 35: An example of the Spatial Vision Plan (SVP) for Sha-Leje east of Lime Acres as was designed for each community (Section B).

4.6. DISCUSSION OF DETAILS OF STRUCTURING ELEMENTS

The following section of the SDF will introduce the basic structuring elements of all the urban settlements and communities earmarked for formalisation or expansion, which in turn will inform policies, the decision-making aspects and strategies within KLM Spatial Vision Plans (see SVP maps as part of this discussion in separate booklet – Section B). The spatial goals envisioned in the SDF document are linked directly with the segment of development incentives as described in the LUMS documentation, LUMS A (Application

procedures). The structuring of elements of the SDF was done with such detail and precision as to enable developers, residents and potential investors to follow shortened procedures as described in the LUMS to ensure sustainable development of the SDF. The structuring elements was designed as zones within themselves and not as overlay zones, in order to ensure precise areas that can influence the decision-making bodies in their final decisions that is informed by the SDF.

In the Northern Cape Provincial SDF (NCPSDF 2018), the purpose of spatial structuring elements is to be used by all stakeholders to shape the individual towns within the Municipality, into settlements that are sustainable and where a high quality of life for the residents is ensured.

The key function of the structuring elements is:

- i. Containment of urban sprawl as the mentioned Urban Sprawl implies a higher per capita cost of providing essential services and a loss of valuable agricultural land. The identification of the Urban Edges of all communities and obtaining the input and feedback from the Department of Agriculture Forestry and Fisheries (DAFF).
- ii. Promotion of urban and social integration by creating compact urban areas, ensuring accessibility to economic, social and recreational opportunities. The identification of a CBD Precinct for all the communities was the second structuring element captured after the Urban Edges were identified for the various communities.
- iii. Capturing the streams, rivers (FEPA), storm water run-off and all rivers and riverbeds for all the communities.
- iv. Capturing the dolomite areas as identified in the studies done up to this point.
- v. Detailing ecological corridors in all urban centres and communities to focus on the bioregional planning approach.
- vi. Identifying all existing major and important road structures throughout all the communities.
- vii. Identifying all future extensions and important road structures to ensure easy transport and accessible communities.
- viii. Identifying nodes, corridors and possible risk factors in all the communities.
- ix. Identifying future residential expansion areas, including other factors such as institutional uses, sport and recreation, parks and open spaces and other public amenities.
- x. Promotion of acceptable higher densities and ultimate utilisation of land within the Urban Edge.

The following factors were also kept in mind with the capturing of all the GIS data for the project:

- i. The creation of quality urban environments through urban renewal and landscaping. Priority should be given to the conservation and reuse of buildings, infrastructure and material, as well as the beautification of the urban environment through intensive landscaping, but also being sensitive for the arid landscape and the fact that water shortages in South Africa is a reality that will be an influencing factor for future generations. This coupled with the climate change component, as detailed in the NSDF, the utilisation and sustainable usage of water sources will be of utmost importance.
- ii. Reduction of the need for traffic movement and the promotion of pedestrian and non-motorised movement patterns.
- iii. Restoration and maintenance of a defined sense of place. Urban areas should reflect the culture-historical character of the area and its people and must be adapted to take shape around the people and their culture.
- iv. Alleviation of poverty and inequality in all the communities.

- v. Protection and enhancement of properties and investment by preventing inappropriate development or land uses in proximity of one-another, as well as promoting the renewal and upgrading of existing developments that detract from the overall value and integrity of an area.
- vi. Enhancing and simplifying decision-making regarding development applications, linking the SDF and LUMS to inform the Planning Tribunal and Council regarding how to inform and take future decisions in KLM.

4.6.1. Urban Edge

4.6.1.1. The description of an Urban Edge for KLM

Colour notation on maps: Within the spatial vision plans, the urban edge is defined as an orange and black dotted line around existing settlements, including areas to be formalised in the future.



Figure 36: An example of the Urban Edge indication as it is to be found for the community Daniëlskuil.

The urban edge is the demarcated outer boundary within which normal urban expansion can be developed over a defined period of time and provides a barrier within which urban development should be contained. This does not entail that development within the edge should be allowed without the proper legal processes to be concluded and followed, but gives a broad description of areas where development should be considered. The Urban Edge was demarcated to manage, direct and control the outer limits of development and protect valuable natural environments and resources. It is also an important tool to contain urban sprawl and ad hoc low-density developments, which adds to the life cycle costs of urban areas and places an unnecessary heavy burden on communities and infrastructure. The urban edges of all the communities were identified with the following kept in mind:

- i. The Urban Edge must include all of the existing and planned municipal infrastructure, as found and identified in the Asset Register.
- ii. The Urban Edge must include future expansion areas for residential, business, industrial and any other associated land uses, excluding certain noxious and infrastructure uses not normally found

within the mention urban landscape. Extractive industries must under normal circumstances be located outside of the Urban Edges of the communities.

- iii. Must limit the inclusion of high potential and valuable agricultural land within the edges, and limit the usage of such areas that is to be found in the mentioned edges to agricultural functions.
- iv. Although areas where Dolomite are to be found, is currently within the Urban Edge, the planning policies applicable to Dolomite areas must be followed for all developments and detail dolomite studies (including the general geotechnical investigations) must thus be conducted.

Unregulated urban development beyond the urban edge has the following negative impacts and will not be allowed within the municipal area of KLM, namely:

- a) It results in a settlement pattern that has neither urban, nor rural advantages.
- b) In terms of infrastructure provision, such developments become expensive to service and maintain.
- c) Natural environments and high-value agricultural land is compromised, negatively influencing production and ecological corridors not identified and protected within the Urban framework.
- d) Development sprawling beyond the urban edge increased the need for transport and consequently, increased energy consumption.

The urban edge has been defined in such a way to calculate the need for land to accommodate the estimated need for housing provision until 2030. In considering the SPC's categories, it will be found that certain land uses, by their very nature, are acceptable for placement outside of the urban edge. Examples may include cemeteries, landfill sites, infrastructure, agriculture, agricultural industry, resorts, guesthouses, noxious uses such as abattoirs and mining areas, etc. These areas and the handling of these land uses can be found in the decision-making policies of each SPC.

4.6.1.2. Urban Edge Policies adopted for all communities in KLM

The following policies are applicable to land within the demarcated KLM Urban Edge:

- i. The development categories that could be considered in a positive light within the Urban Edge, include the following:
 - a) Conventional urban development, i.e. residential, business and/or industrial uses, but excluding extractive industries if such a usage will negatively influence any community or a specific area.
 - b) Subdivision as per minimum requirements, including the agricultural holding areas as per SPC category and description, limited to a minimum of 2500m².
 - c) Infill areas and densification (if permitted in accordance with the geotechnical and dolomite study).
 - d) Agricultural Holdings and the allowed development parameters thereof.
 - e) Agricultural industry and specifically including the Rural Development Plan (RDP) from RDLR.
 - f) Residential estates and mixed use development areas.
 - g) Golf estates.
 - h) Resorts and tourism-related developments.
- ii. Development applications will be considered in accordance with the precise spatial vision plan and the relevant policy and legislation indicated per SPC. Any proposed change in land use and/or new development application is subject to the approval by the Municipality and must

be undertaken within the policy and legislative framework of this SDF, Scheme Regulations, and all applicable legislation. The Planning Tribunal must implement the Spatial Vision Plans without exception, except where in accordance with SPLUMA, such an application can be motivated in accordance with site specific circumstances.

- iii. The Municipality may, at its own discretion, include a condition of approval that any proposed development project, both inside or outside the demarcated Urban Edge, must be undertaken as a Sustainable Development Initiative (SDI).
- iv. Any development within the borders of the KLM (notwithstanding the Urban Edge location), must provide written proof of the input and processes followed in accordance with NEMA, or any other relevant and applicable legislation, e.g. demarcation of flood lines and input from applicable authority. The processing of land use change/ amendment applications in accordance with the LUMS will not be allowed without the inclusion of the approvals of affected departments.
- v. Any development within the borders of the KLM (notwithstanding the Urban Edge location), must provide proof of the future sustainability of services to the planned development. If necessary and to the discretion of the Local Authority, a professional input from a professional Engineering Firm could be requested by the Local Municipality with the submission of any application.

The following policies are applicable to land outside the demarcated KLM Urban Edge:

- i. Normal policy and standard application guidelines are applicable in respect of the rezoning of agricultural land and other land outside of the Urban Edge. The key objective of these guidelines and policies are to prevent fragmentation of high potential agricultural land. This is also a fundamental objective of bioregional planning, which recognises that the protection and appropriate management of high potential agricultural land are imperative for sustainable development.
- ii. To consider non-agricultural development to be undertaken on SPC C areas (Agricultural land), applicants have to provide assurance that such a development would not fragment high potential agricultural land and that it would significantly support the over-arching objective of environmental sustainability. The proposed development must therefore imply a direct, or indirect, positive impact on for example, regional tourism, agriculture, agricultural industry environmental conservation and must positively influence all communities, as well as interested and affected parties. The inclusion of a ‘No-Objection’ letter from DAFF will also be imperative and mandatory for decision making by the Planning Tribunal, notwithstanding the size and percentage of the development or application. This is also very important for the expansion of mining areas, including areas where prospecting rights have been issued.
- iii. The only housing development to be considered (excluding housing associated with agriculture), due to very specific site circumstances, is the D.h.10 Residential Estate development, which will have to comply with all the policies applicable to development outside of the Urban Edge. Self-sufficiency and sustainability of such a development will be imperative for decision-making.
- iv. The Municipality may, at its own discretion, include a condition of approval that any proposed development project, both inside or outside the demarcated Urban Edge, must be undertaken as a Sustainable Development Initiative (SDI).
- v. Any subdivision of agricultural land will be subject to approval under the Subdivision of Agricultural Land Act, Act 70 of 1970, from the Department of Agriculture Forestry and

- Fisheries (DAFF). Please note that some land units within the Urban Edge (e.g. in Daniëlskuil) may also be listed as agricultural land at DAFF and will also be subject to their approval.
- vi. Any development within the borders of the KLM (notwithstanding the Urban Edge location), must provide written proof of the input and processes followed in accordance with NEMA, or any other relevant and applicable legislation, e.g. demarcation of flood lines, geotechnical investigation, dolomite study and input from applicable authority.
 - vii. Any development within the borders of the KLM (notwithstanding the Urban Edge location), must provide proof of the future sustainability of services to the planned development. If necessary and to the discretion of the Local Authority, a professional input from a professional Engineering Firm could be requested by the Local Municipality with the submission of any application.
 - viii. Any development outside of the Urban Edge must support sustainable development and the following mechanisms must be included:
 - a) Tourism related activities and agricultural farming areas are complimentary to one another and the inclusion and combination thereof outside of urban areas are supported.
 - b) Any rezoning of agricultural land will be subject to acquiring a letter of ‘No-Objection’ from DAFF, Transnet, Eskom, Civil Aviation Authority, SANRAL and DRPW (if applicable to a specific application), including any other affected and interested parties.
 - c) Applications which may be considered outside of the urban edge area:
 - 1) Any secondary and consent use applications on the agricultural zonings of the relevant Land Use Management System of the Municipality.
 - 2) Rezoning from one agricultural zone to another.
 - 3) Developments in the following SPC categories at the discretion of the local and decision-making authority may be considered:
 - 4) SPC A, B & C.
 - 5) SPC D.n. ; D.p. & D.q.
 - 6) SPC E.d. & E.e
 - 7) SPC F and Special Zones
 - ix. The facilitation of the establishment and management of SPC A and B areas (i.e. conservation areas, sensitive areas, ecological corridors and rehabilitation areas) on farming areas to promote the bioregional planning approach.
 - x. Landscaping must be undertaken for any development proposal outside of the urban edge as a measure to maintain aesthetic integrity. These include:
 - a) Use of indigenous vegetation in landscaping and to break the harsh lines of erected buildings.
 - b) Retaining as much natural flora on the development site, i.e. minimal building footprint.
 - c) Where seen as necessary, earthworks, such as berms and mounds should be used to screen the development’s visibility, especially from any provincial roads.

4.6.2. Local Towns

As per the NCPSDF, the inter-relationship of settlements or local towns should be recognised and understood within the KLM as a whole.

4.6.2.1. *Daniëlskuil as a local town:*

Daniëlskuil acts as the main town of significance for the whole KLM area, the basis for economic activity, social and institutional services and development opportunities within the Municipality. The town may therefore be described as the municipal node of KLMs, where investment may be concentrated to the benefit of the larger municipality and other settlements within the municipality.

4.6.2.2. *Lime Acres as a local town:*

Lime Acres is very prominent as the mining town and its purpose in the economy and structure within KLM must not be misunderstood. The potential the town to diversify its mining base economy is important and it could influence and positively influence the whole Municipal area. The town is fully functional, with most of the basic functions and infrastructure already present. The fact that the economy is almost fully based on its mining history is still a major development challenge.

4.6.3. *Rural Towns*

4.6.3.1. *Papkuil as Rural Town*

The function and role of the town has since been taken over by other central service areas and it is not foreseen that development and opportunities for future development will take place in the rural setting.

4.6.4. *Precinct*

For the purposes of the KLM SDF, a precinct can be defined as an area in a town or community designated for a specific, a restricted or combination of land uses, with a clear primary activity identified and forms the most important structuring element throughout all the communities and towns.

4.6.4.1. *Precinct Central Business Districts (CBD):*

Colour notation on maps: Within the spatial vision maps, the Precinct CBD is defined as a blue transparent hatching with a black and white dotted line around the boundary thereof.

Within all of the towns in the Municipality, there are areas where business premises and business development must be stimulated, combined with higher density residential developments and any other core community functions normally associated with institutional, municipal or government uses and which may develop into the core business area of each town or community. These areas should develop in terms of their accessibility and central nature to the rest of the settlement, serving as the core economic area of each settlement to stimulate and anchor growth and future development. Most of these areas already forms an economic focal point and must be stimulated through the SDF and LUMS to promote diversification of services.

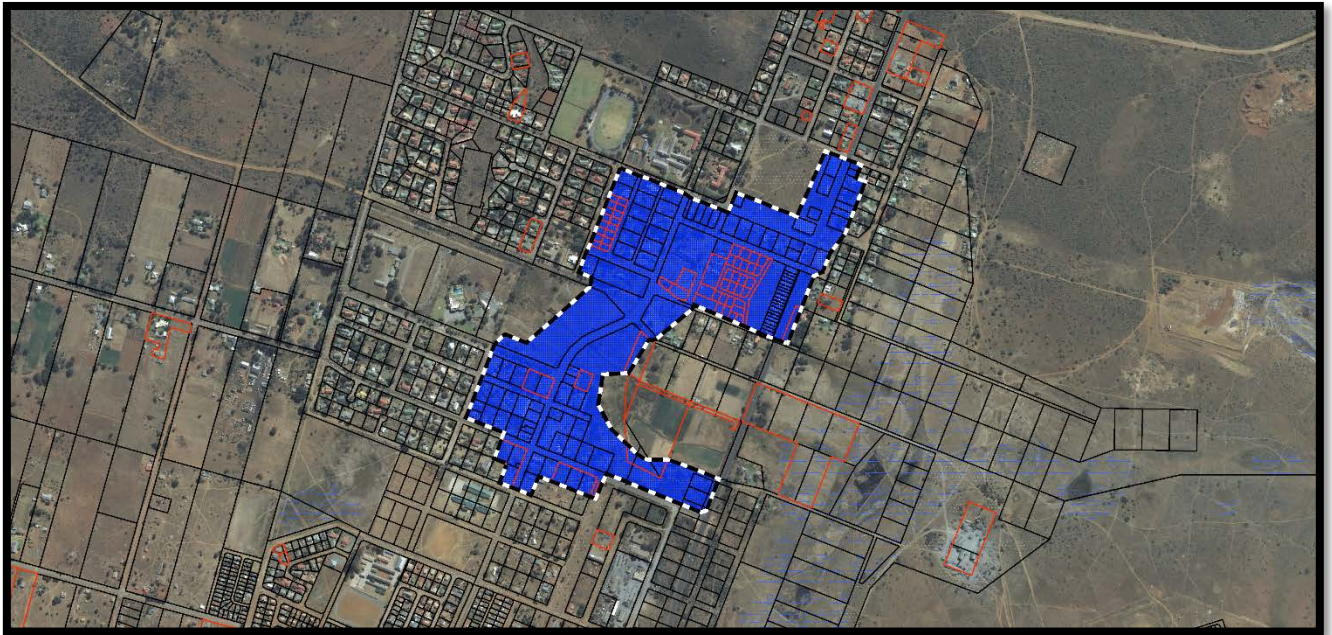


Figure 37: An example of the Precinct Central Business District of Daniëlskuil, also including the previous development corridors as it is to be found for the community mentioned town.

These areas are ideal for the consideration of high impact/ higher order land uses which may not be ideal in any other location, such as bottle stores, casinos, taverns and places of entertainment normally part of D.i.1 Business Premises. All categories included into the Urban related SPC D's are normally found and allowed within the Precinct CBD.

The following policies are applicable for the Precinct CBD areas of all communities:

- i. Densification and the combination of various land uses must be promoted within the CBD area to promote economic and social integration of the community.
- ii. Although all of the Urban Related land uses as associated in SPC D categories are to be developed within the CBD, the normal public input will be of the utmost importance to guide and help with decision-making by the Planning Tribunal.
- iii. Normal parking requirements as per LUMS Scheme Regulations will be effective for the CBD, excluding the old CBD area where the possibility of alternative parking requirements may be negotiated with council in order to adhere to the development incentives of the LUMS. Please see SPC D.i.1 as per LUMS indication for the existing alternative parking arrangements.
- iv. CBD's and nodes should be seen as priority areas for road surface improvement, landscaping (both hard and soft), street lighting and placement of infrastructure such as bins, parking and seating. This should be done to build a strong central business identity for each community.
- v. Business development, SMME development, LED projects and community related services should be encouraged in the CBD earmarked areas. Any commercial endeavour in these areas should be seen in a more positive light than outside of it.
- vi. High intensity uses can be considered only in CBD demarcated areas, Mixed Use areas and Business Nodes. High intensity uses are:
 - a) Liquor/Bottle Stores.
 - b) Taverns.
 - c) Places of Entertainment such as sports bars & bars.
 - d) Casino and Slots.
- vii. None of the above will be considered outside of these demarcated areas, without any exception.

- viii. CBD demarcated areas do not exclude residential development, but where residential development is proposed, it should take the form of group housing, guest houses and flats and densification should be encouraged.

4.6.4.2. *Precinct Industrial*

Colour notation on maps: Within the spatial vision maps, the Precinct Industrial is defined as a purple transparent hatching with a black and pink dotted line around the boundary thereof.

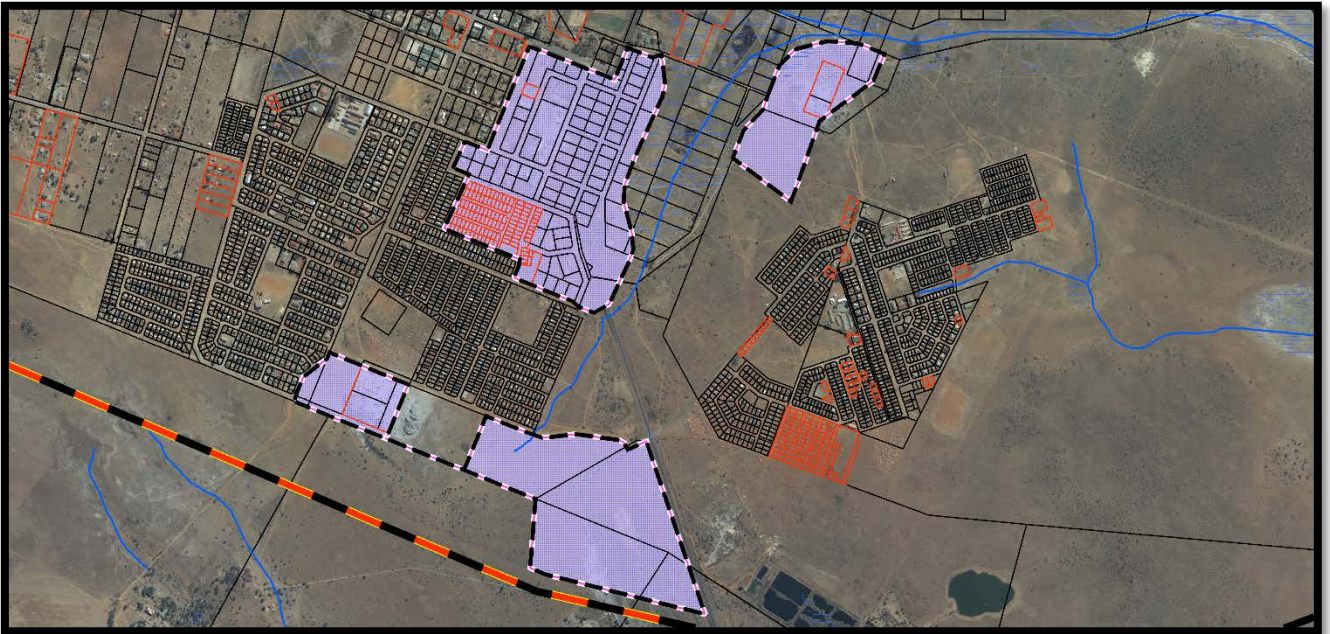


Figure 38: An example of the Precinct Industry of Daniëlskuil, as it is to be found for the community mentioned town.

Industrial areas (mining areas excluded) were identified for the existing and future expansion of the industrial areas of Daniëlskuil and Lime Acres and normally include areas designated for general industrial activities associated with the service industry, service trade industry, and industry, also including warehouses and service stations. The area could also include noxious industrial uses, but detail public participation processes, environmental legislation and any other influencing factors will influence the location thereof. Noxious Industry could also be allowed outside of the Urban Edges, but all legal and prescribed public participation processes will be critical for decision making by the Planning Tribunal.

The following policies are applicable for the Precinct General:

- Densification and the combination of various land uses must be promoted within the Precinct area, focussing on SDC E, excluding Extractive industry.
- Although all of the Urban Related land uses as associated in SPC E categories are to be developed within the Precinct area, the normal public input will be of the utmost importance to guide and help with decision-making by the Planning Tribunal.
- The public participation process for any applications for Noxious Industry will be the determining factor, especially if the Precinct area borders any residential areas.

4.6.5. Corridors

Corridors can take various forms and sizes, but for the KLM 5 different corridors have been identified that were incorporated into the Spatial Vision of most of the towns and communities.

4.6.5.1. Corridor Tourism/Hospitality

Colour notation on maps: Within the spatial vision maps, the Corridor Tourism/Hospitality is defined as a transparent orange hatching, with a black and orange dotted line around the boundary thereof and an icon indicating dining.



Figure 39: An example of the Corridor Tourism/Hospitality that is directly east of the CBD and already includes guesthouses in Daniëlskuil.

The Tourism/Hospitality corridor plays a similar role to the concept of a hospitality corridor, as defined in the NCPSDF, namely: Areas where low to medium density community-based hospitality initiatives and projects are promoted and implemented. However, in the case of this KLM spatial vision, the tourism/hospitality corridors were identified throughout the whole of the municipal area, notwithstanding the Urban Edge.

The decision-making measures as included in each of the SPC's will be applicable and will include areas for extended tourism activities, including guesthouses, hotels, restaurants, art galleries, wine tasting centres, etc.

4.6.5.2. Corridor Activity Street

Colour notation on maps: Within the spatial vision maps, the Corridor Activity Street is defined as a red and white dotted line around the boundary thereof.



Figure 40: An example of a Corridor Activity Street as it is to be found in Daniëlskuil linking 2 Secondary nodes with one another.

As per the NCPSTDF an activity street was identified in the KLM SDF as a local road or high activity area that displays the same linearity and mixed use development, at a lower level of intensity and market threshold than precincts. Such an activity street attracts enough passing trade (predominantly pedestrian in the case of most of the areas of KLM) to provide viable opportunities for local business and community facilities to be developed within residential areas, without changing the primary usage of residential. The various areas were identified in accordance with a specific manner in which the area operates and thus will in the end house different characteristics or structures. This is in order for the community to really make full use of the possibilities of entering the small business market, already located in their immediate vicinity. The characteristics of the area will determine the detail of what exactly will be allowed in such an activity street and what not, e.g. areas surrounding schools may house educational and institutional activities, areas linking 2 different nodes may house smaller businesses that are to be found in the area, etc. This type of structural element has also been identified by looking at the existing movement patterns and land uses during site visits to each and every community and settlement, linking with other precincts and nodes as far as possible. It was found that this pattern predominantly exhibits itself along main movement routes in most settlements.

The following policies are applicable for the Corridor Activity Street areas:

- i. The combination of various land uses must be promoted within the activity street, specifically focussing on serving the community that utilises this area, whether by foot or road.
- ii. The activity street normally forms in an area that still retains the predominantly residential character.
- iii. No high intensity uses are to be allowed within activity streets.
- iv. Although SPC D.h.3 Accommodation Facilities, D.i.2 Commercial and D.m.1 Mixed Use are to be developed within the Activity Street, the normal public input will be of the utmost importance to guide and help with decision-making by the Planning Tribunal. Activity streets are areas where a mix of residency and business uses may be considered and encouraged, as well as small scale enterprises such as tuck shops, small offices and guest houses.
- v. Where possible and available public spaces are present, such as a square or an underutilised segment, the possibility of the development of street cafes must be considered. The input from all the surrounding property owners will be important for the development to be approved by the Municipality.
- vi. Activity streets are areas where business potential exists due to higher levels of accessibility and traffic movement (pedestrian and vehicular) linked with exiting nodes, schools, sports grounds, institutional activities and other community facilities. These streets should be seen as priority areas for upgrading of roads, beautification, landscaping, street lighting, as well as placement of infrastructure such as bins, seating and similar amenities.

4.6.5.3. Corridor Small Holding areas

Colour notation on maps: Within the spatial vision maps, the Corridor Small Holdings is defined as a white grid transparent hatching with a black, white and green dotted line around the boundary thereof.

Due to the unique landscape and the history of the development of the agricultural holdings in KLM, numerous small farming units are present in and around Daniëlskuil. These sites house a mixture of agricultural, residential, higher density developments and bear the normal zone of C.a.2 Agriculture. These smaller agricultural units are predominantly found in the areas to the west, north and east of Daniëlskuil. During the compilation of the SDF process it became clear that the areas that are located inside the Urban Edge and neither falls within a residential or an agricultural character, poses new development challenges and must be reconsidered for future usage. The SDF process thus identified new corridor areas for development specifically focused on the optimal utilisation of areas used for a mix between agriculture and residential. The possibility of subdivision of these units up to a certain size will also be included in the policies.

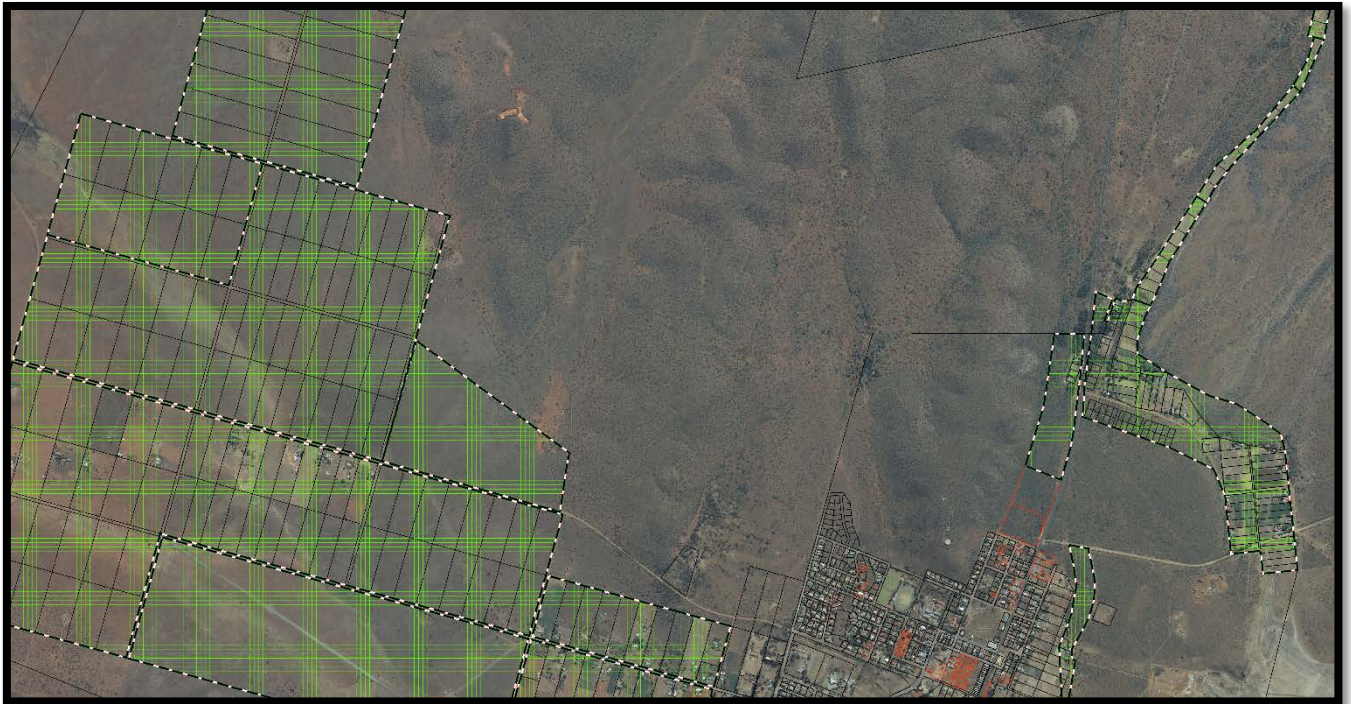


Figure 41: An example of how a Corridor Small Holdings are planned for the area north of Daniëlskuil.

The following policies are applicable for the Corridor Small Holding areas within the Urban Edge:

- i. The subdivision and rezoning of these units to D.h.9 Small Holding will be considered up to a minimum size of 2500m².
- ii. Any development that proposes the rezoning of an area to D.h.9, including the possible subdivision thereof, must provide proof of the future sustainability of services to the planned development or generate the need for the upgrade of municipal services (roads, electricity, water, sewerage and storm water).
- iii. If found necessary, professional input from an Engineering Consulting Firm could be requested by the Local Municipality to provide a detailed engineering services report.
- iv. The municipality reserves the right to request any necessary additional information or specialists reports during the evaluation of an application.

4.6.5.4. *Corridor Recreation Facilities*

Colour notation on maps: Within the spatial vision maps, the Corridor Recreational Activities is defined as a pink symbol hatching of picnic benches with a black and green dotted line around the boundary thereof.

The inclusion of this corridor into the SDF was specifically designed to create an area for the utilisation of the natural area surrounding the town of Daniëlskuil.

The following policies are applicable for the Corridor Recreational Facilities:

- i. The normal public input will be of the utmost importance to guide and help with decision-making by the Planning Tribunal.

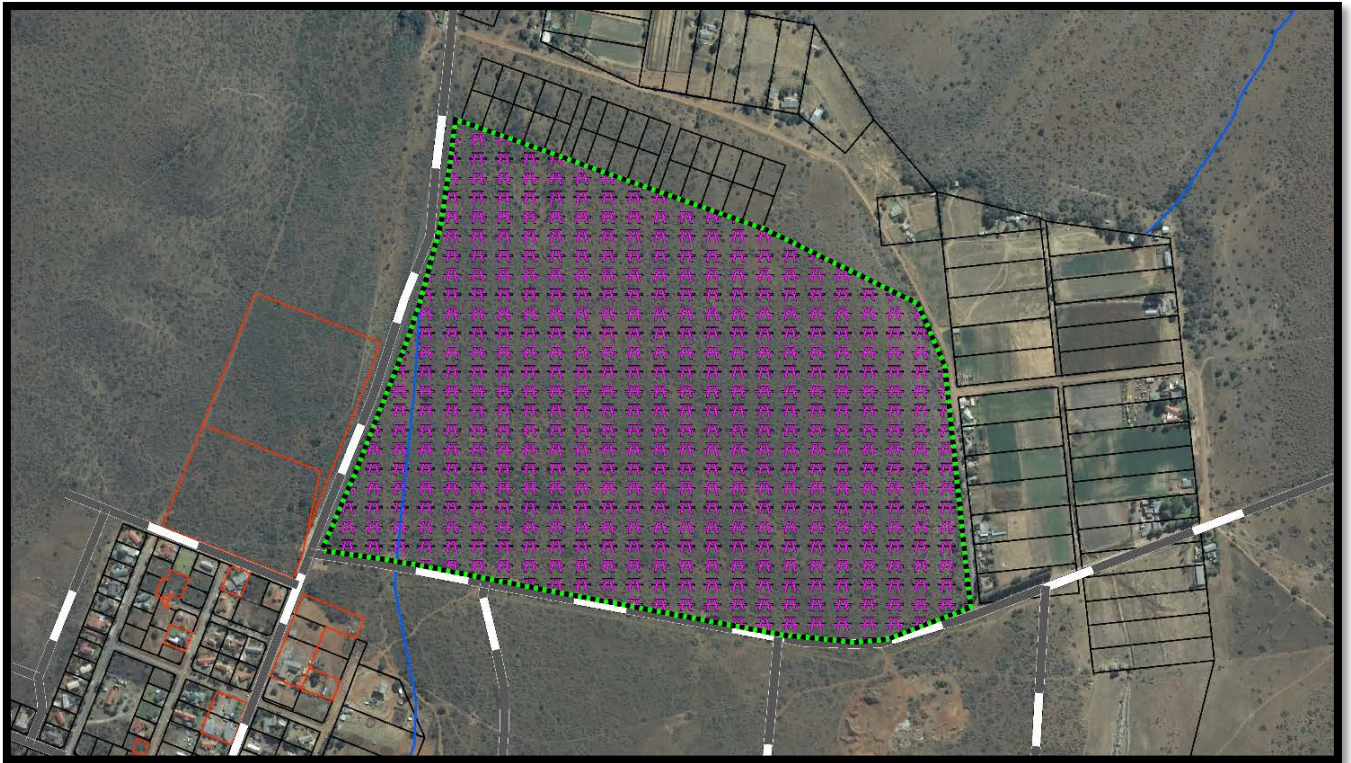


Figure 42: An example of a Corridor Recreational Facilities as identified and requested for the community of Daniëlskuil.

4.6.5.5. Corridor Heritage/ Ecological Development Area

Colour notation on maps: Within the spatial vision maps, the Corridor Heritage/ Ecological Development Area is defined as a green symbol hatching of trees with a green and white dotted line around the boundary thereof.

The inclusion of this corridor into the SDF was specifically designed to create an area for the utilisation of the inclusion of the bioregional planning approach, combining conservation and sensitive areas with development zones, as well as areas of heritage significance with limited to benefit the natural and cultural environment.

The following policies are applicable for the Corridor Heritage/ Ecological Development Area:

- i. The normal public input will be of the utmost importance to guide and help with decision-making by the Planning Tribunal.
- ii. Due to the sensitivity of the nature of this type of combination between conservation, sensitive, heritage and development zones, the Environmental Impact process will be absolutely critical for the development to be approved.



Figure 43: An example of the Corridor Heritage/ Ecological Development Area.

4.6.6. Nodes

4.6.6.1. Node Secondary Business

Colour notation on maps: Within the spatial vision maps, the Node Secondary Business is defined as a blue transparent hatching, covered with a black diagonal line hatching with a black and white dotted line around the boundary thereof.

These nodes are areas of high business potential due to locational factors, but which are found outside of the CBD's of settlements, sometimes linking with other Corridors and Activity Streets. The locational factors generally include high visibility, high accessibility and strategic locations at road intersections, as well as other existing public amenities. Higher impact/higher order business/ mixed use developments may still be considered in these areas. These areas are ideal for the consideration of high impact/ higher order land uses which may not be ideal in any other location within residential areas, such as bottle stores, casinos, taverns and places of entertainment normally part of D.i.1 Business Premises usage. A number of categories included into the urban related SPC are normally found and allowed within the Node Secondary Business, excluding D.k.1 Gambling Premises and D.k.2 Adult Entertainment (both only to be considered in Precinct CBD areas).



Figure 44: An example of the Nodes Secondary Business and Corridor Activity Street linkage.

The following policies are applicable for the Node Secondary Business areas of all communities:

- i. Densification and the combination of various land uses must be promoted within the Node area to promote economic and social integration of the community. Higher density residential developments are also promoted, notwithstanding the erf sizes applicable to the normal LUMS specifications for D.h.2, D.h.3 and D.h.4.
- ii. Although all of the Urban Related land uses as associated in SPC D categories are to be developed within the node, the normal public input will be of the utmost importance to guide and help with decision-making by the Planning Tribunal.
- iii. Normal parking requirements as per LUMS will be effective for the Node as per LUMS.

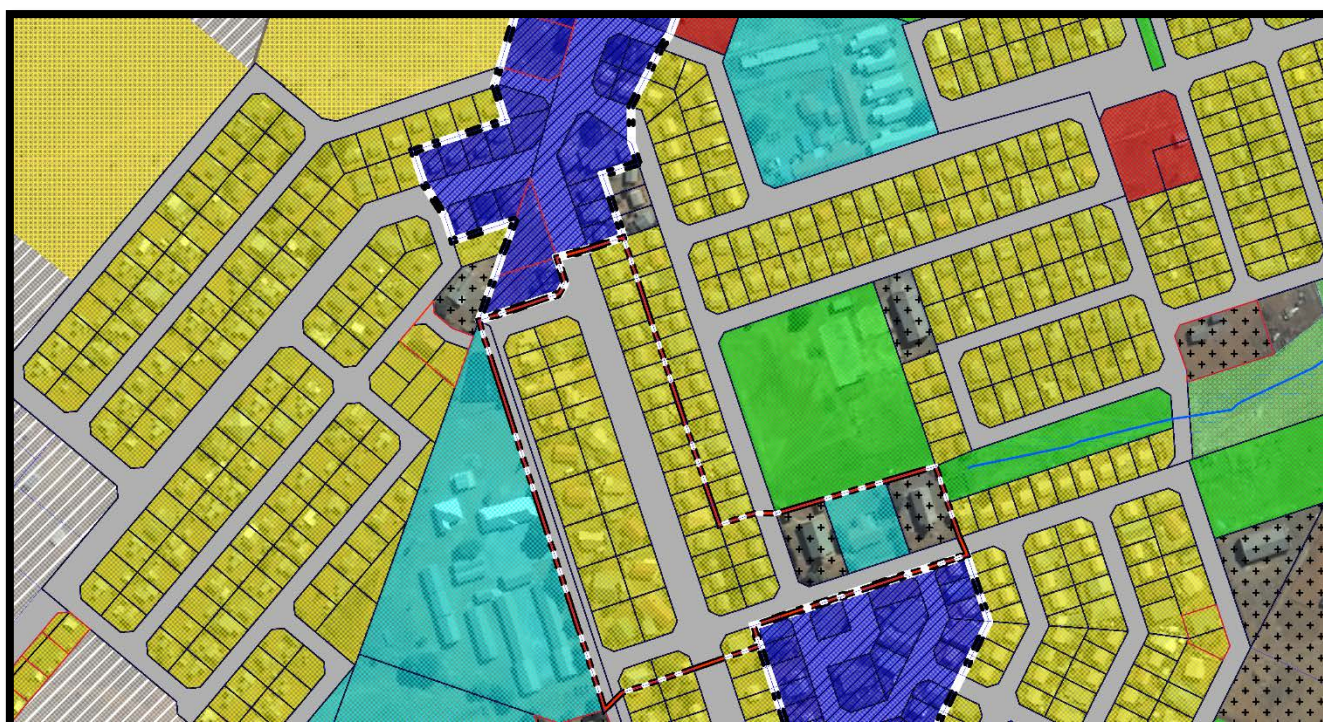


Figure 45: An example of the Nodes Secondary Business and Corridor Activity Street linkage.

4.6.7. Other Structuring Elements

4.6.7.1. WWTW Risk Zones:

Colour notation on maps: Within the spatial vision maps, the WWTW Risk Zone is defined by a red 1000m radius indicated from its centre.

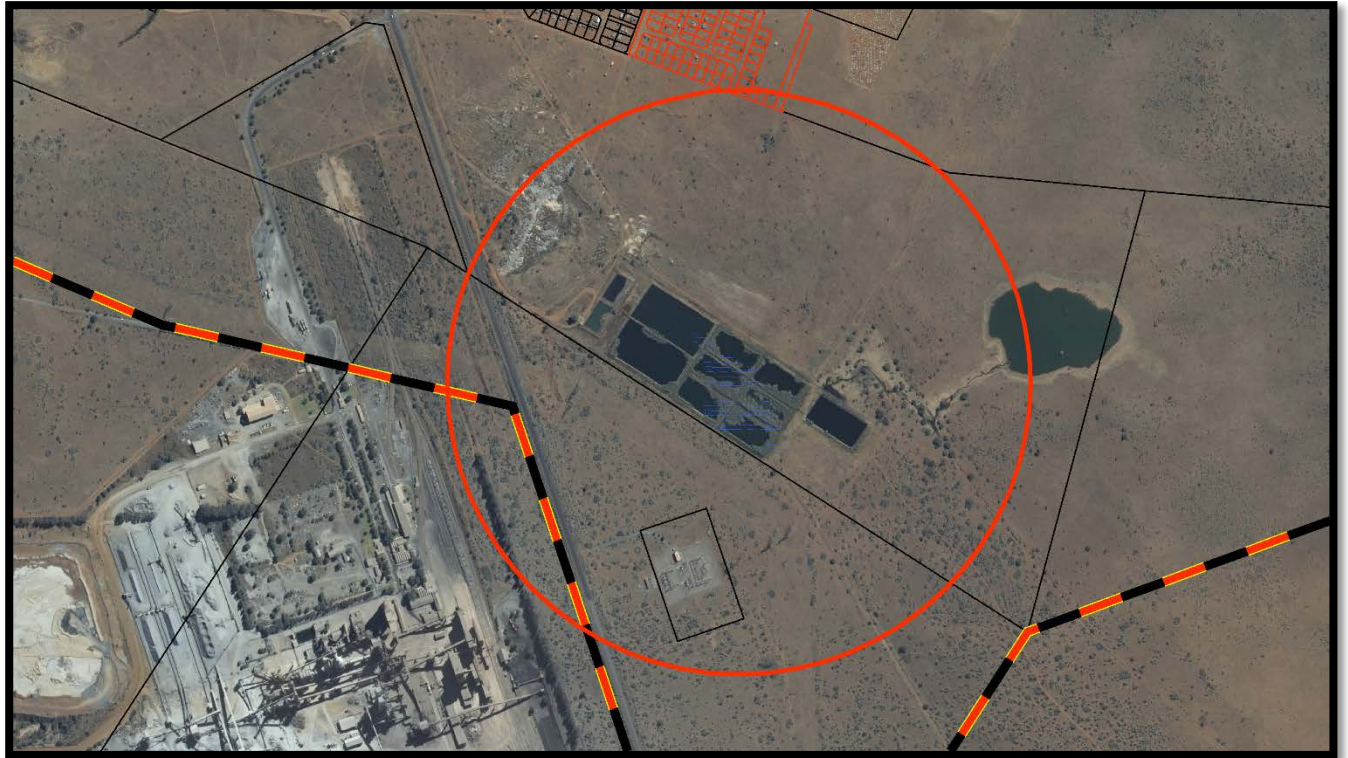


Figure 46: An example of the WWTW of Daniëlskuil and the 1000m risk area surrounding the mentioned works.

These areas pertain to the risk area radius around waste water treatment works in the Municipality. The risk zones plays a vital role in the spatial vision as the 1000m radius must be taken into consideration for any development in the specific area.

4.6.7.2. Possible Surface Water

Colour notation on maps: Within the spatial vision maps, the Possible Surface Water is defined by a blue line running in the centre of the identified run-off areas or riverbeds.

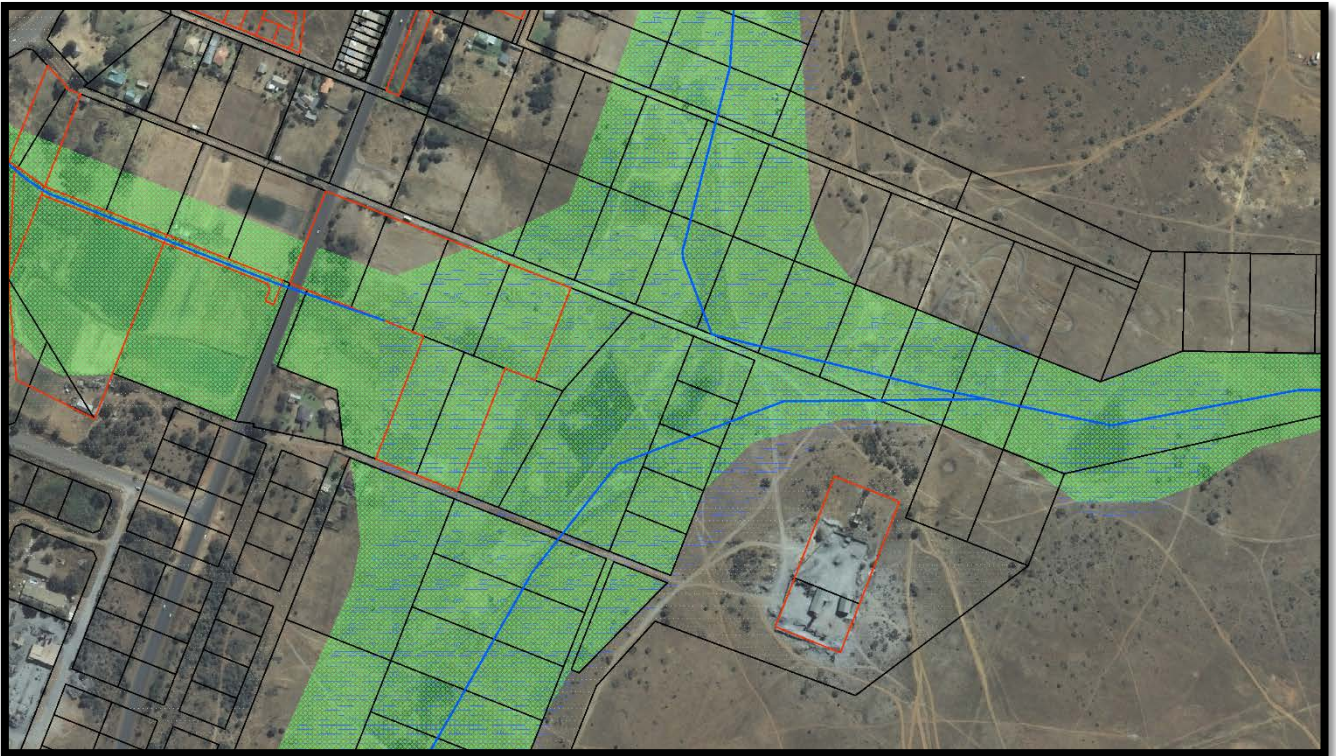


Figure 47: An example of the Surface water as a structuring element as it is to be found in and around the community of Daniëlskuil.

During the compilation of the SDF vision maps, all the storm water and visible streams were captured for all of the areas within the Urban Edge of the various towns and communities. These were identified as rivers and riverbeds, although most are very small and have a very insignificant impact on the area. These areas must still be taken into consideration when planning any area, especially if densification or future expansions of residential areas are to be considered. As far as possible, Ecological corridors were designed and identified around most of these rivers, and run-off areas also to be taken into consideration and forms an important link with the bioregional planning approach. The detail NEMA process will however give proper feedback on the possible negative impacts on any community.

4.6.7.3. *Limited land uses per street focussed on Tuck Shops*

The public participation process necessitated the inclusion of a specific limitation as to the number of Tuck Shops that can be allowed per area or street. The final decision for the handling of Tuck Shops were taken as follow:

- i. Within a radius of 150m not more than one Tuck Shop will be approved and allowed.
- ii. More than one Tuck shop can be allowed in such a radius, if the mentioned shops fronts on different streets.
- iii. Tuck Shops within such a radius, but facing different streets will be allowed.
- iv. Areas identified for Precinct CBD, Node Secondary Business and Activity streets can allow more than 1 Tuck Shop per 150m radius.

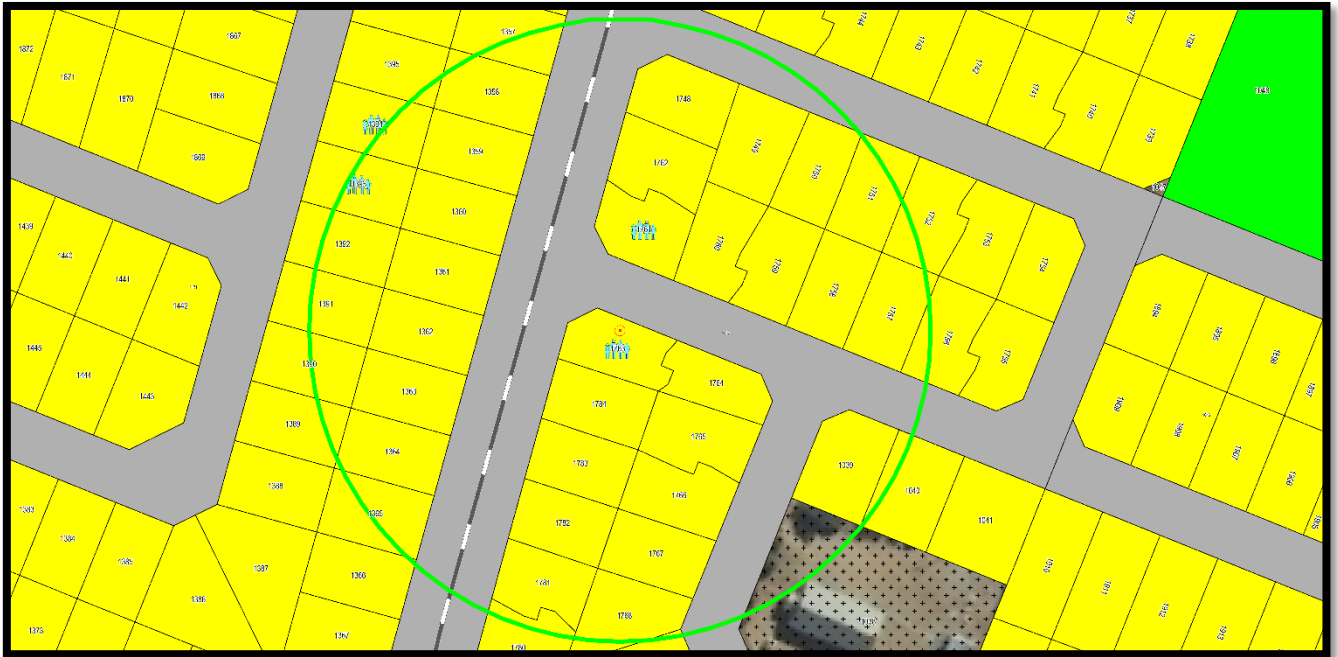


Figure 48: An example of a 150m radius where 4 existing Tuck Shops are to be found which in future will not be allowed.

4.6.7.4. Main Access Roads

Colour notation on maps: Within the spatial vision maps, the Main Access Roads is defined by grey and white dotted lines in the centre of either the existing road or the indication of the location of the future roads, including arrows indicating future extension directions.

The existing and future main access roads were captured in all the areas that were included within the Urban Edges to indicate the major road infrastructure and the future extensions thereof. The inclusion of these possible expansion routes will be extremely important for future expansions and development of each of the various communities and must be taken into consideration with the expansion of any specific area.



Figure 49: An example of the Main Access Roads for Lime Acres as included in the Section B SVP's.

4.6.7.5. Residential Expansion Areas

The development of the KLM area and the existing Dolomite structures surrounding the various communities, made it very difficult to identify and provide enough space for residential expansion areas. During the compilation of the SDF document, a total of 10 possible areas were identified specifically focussing on the residential component and each will be discussed shortly as a structuring element within the SDF. These are only possible areas for development and in some cases the Dolomite studies were completed and the areas could be planned and defined in more detail than others. In other areas, the dolomite studies will still need to be completed as part of the SPLUMA land use change process. Please take special note of the detail included into the Spatial Planning Categories and the decision-making aspects that must be part of any application submitted.

- **Residential Expansion Area no 1** is located directly northwest of Daniëlskuil in the area where the old golf course were located. This area is one of the few areas with no problematic dolomite structures and no negative influence of dolomite is foreseen. The site is approximately 125ha in size and could accommodate 1500 residential erven of average 500m² size. The final number will only be determined after the detail layout is planned.



Figure 50: The residential expansion area no 1 directly northwest of Daniëlskuil.

- **Residential Expansion Area no 2** is located directly north of Daniëlskuil in the area surrounding the koppie with the water tower located on it and north of Johanna van de Merwe Street. The area has a steep slope and the erf sizes will have to be larger in order to accommodate the development of residential houses. The dolomite status of the area is not known and the site is approximately 20ha in size and could accommodate 150 residential erven of average 700m² size.



Figure 51: The residential expansion area no 2 directly north of Johanna van der Merwe Street in Daniëlskuil.

- Residential Expansion Area no 3** is located directly north of Tlhakalatlou in Daniëlskuil in the area north of Mogatle, Bosman and Naidoo Streets. The area have more than one problematic D4 dolomite structure identified during a detail study already completed and lower density residential development could be allowed in the D3 areas. The development of these areas will however be allowed under strict management and mitigating factors. The area is approximately 15ha in size and could accommodate 150 residential erven of average 600m² size.

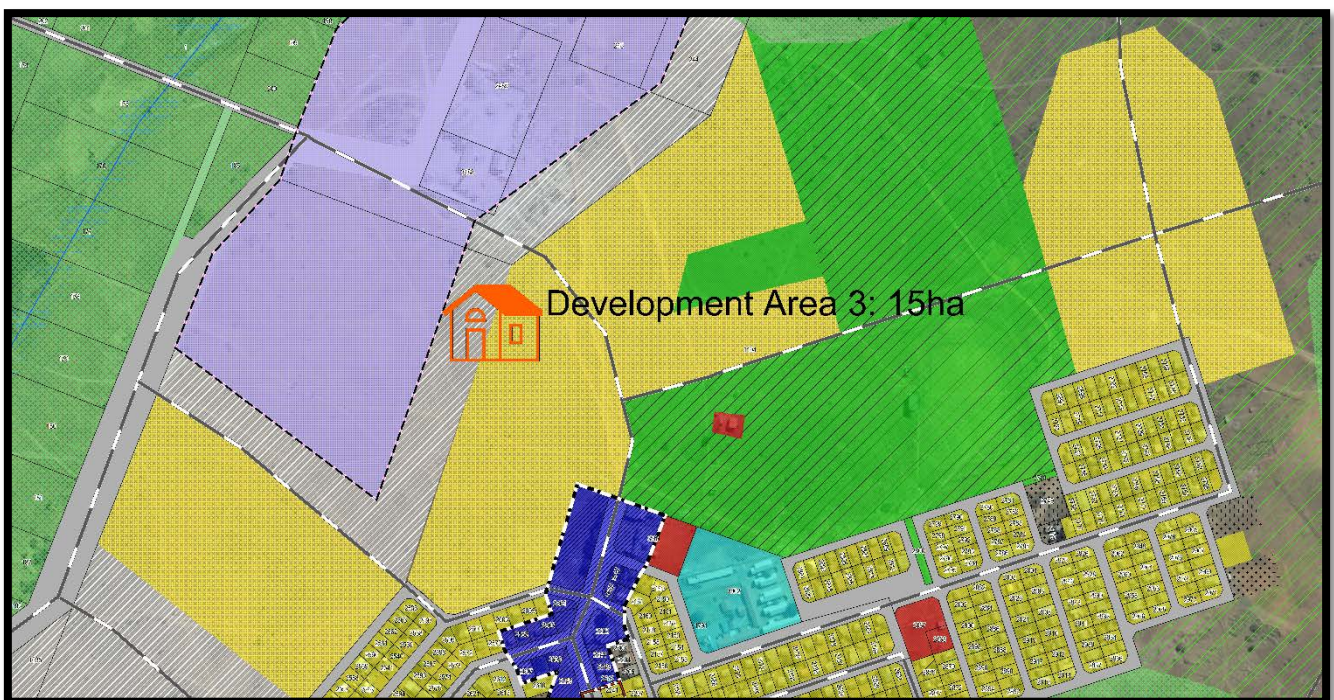


Figure 52: The residential expansion area no 3 directly north of Tlhakalatlou in Daniëlskuil.

- Residential Expansion Areas no 4 and 5** are located directly east and west of Kuilsville and Tlhakalatlou in Daniëlskuil. The area borders the R31 which trisects the town and forms the central area for integration between the communities. Dolomite can be found in the area (east of the R31) and the D3 dolomite areas will again be subject to strict management and mitigating factors. The 2 sites combined is 9.5ha in size and could house 95 erven of approximately 600m² in size. If the western segment of the area adjacent to Kuilsville could possibly house higher density erven, this option could be investigated and the number of erven could be much higher. The detail dolomite study of this area will however determine of the area can at all be utilised for residential expansions, or not.

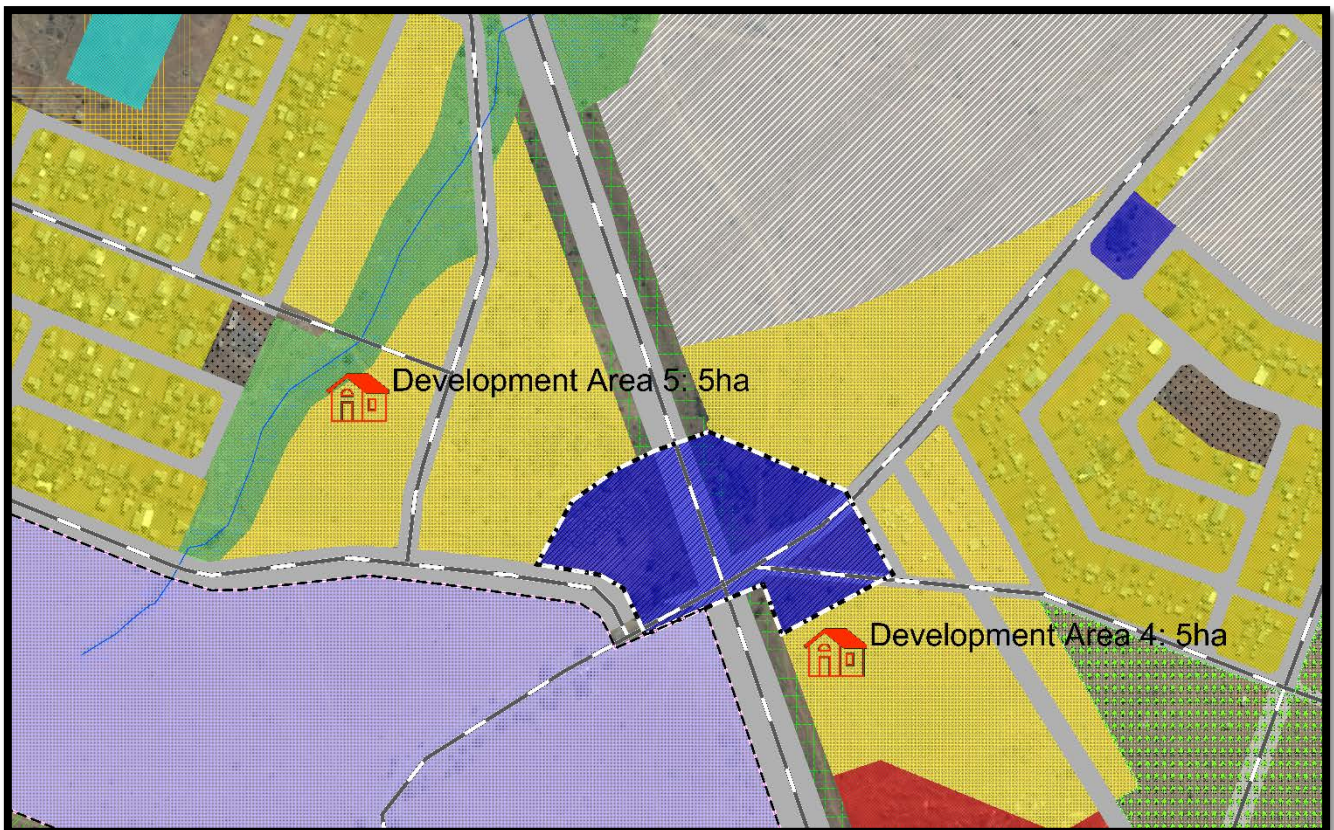


Figure 53: The residential expansion areas no 4 and 5 directly east and west of Kuilsville and Tlhakalatlou in Daniëlskuil.

- Residential Expansion Area no 6** is located to the north of Sha-leje and although the mining sector did not indicate that Sha-leje will be expanded in the short term, the Council indicated that a possibility do exist for some residential expansion in the area. The dolomite structure of the area is not known and the detail study will form an important component of the SPLUMA land use change application. The site is approximately 13ha in size and could house approximately 200 erven of an average size of 350m². The dolomite structure will determine if such a density could be allowed and will influence the area and the utilisation thereof



Figure 54: The residential expansion area no 6 to the north of Sha-leje.

- Residential Expansion Area no 7** is located to the north and north-west of Lime Acres and again, as was the case of Sha-leje, the mining sector did not indicate that this area was earmarked in the short term for residential expansion. The Council however indicated the possibility of residential expansion in the future and thus the maps were adjusted to include this possibility, the area to the north comprises of about 30ha and could house 300 residential erven of average size 600m². The dolomite structure of the area is not known and the detail study will form an important component of the SPLUMA land use change application.

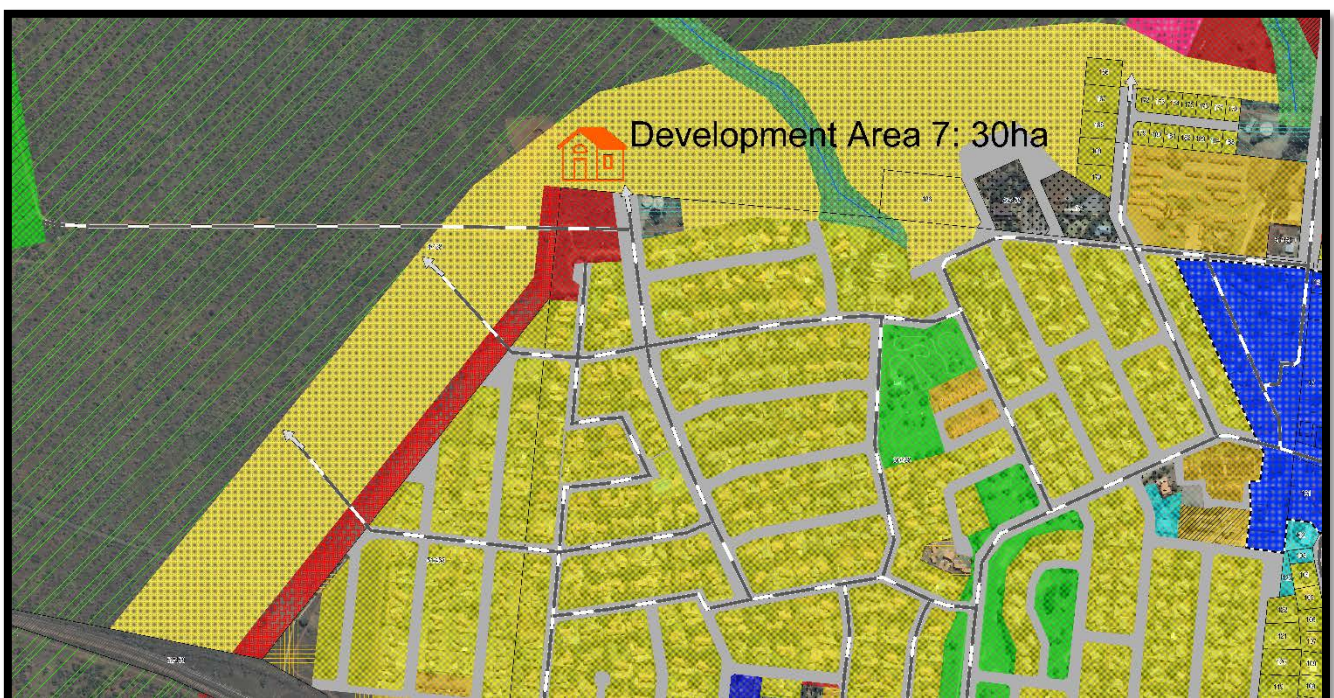


Figure 55: The residential expansion area no 7 to the north and north-west of Lime Acres.

- Residential Expansion Area no 8** is located to the south of Lime Acres and again, as was the case of the northern area of Lime acres and Sha-leje, the mining sector did not indicate that this area was earmarked in the short term for residential expansion. The Council however indicated the possibility of residential expansion in the future and thus the maps were adjusted to include this possibility. The area to the south is relatively small and will house infill planning between the exiting town and the railway line and comprises of about 10ha and could house 120 residential erven of average size 500m². The dolomite structure of the area is not known and the detail study will form an important component of the SPLUMA land use change application.



Figure 56: The residential expansion area no 8 to the south of Lime Acres.

- Residential Expansion Areas no 9 and 10** is located to the north and south of Norfin (south of Lime Acres) and again, as was the case of Lime acres and Sha-leje, the mining sector did not indicate that this area was earmarked in the short term for residential expansion. The Council however indicated the possibility of residential expansion in the future and thus the maps were adjusted to include this possibility. The area surrounding the town of Norfin is relatively small and will house infill planning and comprises of about 7ha and could house 100 residential erven of average size 400m². The dolomite structure of the area is not known and the detail study will form an important component of the SPLUMA land use change application.



Figure 57: The residential expansion areas no 9 and 10 to the north and south of Norfin (south of Lime Acres).

- Residential Expansion Area no 11** is located to the west of Daniëlskuil as part of the Agricultural plots west of Kuilsville. The area earmarked for residential development comprises of about 50ha of surveyed properties that could be rezoned and subdivided into smaller residential units as part of densification of the area. The dolomite suitability of the area has not been completed, with the exception of Erven 715 and 470, Daniëlskuil that is located more to the south. During the detail dolomite studies of the mentioned 2 erven, the problematic D4 Dolomite areas were identified and thus gave the Municipality a clear understanding of the complexity of densification of the plots. Small components of the plots will be able to handle lower density residential development, combined with other land uses not linked directly to residential. The completion of the Dolomite study of the area will give clarity on the suitability of certain areas and the possible densification thereof. The 50ha area could house as much as 600 residential erven with an average size of 500m², should services and any other developmental problems be in order and handled. The dolomite structure of the area, as already discussed is not known and the detail study will form an important component of the SPLUMA land use change application.



Figure 58: The residential expansion areas no 11 to the west of Daniëlskuil.

4.6.7.6. *Redevelopment Areas*

During the compilation of the SDF and specifically the detail vision maps, the current status quo of the problematic dolomite structures and the studies completed could not be ignored. Although the Phase 1 and 2 studies were only done in certain areas of Daniëlskuil, 2 very district and problematic residential areas were identified, namely an area known as Maranteng and a segment of the informal area directly south of Tlhakatlou. Both of these areas are identified for redevelopment and the communities residing on these areas will have to be relocated to areas that is more suitable for residential development.



Figure 59: The Maranteng area that will have to be redeveloped and the community relocated to a more suitable and safe residential area.



Figure 60: The Tlhakalatlou area that will have to be redeveloped and the community relocated to a more suitable and safe residential area.

4.7. SPATIAL PLANNING CATEGORIES AND DECISION-MAKING ASPECTS

Due to the scale of development in the KLM area, not each and every SPC is present in the spatial vision of all of the communities and those present and applicable will be presented and discussed here. This document will however align with the NCPSPDF categorisation and listing, as well as with the LUMS 2018 in order to ensure future alignment (both Provincial and District), should additional categories present themselves in the municipal area. This SPC categorisation will serve as the first basis upon which a development's desirability may be evaluated against the spatial vision of the Municipality.

4.7.1. Category A: Conservation Areas

4.7.1.1. Conservation Area Spatial Planning Categories

A.a.	Statutory Conservation Areas	Areas designated in terms of legislation for biodiversity conservation, defined categories of outdoor recreation and resource use. Conservation purposes are purposes normally or reasonably associated with, the use of land for the protection of the natural and/or built environment, including the protection of the physical, ecological, cultural and historical characteristics of land against undesirable change.
A.a.1.	Wilderness Areas (declared in terms of NEMPA 57 of 2003 ²³): Wilderness Areas include areas characterised by their intrinsically wild and pristine appearance and character, or that are capable of being restored to such, and which are undeveloped, without permanent improvements or human habitation.	
	Colour-notation: Solid Fill, Transparent 50%: Light Green, R=111: G=217: B=117	
	Decision-making: There are currently no classified Wilderness Areas within the KLM area which may be indicated in the SDF as such. However, this should not preclude the placement of such a SDF category in the future, or the demarcation of Wilderness Areas on a land use change level in the future. SPC A to C may be seen as ideal areas for the future demarcation of Wilderness Areas.	
A.a.2.	Special Nature Reserves (declared in terms of NEMPA 57 of 2003): Areas characterised by sensitive, ecologically outstanding ecosystems or natural habitats, natural communities, populations or species, or unique geological or biophysical features conserved primarily for scientific research, educational and limited nature-based recreational purposes.	
	Colour-notation: Hatch: Light Green (hatch = Diagonal 2), R=180: G=255: B=200	
	Decision-making: There are currently no classified Special Nature Reserves within the KLM area which may be indicated in the SDF as such. However, this should not preclude the placement of such a SDF category in the future, or the demarcation of Special Nature Reserves on a land use change level in the future. SPC A to C may be seen as ideal areas for the future demarcation of Special Nature Reserves.	
A.a.3.	National Parks (Declared in terms of NEMPA 57 of 2003): Designated to protect areas of national or international biodiversity importance; or containing a representative sample of South Africa's natural systems, scenic areas or cultural heritage sites; or the ecological integrity of one or more ecosystems. National parks provide spiritual, scientific, educational, recreational and tourism-related opportunities which are mutually and environmentally compatible and can contribute to local and regional economic development, including any activities that forms part of 'Resort and Tourism related areas', including the consent uses stipulated as part of D.q.1 of the LUMS.	
	Colour-notation: Hatch: Light Green (hatch = Diagonal), R=180: G=255: B=200	
	Decision-making: There is currently no classified National Park within the KLM area, which could be indicated on the SDF maps. The demarcation of any National Parks on a land use change level in the future is ideal on land earmarked for SPC A to C and may be seen as ideal areas for the future demarcation of National Parks. This use should be actively encouraged to reach even more biodiversity and sustainability goals for the KLM area.	
A.a.4.	Nature Reserves (including provincial, local authority and registered private nature reserves – declared in terms of NEMPA 57 of 2003):	

²³ National Environmental Management Act: Protected Areas Act 57 of 2003

	Nature Reserves, including provincial, local authority and registered private nature reserves and include areas of significant ecological, biophysical, historical, or archaeological interest or that are in need of long-term protection for the maintenance of its biodiversity or for the provision of environmental goods and services.
	Colour-notation: Hatch: Light Green (hatch Grass 2), R=180: G=255: B=200
	Decision-making: There are currently no classified Nature Reserves within the KLM area which may be indicated in the SDF as such. However, this should not preclude the placement of such a SDF category in the future, or the demarcation Nature Reserves on a land use change level in the future. SPC A tot C may be seen as ideal areas for the future demarcation of Nature Reserves.
A.a.5.	Protected Environments (declared in terms of NEMPA 57 of 2003): Areas as a sensitive zone for the protection of a wilderness area, special natural reserve, national park, world heritage site or nature reserve, to enable owners to conserve biodiversity, protect specific ecosystem and control land use.
	Colour-Notation: Hatch: Light Green (hatch = Fill), R=109: G=255: B=136
	Decision-making: There are currently no classified Protected Environments within the KLM area, but certain areas have the potential to be classified in future. Protected environments can, due to the Bioregional approach, be incorporated within any of the SPC's of KLM.
A.a.8.	World Heritage Sites (declared in terms of the World Heritage Convention Act 49 of 1999): Cultural ²⁴ or natural ²⁵ areas that has been: a) Included on the World Heritage List, or the tentative list of the Republic, and has been proclaimed as a World Heritage Site, or b) Proclaimed to be a special heritage site for management in accordance with the Act (such areas cannot be referred to as a World Heritage Site).
	Colour-notation: Hatch: Light Green (hatch = Parquet Floor), R=180: G=255: B=200
	Decision-making: There are currently no classified World Heritage Sites within the KLM which may be indicated in the SDF as such. However, this should not preclude the placement of such a SDF category in the future, or the demarcation of a World Heritage site on a land use change level in the future. This SPC, once it has been proclaimed, may be considered across any other SPC contained in this document.
A.a.9.	Mountain Catchment Areas (declared in terms of Mountain Catchment Areas Act 63 of 1970): Areas declared as mountain catchment areas that provide for the conservation, use, management and control of such land.
	Colour-Notation: Hatch: Light Green (hatch = Dots), R=180: G=255: B=200
	Decision-making: There are currently no Mountain Catchment areas in the KLM area which may be indicated in the SDF as such. However, this should not preclude the placement of such a SDF category in the future, however this should be highly unlikely in terms of the existing location of the municipality. This SPC, once it has been proclaimed, may be considered across any other SPC contained in this document.

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

25 For the purpose of the Convention Concerning the Protection of the World Cultural and Natural Heritage, the following shall be considered as 'natural heritage': natural features consisting of physical and biological formations or groups of such formations, which are of outstanding universal value from the aesthetic or scientific point of view, geological and physiographical formations and precisely delineated areas which constitute the habitat of threatened species of animals and plants of outstanding universal value from the point of view of science or conservation, natural sites or precisely delineated natural areas of outstanding universal value from the point of view of science, conservation or natural beauty.

4.7.2. Category B: Sensitive Areas

4.7.2.1. Sensitive Areas Spatial Planning Categories

B.a.	Non-Statutory Conservation Areas	Areas voluntarily set aside by land owners and managed for conservation purposes in terms of the legislation applicable to the current zoning of such land and not in terms of dedicated conservation legislation.
B.a.1.	Contractual Conservation Areas: Areas designated for conservation purposes in terms of an agreement with a conservation agency, or between landowners, a lease agreement, or a servitude. This category includes conservancies and biodiversity stewardship sites.	
	Colour-notation: Hatch: Medium Blue (hatch = Grid 2), R=100: G=255: B=255	
	Decision-making: There are currently no classified Contractual Conservation Areas within the KLM area which may be indicated in the SDF as such. However, this should not preclude the placement of such a SDF category in the future, or the demarcation of Contractual Conservation Areas on a land use change level in the future. This SPC, may be considered across any other SPC contained in this document.	
B.a.2.	Private Conservation Areas: Areas which have been set aside for use as a private site for recreation facilities or as an ornamental garden or pleasure-garden, provided that the land is under the long-term management of a private person or authority, for the primary use of conservation and includes areas unofficially designated and managed for conservation purposes by the relevant land owner.	
	Colour-notation: Hatch: Medium Blue (hatch = Diagonal 4), R=100: G=255: B=255	
	Decision-Making: There are currently no Private Conservation Areas within the KLM area which may be indicated in the SDF as such. However, this should not preclude the placement of such an SDF category in the future, or the demarcation of Private Conservation Areas on a land use change level in the future. This SPC, may be considered across any other SPC contained in this document.	
B.b.	Ecological Corridors	Linkages between natural habitats or ecosystems that contribute to the connectivity of the latter and to the maintenance of associated natural processes. This SPC is quite prolific in the KLM area and should be carefully managed by local government and environmental departments. Duo to the various areas included in the tables below, a general ecological corridor were identified, which may include any of the below, of a combination thereof as part of the future usage:
	Colour-Notation: Solid Fill, Transparent 50%: Green, R=100: G=255: B=100	
B.b.1.	Freshwater Ecosystem Priority Areas (FEPAs) (designated in terms of the National Freshwater Ecosystem Priority Areas Project (NFEPA): Identified river and wetland FEPAs and fish support areas, including a generic buffer of 100m, measured from the top of bank of the river or the delineated riparian areas, whichever is larger, and measured from the outside edge of the wetland.	
	Colour-Notation: A. Light Blue, R = 36, G = 156, B = 255 B. Green, R = 26, G = 183, B = 55 C. Light Orange, R = 255, G = 205, B = 73 D. Red, R = 255, G = 76, B = 36 E. Light Purple, R = 171, G = 169, B = 251 F. Light Purple, R = 171, G = 169, B = 251	
	Decision-Making: Where any development is to be considered within an area marked with this SPC (rivers indicated in a linear fashion and wetlands indicated as polygons and ecological corridors), a generic non-development area of 100m (measured from the outer bank of the river or wetland) will apply, and should the said development be within this generic non-development area, the inputs from the relevant environmental department will be required. Such relevant environmental department will have to identify whether an environmental assessment will be required prior to a land use change being considered. Special mention is made of the Orange and Molopo Rivers, where the banks have been largely modified by agriculture and normal development practises. The generic non-development area will apply to any new development within 100m	

	of the banks of the river, which includes the riparian zone. Developments should be encouraged to stay clear from these areas or at least consider it in their site layouts.	
B.b.2.	Rivers or Riverbeds (in terms of NEMA 107 of 1998): All perennial or non-perennial rivers and wetlands (notwithstanding the FEPA classification).	
	Colour-notation: Hatch: Medium Blue (hatch = Swamp 1), R=100: G=255: B=255	
	Decision-Making: The rivers, run-off areas of storm water and riverbeds visible on the aerial photos available, where captured for all the areas within the Urban Edges and Ecological Corridor indicated for the areas surrounding these areas. Since large portions of the KLM area is covered by these areas, the management of this category is no less important than B.b.1. albeit more relaxed and must be identified in each application and possible development. This SPC has been marked with a colour category where such areas are present within the urban edge of a settlement. Outside of the urban edge, the provisions of this SPC will apply to any visible river or stream where a development is considered, e.g. in the case of renewable energy developments. A generic 32m non-development area, as described in in the listing notices of the Environmental Impact Assessment Regulations (2010), will apply to any development considered within the said area. Should a development proposal be made in such an area, the relevant environmental department should be contacted for inputs and to indicate whether they will require any environmental assessment. Developments should be encouraged to stay clear from these areas or at least consider it in their site layouts.	
B.b.3.	Other Natural Areas: This area include Sensitive Coastal Areas, Tracts of natural vegetation that form part of, or link ecosystem components (i.e. tracts of natural vegetation acting as a non-developmental sensitive zone between rivers located in FEPA Fish Support Areas and Fish Sanctuaries, and Category C and D areas) and any other natural areas that are conservation-worthy and which form linkages to natural areas within Category C and D areas.	
	Colour-notation: Hatch: Light Green (hatch = Swamp 3), R=200: G=255: B=210	
	Decision-Making: If a development is considered across an area that is covered with this category, the relevant environmental department should be contacted for inputs and to indicate whether they will require any environmental assessment. Developments should be encouraged to stay clear from these areas or at least consider it in their site layouts.	
B.c.	Urban Green Areas	Municipal open spaces, including playgrounds, which form an integral part of the urban structure and includes both private and public open spaces.
B.c.1.	Public Park: Any land which falls under, or is intended to come under the ownership of the local authority, which is utilised by the general public as an open space, park, garden, square, playground or recreational site and appears on an approved general plan as a "public open space and/or public place".	
	Colour-notation: Solid Fill, Transparent 50%: Green, R=0: G=255: B=0	
	Decision-Making: Where land units are marked with this SPC and/or registered at the Chief Surveyor General's office, it may not be developed for any other purpose than a park, unless the park has been closed through due process at the SG Office and indicated for development within this SDF document. The closure of parks, are however highly discouraged and local authorities should be careful to sacrifice such areas in favour of development. Notably, the closure of any park exceeding 1000m ² requires an environmental assessment. In new neighbourhoods being developed (see residential and urban related SPC's) the CSIR Guidelines for Human Settlement Planning and Design (Volume 2) should be considered.	
B.c.2.	Landscape Areas: Any land which has been set aside in this LUMS for use as a private site for playing, rest and recreation or as an ornamental garden or pleasure-garden, provided that the land is under the long term management of a private person or authority.	
	Colour-notation: Hatch: Light Green (hatch = Angle), R=200: G=255: B=210	
	Decision Making: Where this SPC apply and a development proposal is made, beautification and green space should form part of the development area impacted by this SPC. This will have to be indicated on a site development plan and enforced on a building plan approval level by the local authority. This principle will apply to all development proposals.	

B.c.3.	Parks and Open Spaces: Any land which falls under, or is intended to come under the ownership of the local authority and which is utilised by the public as an open space, park, garden, square, playground or recreational site, but does not appear on an approved general plan as a "public open space and/or public place".
	Colour-notation: Solid Fill, Transparent 50%: Green, R=0: G=255: B=0
	Decision Making: Where a land units is marked with this SPC it must still retain its use for parks and open space, except if indicated for development within this SDF document. The usage of parks and open spaces for any other use not identified within the SDF, must be highly discouraged and local authorities should be careful to sacrifice such areas in favour of development. In new neighbourhoods being developed (see residential SPC's) the CSIR Guidelines for Human Settlement Planning and Design (Volume 2) should be considered.

4.7.3. Category C: Agricultural Areas

4.7.3.1. Agriculture Spatial Planning Categories

C.a.	Agricultural Areas	Agricultural areas covered with natural vegetation, used for extensive agricultural enterprises, e.g. indigenous plant harvesting, extensive stock-farming, game-farming, eco-tourism and cultivated areas.
C.a.1	Bona-Fide Game Farm:	The breeding of game on natural veld, land or pasture and at most one single residential house and other buildings that is reasonably relevant to the main agricultural activity on the farm, including Accommodation- and Tourist facilities, 4 x 4 routes and bona-fide staff housing.
	Colour-notation:	Hatch: Dark Green (hatch = Diagonal 4), R=200: G=255: B=146
	Decision Making:	<p>This SPC contributes to the agricultural economy of the municipality and the protection of agricultural areas throughout the KLM area and should be encouraged. This is due to the fact that it can maximise the economic potential of the farm, without compromising its agricultural benefit to the economy. Any proposed development of areas indicated as C.a.1. should immediately prompt the decision-making authority to request the inputs from the following departments or parastatals (if applicable to the said development and /or input) which is mandatory for the processing of any land use change/ amendment application, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. No-Objection letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development (if applicable). If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). Written 'No-Objection' letter from the Department of Roads and Public Works (DRPW), stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part

	<p>of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>j) Written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.</p> <p>l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p> <p>Urban development on any non-urban SPC should be excluded where such a development is outside of the urban edge, whereas the following SPCs are seen as complementary to the Bona Fide Game Farm (with all other legislative processes being complete and in place) and the rezoning to being any of the following, can be considered under specific conditions and approvals:</p> <ol style="list-style-type: none"> 1) D.f.1, Place of Worship, D.f.2, Place of Instruction and D.f.3 Institution 2) D.g.1 Government Uses and D.g.2 Municipal Uses 3) D.h.3 Accommodation Facilities 4) D.h.9 Small Holding 5) D.n.1 Cemeteries 6) D.o.1 Sports fields & Related Infrastructure 7) D.p.1 Airport and Related Infrastructure 8) D.q.1 Resort & Tourism Related Areas 9) D.q.2 Holiday homes and Tourism related areas 10) E.a.1. Agricultural Industry 11) E.d.1 Noxious industry 12) E.e.1 Extractive industry 13) SPC F. Surface Infrastructure 14) SPC G: Other, including Special Uses not clearly described in the LUMS and Vacant land within Urban Edge. <p>C.a.1. May also be transformed to any land use within the A to C SPC’s, subject to correct land use procedures being followed.</p>
C.a.2	<p>Agriculture:</p> <p>The breeding of animals on natural veld, land and pasture, stock or auction pens, the processing of products produced on the farm, the cultivation of crops and at most one single residential house and other buildings that is reasonably relevant to the main agricultural activity on the farm, including bona-fide staff housing.</p> <p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Dark Green, R=200: G=255: B=146</p> <p>Decision Making:</p> <p>This SPC covers the largest part of the KLM area and contributes to the agricultural economy of the municipality. The protection of agricultural areas, as is found throughout the KLM area, should enjoy critical protection from the pressures of urban development. Urban development on any area indicated as C.a.2. should immediately prompt the decision-making authority to request the inputs from the following departments or parastatals, namely:</p> <ol style="list-style-type: none"> a) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. c) ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. d) The input from Civil Aviation for the proposed development (if applicable). e) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines.

- f) If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.
- g) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.
- h) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).
- i) If the property borders or makes use of a road in the jurisdiction of the Department of Roads and Public Works (DRPW), the department's written 'No-Objection' letter, stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
- j) If the property borders or makes use of a road in the jurisdiction of the South African National Road Agency Limited (SANRAL), the parastatal's written 'No-objection' letter regarding the development, access and prescribed building lines. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
- k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.
- l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).

Urban development on any non-urban SPC should be excluded where such a development is outside of the urban edge, whereas the following SPCs are seen as complementary to Agriculture (with all other legislative processes being complete and in place) and the rezoning to being any of the following, can be considered under specific conditions and approvals:

- a) D.f.1, Place of Worship, D.f.2, Place of Instruction and D.f.3 Institution
- b) D.g.1 Government Uses and D.g.2 Municipal Uses
- c) D.h.3 Accommodation Facilities
- d) D.h.9 Small Holding
- e) D.n.1 Cemeteries
- f) D.o.1 Sports fields & Related Infrastructure
- g) D.p.1 Airport and Related Infrastructure
- h) D.q.1 Resort & Tourism Related Areas
- i) E.a.1. Agricultural Industry
- j) E.d.1 Noxious industry
- k) E.e.1 Extractive industry
- l) SPC F. Surface Infrastructure
- m) SPC G: Other, including Special Uses not clearly described in the LUMS and Vacant land within Urban Edge.

C.a.2. May also be transformed to any land use within the A to C' SPCs, subject to correct land use procedures being followed.

Plantations and Woodlots:

Plantations, i.e. group of trees cultivated for exploitation of the wood, bark, leaves or essential oils in the trees; forest produce, i.e. anything which appears or grows in such plantation including any living organisms and any product of it and at most one single residential house and other buildings that is reasonably relevant to the main agricultural activity on the farm, including bona-fide staff housing.

Colour-notation:

Hatch: Dark Green (hatch = Weave 1), R=200: G=255: B=146

Decision Making:

There are currently no Plantations and Woodlots areas in the KLM area which may be indicated in the SDF as such. This should not preclude the placement of such an SDF category in the future, however this should be highly unlikely in terms of the existing location of the municipality, but not impossible. This SPC contributes to the agricultural economy of the municipality and the protection of agricultural areas throughout the KLM area and should be encouraged if at all possible. This is due to the fact that it can maximise the economic potential of the farm, without compromising its agricultural benefit to the economy. Urban development on any area indicated as C.b.2. should immediately prompt the decision-making authority to request the inputs from the following departments or parastatals, namely:

- a) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line.
- b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors.
- c) No-Objection letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970.
- d) The input from Civil Aviation for the proposed development (if applicable).
- e) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines.
- f) If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.
- g) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.
- h) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).
- i) If the property borders or makes use of a road in the jurisdiction of the said department, a written ‘No-objection’ letter from the Department of Roads and Public works (DRPW), stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
- j) If the property borders or makes use of a road in the jurisdiction of the said parastatal, a written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
- k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.
- l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).

C.b.2. May also be transformed to any land use within the A to C SPC’s, subject to correct land use procedures being followed.

4.7.4. Category D: Urban Areas

4.7.4.1. Town Typology

D.a	Main Town	Towns accommodating Category A Municipalities (i.e. metropolitan areas) and the seat (capital town) of Category C Municipalities (District Municipalities). (No such towns in KLM)
D.b.	Local Town	Towns accommodating the seat (capital town) of Category B Municipalities (Local Municipalities). (Daniëlskuil and Lime Acres)
D.c.	Rural Settlements	Smaller towns and rural settlements that fall under the jurisdiction of Category B Municipalities (i.e. towns and rural settlements forming part of a Local Municipality). (Papkuil and Owendale)
D.d.	Tribal Authority Settlements	Formal and informal residential areas under the ownership of tribal authorities. (No such areas in KLM)
D.e.	Communal Settlements	Settlements that have been planned, classified and subdivided in terms of the former Rural Areas Act 9 of 1987 and which, in terms of the Transformation of Certain Rural Areas Act 94 of 1998, can be transferred to a legal entity of the community's choice.

4.7.4.2. Urban Spatial Planning Categories

D.f.	Institutional Areas	Areas designated for schools, colleges, churches, mosques, detention facilities etc.
D.f.1.	Place of Instruction: A school, college, technical institute, academy, university, lecture hall or other centre of instruction, and includes a hostel appertaining thereto, and a convent, public library, art gallery, museum, sport grounds and facilities, gymnasium and crèche, but does not include a building used or intended to be used wholly or primarily as a certified reformatory or industrial school or as a school for the mentally handicapped.	
	Colour-notation: Solid Fill, Transparent 50%: Light Blue, R=0: G=255: B=255	
	Decision-Making: <p>In the spatial vision, this SPC has been marked where it was found that such facilities were already developed at the time of the publishing of this document. This does not however preclude its placement in the future in other areas where it is deemed appropriate. This land use should be considered for placement in new neighbourhood developments in terms of the CSIR Guidelines for Human Settlement Planning and Design (Volume 2). In the light thereof, this SPC may also be considered in areas marked under the following categories of the spatial vision:</p> <ol style="list-style-type: none"> SPC C - Specifically where the development of farm school or agricultural academy are planned. SPC D.h. - Educational facilities may be included in any residential development as a public amenity and is seen as a priority for future developments. If such a development is to be considered outside of the Urban Edge, it must immediately prompt the decision-making authority to request the inputs from the following departments or parastatals', namely: <ul style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. No-Objection letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with 	

	<p>NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).</p> <ul style="list-style-type: none"> o A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW), stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. o Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.f.2.	<p>Place of Worship:</p> <p>A church, synagogue, mosque, temple, chapel or other place for practising religion. It also includes any building in connection therewith, for instance a hall, Sunday school classes, church offices, day-care centre, a wall of remembrance and parsonage, but does not include funeral parlours.</p>
	<p>Colour-notation:</p> <p>Hatch: Black (Hatch = Crosses 1), R=0: G=0: B=0</p>
	<p>Decision-Making:</p> <p>In the spatial vision, this SPC has been marked where it was found that such facilities were already developed at the time of the publishing of this document. This does not however preclude its placement in the future in other areas where it is deemed appropriate. This land use should be considered for placement in new neighbourhood developments in terms of the CSIR Guidelines for Human Settlement Planning and Design (Volume 2). In the light thereof, this SPC may also be considered in areas marked under the following categories of the spatial vision:</p> <ul style="list-style-type: none"> a) SPC C - Specifically where the development of farm church is planned b) SPC D.h. - Educational facilities may be included in any residential development as a public amenity. c) If such a development is to be considered outside of the Urban Edge, it must immediately prompt the decision-making authority to request the inputs from the following departments or parastatals, namely: <ul style="list-style-type: none"> o Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. o Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. o A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. o If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines. o If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. o If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. o Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local

	<p>authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).</p> <ul style="list-style-type: none"> ○ A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW), stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. ○ A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. ○ Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. ○ Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.f.3.	<p>Institution:</p> <p>A building or portion thereof used or intended to be used for a charity, health or welfare institution and/or for the administration thereof, and includes community facilities, a place of assembly, a hospital, a pharmacy linked to a hospital, clinic or reformatory, either private or public, but does not include a prison or place of detention.</p>
	<p>Colour-notation:</p> <p>Hatch: Red (Hatch = Crosses 1), R=255: G=50: B=20</p>
	<p>Decision-Making:</p> <p>In the spatial vision, this SPC has been marked where it was found that such facilities were already developed at the time of the publishing of this document. This does not however preclude its placement in the future in other areas where it is deemed appropriate. This land use should be considered for placement in new neighbourhood developments in terms of the CSIR Guidelines for Human Settlement Planning and Design (Volume 2). In the light thereof, this SPC may also be considered in areas marked under the following categories of the spatial vision:</p> <ul style="list-style-type: none"> a) SPC C. b) SPC D.h. – Institutional facilities may be included in any residential development as a public amenity. c) A development that falls under this SPC may be placed at any appropriate location within the urban edge of a settlement. d) It may also be considered outside of the urban edge, but only subject to highly site-specific circumstances. Institutions which may be considered outside of the urban edge includes mental health facilities and places of detention, as these are generally not favoured as integrated into community neighbourhoods. If such a development is to be considered outside of the urban edge, it must immediately prompt the decision-making authority to request the inputs from the following departments or parastatals, namely: <ul style="list-style-type: none"> ○ Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. ○ Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. ○ A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. ○ If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. ○ If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. ○ If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input

		<p>and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.</p> <ul style="list-style-type: none"> o Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). o A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW), stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. o Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.g.	Authority Areas	Areas designated for government uses, parastatals such as Telkom and Eskom, municipal uses such as offices, clinics, community centres etc.
D.g.1.	<p>Government Uses:</p> <p>A building or site for government use of which the extent thereof is such that it cannot be classified or defined under other uses in these regulations and includes uses practised by the State, such as military training centres and installations, telecommunication facilities, police stations and prisons; or by the Provincial or District authority, such as road stations and road camps or any other parastatals such as Eskom, etc.</p> <p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Red, R=255: G=0: B=0 and Hatch: Black (Hatch =Diagonal 4), R=0: G=0: B=0</p> <p>Decision-Making:</p> <p>In the spatial vision, this SPC has been marked where it was found that such facilities were already developed at the time of the publishing of this document. This does not however preclude its placement in the future in other areas where it is deemed appropriate. This land use should be considered for placement in new neighbourhood developments in terms of the CSIR Guidelines for Human Settlement Planning and Design (Volume 2). In the light thereof, this SPC may also be considered in areas marked under the following categories of the spatial vision:</p> <ul style="list-style-type: none"> a) SPC C. b) SPC D.h. - Government facilities may be included in any residential development as a public amenity. c) A development that falls under this SPC may be placed at any appropriate location within the urban edge of a settlement. d) It may also be considered outside of the urban edge, but only subject to highly site-specific circumstances. If such a development is then to be considered, it must immediately prompt the decision-making authority to request the inputs from the following departments or parastatals, namely: <ul style="list-style-type: none"> o Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. o Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. o The input from Civil Aviation for the proposed development (if applicable). o A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. 	

	<ul style="list-style-type: none"> o If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines. o If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. o If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. o Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). o A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW), stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. o Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.g.2.	Municipal Uses: A usage practised by a local government and of which the extent thereof is of such nature that it cannot be classified or defined under another usage in these regulations, for example fire-brigade services, vehicle test centre or any services installation, such as power stations, water reservoirs, mini-substations, substations, etc.
	Colour-notation: Solid Fill, Transparent 50%: Red, R=255: G=0: B=0
	Decision-Making: In the spatial vision, this SPC has been marked where it was found that such facilities were already developed at the time of the publishing of this document. This does not however preclude its placement in the future in other areas where it is deemed appropriate. This land use should be considered for placement in new neighbourhood developments in terms of the CSIR Guidelines for Human Settlement Planning and Design (Volume 2). In the light thereof, this SPC may also be considered in areas marked under the following categories of the spatial vision: <ul style="list-style-type: none"> a) SPC C. b) SPC D.h. - Municipal facilities may be included in any residential development as a public amenity. c) A development that falls under this SPC may be placed at any appropriate location within the urban edge of a settlement. d) It may also be considered outside of the urban edge, but only subject to highly site-specific circumstances. If such a development is then to be considered, it must immediately prompt the decision-making authority to request the inputs from the following departments or parastatals, namely: <ul style="list-style-type: none"> o Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. o Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. o The input from Civil Aviation for the proposed development (if applicable).

	<ul style="list-style-type: none">o A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970.o If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines.o If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.o If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.o Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).o A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW), stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.o A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.o Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.o Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).	
D.h.	Residential Areas:	Areas designated for residential purposes, e.g. single title erven, group housing, incremental housing, flats, accommodation facilities etc. Where an area is marked as such, without any sub-category specification, any of the below sub-categories may be considered for land development.
	Colour-notation:	Solid Fill, Transparent 60%: Yellow, R=255: G=238: B=73
	Decision-Making:	<p>This general indication as a SPC is intended for a wide spectrum of residential developments, as to be found from D.h.1 to D.h.10, excluding D.h.9, which falls into its own specification and Corridor. This SPC does however not preclude other housing typologies and in layout planning, as a mix of typologies should be encouraged where possible. Furthermore, greenfield areas marked with this SPC does not imply a homogenous neighbourhood limited to residency and may also include other uses, which may be seen as complementary to such a neighbourhood, e.g. clinics, places of instruction, places of worship, neighbourhood shops etc. This will be at the discretion of the municipality, as well as the decision-making authority where layout planning is concerned. Where this SPC is applied across existing properties, other land use categories should however not be promoted, unless sufficiently motivated in terms of site-specific circumstances that exist. Such an area must take into consideration the existing character and density of the surrounding properties in the immediate vicinity, with the following being considered as basis:</p> <p>a) Any category of residential development, or combination thereof, must adhere to the specifications of the LUMS.</p>

	<p>b) The erf size of any planned development and subdivision of an area, must not be smaller than an average of 70% of the average size of the existing neighbourhoods surrounding such an area. Where the average size of an area is 1000m², the smallest erf size permitted for development is 700m² to limit the impact on the delivery of services.</p> <p>c) PSC’s D.h.2 to D.h.5 and D.h.8 must adhere to their LUMS specifications of minimum size and layout.</p> <p>Where such developments are considered on greenfield-sites in any of the categories, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Environmental Impact Assessment; 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors; 3) Service Availability Report.
D.h.1.	<p>Single Residential House:</p> <p>A building consisting of only one residential unit – a self-contained interlinking group of rooms for the accommodation and housing of a single family, or a maximum of four persons who do not satisfy the definition of a “family”, together with such outbuildings as are ordinarily used therewith.</p> <p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Yellow, R=255: G=255: B=0</p> <p>Decision-Making:</p> <p>This general indication as a SPC is intended for low to medium density residential areas of KLM and includes the most of the existing residential areas captured inside the Urban Edge. This SPC is intended for typical low density housing in the economic, GAP and FLISP housing categories, where in the two latter cases, smaller erven is designed to increase affordability to housing market entrants and it is encouraged that this be incorporated into any future development.</p> <p>Such an area must take into consideration the existing character and density of the surrounding properties in the immediate vicinity, with the following being considered as basis:</p> <ol style="list-style-type: none"> a) Any category of residential development, or combination thereof, must adhere to the specifications of the LUMS. b) The erf size of any planned development and subdivision of an area, must not be smaller than an average of 70% of the average size of the existing neighbourhoods surrounding such an area. Where the average size of an area is 1000m², the smallest erf size permitted for development is 700m² to limit the impact on the delivery of services. c) PSC’s D.h.2 to D.h.5 and D.h.8 must adhere to their LUMS specifications of minimum size and layout. d) The rezoning of this category to any SPC D or F could be considered in accordance with the spatial vision maps. e) The rezoning of D.h.1 must strictly adhere to areas identified for such developments, such as Precinct CBD, Node Secondary Business and Corridor Activity streets. f) The only residential category to be considered outside of the urban edge is D.h.10 and also under strict regulations and stipulations, including adherence to all applicable decision-making factors. <p>Where such developments are considered on greenfield-sites in any of the categories, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Environmental Impact Assessment; 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors; 3) Service Availability Report.
D.h.2.	<p>Group Housing:</p> <p>A group of separate and/or connected individual residential units which were planned, designed and built as a harmonious architectural entity with a medium density character and with units that may vary between single and double storeys and of which each unit has a ground floor, irrespective whether such units are cadastrally divided or not and include a private road network.</p> <p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Orange, R=255: G=139: B=0</p> <p>Decision-making:</p> <p>This SPC is designed to accommodate group housing, and in the light of mixed housing typologies, may be integrated into any new residential development. Certain considerations should however be applied in making a decision on such development proposals:</p> <ol style="list-style-type: none"> a) Densification within Precinct CBD and Node Secondary Business can be accommodated on a single erf format and do not have to comply with any of the below sections included in b) to f).

	<p>b) Areas specifically indicated for D.h.2 on the spatial vision maps, can be developed for a lower order category housing development, such as D.h.1.</p> <p>c) Where a group housing development is considered, the site should be at least 2750m² in size.</p> <p>d) Where a group housing development is considered, the site should not have a dimension rating less than 1:2.5.</p> <p>e) Where a group housing development is considered, the internal roads of the development may not be zoned a zoning which enshrines public access, as this will preclude access control to the development in the controlled format. An appropriate zoning for private roads must be indicated.</p> <p>f) A minimum of 8 units must be built.</p> <p>g) Group housing will not be considered where the service infrastructure of an area cannot accommodate such housing densities, including any Precinct CBD, Node Secondary Business or Activity Street. Any such development application would have to be coupled with a statement from the local authority that services are available for such a development.</p> <p>Where such developments are considered on greenfield-sites in any of the categories, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Environmental Impact Assessment; 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors; 3) Service Availability Report.
D.h.3	<p>Accommodation Facilities:</p> <p>This SPC is specifically intended for the development of guesthouses, hotels, motels etc. all with the intention of catering to the hospitality industry and short-term accommodation of visitors to the region. A dwelling, building or individual units, where the majority of facilities are shared and where a maximum of 10 rooms housing not more than 16 guests, are leased on a short-term basis (maximum 21 days) and may include catering facilities for guests that stays overnight, but does not include self-catering facilities. Facilities making provision for more than 10 rooms or for more than 16 guests in total, falls under the description of a hotel.</p> <p>Colour-notation:</p> <p>Hatch: Orange (hatch = Cork), R=255: G=230: B=0</p> <p>Decision-making:</p> <p>The following is applicable when considering Accommodation Facilities:</p> <ol style="list-style-type: none"> a) This SPC allows for a broad category of hospitality developments, but are mainly focussed on guest houses as part of the tourism industry, that should be promoted in the municipality. b) This SPC category can only be considered in areas earmarked for densification, precinct, nodes, corridor areas and activity streets within the spatial vision, as per the discretion of the local and decision-making authority. These activities must especially be promoted in areas set out as the Corridor Activity Streets, Corridor Tourism/ Hospitality, Corridor Guesthouse and/or within areas marked for Precinct CBD and Node Secondary Business (as a complementary use until such time as the business area develops to its full-fledged potential). c) The Municipality may request a detail site development plan with such an application, indicating internal circulation, parking and other details associated with the requested usage. d) The technical department of the local authority need to confirm that services are sufficient to accommodate the development, notwithstanding the inclusion in an earmarked area. e) This SPC also allows for the development of a hotel, hospitality usage and conference facilities as Secondary uses in the LUMS, but the location thereof will be limited to the structuring elements as part of the spatial vision mentioned above. <p>Where such developments are considered on greenfield-sites in any of the categories, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Environmental Impact Assessment; 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors; 3) Service Availability Report. <p>It may also be considered outside of the urban edge, but only subject to highly site-specific circumstances. If such a development is then to be considered, it must immediately prompt the decision-making authority to request the inputs from the following departments or parastatals, namely:</p> <ul style="list-style-type: none"> o Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. o Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors.

	<ul style="list-style-type: none"> ○ A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. ○ If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines. ○ If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. ○ If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. ○ Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). ○ A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. ○ A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. ○ Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. ○ Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.h.4	Residential Building: A building consisting of one or more residential units (excluding a residential house, with/ or without a second residential unit) for human habitation, together with the outbuildings used therewith, and it includes boarding-houses, guest houses, group housing, flats, hotels (without off-sales facility/public bar), residential clubs, old-age homes, children’s homes and hostels, but excludes buildings that are defined as “place of education” or “institution”.
	Colour-notation: Solid Fill, Transparent 50%: Orange, R=255: G=230: B=0 and Hatch: Black (hatch = Diagonal 4), R=0: G=0: B=0
	Decision-Making: In the interest of residential building as a high impact and high density development, these typologies must be promoted in the Precinct CBD and Node Secondary Business areas. This SPC may be incorporated in any new residential layout, subject to the LUMS and the SDF policies. Considerations for decision-making on applications in this SPC include: <ul style="list-style-type: none"> a) Residential building developments should be welcomed coupled with businesses, in central business districts and nodes, as this encourages housing opportunity in proximity to employment opportunity. In these areas the specifications for the size of 2500m² as indicated per LUMS, do not apply and thus can be accommodated as an integral part of these areas. b) Flats will not be considered in areas marked for other housing typologies in existing residential neighbourhoods, unless various erven is consolidated to a suitable size of 2500m² as indicated in the LUMS for such a development. c) Residential buildings and flats may not be loose-standing. d) The development of Communal Residential Units (CRU) is also to be encouraged as part of this housing typology.

	<p>e) Residential buildings will not be considered where the service infrastructure of an area cannot accommodate such housing densities. Any such development application would have to be coupled with a statement from the local authority that services are available for such a development.</p> <p>Where such developments are considered on greenfield-sites in any of the categories, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Environmental Impact Assessment; 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors; 3) Service Availability Report.
D.h.5	<p>Mixed Density Residential Area:</p> <p>An area comprising a creative mixture of housing styles and types to allow a diverse combination of age and income groups, designed as a whole in an attractive living environment and emphasizing a range of good circulation opportunities for residents.</p> <p>Colour-notation:</p> <p>Hatch: Orange (hatch = Grid 2), R=255: G=230: B=0</p> <p>Decision-Making:</p> <p>In the interest of Mixed Density Residential housing typologies being promoted, this SPC may be incorporated in any new residential layout, but will be subject to the policy. Considerations for decision-making on applications in this SPC include:</p> <ol style="list-style-type: none"> a) Mixed density residential developments should be welcomed coupled with businesses, in central business districts, nodes and activity streets as this encourages housing opportunity in proximity to employment opportunity. b) The residential area can combine the usage of various land uses such as D.h.1, D.h.2, D.h.3 and D.h.4, as well as the respective restrictions and consent uses indicated and included in the LUMS. c) Higher density Mixed density residential areas will not be considered where the service infrastructure of an area cannot accommodate such housing densities. Any such development application would have to be coupled with a statement from the local authority that services are available for such a development. <p>Where such developments are considered on greenfield-sites in any of the categories, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Environmental Impact Assessment; 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors; 3) Service Availability Report.
D.h.8	<p>Incremental Housing:</p> <p>Single residential housing units which are intended to be upgraded incrementally from an informal settlement to a formal settlement. This may apply to individual land units or to blocks containing an informal settlement. In recognition of the realities of poor and marginalised communities, development rules are not very restrictive during the informal stages. Once upgrading of an erf or area has reached an appropriate stage (formal single residential houses), it is contemplated that the erf / area may be rezoned to "single residential house(s)" or another appropriate zoning. All properties zoned as Informal Residential Zone in former zoning schemes are converted to "incremental housing" in this land use management scheme.</p> <p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Yellow, R=255: G=255: B=0 and Hatch: Black (hatch = Diagonal 4), R=0: G=0: B=0</p> <p>Decision-Making:</p> <p>This SPC is intended for typical medium density housing developments as part of the government funded low-cost housing scheme categories, where smaller erven is designed to increase affordability to housing market entrants. Such developments should aim to achieve the objection of integration between previously segregated communities, but cannot be considered outside of the earmarked urban edges within the spatial vision maps.</p> <p>Such an area must take into consideration the existing character and density of the surrounding properties in the immediate vicinity, with the following being considered as basis:</p> <ol style="list-style-type: none"> a) Any category of residential development, or combination thereof, must adhere to the specifications of the LUMS. b) The erf size of any planned development and subdivision of an area must not be smaller than an average of 70% of the average size of the existing neighbourhoods surrounding such an area. Where the average size of an area is 500m², the smallest erf size permitted for development is 350m² with the combination of FLISP and CRU housing to be encouraged in a mixed typology.

	<p>c) The rezoning of this category to any other SPC must adhere to an erf size ratio of between 300 to 350m² within the KLM area (erven not to be allowed smaller than 300m²).</p> <p>d) The rezoning of this category to any SPC D or F could be considered in accordance with the spatial vision maps.</p> <p>Where such developments are considered on greenfield-sites, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Environmental Impact Assessment; 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors; 3) Service Availability Report. <p>Where informal housing has been established in areas deemed as unsuitable for human settlement, e.g. within storm water furrows, or on areas indicated not suitable for housing due to the Dolomite Studies, or on unstable soil and within other risk areas, the only measure would be to relocate such residents to formalised areas and areas planned for Incremental Housing. In extreme cases, where no other option exist than for people to settle informally, designated areas for such settlement must be identified by the local authority where future upgrading is possible. The invasion of private land is to be considered as totally unacceptable in the interest of the equal protection of the rights of all residents of the KLM.</p>
D.h.9	<p>Small Holding: An agricultural unit, normally smaller than 10000m², but not smaller than 2500m², that is used for the breeding of animals on a small scale on pasture, stock or auction pens, the cultivation of crops and at most one single residential house and other buildings that is reasonably relevant to the main agricultural activity on the farm, including bona-fide staff housing.</p> <p>Colour-notation: Hatch: Dark Green (hatch = Grid 2), R=0: G=180: B=40</p> <p>Decision-making: Considerations for decision-making on applications in this SPC include:</p> <ol style="list-style-type: none"> a) The subdivision and rezoning of these units to D.h.9 Small Holding will be considered up to a minimum size of 2500m² within the Corridor Small Holdings area, but only inside the Urban Edge. b) Any development that proposed the rezoning of an area to D.h.9, including the possible subdivision thereof, must provide proof of the future sustainability of services to the planned development. If necessary a professional input from an Engineering Firm could be requested by the Local Municipality. c) No development of D.h.9 is to be promoted outside of the Urban Edge <p>Where such developments are considered on greenfield-sites in any of the categories, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Environmental Impact Assessment; 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. 3) Service Availability Report.
D.h.10	<p>Residential Estate: A housing development with a high degree of flexibility for low, medium and higher density residential projects which have integrated site and design features, including internal special land uses such as a club house, golf course, entertainment area, and which require individual design features and unique development control provisions. Such a development must have a central architectural theme, but individual layout options can be formulated in order to include low, medium and higher density units. Such an estate must be governed by a property owners association and is subject to a Site Development Plan, indicating individual zonings, whether it is subdivided or not.</p> <p>Colour-notation: Solid Fill, Transparent 50%: Orange, R=255: G=204: B=0 and Hatch: Black (hatch = Weave 1), R=0: G=0: B=0</p> <p>Decision-making: Where such developments are considered, it should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> a) Service Availability Report. b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. c) If such a development is to be considered outside of the Urban Edge, it must immediately prompt the decision-making authority to request the inputs from the following departments or parastatals, namely: <ul style="list-style-type: none"> o Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line.

		<ul style="list-style-type: none"> o A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. o If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. o If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. o If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. o Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). o A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. a. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.i.	Business Areas	Areas associated for activities associated with retail and service industries and may include shops, restaurants, professional offices etc.
D.i.1	Business Premises: A site and/or building or part thereof used as, or intended to be used as supermarket, shops and/or offices and it includes hotels, licensed hotels, accommodation facilities, flats above ground level, restaurants, a laundrette, dry-cleaners, arcade games centre, undertakers, place of worship, financial institutions, professional offices, places of assembly, doctors' consulting rooms, stock or product exchanges, conference facilities and buildings for similar uses, but it excludes bottle stores, taverns, places of entertainment, a gambling premises, casino, adult entertainment, institutional buildings, funeral parlours, service stations, repairing or fitment functions, industrial buildings, offensive industry or any large wholesale business.	
	Colour-notation: Solid Fill, Transparent 50%: Blue, R=0: G=0 B=255	
	Decision-making: The following is applicable when considering Business Premises developments: <ul style="list-style-type: none"> a) This SDP must be read in conjunction with the decision-making policies of Precincts and Nodes. Business Premises are not to be allowed outside the earmarked precincts and nodes, except where site specific circumstances are applicable. b) D.i.1 is only to be considered inside earmarked areas such as Precinct CBD, Precinct Industrial (as part of business park developments) and Node Secondary Business. 	

	<p>c) The approved and existing land uses pertaining to this land use configuration outside of earmarked areas are marked for continued business development, as they are found on-site, but the future expansion of these types of developments within areas outside of the earmarked areas should be restricted and discouraged.</p> <p>d) The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to D.i.1, including any of the Secondary or Consent uses.</p> <p>e) Normal parking requirements as per LUMS will be effective for the CBD, excluding the old CBD area where alternative parking requirements were enforced previously. Please see SPC D.i.1 as per LUMS, as well as the Old CBD demarcation.</p>	
D.i.2	<p>Commercial:</p> <p>A site and/or building and/or structure used for carrying on a retail concern and may include offices, nursery, restaurant, accommodation facilities, a laundrette, dry-cleaner, arcade games centre, flats above ground level, caretakers quarter's and a retail concern where goods sold are manufactured and/or repaired in such a concern, provided that the floor area relating to such manufacture and/or repair shall not exceed one third of the floor area of the shop, but it does not include any industries, public garages, flats on the ground level, caretaker's quarters, service stations, tavern, supermarkets (with or without the selling of wine), bottle stores or any other form of the sale of liquor.</p>	
	<p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Blue, R=0: G=0 B=255 and Hatch: Black (hatch = Diagonal 4), R=0: G=0: B=0</p>	
	<p>Decision-making:</p> <p>The following is applicable when considering Commercial developments:</p> <p>a) This SDP must be read in conjunction with the decision-making policies of Precincts, Corridor Activity Street and Nodes Secondary Business.</p> <p>b) D.i.2 is only to be considered inside earmarked areas such as Precinct CBD, Precinct Industrial (as part of business park developments), Node Secondary Business and also Corridor Activity Street.</p> <p>c) The approved and existing land uses pertaining to this land use configuration outside of earmarked areas are marked for continued business development, as they are found on-site, but the future expansion of these types of developments within areas outside of the earmarked areas should be restricted and discouraged.</p> <p>d) The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to D.i.2, including any of the Secondary or Consent uses.</p> <p>e) Normal parking requirements as per LUMS will be effective for the CBD, excluding the old CBD area where alternative parking requirements were enforced previously. Please see SPC D.i.2 as per LUMS, as well as the Old CBD demarcation.</p>	
D.j.	Service Related Business	<p>Areas designated for other business activities associated with service trade industries, e.g. laundrettes and light manufacturing industries and industries associated with motor vehicle sales, repairs.</p>
D.j.1	<p>Service Trade Industry:</p> <p>A commercial business or concern mainly geared for service to the public and includes the replacing of car tyres, exhaust systems, shock absorbers, the fitting of car radios and similar practises, bakery, dry-cleanette, carwash service, carpet wash service, dressmaking, framing, printing and any similar work shops or enterprises at the discretion of the Municipality, but does not include any trade that resorts under the definition of industry, service station, offensive trade or business, unless listed above.</p>	
	<p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Purple, R=128: G=0 B=128</p>	
	<p>Decision-making:</p> <p>The following is applicable when considering Service Trade Industry developments:</p> <p>a) This SDP must be read in conjunction with the decision-making policies of Precincts, Nodes and Corridors.</p> <p>b) D.j.1 is only to be considered inside earmarked areas such as Precinct CBD, Precinct Industrial (as part of business park developments) and SPC D.j.1 will not be permitted in any Node Secondary Business within KLM.</p> <p>c) The approved and existing land uses pertaining to this land use configuration outside of earmarked areas are marked for continued business development, as they are found on-site, but the future expansion of these types of developments within areas outside of the earmarked areas should be restricted and discouraged.</p> <p>d) The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to D.j.1, including any of the Secondary or Consent uses.</p> <p>e) Normal parking requirements as per LUMS will be effective for the CBD, excluding the old CBD area where alternative parking requirements were enforced previously. Please see SPC D.j.1 as per LUMS, as well as the Old CBD demarcation.</p>	
D.j.2	<p>Service Station:</p> <p>A commercial business or concern where the sale of motor vehicles, oil, tyres and motor spares are traded in and includes a business where motor vehicles are provided with fuel for payment, a restaurant and café, as well as the repair and overhaul of motor vehicles, but excludes spray-painting, panel beating, blacksmith work and body work.</p>	

Colour-notation: Solid Fill, Transparent 50%: Purple, R=128: G=0 B=128 and Hatch: Black (hatch = Diagonal 4), R=0: G=0: B=0

Decision-making:

The following is applicable when considering Service Station developments:

- a) This SDP must be read in conjunction with the decision-making policies of Precincts and Corridors, including Urban Edge configuration (please see inclusion of policies for consideration outside of the Urban Edge for D.j.2).
- b) D.j.2 is only to be considered inside earmarked areas such as Precinct CBD, Precinct Industrial (as part of business park developments) and Node Secondary Business within KLM.
- c) The approved and existing land uses pertaining to this land use configuration outside of earmarked areas are marked for continued business development, as they are found on-site, but the future expansion of these types of developments within areas outside of the earmarked areas should be restricted and discouraged.
- d) The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to D.j.2, including any of the Secondary or Consent uses.
- e) Normal parking requirements as per LUMS will be effective for the **CBD**, excluding the old CBD area where alternative parking requirements were enforced previously. Please see SPC D.j.2 **as per LUMS, as well as the Old CBD demarcation**.
- f) Where such developments are considered outside of the Urban Edge, e.g. on one of the National or Main roads within KLM, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:
 - o Service Availability Report.
 - o Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors.
 - o Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line.
 - o A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970.
 - o If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines.
 - o If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.
 - o If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.
 - o Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).
 - o A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
 - o A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
 - o Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.

		<ul style="list-style-type: none"> Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.k.	Special Business	<p>Areas designated for special business activities associated with Gambling Premise, Gambling Houses and areas identified for Adult Entertainment which does not fall into the normal Business Premises of Commercial descriptions, with a high land use impact.</p>
D.k.1.	Gambling Premise: <p>An institution, site or enterprise, irrespective whether it is licensed or not, where any form of gambling, cards or other games take place, with the aim of determining the profit or loss of money, other property and/or credit and includes, but not limited to slot machines, "limited pay-out" slot machines, sport betting devices, bingo halls, bookmaking and totalisators.</p>	
	Colour-notation: <p>Solid Fill, Transparent 50%: Blue, R=0: G=0 B=255 and Hatch: Black (hatch = Diagonal Grid 1), R=0: G=0: B=0</p>	
	Decision-making: <p>The following is applicable when considering Gambling Premise developments:</p> <ol style="list-style-type: none"> This SPC can be considered outside of the Urban Edge as specific site circumstances may be applicable. The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to D.k.1, including any of the Secondary or Consent uses. Where such developments are considered outside of the Urban Edge, e.g. on one of the National or Main roads within KLM, or as per Hotel complex development, such a developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to: <ul style="list-style-type: none"> Service Availability Report. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. 	

	<ul style="list-style-type: none"> Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.k.2.	Adult Entertainment: An enterprise or commercial business that mainly supplies adult entertainment, in trade or selling of articles, and includes enterprises such as escort agencies, sex shops and any other enterprises or shops where persons under the age of 18 are not allowed, including a place of entertainment, but does not include a gambling premises, casino, tavern or bottle store.
	Colour-notation: Solid Fill, Transparent 50%: Blue, R=0: G=0 B=255 and Hatch: Black (hatch = Weave 1), R=0: G=0: B=0
	Decision-making: The following is applicable when considering Adult Entertainment developments: <ol style="list-style-type: none"> This SDP must be read in conjunction with the decision-making policies of Precinct CBD. D.k.2 is only to be considered inside earmarked areas such as Precinct CBD, excluding where such a usage forms an integral part of a Hotel complex or Resort and Tourism related developments. The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to D.k.2. Normal parking requirements as per LUMS will be effective for the CBD, excluding the old CBD area where alternative parking requirements were enforced previously. Please see SPC D.k.2 as per LUMS, as well as the Old CBD demarcation. Where such developments are considered outside of the Urban Edge, as part of a Hotel complex development, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to: <ul style="list-style-type: none"> Service Availability Report. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.

	<ul style="list-style-type: none"> o A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. o Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
D.I. (D.I.1)	SMME Incubators: Includes areas designated for a combination of small, medium and micro enterprises (SMME), including associated infrastructure to the satisfaction of the relevant authority, focusing on community bases service, trade and retail.
	Colour-notation: Hatch: Blue (hatch = Fill), R=100: G=160 B=255
	Decision-making: The following is applicable when considering SMME developments: <ul style="list-style-type: none"> a) This SDP must be read in conjunction with the decision-making policies of Precincts, Corridor Activity Street and Nodes Secondary Business. b) D.I.1 is only to be considered inside earmarked areas such as Precinct CBD, Precinct Industrial (as part of business park developments), Node Secondary Business and also Corridor Activity Street. c) The approved and existing land uses pertaining to this land use configuration outside of earmarked areas are marked for continued business development, as they are found on-site, but the future expansion of these types of developments within areas outside of the earmarked areas should be restricted and discouraged. d) The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to D.I.1, including any of the Secondary or Consent uses. e) Normal parking requirements as per LUMS will be effective for the CBD, excluding the old CBD area where alternative parking requirements were enforced previously. Please see SPC D.I.1 as per LUMS, as well as the Old CBD demarcation.
D.m. (D.m.1)	Mixed Use Development Areas: A building or erf that blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated.
	Colour-notation: Solid Fill, Transparent 75%: Grey, R=224: G=224 B=224 and Hatch: White (hatch = Diagonal 4), R=255: G=255 B=255
	Decision-Making: The following is applicable when considering Mixed Use developments: <ul style="list-style-type: none"> a) Development proposals fitting to this SPC may only be considered within areas earmarked as such within the spatial vision, as well as, with special consideration in areas inside the Precinct CBD, Precinct Industrial and Node Secondary Business. This type of development will strictly be considered in terms of a defined site development plan (SDP) and must be sensitive to the surrounding areas and the existing uses already surrounding the area. If such an area is earmarked within a residential area, the planned use must incorporate the surrounding area's characteristics, density and be sensitive towards incorporating any land use that may be harmful to the area. b) If such an area borders an area with a main access route, the business component must face the mentioned road with the combination of the residential components facing the exiting residential houses in the area. c) The combination or inclusion of industrial uses in areas bordering mostly residential property will not be considered. d) The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to D.m.1. e) Normal parking requirements as per LUMS will be effective for the CBD, excluding the old CBD area where alternative parking requirements were enforced previously. Please see SPC D.m.1 as per LUMS. f) Where such developments are considered outside of the Urban Edge, e.g. on one of the National or Main roads within KLM, such a developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to: <ul style="list-style-type: none"> o Service Availability Report. o Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors.

	<ul style="list-style-type: none"> o A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. o Environmental Authorisation of letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If an activity does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). o A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. o A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
D.n. (D.n.1.)	Cemetery: A place where people are buried and may include an ablution facility, security office, wall of remembrance and a mausoleum, but exclude a crematorium.
	Colour-notation: Hatch: Green (hatch = Crosses 1), R=109: G=255: B=136
	Decision-making: This SPC were planned and identified on all the areas and communities of KLM area. Due to the specific factors influencing the location of Cemeteries, the input from various departments and approvals need to be obtained before the Planning Tribunal may consider the approval of such a rezoning. No means exist to pre-identify particular locations for this type of development other than what was identified during consultation and input into the SDF process, as it is subject to strict environmental process and scrutiny. In the light of this, developments falling under this SPC may be considered across all SPCs indicated in the spatial vision, but strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely: <ul style="list-style-type: none"> a) A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. c) Environmental Authorisation of letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If an activity does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). d) A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. e) A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
D.o. (D.o.1.)	Sports fields and Related Infrastructure: A portion of land, or land unit, which is utilised for the practice of outdoor and/or indoor sporting activities. This may include ancillary structures to sporting activities, such as ablution facilities, dressing rooms, show-grounds, sports club

	<p>buildings (licensed or not), kiosks, ticket offices, spectator stands and parking facilities, but does not include a racecourse. The provision of parking and complimentary uses not listed in this definition will be subject to the consideration of the local authority.</p> <p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Green, R=0: G=255: B=0 and Hatch: Black (hatch = Diagonal 4), R=0: G=0: B=0</p> <p>Decision-making:</p> <p>This SPC were planned and identified on all the areas and communities of the KLM area. Due to the specific factors influencing the location of Sports fields, the location thereof in and around areas earmarked for D.h Residential Uses are planned and foreseen. No means exist to pre-identify particular locations for this type of development within future residential expansion areas, other than what was identified during consultation and input into the SDF process. This SPC are not excluded from placement of this use in any area in or outside the urban edge on any other SPC (excluding SPC A), complementary to existing and future neighbourhood developments as public amenity, or development of recreational facilities for farms. This development type may also be considered within the 1000m² WWTW risk zone, but only on the outer edge of this zone. This development type may be positively considered strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
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D.p. (D.p.1)	Airport and Related Infrastructure: A use or undertaking with a primary focus on air transport and may include, landing strips, hangars, vehicle (land and/or airborne) rentals and/or washing facilities, offices, business premises, commercial, hotels, restaurants, accommodation facilities, conference facilities, storage facilities, long term aircraft storing facilities, mothballing of aircraft, as well as courier services. By its nature of being a public transport interchange point, airports may also include single and/or multilevel parking facilities.	
	Colour-notation: Solid Fill, Transparent 50%: Light Pink, R=255: G=182: B=168	
	Decision-making: <p>This SPC were identified where applicable within the KLM area, e.g. Daniëlskuil and Lime Acres. Due to the specific factors influencing the location of Airports and related infrastructure, it is not foreseen that this SPC will be developed outside of the existing identified uses within this SDF, e.g. Agriculture and Resorts (including such a development as part of a National Park). This SPC are not excluded from placement of this use in any area in or outside the urban edge on any other SPC. This development type may be positively considered strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development. If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994). 	
D.q	Resorts and Tourism Related areas:	Resort & Tourism Related Areas: Resort and tourism-related nodes, corridors and other amenities.
(D.q.1)	Resorts and Tourism Related Areas: A harmoniously designed and built holiday development, with an informal layout of which the individual units are only marketed by means of renting to travellers and holiday-makers for short-term residence, and may include a guest house,	

	<p>accommodation facilities, a restaurant, a café, camping site, caravan park, conference facilities and holiday units, but does not include private mobile homes, place of entertainment or function, recreational facilities, a hotel or motel.</p> <p>Colour-notation:</p> <p>Hatch: Light Green (hatch = Cork), R=109: G=255: B=136</p> <p>Decision-making:</p> <p>Due to the specific tourism and hospitality factors influencing the location of Resorts and Tourism related areas, it is not always possible to predetermine the location as part of the SDF, excluding areas such as the Tourism/Hospitality and Guesthouse Corridor. This SPC are not excluded from placement of this use in any area in or outside the urban edge on any other SPC. This development type may be positively considered strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written 'No-Objectio'n letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development (if applicable). If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).
(D.q.2)	<p>Holiday Homes and Tourism Related Areas:</p> <p>Holiday homes & Tourism Related Areas means a harmoniously designed and built development with an informal layout which may include the provision of a camping site, caravan park, holiday units and/or other dwelling units where the housing may be rented out or may be separately alienated be means of time sharing, sectional title division, the selling of block shares and/or the subdivision of individual units on condition that a home owners association be established, but does not include mobile homes, a hotel or motel.</p> <p>Colour-notation:</p> <p>Hatch: Light Green (hatch = House 1), R=46: G=255: B=0</p> <p>Decision-making:</p>

This SPC were identified where applicable within the KLM area, e.g. the Island Resort on the Banks of the Orange River. Due to the very specific inclusion of the holiday homes in this tourism and hospitality sector, other than the identified Island Resort, it is not possible to predetermine the location as part of the SDF. This SPC are not excluded from placement of this use in any area in or outside the urban edge on any other SPC. This development type may be positively considered strictly subject to all legal processes being followed. A housing development as part of the resort, with a high degree of flexibility for low, medium and higher density residential projects within the boundary thereof, which have integrated site and design features, including internal special land uses such as a club house, golf course, entertainment area, and which require individual design features and unique development control provisions. Such a development must have a central architectural theme, but individual layout options can be formulated in order to include low, medium and higher density units. Such an estate must be governed by a property owners association and is subject to a Site Development Plan, indicating individual zonings, whether it is subdivided or not. These include the following departments or parastatals inputs, but not limited to, namely:

- a) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line.
- b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors.
- c) A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970.
- d) The input from Civil Aviation for the proposed development (if applicable).
- e) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines.
- f) If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.
- g) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.
- h) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).
- i) A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
- j) A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
- k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.
- l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).

4.7.5. Category E: Industrial Areas

4.7.5.1. Industrial Spatial Planning Categories

E.a. (E.a.1.)	Agricultural Industry: An industry or enterprise for the processing of agricultural products produced on that or surrounding agricultural unit(s), as a result of the nature, perishability and fragility of the products and includes, amongst others, wine cellars and sheds, packing facilities, juice processing plants, caretaker's quarters and silos, but excludes any type of abattoir.
	Colour-notation: Solid Fill, Transparent 50%: Dark Green, R=16: G=163: B=69 and Hatch: Black (hatch = Diagonal 4), R=0: G=0: B=0
	Decision-making: <p>This SPC were identified on all existing areas and communities of KLM. Due to the specific factors influencing the location of Agricultural Industry, specifically focussing on the nature perishability and fragility of the products, the location thereof by no means be identified for this type of development in the SDF process. This SPC are not excluded from placement of this use in any area in or outside the urban edge on any other SPC (excluding SPC A), focussing on SPC C. This usage will also house the planned Agri-Park as stipulated in the RDP and if it is to be developed in the area. This development type may be positively considered strictly subject to all legal processes being followed and must clearly distinguish between industry and agricultural industry practises. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development (if applicable). If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).

E.c.	Industrial Zones	Areas designated for light industrial activities associated with the service industry (e.g. repair of motor vehicles) and normal industrial zones.
E.c.1.	Light Industry: A building or site used for light industrial activities such as a bakery, service trade industry, a warehouse or any other industrial activity which does not require large machinery and may include caretaker's quarters and service station, but excludes normal industrial development.	
	Colour-notation: Hatch: Solid Fill, Purple/Pink Transparent 50%: R=195: G=182 B=255	
	Decision-Making: <p>Specific areas have been indicated with this SPC within the spatial vision with the intent of focussing industrial growth within Daniëlskuil and Lime Acres as economic core areas within KLM. This type of development should only be considered within the urban edge and where indicated as such as part of Precinct Industrial areas. This type of development will also be considered if it can be proven that environmental legislation has been considered, as well as the availability of services.</p> <p>Site-specific circumstances may allow for such developments to be considered outside of the urban edge, but only in extreme circumstances if it does not fit into the E.a.1 Agricultural Industry SPC, with sufficient motivation and under the strict scrutiny of the local authority and the decision-making authority. If such circumstances are applicable and can be motivated, this development type may be positively considered strictly subject to all legal processes being followed and must clearly distinguish between industry and agricultural industry practises. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development (if applicable). If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994). 	

Industry:

A building or use, irrespective of whether it correlates with the meaning of a factory, as defined in the applicable act defining a factory, that is used for any trade regarding the manufacturing, assembling, processing, repairing or dumping of a product or part of a product, the storing of a product or raw material, the repairing, reconstructing or dismantling of vehicles, a transport business, printing, the manufacturing of gas and any relevant offices, caretaker's quarters, or any building where the use is additional to, or is usually additional to, or is reasonably necessary regarding the use of such enterprise on the same site, including a warehouse, service station, service trade industry, provided that it excludes buildings where food and beverage are prepared mainly for consumption on the site, a scrap-yard, funeral parlour and noxious industry.

Colour-notation: Hatch:

Solid Fill, Transparent 50%: Purple/Pink, R=195: G=182 B=255 and Hatch: Black (hatch = Diagonal 4), R=0: G=0: B=0

Decision-Making:

Specific areas have been indicated with this SPC within the spatial vision with the intent of focussing industrial growth within Daniëlskuil and Lime Acres as economic core areas within KLM. This type of development should only be considered within the urban edge and where indicated as such as part of Precinct Industrial areas. This type of development will also be considered if it can be proven that environmental legislation has been considered, including an Environmental Management Plan (EMP), as well as the availability of services, geotechnical investigations (including Dolomite Study).

Site-specific circumstances may allow for such developments to be considered outside of the urban edge, but only in extreme circumstance, not in areas bordering residential houses or future areas for expansion of residential areas (except if already identified and included in the Spatial Vision Maps), or if it does not fit into the E.a.1 Agricultural Industry SPC, with sufficient motivation and under the strict scrutiny of the local authority and the decision-making authority. If such circumstances are applicable and can be motivated, this development type may be positively considered strictly subject to all legal processes being followed and must clearly distinguish between industry and agricultural industry practises. These include the following departments or parastatals inputs, but not limited to, namely:

- a) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line.
- b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors.
- c) A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970.
- d) The input from Civil Aviation for the proposed development (if applicable).
- e) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines.
- f) If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.
- g) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.
- h) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).
- i) A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.
- j) A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.

E.c.2

	<p>k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.</p> <p>l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>	
E.d.	Heavy Industry	Areas designated for robust industrial activities such as chemical works, breweries, manure, processing of hides, abattoirs, stone crushing, crematoriums etc.
E.d.1	<p>Noxious Industry:</p> <p>Any building or premise or portion thereof, designed or used for any known potentially offensive, damaging or repulsive activity, or the usage or storage of such a substance which is a nuisance or can cause a nuisance, as regulations announced from time to time in terms of the relevant legislation and, without limiting the generality of aforementioned, include the following: any chemical works, distillery, brewery, caretaker's quarters, manure or chemical manure works, treatment of bones, horns or hooves, processing or storage of hides or skins other than in dry conditions, abattoirs, stone crushing, a crematorium, any treatment or manufacturing of cement, a premise for the storage, sorting or any other activity in any form concerning refuse, sewerage or night- soil, oil or other petroleum processing or any other usage which the Municipality may regard as an noxious industry.</p>	
	<p>Colour-notation: Hatch:</p> <p>Solid Fill, Transparent 50%: Purple/Pink, R=195: G=182 B=255 and Hatch: Black (hatch = Grid 2), R=0: G=0: B=0</p>	
	<p>Decision-Making:</p> <p>This SPC has been indicated in the spatial vision, only where such developments were found during the land use survey conducted during this SDF process. This type of development may be considered in the areas earmarked as Precinct Industrial areas, but subject to strict scrutiny of the local and decision-making authority, as well as compliance to all relevant legislation. Due to the fact that noxious industries are subject to strict environmental factors, noise impacts, smells and potential hazardous waste, such development may be considered outside of the urban edge, but only where such site and use specific circumstances can be proven and services sustainably delivered.</p> <p>If such circumstances are applicable and can be motivated, this development type may be positively considered strictly subject to all legal processes being followed and must clearly distinguish between industry and agricultural industry practises. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development (if applicable). If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. 	

E.e.	<p>j) A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.</p> <p>l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>	
	Extractive Industry	Settlements and infrastructure associated with multiple consumptive resource extraction, e.g. mining.
	<p>Extractive industry:</p> <p>Means an industry which practises the extraction off raw materials from the earth, whether by means of surface or underground methods and may include, but not be limited to the refinery of such extracted materials in order to facilitate in the transportation thereof, as well as any other relevant land uses that are normally associated with an extractive industry, e.g. offices, recreational facilities for staff, caretaker's quarters, etc. but does not include the subdivision of individual portions of any unit thereof.</p> <p>Colour-notation: Hatch:</p> <p>Solid Fill, Transparent 50%: Purple/ Pink, R=195: G=182 B=255 and Hatch: Black (hatch = Weave 1), R=0: G=0: B=0</p> <p>Decision-Making:</p> <p>This SPC is found in a vast portion of the municipal area. Due to the very unique nature of this type of development, the identification of these land uses are more or less impossible on spatial vision maps and are thus not included as part of the process. Extractive industry cannot, by any means, be considered within the urban edge of any settlement. Furthermore, such a development can only be considered where the developer can prove that prospecting and/or mining rights have been approved. Note that where land has been granted a permit for mining and/or prospecting, proof of Environmental Authorisation does not need to be provided as the process for acquiring such permits already includes environmental studies.</p> <p>This development type may be positively considered strictly subject to all legal processes being followed and must clearly distinguish between industry and agricultural industry practises. These include the following departments or parastatals inputs, but not limited to, namely:</p> <p>a) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line.</p> <p>b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors.</p> <p>c) A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970.</p> <p>d) The input from Civil Aviation for the proposed development (if applicable).</p> <p>e) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines.</p> <p>f) If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.</p> <p>g) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.</p> <p>h) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).</p> <p>i) A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part</p>	

	<p>of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>j) A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.</p> <p>l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>
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4.7.6. Category F: Surface Infrastructure

4.7.6.1. Infrastructure Spatial Planning Categories

F.a. (F.a.1.)	National Roads: National roads proclaimed in terms of the National Roads Act, 7 of 1998.
	Colour-notation: Hatch: Solid Fill, Transparent 50%: Dark Grey, R=88: G=88 B=88
	Decision-Making: This SPC is currently not found in the KLM area, but if any future roads of this nature are to be planned, the SPC is in place. The following policies are applicable to any development thereof or any development bordering such a SPC, namely: <p>a) South African National Road Agency Limited (SANRAL) stipulation 'No-Objection' letter regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal.</p>
F.b. (F.b.1.)	Main Roads: Provincial and regional roads proclaimed in terms of the Roads Ordinance.
	Colour-notation: Hatch: Solid Fill, Transparent 50%: Dark Grey, R=88: G=88: B=88 and Hatch: White (hatch = Diagonal 4), R=255: G=255 B=255
	Decision-Making: This SPC is found in the whole of the KLM area and were captured as SPC's and the following policies are applicable to any development thereof or any development bordering such a SPC, namely: <p>a) Department of Roads and Public Works (DRPW) stipulation 'No-Objection' letter regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said department.</p>
F.c. (F.c.1.)	Minor Roads: Regional and local roads proclaimed in terms of the Roads Ordinance.
	Colour-notation: Hatch: Solid Fill, Transparent 50%: Dark Grey, R=88: G=88: B=88 and Hatch: White (hatch = Grid 2), R=255: G=255 B=255
	Decision-Making: This SPC is found in the whole of the KLM area and were captured as SPC's and the following policies are applicable to any development thereof or any development bordering such a SPC, namely: <p>a) Department of Roads and Public Works (DRPW) stipulation 'No-Objection' letter regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said department.</p>
F.d. (F.d.1.)	Public Streets: This zoning includes public streets and on-street parking provision within urban and rural settlements with the key objective of facilitating both vehicular (motorised and/or non-motorised) and pedestrian traffic circulation. Furthermore, it encompasses any land intended on a plan or map for the purpose of public streets, or where such land is registered as a public street and ownership is vested in a competent authority. This land use may include facilities for public transportation, such as on-route bus or taxi stops and other pavement decorations. It does not, however, include private streets with the intent to facilitate circulation within an enclosed estate/development. It may include informal street vending areas, where such informal trading has been designated and is managed by a competent authority.
	Colour-notation: Hatch: Solid Fill, Transparent 50%: Grey, R=176: G=176: B=176
	Decision-Making:

	<p>This SPC is found in the whole of the KLM area and were captured as SPC's and the following policies are applicable to any development thereof or any development bordering such a SPC, namely:</p> <p>a) Department of Traffic of KLM must provide input regarding access, planned circulation patterns, especially for development of business and industrial related SPC's.</p>
F.d. (F.d.2.)	<p>Public Parking:</p> <p>A portion of land and/ or a building or part thereof which is accessible to the general public for parking purposes.</p>
	<p>Colour-notation: Hatch:</p> <p>Solid Fill, Transparent 50%: Grey, R=176: G=176: B=176 and Hatch: Black (hatch = Diagonal 4), R=0: G=0: B=0</p>
	<p>Decision-Making:</p> <p>This SPC is found in the whole of the KLM area and were captured as SPC's and the following policies are applicable to any development thereof or any development bordering such a SPC, namely:</p> <p>a) Department of Traffic of KLM must provide input regarding access, planned circulation patterns, especially for development of business and industrial related SPC's utilising this SPC as part of the development.</p>
F.d. (F.d.3.)	<p>Private Road:</p> <p>A road or section of a road zoned to be used by a specific land owner or group of land owners and normally will be governed by a Home Owners Association.</p>
	<p>Colour-notation: Hatch: Hatch: Grey (hatch = Brick Wall 1), R=176: G=176: B=176</p>
	<p>Decision-Making:</p> <p>This SPC is found in the whole of the KLM area and were captured as SPC's and the following policies are applicable to any development thereof or any development bordering such a SPC, namely:</p> <p>a) It must form part of a private development and can be included into any of the SPC categories of this SDF document.</p> <p>b) It must be managed and governed by a Home Owners Association.</p>
F.e. (F.e.1.)	<p>Heavy Vehicle Overnight Facilities:</p> <p>Land and/or buildings used for parking of heavy vehicles and/or where such vehicles and their drivers can refresh, rest or overnight and include a service station.</p>
	<p>Colour-notation:</p> <p>Solid Fill, Transparent 50%: Dark Brown, R=120: G=85: B=0</p>
	<p>Decision-making:</p> <p>The following is applicable when considering Heavy Vehicle Overnight Facility developments:</p> <p>This SDP must be read in conjunction with the decision-making policies of Precincts and Corridors, including Urban Edge configuration. The public participation process is of the utmost importance to inform the Planning Tribunal when considering a rezoning to F.e.1, including any of the Secondary or Consent uses. Where such developments are considered outside of the Urban Edge, e.g. on a National or Main road within KLM, such a developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. 3) A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. 4) The input from Civil Aviation for the proposed development (if applicable). 5) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. 6) If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. 7) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. 8) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). 9) A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department

	<p>indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>10) A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>11) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.</p> <p>12) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>
F.f. (F.f.1.)	<p>Railway facilities:</p> <p>A use or undertaking with a primary focus on railway transport and may include railway lines, side lines, offices, shops/retail, restaurants, conference facilities, storage facilities as well as courier services as part of the railway station. By its nature of being a public transport interchange point, railway stations may also include single and/or multilevel parking facilities.</p>
	<p>Colour-notation: Hatch: Hatch: Dark Grey (hatch – Diagonal 2), R=133: G=133 B=133</p>
	<p>Decision-Making:</p> <p>This SPC is found in the southern sections of the KLM area and the following policies are applicable to any development thereof or any development bordering such a SPC, namely:</p> <p>a) TRANSNET written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.</p> <p>Where such developments are considered outside of the Urban Edge, e.g. any new railway lines or the deviation of exiting lines, such developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <p>a) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line.</p> <p>b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors.</p> <p>c) A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970.</p> <p>d) The input from Civil Aviation for the proposed development (if applicable).</p> <p>e) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines.</p> <p>f) If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal.</p> <p>g) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority.</p> <p>h) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care).</p> <p>i) A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>j) A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction</p>

	<p>of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.</p> <p>l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>
F.g. (F.g.1.)	<p>Power lines:</p> <p>A structure or structures used in electric power transmission and distribution to transmit electrical energy over long distances, whether above of underneath the ground. Above the ground it normally consists of one or more conductors (most often three or four) suspended by towers or utility poles. This may also include mini-stations, sub-stations, offices related to maintenance and vacant land as part of the servitude.</p>
	<p>Colour-notation: Hatch:</p> <p>Hatch: Red (Hatch = Weave 1), R=255: G=50: B=20</p>
	<p>Decision-Making:</p> <p>This SPC is found in the largest sections of the KLM area and the following policies are applicable to any development thereof or any development bordering such a SPC, namely:</p> <ol style="list-style-type: none"> 1) Eskom’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. <p>Where such developments are considered outside of the Urban Edge, e.g. any new powerlines or the deviation of exiting lines, such a developments should only be considered where all legal conditions are met and may generally include (except where specifically exempted), but is not limited to:</p> <ol style="list-style-type: none"> 1) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. 2) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. 3) A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. 4) The input from Civil Aviation for the proposed development (if applicable). 5) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines. 6) If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. 7) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. 8) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). 9) A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. 10) A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.

	<p>11) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.</p> <p>12) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>
F.h. (F.h.1.)	<p>Tele-communication- and data infrastructure:</p> <p>Land or a portion of land accommodating any part of the infrastructure of a telecommunication network for radio/wireless communication including, voice, data and video telecommunications, which may include antennae; any support structure, equipment room, radio equipment and optical communications equipment provided by cellular network operators or any other telecommunication providers and all ancillary structures needed for the operation of telecommunication infrastructure.</p>
	<p>Colour-notation: Hatch:</p> <p>Hatch: Red (Hatch = Flexible), R=255: G=50: B=20</p>
	<p>Decision-making:</p> <p>This SPC was identified on all the existing areas and communities of the KLM area. Due to the specific factors influencing the location of Telecommunication and data infrastructure, the input from various departments and approvals need to be obtained before the Planning Tribunal may consider the approval of such a rezoning. No means exist to pre-identify particular locations for this type of development other than what was identified during consultation and input into the SDF process, as it is subject to various factors, environmental processes, input from civil aviation and scrutiny. In the light of this, developments falling under this SPC may be considered across all SPCs indicated in the spatial vision, but strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development (if applicable). If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.

	<p>l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>
F.i. (F.i.1.)	<p>Renewable Energy Structures:</p> <p>A plant that utilises renewable energy (wind turbines, trough system, power tower system and photovoltaic system) and where agricultural activities can be practised on areas which are not utilised for the renewable energy plant. It includes all plant and equipment, and other miscellaneous infrastructure associated with the generation, transmission and distribution of renewable energy whether it feeds into the national grid or not. Such infrastructure includes but is not limited to workshops and stores, offices, site canteen, medical station, fire station, a tourist facilitation centre, ambulance garage, compressor house buildings, water supply infrastructure, guard houses, accommodation facilities, as well as recreational facilities for personnel, excluding temporary housing. No subdivision of any section thereof will be allowed.</p>
	<p>Colour-notation: Hatch:</p> <p>Solid Fill, Transparent 50%: Turquoise, R=51: G=204 B=204 and Hatch: Black (hatch = Diamond Chain Link), R=0: G=0 B=0</p>
	<p>Decision-making:</p> <p>This SPC was identified on all the existing areas and communities of the KLM area. Due to the specific factors influencing the location of Renewable Energy Structures, the input from various departments and approvals need to be obtained before the Planning Tribunal may consider the approval of such a rezoning. No means exist to pre-identify particular locations for this type of development other than what was identified during consultation and input into the SDF process, as it is subject to various factors, environmental processes and scrutiny. In the light of this, developments falling under this SPC may be considered across all SPCs indicated in the spatial vision, but strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development (if applicable). If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written 'No-Objection' letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.

	<p>l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>
F.i. (F.i.1.)	<p>Dams, Reservoirs, Water Treatment Plants and Pump Houses:</p> <p>Any infrastructure development which comprises of structures that serves more than the land unit on which it is built.</p>
	<p>Colour-notation: Hatch:</p> <p>Hatch: Turquoise (Hatch = Cork), R=80: G=245 B=230</p>
	<p>Decision-Making:</p> <p>This SPC is found in most of the communities and settlements of the KLM area due to the specific factors influencing the location of Dams, Reservoirs, Water Treatment Plants and Pump Houses, the input from various departments and approvals need to be obtained before the Planning Tribunal may consider the approval of such a rezoning. No means exist to pre-identify particular locations for this type of development other than what was identified during consultation and input into the SDF process, as it is subject to strict environmental process and scrutiny. In the light of this, developments falling under this SPC may be considered across all SPCs indicated in the spatial vision, but strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. The input from Civil Aviation for the proposed development (if applicable). If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. No-Objection from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).

F.I (F.I.1.)	Sewerage Plants and Refuse Areas: Areas designated as municipal and private sewerage treatment plants and refuse areas, including recycling facilities, composting plants, guard houses, ablution facilities and relevant infrastructure.
	Colour-notation: Hatch: Hatch: Red (Hatch = Fill), R=255: G=50: B=20
	Decision-Making: <p>This SPC is found in most of the communities and settlements of the KLM area due to the specific factors influencing the location of Sewerage Plants and Refuse Areas, the input from various departments and approvals need to be obtained before the Planning Tribunal may consider the approval of such a rezoning. No means exist to pre-identify particular locations for this type of development other than what was identified during consultation and input into the SDF process, as it is subject to strict environmental process and scrutiny. In the light of this, developments falling under this SPC may be considered across all SPCs indicated in the spatial vision, but strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely:</p> <ol style="list-style-type: none"> Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. A written ‘No-Objection’ letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. If the application borders any property, or railway line or servitude of TRANSNET, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines. If the application borders any property, servitude or existing right of Eskom, the parastatal’s written stipulation ‘No-Objection’ letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). A written ‘No-Objection’ letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application. Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act. Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).

4.7.7. Category G: Other uses

4.7.7.1. Other Spatial Planning Categories

G.a.	Other	Other land uses including special and undetermined
G.a.1.	Unspecified Zone: A land unit or section of land unit with no identifiable use assigned to it in accordance with the LUMS.	
	Colour-notation: Hatch: Hatch: Red (Hatch = Diagonal 4), R=255: G=50: B=20	
	Decision-Making: This SPC was indicated in and around the existing towns and settlements within the Urban Edge and in most cases include vacant erven, sections of the commonage of the mentioned settlements and towns. This SPC may be rezoned to any of the SPC's included in this SDF document, specifically pertaining to the Policies included in this document.	
G.a.2.	Special Zone: A land use which is such, or of which the land use restrictions are such that it is not catered for in these regulations, and of which the uses and land use parameters are fully described by means of the conditions as contained in the special zone.	
	Colour-notation: Hatch: Solid Fill, Transparent 50%: Purple, R=128: G=0 B=128 and Hatch: White (hatch = Grid 3), R=255: G=255 B=255	
	Decision-Making: Any SPC may be rezoned to this SPC's as included in this SDF document, specifically pertaining to the Policies included in this document. When a rezoning application is received in this specific zone, the relevant Competent Authority, according to each application received, identifies restrictions/requirements with regard to density, layout, landscaping, building design (if development is permitted on the property), as part of the application procedure. A detail layout plan of the area earmarked for rezoning may be requested by the relevant Competent Authority. The development suggestions indicated on such a detail layout plan shall, after the public participation process and the collection of comment and inputs from affected parties and neighbouring land owners, be submitted to the Competent Authority for consideration. All relevant and applicable legal components must be adhered to prior to submission of such an application. This SPC are not excluded from placement of this use in any area in or outside the urban edge on any other SPC. This development type may be positively considered strictly subject to all legal processes being followed. These include the following departments or parastatals inputs, but not limited to, namely: a) Flood line determination and approval from Department of Water Affairs for a development within the 1:100 year flood line. b) Geotechnical Report, including detail structuring of the Dolomite investigation and mitigating factors. c) A written 'No-Objection' letter from the Department of Agriculture Forestry and Fisheries (DAFF), except where it may be proven that the involved land unit for development has been excluded from the provisions of Act 70 of 1970. d) The input from Civil Aviation for the proposed development. e) If the application borders any property, or railway line or servitude of TRANSNET, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines. f) If the application borders any property, servitude or existing right of Eskom, the parastatal's written stipulation 'No-Objection' letter regarding the proposed development, any access and prescribed building lines, if the property borders the jurisdiction of the said parastatal. g) If the application influences any building or property (older than 60 years or any other Heritage site/building/property) that is protected in terms of the National Heritage Resources Act, the written input and consent of the Heritage Council must be obtained from the Northern Cape Heritage Resources Authority. h) Environmental Authorisation or letter stating that the proposed development does not trigger any listed activities from the Department of Environmental Affairs and Conservation (DENC) in accordance with NEMA. If a development does not trigger a listed activity on the input and advice from DENC, the local authority may request on their own assessment of the development that an Environmental Impact Assessment and/or an Environmental Management Plan (EMP) be conducted in terms of section 28 of NEMA (duty of care). i) A written 'No-Objection' letter from the Department of Roads and Public Works (DRPW) stipulating their input, the proposed access, the prescribed building lines and any other influencing factor or aspect regarding the development, if the property borders or makes use of a road in the jurisdiction of the said department. If the said department indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.	

	<p>j) A written ‘No-Objection’ letter from the South African National Road Agency Limited (SANRAL) regarding the development, access and prescribed building lines, if the property borders or makes use of a road in the jurisdiction of the said parastatal. If SANRAL indicates the compilation of a Traffic Impact Assessment (TIA) as part of their input, the TIA can either become part of the approval conditions, except when otherwise indicated and requested before submission of the land use change application.</p> <p>k) Written consent from the Department of Mineral Resources (DMR) stating that the proposed development does not negatively influence any existing Mining Rights in accordance with the Mineral and Petroleum Resources Development Act.</p> <p>l) Written input and clarification on the proposed development if it is subject to any ongoing land claims lodged at the Commission on Restitution of Land Rights on a land unit, in terms of the Restitution of Land Rights Act, 1994 (Act 22 of 1994).</p>
G.a.3	<p>Vacant land within Urban Edge:</p> <p>Vacant land inside the Urban Edge which may form part of the future expansion of Urban Related developments, but may include agriculture and other public amenities.</p>
	<p>Colour-notation: Hatch:</p> <p>Hatch: Green (Hatch = Diagonal 5), R=50: G=255: B=50</p>
	<p>Decision-Making:</p> <p>This SPC was indicated in and around the existing towns and settlements within the Urban Edge and in most cases include the commonage of the mentioned settlements and towns. This SPC may be rezoned to any of the SPC’s included in this SDF document, specifically pertaining to the Policies included in this document.</p>

4.8. SETTLEMENT SPATIAL VISION MAPS (ALL SETTLEMENTS)

This section of the SDF includes the general spatial vision proposal for each of the individual settlements in the KLM area, as included in the **Section B booklet in A3 Format, but also available in A0 format**. This provides a detailed visual representation of growth areas in the settlements and towns that must be read in conjunction with the decision-making structures as per SPC category. The maps are very detailed and will allow for a variety of land uses and combination of development principles to focus on sustainable development and adhering to the SPLUMA principles. The review of the SDF was done in order to make decision-making easier and to guide sustainable development, to provide development opportunities and also to address the problem of dolomite areas (specifically the D4 areas). Adherence to the SDF will ensure proper guidance in decision-making on land development applications that are submitted to the local and decision-making authority.

Care has been taken to provide a succinct spatial vision for each settlement that aims to achieve urban coherence, sustainable development and community structures, as well as considering the future land need for housing developments; especially in the affordable and subsidised market.

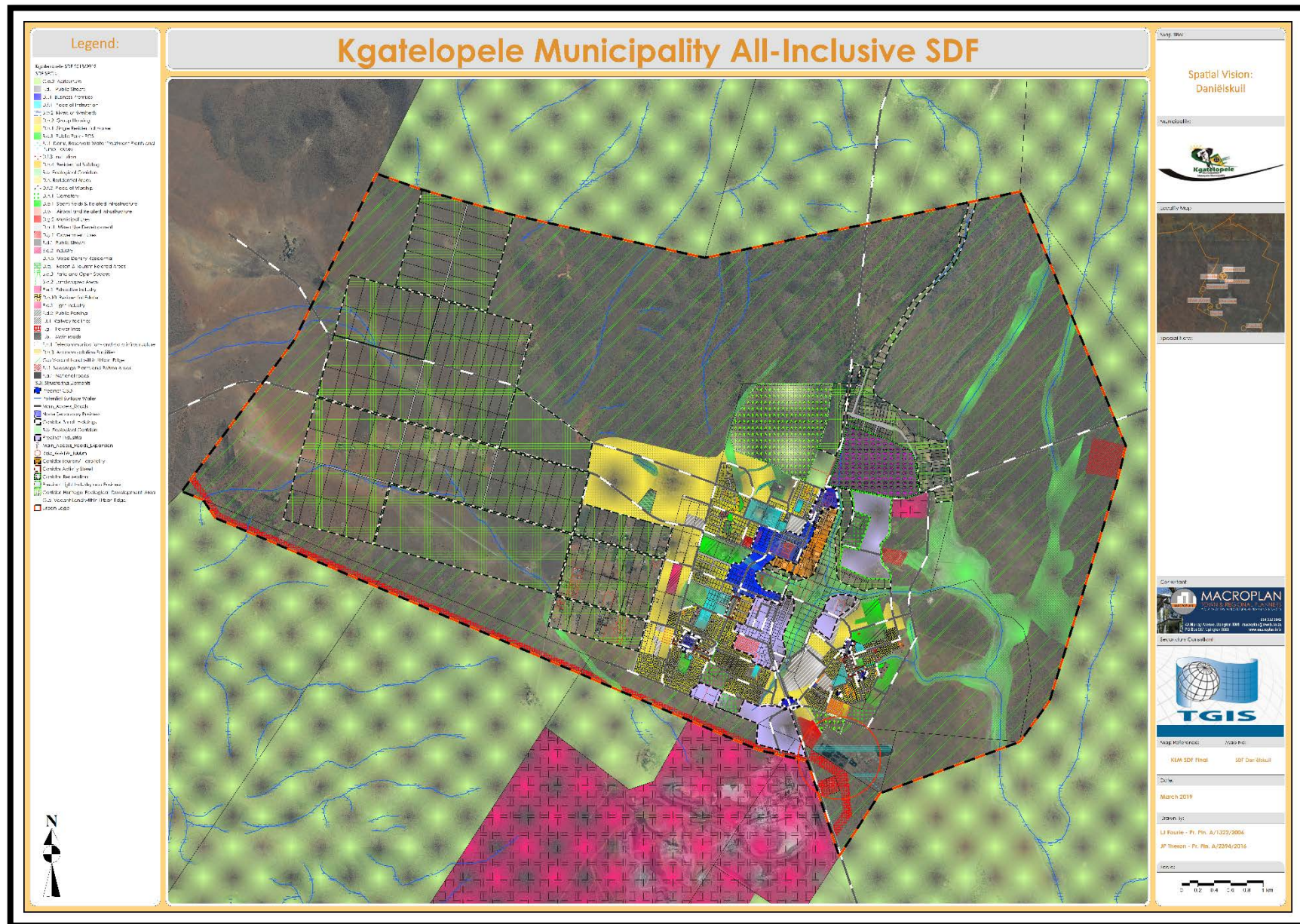


Figure 61: The summary of the Daniëlskuil SDF special vision map that indicates the development possibilities of the town and its urban edge.

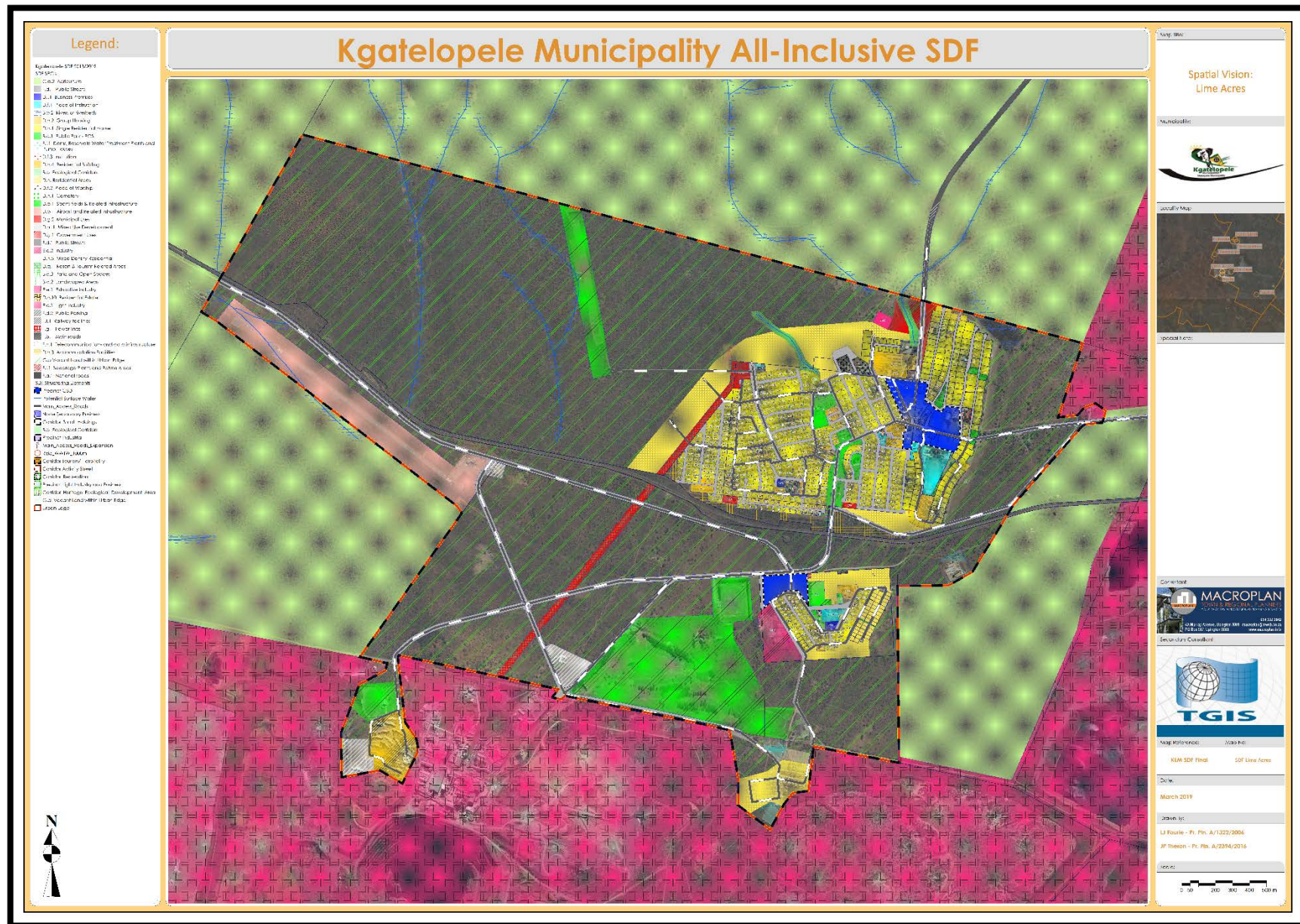


Figure 62: The summary of the Lime Acres and Norfin SDF spatial vision map that indicates the development possibilities of the town and its urban edge.



Figure 63: The summary of the Sha-leje SDF spatial vision map that indicates the development possibilities of the town and its urban edge.

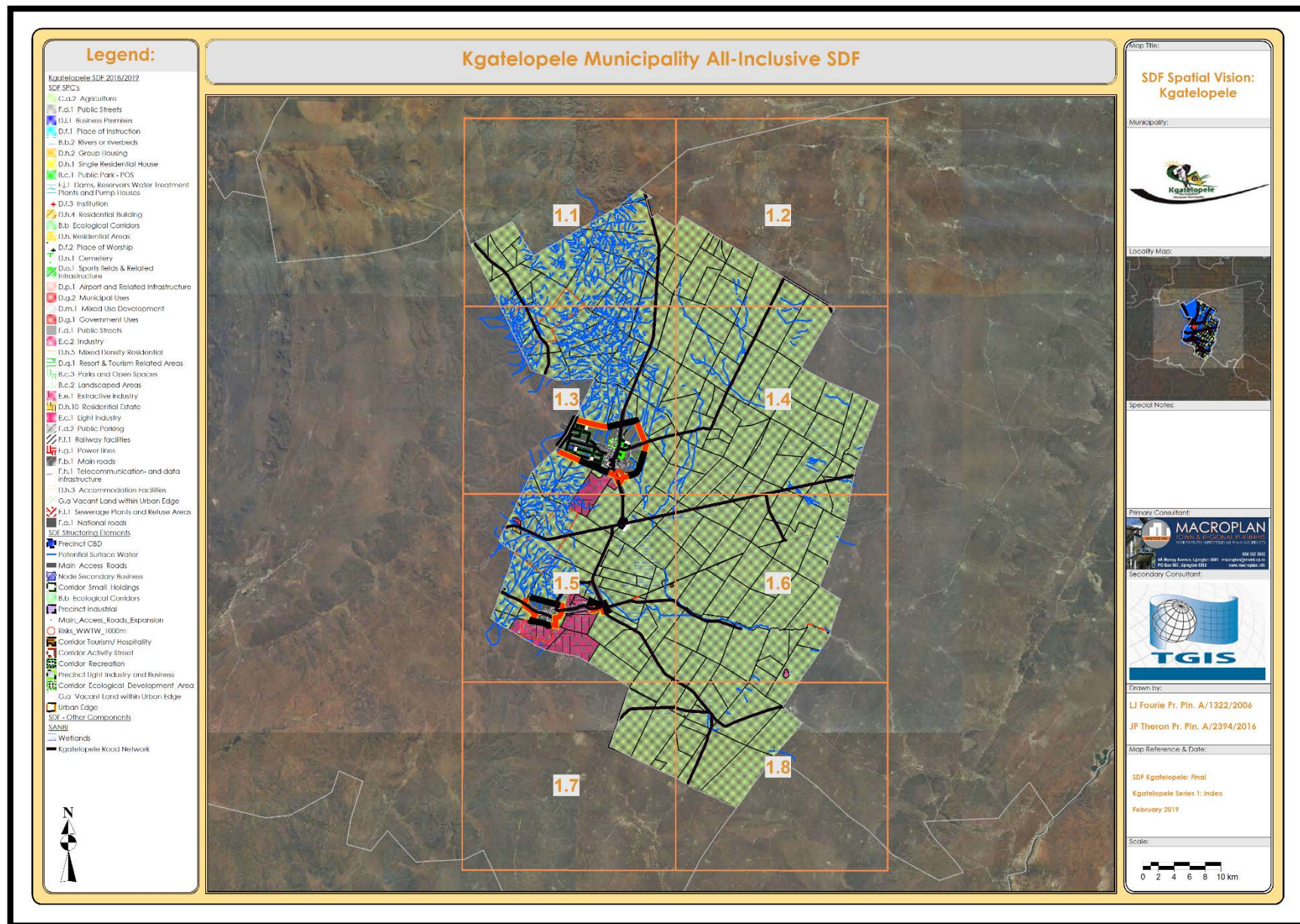


Figure 64: The summary of the Kgatelopele Municipal area SDF index of the spatial vision map that indicates the development possibilities of the town and its urban edge.

5. CONCLUSION

Sustainability is so easy to write down as part of any project, but to earnestly seek the meaning of that for a community while writing a SDF Review document, including the ample maps as part of the Spatial Vision Plans, that gives this word true meaning, is a very difficult achievement. During the 2018/2019 year this very problematic and very realistic challenge was always part of our project and part of the final idea to achieve. The mission statement loomed above the project like an ever watching eye:

A sustainable and fast-growing local economy achieved through local branding and export promotion, which builds on a diverse entrepreneurial spirit among local communities.

The documents and maps were all produced with this kept in mind and the adherence to the structuring elements, the decision-making components and the feedback to the Planning Tribunal and Council over the next 5 year period, will be very important.

The document (Sections A for review report and Section B for Spatial Vision Plans) serving as a decision-making framework to land development applications within the Municipality is a direct result of the monitoring and review component of the previous SDF, as there will always be constant changes in the development needs across settlements as economic conditions change over time. The alignment with SPLUMA is now complete and the implementation thereof can be tested over the next 5 year timeframe.

The Council of KLM took time and ownership, including effort and constant communication with the various Ward Committees to interpret and acknowledge the development proposals for the total area and each of the communities. Strict adherence to the Section B plans will ensure that the community of KLM see their vision and mission statement becoming a reality.

As highlighted in the document, in both the Structuring Elements and the various SPC discussions, it remains the responsibility of the officials of KLM and the decision-making authority to pursue the following goals and objectives throughout the process:

- i. Pursue progress with the implementation of the SDF for the total Municipal area.
- ii. Ensure that all land development in the Municipality takes place within the parameters set in this document and that adherence to all applicable legislations are seen as an important and guiding component.
- iii. Ensure that the concerns and comments of the communities, the Ward Councillors and Ward Committees, as well as the key spatial challenges are addressed through the implementation of this document and planned for as public projects in the individual settlements.

Applying the above principles in all planning decisions in the municipality, it is with certainty that the municipality will be able to achieve its vision and mission within the Kgatelopele Local Municipal area to the benefit of all of its citizens and future investors.