

## Section F: Spatial Development Framework

### TOKOLOGO REGION

#### ↪ Composition, boundaries and size

Tokologo is situated in the western Free State, and forms part of Lejweleputswa District Municipality area. The local municipality area measures 11 933.24 km<sup>2</sup> and comprises the former TLC's of Dealesville, Boshof, Hertzogville, as well as a part of the former Western, Central South and Bloemfontein District TRC's.

#### Housing Status

Residential Area	Residential erven occupied	Residential erven vacant	Total Residential Erven	Backyard & Informal settlement	Housing Need	Erf & Land Requirements
Hertzogville	565	220	785		60	0
Malebogo	2118	550	2668	500	1000	0
Boshof	800	137	937		0	0
Kareehof	400	0	400	20	200	0
Seretse	1500	820	2320	200	1000	0
Dealesville	230	250	480		20	50
Tswaraganang	849	500	1349	450	950	0
<b>Total</b>	<b>6462</b>	<b>2477</b>	<b>8939</b>	<b>1170</b>	<b>3230</b>	<b>50</b>

Total 2004-5	5739	1020	6759	1320	1880	1100
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Tokologo Municipality (2006)

Hertzogville – 400 erven are in the process of township establishment.

Boshof – the 820 vacant erven are at different stages of township establishment.

Dealesville – the 500 vacant erven are at different stages of township establishment. Another 362 erven are created in a land reform project to the southeast of Dealesville.

Based on the above figures and a comparison with the 2004-5 figures it seems as if the housing need has increased substantially. The need for land and erven for 2006-7 is very small due to about 1920 erven that are in the different stages of township establishment. Due to the long process of township establishment it is advisable to commence with new applications for township establishment as soon as possible to accommodate natural growth of the population and the influx of people from the rural areas.

## NATIONAL AND PROVINCIAL GUIDELINES

According to the Land Use Management Bill, Chapter 3 (2001), all spatial development frameworks must give effect to:

- a) Directive principles
- b) Any national land use framework applicable in the area of the municipality, and
- c) Any national and provincial plans and planning legislation.

The main principles pertaining to land development are captured in the following legislation:

- ↵ Development Facilitation Act (Act 57 of 1996).
- ↵ Environmental Management Act (Act 107 of 1998).
- ↵ Land Use Management Bill (2001).

The principles set out in above legislation can be divided into 5 main principles:

- ↵ Principle of sustainability.
- ↵ Principle of equality.
- ↵ Principle of efficiency.
- ↵ Principle of integration.
- ↵ Fair and Good governance.

A brief summary of these principles is provided in Annexure A. The Tokologo Municipality duly supports the principles set out in the above legislation; however significant community principles were identified.

## LOCALISED SPATIAL DEVELOPMENT PRINCIPLES

From the above national and provincial legislation the community identified localised objectives and principles. These principles serve as a statement of the community, which should be adhered to when future development is done. The objectives are set out in Table 1.3.

### Spatial Framework Principles

- ↵ To ensure the optimal utilization of natural and infrastructural resources, and integrated planning principles, with a “project cradle to grave” vision, should drive all development.
- ↵ Land use and development decisions must promote harmonious relationships between the built and natural environment.
- ↵ Land development and planning should protect natural, environmental and cultural resources.
- ↵ Further densification in the urban areas should be encouraged to optimize civil engineering services, opportunities and facilities.
- ↵ Future development should promote the development of compact human settlements, and low intensity urban sprawl should be combated.
- ↵ Effective and efficient subdivision, rezoning and town establishment procedures and processes should be pursued to facilitate development initiatives.
- ↵ Future trends with a spatial impact, for example HIV/AIDS, needs to be carefully monitored and planning should take place accordingly in a pro-active and holistic manner.

- ↵ Development outside of the urban areas should be concentrated at development nodes to enhance the sustainability of such developments.
- ↵ To ensure the availability of land for the various land uses and in specific for future residential extensions.
- ↵ To enhance the economic base of the region through the optimal utilization of agricultural land.
- ↵ All future development should be accessible to the larger community, to promote the accessibility of employment opportunities from residential areas.
- ↵ Plans of neighboring municipalities and regions should relate positively to each other.
- ↵ Promote mixed-use development.
- ↵ Land used for agricultural purposes may only be reallocated to another use where real need exists, and prime agricultural land should as far as possible remain available for production.
- ↵ Land use regulators and planning authorities must ensure that previous disadvantaged communities and areas receive benefit and opportunities flowing from land development.
- ↵ Appropriateness of land use must be determined on the basis of its impact on society as a whole rather than only the applicant or immediate neighbors.
- ↵ Special focus will be placed on rural development, especially where service delivery is not up to standard.

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## SPATIAL ANALYSIS

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### **Boshof / Seretse / Kareehof**

Expansion of residential development should be aimed at densification, but taking due cognizance of the availability of drinking water and assets with a tourism potential such as the game farm, the war graves and memorials. Due to the high risk of accidents involving pedestrians and especially school children, expansion should first be contained between the Boshof – Dealesville road and the gravel road to the west of Seretse on council property. A decision of residential (especially low cost) expansion of Kareehof/Seretse east of the Provincial (Dealesville) road will need coordination between all infrastructural role players and the community to ensure that sufficient infrastructure (service and Social) is available before settlement is allowed.

The following restrictions are applicable to Boshof, Seretse and Kareehof:

- ↵ Physical barriers such as natural characteristics (especially to the South and South East), roads (e.g. The P59/3 between Bloemfontein and Kimberley).

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## **Dealesville / Tswaraganang**

Development between Tswaraganang and Dealesville should further continue on council property, especially with land uses that will assist with the integration of the community. Development should strive to minimize additional pedestrian traffic crossing the Provincial Kimberley Bloemfontein road (P59/3) outside of the Dealesville town area.

The following restrictions are applicable to Dealesville / Tswaraganang:

- ↳ Physical barriers such as roads (e.g. The P59/3 between Bloemfontein and Kimberley).
- ↳ Natural barriers such as the salt lakes to the southeast of Dealesville will have an impact on integration between Tswaraganang and Dealesville.

## Hertzogville / Malebogo (See Plan 4)

Development to integrate Malebogo and Hertzogville must continue on council property. Densification in Hertzogville should be encouraged to optimize the utilization of infrastructure. Residential expansion should be contained on the western side between the provincial Christiana - Dealesville (P34/1) road to the north and the Hertzogville - Boshof (S423) gravel road to the south. A decision of residential (especially low cost) expansion of Hertzogville/Malebogo north of the Provincial Christiana - Dealesville (P34/1) road will need coordination between all infrastructural role players and the community to ensure that sufficient infrastructure (service and Social) is available before settlement is allowed.

The following restrictions are applicable to Boshof, Seretse and Kareehof:

- ↳ Physical barriers such as roads (e.g. The P34/1 between Christiana and Dealesville).

### SUMMARY OF COMMUNITY ASSESSMENTS

#### COMMUNITY AND STAKEHOLDER LEVEL ANALYSIS: ACQUISITION OF LAND

COMMUNITY NEEDS	CURRENT REALITY NEEDS
<ul style="list-style-type: none"> <li>▪ Backlog of houses</li> <li>▪ Quality of subsidy houses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provision of housing to address the current backlog</li> <li>▪ Addressing tenure and permanent ownership of farm laborers</li> </ul>

#### COMMUNITY AND STAKEHOLDER LEVEL ANALYSIS: SPORT AND RECREATION

Boshof	Dealesville	Hertzogville

<ul style="list-style-type: none"> <li>▪ Maintenance of existing sport facilities</li> <li>▪ Development of open spaces and sport terrains for sport and recreational purposes</li> <li>▪ Accessibility of sport facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Maintenance of separate sport facilities</li> <li>▪ Upgrading of the library</li> <li>▪ Burglar proofing of new centre</li> <li>▪ Development of open spaces</li> </ul>	<ul style="list-style-type: none"> <li>▪ Development and provision of a centrally situated sport facility</li> <li>▪ Upgrading of the existing sport facilities</li> <li>▪ New hall completed</li> </ul>
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**COMMUNITY AND STAKEHOLDER LEVEL ANALYSIS: PUBLIC TRANSPORT**

<b>Boshof</b>	<b>Dealesville</b>	<b>Hertzogville</b>
<ul style="list-style-type: none"> <li>▪ Formalization of taxi ranks</li> <li>▪ Roadworthiness of taxis should be promoted</li> <li>▪ Investigation regarding bus or taxi connections with neighboring towns and should also be done in conjunction with Provincial Government</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provision of a proper taxi rank</li> <li>▪ Investigate other means of public transport</li> </ul>	<ul style="list-style-type: none"> <li>▪ Establishment of a well developed taxi rank</li> </ul>

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**COMMUNITY AND STAKEHOLDER LEVEL ANALYSIS: ENVIRONMENT**

<b>Boshof</b>	<b>Dealesville</b>	<b>Hertzogville</b>
<ul style="list-style-type: none"> <li>▪ Effective monitoring of the pollution levels of ground water/boreholes in the area</li> <li>▪ Intensive community awareness regarding environmental conservation including littering</li> <li>▪ General greening of the area</li> <li>▪ Effective control of communal cattle</li> <li>▪ Protect trees etc</li> <li>▪ Effective waste management to reduce soil pollution</li> <li>▪ Enforcement of by-laws to ensure environmental conservation</li> <li>▪ Pollution by open fires used for the purposes of cooking and heating – investigate more intensive use of electricity Investigate the health causes of pollution. Development of a grazing camp system</li> <li>▪ By laws are being compiled by DLGH</li> </ul>	<ul style="list-style-type: none"> <li>▪ Pollution of the ground water due to the existing sewerage system</li> <li>▪ Replacement of vegetation that has been eradicated (invasive vegetation)</li> <li>▪ Awareness regarding the work for water programme .</li> <li>▪ Greening project in the urban areas</li> <li>▪ Prevention of veld fires</li> </ul>	<ul style="list-style-type: none"> <li>▪ Control of stray animals that result in accidents and possible health and safety risks</li> <li>▪ Greening projects to ensure tree planting and landscaping of the area</li> <li>▪ Investigation in to the establishment of a conservancy in conjunction with Department of Environmental Affairs</li> </ul>



## LOCAL KEY SPATIAL ISSUES

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

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

**Proper distribution network**

The distances between the various towns in the province make all communities dependent on the regional distribution roads for social as well as economic functioning. A number of these roads are however in a state of disrepair and especially the routes falling within corridor areas will have to be upgraded and maintained as a matter of urgency.

**Land reform and restitution**

The land restitution cases within the municipality still need to be finalized and will require infrastructural intervention to provide proper infrastructure not presently available due to past neglect. The further land redistribution effort within the region will also have to be coordinated proactively in order to ensure legal and systematic address of the land shortage within the area.

**Land Conservation**

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

## 1 GENERAL INFORMATION

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### SPATIAL DEVELOPMENT FRAMEWORK

The Spatial Development Framework (SDF) supports the Tokologo Vision and is intended to promote an urban form that will realize the long-term vision for Tokologo. The main purpose of the SDF is to create a city that is sustainable, accessible and efficient. The following objective will ensure that the municipality succeeds in their main purpose.

#### Table 3.1.1 Objectives

Objective 1	To create sustainable human settlement with quality physical, economic and social environments.
Objective 2	To encourage land reform towards more intensive land uses.
Objective 3	To encourage urban and regional integration and to address past

	imbalances.
Objective 4	To create a sustainable local land use management system.
Objective 5	Support Local Economic Development Opportunities.
Objective 6	Manage Informal settlements.
Objective 7	Manage development to ensure environmental sustainability.
Objective 8	Promote regional connectivity.

## Outcomes

Sustainable Environment	Accessible municipality	An efficient city
<ul style="list-style-type: none"> <li>▪ The responsible use of natural resources</li> <li>▪ A sustainable rates base</li> <li>▪ Focused investment</li> <li>▪ Safety and security</li> <li>▪ Sustained economic growth</li> <li>▪ Sustainable neighborhoods</li> <li>▪ Cultural heritage</li> </ul>	<ul style="list-style-type: none"> <li>▪ A physical city structure that promotes accessibility</li> <li>▪ Equity within the urban system</li> <li>▪ Diversity within the urban system</li> </ul>	<ul style="list-style-type: none"> <li>▪ Form and structure that lead to greater efficiency</li> <li>▪ Protection of existing investments</li> <li>▪ Open space system</li> <li>▪ Focused activities and investment</li> <li>▪ Infrastructure viability</li> <li>▪ Managed growth</li> </ul>


## STRUCTURING ELEMENTS

The Spatial Development Framework needs to be indicative and therefore the need to adopt a set of structuring elements that can give future structure to the urban and rural form of the municipal area. Four spatial structuring elements were identified. The following gives a short explanation for the terminology used:

In order for the SDF to achieve the desired urban form:

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

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

	Nodes	These are areas where development (facilities, services and economic opportunities) tends to concentrate. Different types of nodes can be distinguished such as urban nodes, development nodes, social nodes, rural nodes (villages) and transportation distribution hubs.
	Corridors	Development corridors are characterized by higher order ribbon-like development along routes that would otherwise be classified as movement corridors. These occur on various levels, from local development corridors along the main streets of the towns or even along rivers to regional and provincial corridors. Different types of corridors can be distinguished such as development corridors, movement corridors and activity corridors.
	Districts	Districts are areas with common identifying characteristics and usually have a homogeneous land use associated with it. Different kinds of districts have been identified for the purpose of the SDF, namely: Mixed land use districts, neighborhood districts, industrial districts, agricultural districts, institutional districts, corporate districts and historical Precinct District
	Open Spaces	A rationalized network of interconnected open spaces providing the urban environment with variety, character, a sense of visual relief, open space enjoyment, recreation and general amenity. In some case there will be “no-go areas” where development is not encouraged due to its particular and intrinsic natural-, ecological-, aesthetical-, cultural-, sport- or historical value and may also include areas that serve as discerning landmarks.



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## REGIONAL DEVELOPMENT POLICY

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The above-mentioned principles and forming factors were used in the SDF to present the future desired form of the municipal areas. Because of their normative nature, it is necessary to develop a set of guidelines that will be used supplementary to the spatial principles defined in the previous section.

Development Guidelines attempt to bring certainty for decision-makers, developers and investors by describing the desired land use envisaged with the SDF. These guidelines will evolve and will be refined over time, and Council remains in a position to review or change the Guidelines through consensus.

The guidelines do not attempt to be restrictive, but aim to facilitate a better understanding of what is desired in terms of the SDF. The guidelines are therefore supplementary to the spatial principles adopted with the SDF and both should be used to inform development proposals. The development policy for each developmental area will be discussed for the municipality while the future development framework will be discussed according to each town.

#### 4.1 SPATIAL DEVELOPMENT FRAMEWORK

##### 1.1.1 Boshof/ Seretse/ Kareehof

###### Residential

CURRENT SPATIAL FRAMEWORK	FUTURE DEVELOPMENT FRAMEWORK
<p>There is currently a total of 900 residential erven in Boshof of which none are vacant. Kareehof has a total of 400 residential erven of which none are vacant. Seretse has a total number of 2320 residential erven of which 820 are vacant.</p> <p>Within the Boshof area there are approximately 220 backyard dwellers, 200 in Seretse and 20 in Kareehof, who will be accommodated in new extensions that are in the process of township establishment. Boshof has a housing backlog of 1000 and the need for 220 residential erven is addressed in the mentioned applications.</p> <p>The medium-income residential area in Boshof is situated towards the north and northwest. An application for 137 medium to high-income erven is being established. There is, however, not a drastic need for expansion as it can be accommodated on the remaining vacant erven. There is a new residential development west of Seretse, which accommodates mostly low-income housing.</p> <p>Medium term development will be to the north towards Kareehof and to the northeast toward the P59/2.</p> <p>Future residential development of Kareehof will be towards the north and northeast ensuring integration of Kareehof and Seretse.</p>	<p><i>(Please refer to the attached relevant maps)</i></p> <p>Should the locality of Boshof and Seretse be considered in relation to the entire urban area, and urban fringe, it becomes clear that the only logical development area for the town is to expand in a northern and north eastern direction with some smaller developments towards the north and northeast:</p> <ul style="list-style-type: none"> <li>▪ FD1 Refers to the medium term extension of Seretse to the northeast.</li> <li>▪ FD2 Refers to the medium term extension of Kareehof to the northeast.</li> <li>▪ FD3 Indicates the area where an application for 137 medium to high-income erven was submitted</li> </ul>

↪ **Central Business District (CBD) & Light Industrial**

CURRENT SPATIAL FRAMEWORK	FUTURE DEVELOPMENT FRAMEWORK
<p>Main business facilities are located in the centre of Boshof, along the main route to Kimberley. A vast number of small residentially based shops and informal traders are located in Seretse and Kareehof. The residents of these townships have to walk or commute long distances due to the lack of business facilities in their areas.</p> <p>There is currently a lack of light industrial erven in Boshof.</p>	<p><i>(Please refer to the attached relevant maps)</i></p> <p>Taking cognizance of the direction of future expansion of Seretse/Kareehof, a preliminary development corridor has been identified along the main road linking Boshof with Seretse/Kareehof (S1416). Such a development corridor would link the commercial activities of the existing central business area of Boshof, via planned light industrial activities.</p> <ul style="list-style-type: none"> <li>▪ Above development corridor is indicated as DC1.</li> <li>▪ Smaller Business nodes are proposed at SBN1 and SBN2.</li> <li>▪ Future Industrial ervens are indicated as FIN1.</li> </ul>

↪ **Environmental related Land Uses**

CURRENT SPATIAL FRAMEWORK	FUTURE DEVELOPMENT FRAMEWORK
<ul style="list-style-type: none"> <li>▪ Environmental sensitive areas</li> </ul> <p>No environmental sensitive areas could be identified in Boshof.</p> <ul style="list-style-type: none"> <li>▪ Sport and recreation</li> </ul> <p>A number of various recreation facilities are provided within Boshof, Seretse and Kareehof. The need however exists to upgrade these facilities.</p> <ul style="list-style-type: none"> <li>▪ Parks and Open Spaces</li> </ul> <p>Adequate provision was made for open</p>	<p><i>(Please refer to the attached relevant maps)</i></p> <ul style="list-style-type: none"> <li>▪ The need exists to develop open areas in all extensions of Seretse and Kareehof and in doing so prevent squatting and refuse dumping.</li> <li>▪ Existing large open spaces or portions of open spaces are proposed to be more effectively utilized and developed by means of infill planning to ensure the optimum utilization of available land and desirable densification. Cognizance is, however, taken that adequate functional open spaces for sport and recreation purposes will be available.</li> <li>▪ SPF1 refers to the proposed new multi sport facility, which is situated next to the existing facilities.</li> </ul>



CURRENT SPATIAL FRAMEWORK	FUTURE DEVELOPMENT FRAMEWORK
<p>spaces in Seretse/Kareehof according to modern town planning principles, although all these open areas are not optimally utilized. A need exists to develop some of the small parks in “people places” to accommodate the urgent need in this regard.</p> <ul style="list-style-type: none"> <li>▪ Conservation Areas No conservation areas are located within the municipality.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Areas of ecological significance of the proposed commonage properties should timely be identified and reserved as natural areas.</li> </ul>

↳ **Infrastructure**

CURRENT SPATIAL FRAMEWORK	FUTURE DEVELOPMENT FRAMEWORK
<ul style="list-style-type: none"> <li>▪ Roads  The roads within Boshof are in a fairly good condition whereas the streets in Seretse/Kareehof are in a bad state. Constant maintenance is necessary as well as the upgrading of collector roads in the area.</li> <li>▪ Access Points  There are three main access points to Boshof. The P59/2 from Dealesville to Kimberley and the S320 from Christiana. A third access point is the S298 from Petrusburg that mainly services the farming communities.</li> </ul>	<p><i>(Please refer to the attached relevant maps)</i></p> <ul style="list-style-type: none"> <li>▪ Of particular importance is the main road along the proposed activity spine as well as the main road through Boshof used by taxis.</li> <li>▪ There are three main access points to Boshof. The P59/2 from Dealesville to Kimberley (A1) and the S320 from Christiana (A2). A third access point is the S298 from Petrusburg that mainly services the farming communities (A3).</li> </ul>

<ul style="list-style-type: none"> <li>▪ Cemeteries</li> </ul> <p>Within the Boshof area there are three cemeteries with one almost full, the expansion of an existing cemetery is proposed to the southeast of Seretse.</p> <ul style="list-style-type: none"> <li>▪ Commonage</li> </ul> <p>The identification for land for small-scale farming has been identified in the IDP.</p>	<ul style="list-style-type: none"> <li>▪ The expansion of an existing cemetery is proposed to the southeast of Seretse, CEM1.</li> <li>▪ Sustainable and coordinated commonage projects should be developed that are regulated by the Local Authority to ensure the productive utilization of commonage land – SCF1 and SCF2.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Landfill</li> </ul> <p>An inadequate system for refuse removal exists, which cause health hazards and lower living standards. The current dumping site has adequate capacity for the short term. Need for a regional dumping site does however, exist.</p>	<ul style="list-style-type: none"> <li>▪ A regional landfill site needs to be identified and established.</li> </ul>

**↪ Land Reform**

<b>CURRENT SPATIAL FRAMEWORK</b>	<b>FUTURE DEVELOPMENT FRAMEWORK</b>
<p>Two land reform projects were identified within the Boshof area.</p>	<p><i>(Please refer to the attached relevant maps)</i></p>

**↪ Spatial Integration and Densification**

Functional and efficient integration between communities is possible in all 3 towns due to the lack of natural and man-made barriers. Areas of possible integration were identified and areas sharing commonalties such as commercial, industrial and social facilities. Such areas will be utilized to ensure integration.

It would be appropriate to encourage integration through commercial, recreational and social activities and to utilize all land uses in-between the three communities to its full potential. In this regard, job creation and commercial activities can be expanded towards the identified economic activity corridor, which is currently centrally located and accessible by all three communities.