



# NC | PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (PSDF)





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# NORTHERN CAPE PROVINCE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

FINAL | 2025

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# FOREWORD

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## GLOSSARY OF TERMS

- **Agriculture:** Land or buildings used for farming activities like crop cultivation, livestock, beekeeping, forestry, and associated activities, including farm stalls.
- **Agro-Processing:** Part of the manufacturing sector that processes agricultural raw materials and intermediate products, focusing on developing new processing technologies from lab to commercial scale.
- **Biodiversity:** The variety of life forms in terrestrial, marine, and aquatic ecosystems, including species diversity, ecosystem diversity, and genetic variability.
- **Built Environment:** Manmade surroundings for human activities, including infrastructure for energy, water, waste, transport, settlements, and heritage resources.
- **Catalytic Project:** A large-scale project of national or provincial importance that significantly impacts employment, services, economic and social investment, and spatial development.
- **Critical Biodiversity Areas (CBAs):** Essential natural areas for ecological sustainability that should remain natural or semi-natural, with low-impact, sensitive land uses.
- **Climate Change Mitigation & Adaptation:** Implementing new technologies and renewable energies to enhance energy efficiency and reduce greenhouse gas emissions.
- **Conservation:** Managing natural and human resources to preserve and protect them against undesirable development, including maintenance and rehabilitation.
- **Corridors:** Development links between nodes that encourage intensified development and provide efficient access to economic opportunities, typically including public transport routes.
- **Densification:** Increasing the use of space within existing areas and new developments, resulting in more units and higher population density.
- **Development Corridor:** A linear network of dense infrastructure, economic activity, and residential development along major roads or railways, supporting various interrelated functions like transport, trade, and basic services.
- **Economic Sectors:** Categories of economic activities, including the primary sector (agriculture, mining), secondary sector (manufacturing, construction), tertiary sector (services), quaternary sector (education, research), and quinary sector (high-level decision-making).
- **Ecological Support Areas (ESAs):** Areas kept in ecologically functional condition to support Critical Biodiversity Areas and Protected Areas.
- **Infill Development:** Developing vacant or underutilised land within existing settlements to optimize infrastructure use, increase urban densities, and promote integration.
- **Integrated Development Plan (IDP):** A five-year plan by local government to determine development needs and link projects to the municipal budget.
- **Infrastructure:** Essential facilities and services for human settlements and economic activities, including roads, utilities, and social services.
- **Land Reform:** Correcting historical land ownership imbalances through land restitution, redistribution, and tenure reform.
- **Land Use Management:** Regulating the use or change in the form or function of land, including land development.
- **Mixed Land Use:** Combining different land uses like commercial, residential, industrial, and retail in one area to increase access and convenience.
- **National Protected Areas Expansion Strategy (2016):** A strategy for cost-effective protected area expansion to improve ecosystem representation, ecological sustainability, and climate change resilience.
- **Nodes:** Concentrations of mixed land uses, ideally with high-density residential and transport facilities, ensuring universal access.
- **Northern Cape Planning System (NCPS):** A comprehensive spatial planning tool designed to support spatial transformation, targeting, and governance across the province. As a web-based online system, it enhances provincial planning functions by enabling efficient data





sharing and collaboration. The NCPS facilitates spatial targeting and guides land use management and spatial planning, ensuring alignment with the Provincial Spatial Development Framework (PSDF). It strengthens the implementation of SPLUMA, promotes sustainable development, and improves monitoring and evaluation processes. Ultimately, the NCPS serves as a key mechanism for supporting spatial governance and driving the province's development objectives.

- **Planning Toolkits:** have been developed to simplify and clarify planning guidelines, concepts, and spatial planning procedures, making complex information more accessible for decision-makers. Designed as a support tool, it provides additional detail not covered in the Provincial Spatial Development Framework (PSDF), enabling more informed decision-making and enhancing the effective implementation of the PSDF. The toolkit includes specialized guides that unpack essential spatial planning concepts and methodologies, offering targeted assistance for various spatial planning needs in the province. By bridging gaps in the PSDF, the Planning Toolkit plays a key role in ensuring accurate and efficient planning processes across the Northern Cape.
- **Protected Area:** Legally protected areas of natural, ecological, architectural, or historical interest.
- **Provincial Sector Plan:** This is a strategic document that outlines the goals, priorities, and spatially represented initiatives of various government departments within a province, ensuring alignment with the overarching Provincial Spatial Development Framework (PSDF). It serves as a roadmap for sector-specific development, guiding the allocation of resources, coordination of projects, and integration of departmental strategies to promote sustainable growth and address socio-economic needs. Each sector plan is spatially mapped to reflect the geographic distribution of projects and initiatives, fostering coordinated planning and effective service delivery across agriculture, infrastructure, health, education, and other critical sectors.
- **Provincial Spatial Action Area:** A region identified for its unique potential and strategic importance, based on distinctive characteristics

such as agricultural productivity, industrial capacity, tourism opportunities, or environmental assets. Each PSAA is designated to focus development efforts on ways that respect and enhance the area's inherent qualities, ensuring that land use activities align with local economic, environmental, and social opportunities.

- **Regional Development Anchor:** A Regional Development Anchor, as defined in the Northern Cape PSDF, is a strategically located town or settlement that functions as a hub for economic activity, social services, and connectivity within a functional rural region. According to the National Spatial Development Framework (DALRRD, 2022) and the South African Functional Town Typology 2018 (CSIR, 2018), these anchors play a pivotal role in fostering rural transformation, enhancing food security, and driving economic diversification through agro-processing, tourism, and industrial development. They serve as critical links between smaller settlements and national economic systems, particularly when located along priority transport and trade corridors. Regional Development Anchors are characterized by their ability to deliver higher-order services, facilitate sustainable development, and support resilient and productive rural economies. Investments in infrastructure, connectivity, and targeted economic initiatives in these towns are essential to ensuring equitable access to opportunities and reducing socio-economic disparities in rural regions.
- **Rural:** Areas outside urban boundaries primarily devoted to agriculture or natural environments.
- **Spatial Development Framework (SDF):** A framework guiding the spatial distribution of land uses within a municipality to achieve the goals of the municipal IDP.
- **Spatial Transformation Corridor:** Refers to the strategic development zones that connect key economic nodes, promoting spatial, economic, and social transformation. These corridors are designed to enhance regional connectivity, optimise land use, and stimulate sector-specific investment in areas such as agriculture, mining, renewable energy, and tourism. They aim to address spatial imbalances, encourage





sustainable development, and support inclusive growth by prioritising infrastructure and economic opportunities in targeted areas.

- **SPLUMA:** The Spatial Planning and Land Use Management Act 16 of 2013, provides regulations for national spatial planning and land use management.
- **SPLUMA Champion:** Is a designated representative from a municipality or department responsible for ensuring that spatial planning, land use management, and development initiatives align with the Spatial Planning and Land Use Management Act (SPLUMA) and the region's Spatial Development Frameworks (SDFs). This role involves coordinating planning efforts, capturing and sharing spatial data, and ensuring project alignment with provincial and national priorities. Acting as a liaison within the Spatial Planning and Land Use Management (SPLUM) forum, the SPLUMA Champion supports the alignment of projects to promote sustainable, coordinated, and compliant land use across the province.
- **Strategic Water Source Areas (SWSAs):** 'Water factories' that significantly support the country's surface and groundwater supply, identified and mapped for protection.
- **Sustainable Development: Development** that meets present needs without compromising future generations' ability to meet their own needs.
- **Square Kilometre Array (SKA) Advantage Area:** Declared Astronomy Advantage Area (AAA) in terms of the Astronomy Geographic Advantage (AGA) Act of 2007, which identifies regulation regarding prohibited activities within AAAs.
- **Urban Centre:** An Urban Centre in the context of the Northern Cape PSDF refers to a spatially concentrated hub of residential, economic, and social activity that serves as a critical node for regional connectivity and development. Characterized by moderate to high residential densities, diverse economic opportunities, and essential infrastructure, these centres act as service and economic anchors for surrounding rural areas, reflecting the province's unique geography and resource-driven economy. While distinct from larger metropolitan areas, urban

centres in the Northern Cape play a pivotal role in integrating rural and urban systems, aligning with the Integrated Urban Development Framework (IUDF) (CoGTA, 2016) principles of inclusivity, spatial transformation, and sustainable development. They support resilience and long-term growth through integrated planning, diversification of economic activities, and equitable access to services, addressing the challenges posed by the province's dispersed settlement patterns.

- **Urban Edge:** A demarcated line and policy to manage, direct, and limit urban expansion.
- **Urban Sprawl:** Uncontrolled expansion of a town into greenfield land outside the urban edge

### The Difference Between PSAAs and Transformation Corridors

Provincial Spatial Action Areas (PSAAs) and Transformation Corridors in the Northern Cape Province serve distinct roles within the spatial planning framework. PSAAs are specific regions designated for their unique economic, environmental, or cultural potential, focusing on localized development initiatives that leverage the area's inherent strengths, such as agriculture, mining, or tourism.

In contrast, Transformation Corridors are broader, linear zones designed to enhance connectivity and economic integration across multiple regions by linking key economic nodes and improving infrastructure.

While PSAAs concentrate on investment and sustainable development within distinct areas, Transformation Corridors facilitate regional growth and spatial integration by promoting cross-regional trade, transportation, and access to economic opportunities. Essentially, PSAAs target the unique potential of specific regions, whereas Transformation Corridors aim to connect and integrate these regions to drive overall provincial development.





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## ABBREVIATIONS

COGHSTA	Department of Cooperative Governance, Human Settlements and Traditional Affairs
CSAA	Coastal Spatial Action Area
DALRRD	Department of Agriculture, Land Reform and Rural Development
DDM	District Development Model
DEDAT	Department of Economic Development and Tourism
DENC	Department of Environmental Affairs and Nature Conservation
DKSAA	Douglas to Kakamas Spatial Action Area
DM	District Municipality
DR & PW	Department Roads and Public Works
DSAC	Department Sports Arts and Culture
DSD	Department of Social Development
DTSL	Department Transport Safety & Liaison
DWS	Department of Water and Sanitation
GIS	Geographic Information System
GSAA	Gamagara Spatial Action Area
IDP	Integrated Development Plan
KHSAA	Kalahari Spatial Action Area
KSAA	Karoo Spatial Action Area
LM	Local Municipality
NCDOE	Northern Cape Department of Education
NCDOH	Northern Cape Department of Health
NCPS	Northern Cape Planning System
NCPT	Northern Cape Provincial Treasury
NSDF	National Spatial Development Framework
OTP	Office of the Premier

PAC	Provincial Advisory Committee
PSC	Project Steering Committee
PSDF	Provincial Spatial Development Framework
RDSP	Rural Development Sector Plan
RSAA	Rural Spatial Action Area
RSDF	Regional Spatial Development Framework
SACN	South African Cities Network
SALGA	South African Local Government Association
SALT	Southern African Large Telescope
SARAO	South African Radio Astronomy Observatory
SEZ	Special Economic Zone
SKA	Square Kilometre Array
SPLUMA	Spatial Planning and Land Use Management Act 16 of 2013
VSAA	Vaalharts Spatial Action Area
WTW	Water Treatment Works
WWTW	Waste Water Treatment Works







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## INTRODUCTION TO THE NC PSDF



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# 1 INTRODUCTION

The Northern Cape Provincial Spatial Development Framework (PSDF) serves as the strategic guiding document for the spatial development of the Northern Cape Province. Its core purpose is to provide a spatial vision and policy direction that aligns with both provincial and national development strategies. The PSDF aims to promote sustainable land use, balanced socio-economic development, and environmental stewardship across the province. The framework is informed by the Spatial Planning and Land Use Management Act (SPLUMA) of 2013<sup>1</sup>, which mandates provinces to develop spatial frameworks that align with key principles of spatial justice, sustainability, and efficiency.

The PSDF is not a static document but a dynamic framework that must adapt to evolving socio-economic and environmental conditions. This requires periodic reviews to ensure that the PSDF remains relevant and aligned with updated data, policies, and development objectives. The review process is crucial for addressing spatial inequalities, optimizing resource use, and enhancing the overall quality of life for Northern Cape residents.

## KEY RELATIONSHIP BETWEEN THE NDP, NSDF, PGDP AND PSDF

The National Development Plan (NDP) and the National Spatial Development Framework (NSDF) are intrinsically linked, with the NSDF serving as a spatial expression of the NDP's objectives. The NDP provides a national vision to reduce inequality, alleviate poverty, and build a united and thriving society by focusing on six broad pillars derived from South Africa's Constitution. Supporting this, the NSDF acts as a long-term spatial guide to achieve the NDP's developmental agenda. It focuses on fostering

spatial transformation, addressing national risks, and guiding planning and development across government sectors to enable a Post-Apartheid Spatial Development Pattern. Through national planning, budgeting, and monitoring systems, the NSDF ensures that spatial strategies align with the NDP's vision, driving spatial equity and sustainable development.

Similarly, at the provincial level, the Northern Cape Provincial Growth and Development Plan (PGDP) functions as a localised version of the NDP, guiding economic, social, and governance priorities for the province.

The Provincial Spatial Development Framework (PSDF) complements the PGDP by providing a spatially driven approach to achieve its objectives. The PSDF aligns with the NSDF's principles, ensuring that provincial spatial planning integrates with the broader national goals of economic inclusion, poverty reduction, and spatial transformation.

Together, the PGDP and PSDF support the provincial implementation of national priorities, while addressing the unique challenges and opportunities of the Northern Cape, such as leveraging renewable energy potential, conserving natural resources, and promoting sustainable rural and urban development. This alignment ensures a cohesive and integrated approach to development at both national and provincial levels.

## WHAT IS REQUIRED FOR THE PSDF

According to SPLUMA and the Northern Cape Provincial Growth and Development Plan (PGDP), the PSDF must:

- Articulate a **Clear Spatial Vision** for the province, outlining desired land use patterns and development objectives.

<sup>1</sup> The Spatial Planning and Land Use Management Act (SPLUMA) of 2013, officially known as Act No. 16 of 2013, provides a framework for spatial planning and land use management

in South Africa. It aims to promote social and economic inclusion, ensure sustainable land development, and address historical spatial imbalances.





- **Align with national frameworks** like the National Spatial Development Framework (NSDF) and provincial growth strategies, such as the PGDP<sup>2</sup> and Vision 2040.
- Promote land use practices that ensure **environmental sustainability, social equity, and economic resilience**.
- Provide **clarity and certainty on where public infrastructure investment will be targeted**, thereby reducing business risks and encouraging private-sector development.
- Ensure that provincial spatial planning **aligns with Provincial Sector Plans, District SDFs, Local Municipal SDFs and sectoral plans**, creating an **integrated** spatial development environment.
- **Define clear strategies for implementing the spatial vision** and provide tools for ongoing monitoring and evaluation to assess progress.

## WHY THE REVIEW IS NEEDED

The review of the PSDF is necessary to address several critical factors:

- SPLUMA requires provincial SDFs to be reviewed and updated every five years to ensure alignment with new legislation, policies, and spatial principles.
- The current PSDF was developed using outdated 2011 Census data. The review allows for the integration of more recent data, including the 2022 Census, to ensure that planning is based on current socio-economic trends and population dynamics.
- Significant changes in the Northern Cape's economic landscape, such as the rise of renewable energy projects, the growing importance of agri-processing, and increased mining activity, necessitate adjustments to the spatial framework to capitalize on these developments.

<sup>2</sup> The Northern Cape Provincial Growth and Development Plan (PGDP), adopted in 2020, serves as the guiding strategy informing the spatial directives and framework for the review of the Provincial Spatial Development Framework (PSDF).

- With increasing concerns around climate change, water scarcity, and biodiversity loss, the review provides an opportunity to strengthen environmental sustainability measures in spatial planning.
- The review ensures that the PSDF aligns with newer policies such as the National Spatial Development Framework (NSDF) of 2022, the Karoo Regional Spatial Development Framework<sup>3</sup>, and emerging initiatives like the Green Hydrogen Strategy.
- The review seeks to enhance governance structures and the coordination of spatial plans across provincial, district, and local levels. By doing so, it ensures better alignment and implementation of spatial strategies across all spheres of government.
- The review is needed to address persistent socio-economic challenges in the Northern Cape, such as high unemployment, poor access to services, and regional disparities. The updated PSDF provides spatial solutions to these challenges, guiding the equitable distribution of resources and services.

**Table 1** outlines the key objectives of the Northern Cape Provincial Spatial Development Framework (NC PSDF), emphasizing critical focus areas such as economic growth, social equity, environmental sustainability, and governance. These objectives guide the province's spatial planning efforts to ensure alignment with national frameworks and foster sustainable development across various sectors.

**Table 1: Key Objectives of the NC PSDF**

OBJECTIVE	KEY FOCUS
Alignment with Frameworks	Ensure alignment with NDP, NSDF, and Northern Cape Vision 2040.

<sup>3</sup> The Karoo Regional Spatial Development Framework (RSDF) provides a strategic spatial planning approach tailored to the unique socio-economic and environmental conditions of the Karoo region. It acts as a guiding document, aligning regional development objectives with the broader Provincial Spatial Development Framework (PSDF) to ensure integrated and sustainable spatial planning within the region.





OBJECTIVE	KEY FOCUS
Economic Growth and Sectoral Development	Promote sustainable growth in agriculture, mining, tourism, renewable energy, and manufacturing.
Social Equity and Inclusion	Address spatial inequalities, improve access to services, and promote land reform.
Environmental Sustainability and Climate Resilience	Integrate climate adaptation and protect natural resources.
Integrated Infrastructure Development	Improve infrastructure in transport, energy, water, and ICT.
Rural Development and Land Reform	Support rural development, land reform, and food security.
Governance and Institutional Strengthening	Strengthen governance and align spatial policies across all government levels.

**Table 2** presents the key reference documents considered in the development of the NC PSDF.

**Table 2: Key Reference Documents Considered**

DOCUMENT	RELEVANCE TO PSDF
National Development Plan (NDP)	Provides long-term strategic goals for economic and spatial transformation.
National Spatial Development Framework (NSDF) <sup>4</sup>	Guides national spatial priorities, including development corridors and nodes.
Northern Cape Vision 2040	Outlines the province's long-term vision for sustainable growth.
Northern Cape Provincial Growth and Development Plan (PGDP)	Highlights economic and social development priorities for the province.
Spatial Planning and Land Use Management Act (SPLUMA)	Sets the legal framework for spatial planning and land use management.
Regional Spatial Development Frameworks (RSDFs)	Provides district-level spatial guidance to ensure integrated development.
Northern Cape Climate Change Response Plan <sup>5</sup>	Focuses on climate resilience and sustainability strategies for spatial planning.

<sup>4</sup> [https://www.gov.za/sites/default/files/qcis\\_document/202302/47999qen1594.pdf](https://www.gov.za/sites/default/files/qcis_document/202302/47999qen1594.pdf)

<sup>5</sup> For more information to the response on climate change visit (summary of key provincial climate change issues and links to district level climate change information): <https://letsrespondtoolkit.org/municipalities/northern-cape/>

Integrated Transport Master Plan (ITMP)	Supports the development of transport infrastructure and mobility improvements.
Green Hydrogen Strategy <sup>6</sup>	Guides renewable energy and green hydrogen project development.



**Figure 1: South Africa's Just Energy Transition Investment Plan (Jet-IP)**

### Northern Cape Industrial Corridor



**Figure 2: Northern Cape Industrial Corridor**

<sup>6</sup> Visit <https://www.ncqh2.co.za/> to acquire more information on the Northern Cape's Green Transformation approach and Master Plan





## <sup>7</sup>A QUICK GUIDE TOWARDS USING THE PSDF

The diagram represents the structure and components of the Northern Cape Provincial Spatial Development Framework (NCPsDF), focused on guiding spatial planning and land use management within the province.

Key sections include:

- **Status Quo and Sector Analysis:** Evaluate the current state of spatial development and land use.
- **Introduction:** Provides an overview and context of the framework.
- **Spatial Proposals:** Outlines proposed strategies for future spatial development.
- **Toolkits:** Supplies tools to implement spatial planning effectively.
- **Land Use Management:** Guides the regulation and use of land.
- **Implementation Framework:** Details the actionable steps for executing the spatial framework.
- **NCPS (Northern Cape Planning System):** This represents the overarching system supporting the framework.

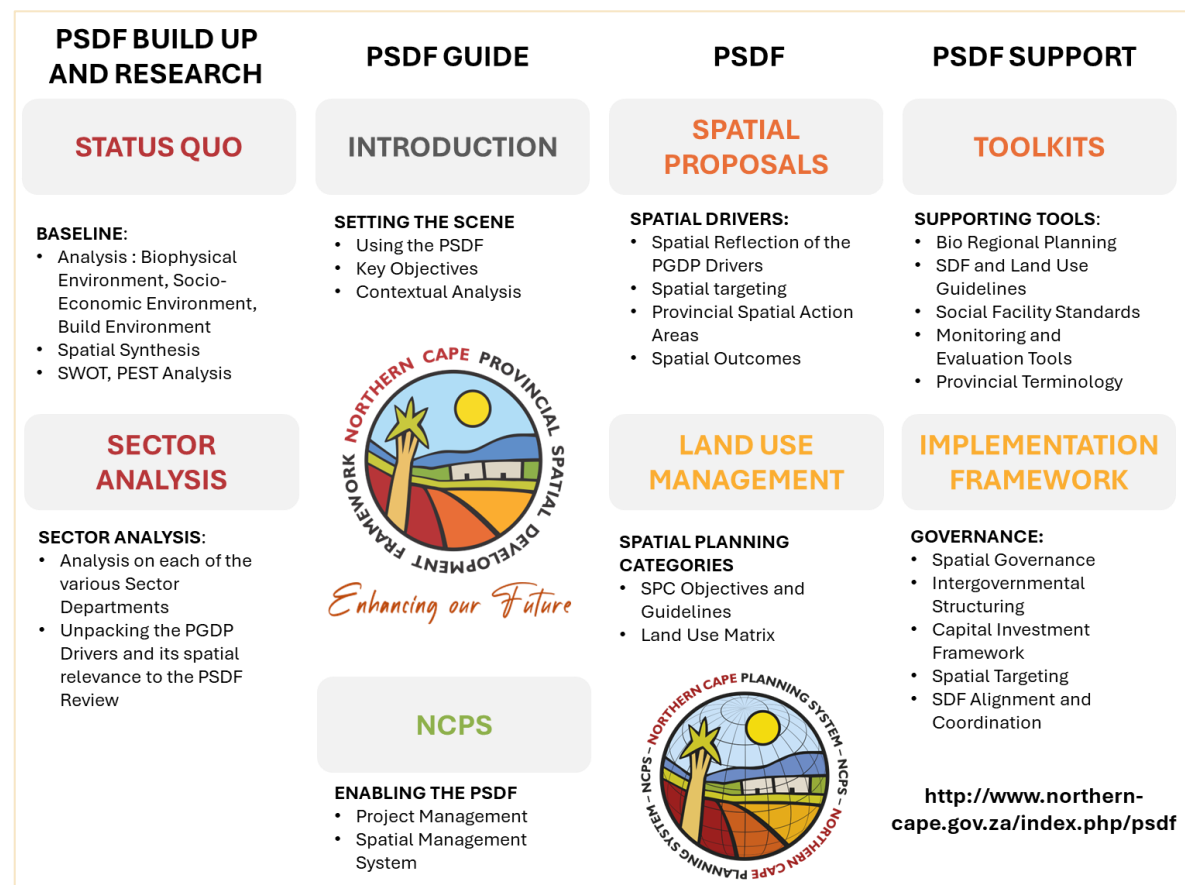


Figure 3: NC-PSDF overarching framework and structure

<sup>7</sup> The various mechanisms, toolkits, proposals, and the Northern Cape Planning System (NCPS) are designed to function as an integrated framework for planning, decision-making, policy guidelines, and development support in the province. These instruments are

interconnected and should not be used or interpreted in isolation. Instead, they should be applied with consideration of the complementary tools and resources available to ensure cohesive and comprehensive planning.







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## **STATUS QUO AND SECTOR ANALYSIS**



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## 2 THE NORTHERN CAPE IN CONTEXT

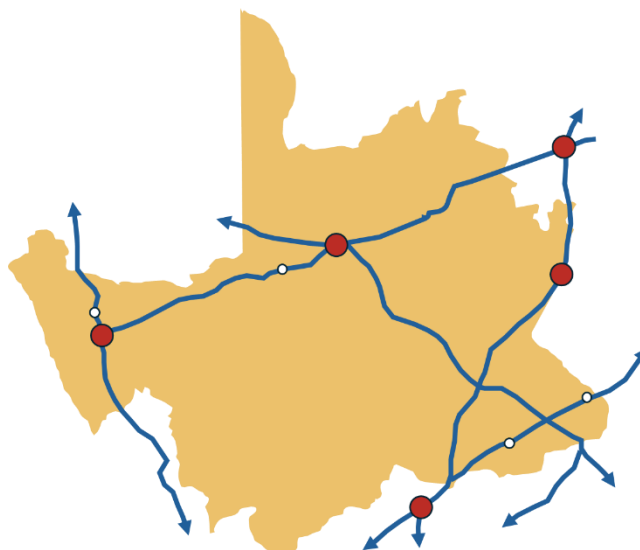
The Northern Cape Provincial Spatial Development Framework (PSDF) is a strategic document designed to guide spatial planning, land use management, and sustainable development within South Africa's largest and most sparsely populated province. This framework aligns with the province's unique opportunities and challenges to promote equitable growth and enhance the quality of life for its residents.

The Northern Cape Province, located in the northwestern region of South Africa, is renowned for its expansive landscapes and low population density. Geographically, it lies in the southern hemisphere of the African continent, sharing international borders with Namibia and Botswana. This strategic position situates the province as a vital gateway for trade within the Southern African Development Community (SADC). Domestically, the province borders the Western Cape, Eastern Cape, Free State, and North West provinces, with Kimberley serving as its capital.

**The province encompasses five districts:**

1. **Namakwa**
2. **ZF Mgcawu**
3. **Pixley Ka Seme**
4. **Frances Baard**
5. **John Taolo Gaetsewe**

These districts are further divided into 26 local municipalities. The Northern Cape's economy is primarily driven by mining, agriculture, and



tourism, supported by its vast, arid landscapes and rural-urban blend of settlements.

### 2.1 KEY DEVELOPMENT OPPORTUNITIES

**The Northern Cape has significant potential for growth across multiple sectors:**

#### 2.1.1 RENEWABLE ENERGY

The province is emerging as a leader in renewable energy, with extensive potential for wind and solar energy projects. Existing large-scale developments are already underway, and the hydrogen economy could further enhance the region's ability to

produce low-carbon steel and beneficiate local minerals. This aligns with global efforts to transition to sustainable energy sources.

#### 2.1.2 MINING

Mining is a cornerstone of the Northern Cape's economy, with significant output from iron ore mines. The Namakwa Special Economic Zone (SEZ) is expected to revolutionize minerals beneficiation, fostering economic growth and job creation.

#### 2.1.3 AGRICULTURE

The diverse soil and climatic conditions enable the cultivation of high-value crops such as table grapes, wine grapes, sultanas, and cereal crops. This sector offers opportunities for export-driven growth.

#### 2.1.4 AQUACULTURE AND KELP

Significant potential exists for aquaculture development, with species such as abalone, hake, and honekilp fish offering lucrative prospects. The kelp industry also presents an opportunity for expanding export-oriented activities.





### 2.1.5 TOURISM

The province's niche tourism attractions, including cultural festivals, extreme sports, and natural wonders like the Namaqualand wildflowers and Kgalagadi Transfrontier Park, have the potential to position the Northern Cape as a premier destination for eco-tourism and cultural tourism.

### 2.1.6 EDUCATION AND RESEARCH

The university in the Northern Cape is uniquely situated in an arid region, offering a strategic advantage for studying agriculture in water-stressed conditions. This contributes to innovations in sustainable agricultural practices.

## 2.2 STRATEGIC FOCUS AREAS

The Northern Cape PSDF is aligned with the Provincial Growth and Development Plan Vision 2024, which prioritizes fighting poverty, unemployment, and inequality while promoting sustainable development.

**Key focus areas include:**

### 2.2.1 SPATIAL TARGETING

Concentrating resources and infrastructure development in areas with the highest potential for economic growth.

### 2.2.2 RENEWABLE ENERGY DEVELOPMENT

Expanding solar and wind projects and exploring the hydrogen economy to foster low-carbon economic activities.

### 2.2.3 SUSTAINABLE LAND USE

Supporting innovative and efficient settlement development, considering resource constraints and budget limitations.

### 2.2.4 TOURISM GROWTH

Developing niche tourism markets while preserving cultural and natural heritage.

### 2.2.5 ECONOMIC DIVERSIFICATION

Strengthening sectors such as agriculture, aquaculture, and mining to reduce dependence on traditional industries and foster inclusive growth.

### 2.2.6 ENVIRONMENTAL STEWARDSHIP

Balancing development with the conservation of the province's unique biomes, such as the succulent Karoo and desert ecosystems.

The Northern Cape's PSDF envisions a future where the province leverages its natural resources, cultural heritage, and renewable energy potential to drive sustainable and inclusive growth. Guided by the principle of "doing more with less," the framework emphasizes efficient service delivery and innovative solutions to overcome fiscal constraints while fostering equitable development and enhancing the quality of life for all residents.



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## 2.3 KEY DEMOGRAPHICS

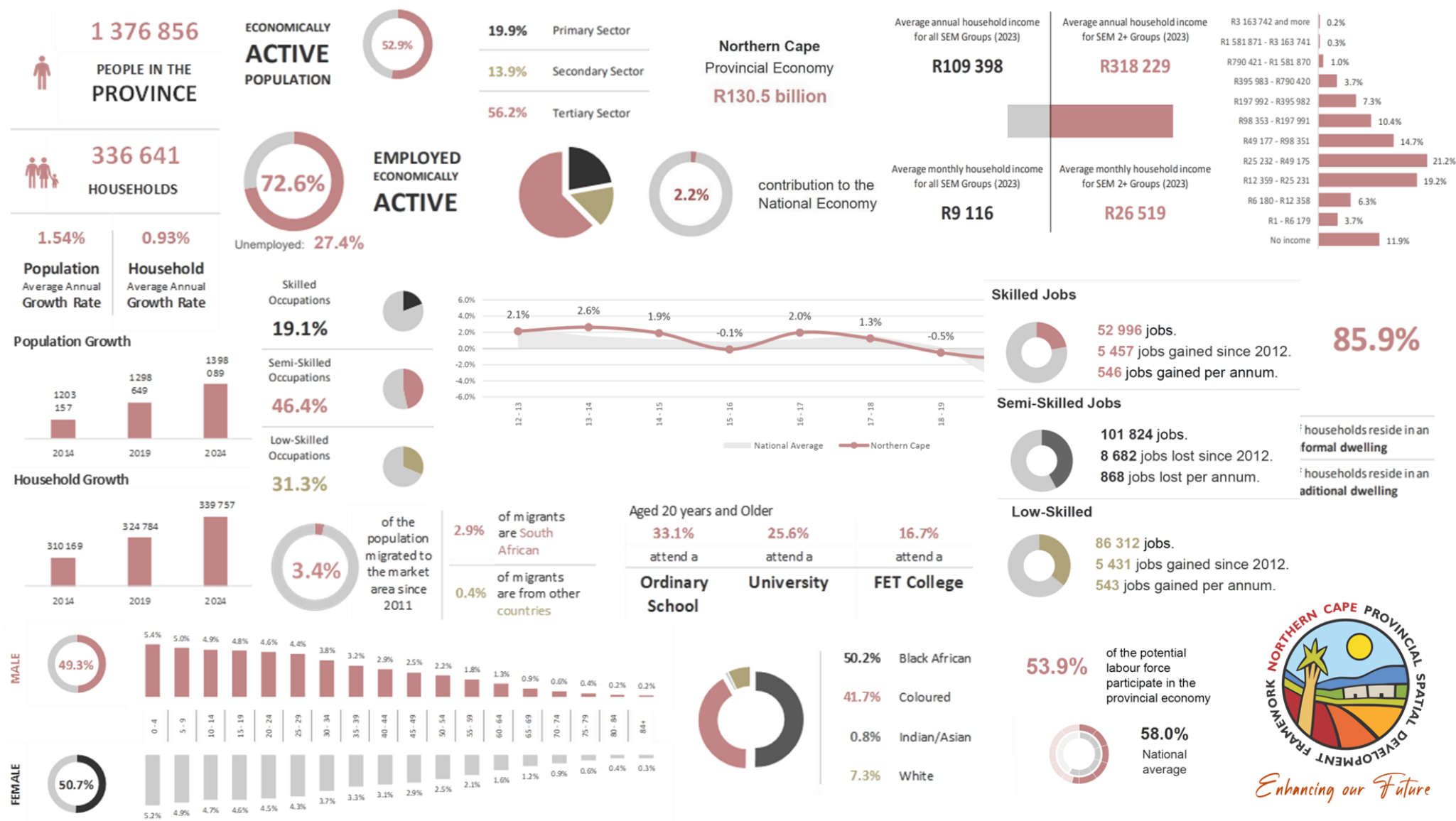


Figure 4: Key Provincial Demographics (also refer to the Status Quo Report for more detail), Stats SA 2022, Quantec, 2024)



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## 2.4 KEY FINDINGS OF THE STATUS QUO ANALYSIS

REFER TO ANNEXURE A  
FOR MORE DETAIL

The PSDF review was initiated to ensure alignment with SPLUMA (2013) and to update spatial planning strategies in line with the latest national, provincial, and municipal policies. The review addresses key spatial development challenges and seeks to promote sustainable growth and development.

**Table 3: Key requirements of the PSDF Review considered**

KEY REQUIREMENT	DESCRIPTION	AREAS REVIEWED
<b>Alignment with PGDP, NDP, and NSDF</b>	Ensure alignment with national and provincial growth frameworks.	All major provincial and regional planning documents were reviewed for consistency.
<b>Application of SPLUMA Principles</b>	Implement SPLUMA's five principles: spatial justice, spatial sustainability, efficiency, resilience, and good governance.	Reviewed the application of SPLUMA in both urban and rural areas across all municipalities.
<b>Sectoral Involvement</b>	Involve various provincial departments in the development process.	A review of Provincial Sectoral Plans such as agriculture, energy, and infrastructure.
<b>Data Update</b>	Update outdated data from the 2011 Census to reflect more recent statistics.	Reviewed 2021 Census data, provincial statistics, and socio-economic trends.
<b>Monitoring Tools</b>	Introduce monitoring and evaluation tools to track the implementation of PSDF strategies.	Added new tools for tracking spatial development progress and alignment with the PSDF.
<b>Coordination with Municipal SDFs</b>	Ensure that the PSDF aligns with local municipal spatial frameworks for consistency.	Reviewed all municipal SDFs for SPLUMA compliance and alignment.

## GOVERNANCE STRUCTURE AND SPATIAL PLANNING FRAMEWORK

**Table 4: Governance Structure Review Focus Areas**

LEVEL	RESPONSIBILITIES	AREAS REVIEWED
<b>Provincial</b>	Overseeing and coordinating spatial frameworks with national plans and setting long-term visions.	The governance structure of the Office of the Premier and how it coordinates with provincial departments.
<b>District</b>	Ensuring integration between municipal frameworks and implementing strategic regional projects.	The role of district municipalities in coordinating between local and provincial plans.
<b>Local Municipal</b>	Focused on local land use management and addressing immediate community needs.	Review of land use management practices at the local level for SPLUMA compliance.

## SPATIAL CHALLENGES AND OPPORTUNITIES

The review identified the following key spatial challenges and opportunities across different areas:

**Table 5: Key Spatial Challenges and Opportunities**

AREA	CHALLENGES	OPPORTUNITIES	AREAS REVIEWED
<b>Human Settlements</b>	Inefficient land use, and lack of affordable housing.	Potential for sustainable growth in human settlements through focused planning.	Reviewed settlement growth patterns and future demands for housing and infrastructure.
<b>Infrastructure</b>	Ageing infrastructure, unequal access to services.	Infrastructure upgrades, and integration of renewable energy systems.	Reviewed existing infrastructure and identified critical areas for upgrades.
<b>Mobility &amp; Connectivity</b>	Poor transport networks, and	Development of transport corridors	Reviewed transport infrastructure,





AREA	CHALLENGES	OPPORTUNITIES	AREAS REVIEWED
	underdeveloped rural roads.	and improved mobility.	especially the need for road and rail corridor development.
<b>Resource Management</b>	Water scarcity, land degradation.	Water conservation and land rehabilitation initiatives.	Reviewed natural resource management plans, including water and biodiversity conservation.

## LAND USE MANAGEMENT FRAMEWORK

**Table 6: Key SPC Review Considerations**

SPC	CATEGORY	DESCRIPTION	AREAS REVIEWED
<b>A</b>	Core Natural Areas	Conservation and biodiversity protection, low-impact land uses only.	Reviewed areas designated as Critical Biodiversity Areas (CBAs) and Ecological Support Areas (ESAs).
<b>B</b>	Buffer Areas	Surrounding core areas with controlled development and ecological considerations.	Buffer zones reviewed for alignment with conservation efforts and sustainable development.
<b>C</b>	Agricultural Areas	Support sustainable farming and agri-business, and limit urban sprawl.	Reviewed agricultural zones for the protection of high-value farmland and agri-processing potential.
<b>D</b>	Urban and Rural Development Areas	Promote sustainable settlement growth and economic activities.	Reviewed urban edges and growth areas for rural and urban settlements.
<b>E</b>	Industrial Areas	Encourage industrial development in designated zones.	Reviewed industrial development zones, particularly in the mining and energy sectors.

SPC	CATEGORY	DESCRIPTION	AREAS REVIEWED
<b>F</b>	Surface Infrastructure	Provide guidelines for infrastructure development such as roads, water, and energy.	Reviewed key infrastructure corridors for alignment with provincial needs.

## SPATIAL VISION AND GOALS

**Table 7: Spatial Vision and Goals Considerations**

SPATIAL GOALS	DESCRIPTION	AREAS REVIEWED
<b>Inclusive Growth</b>	Ensure equitable access to services, resources, and infrastructure for all communities.	Reviewed how spatial policies can address inequalities in service provision.
<b>Sustainable Development</b>	Promote environmentally sound land use and sustainable energy practices.	Reviewed renewable energy potential and alignment with environmental protection.
<b>Economic Development</b>	Strengthen key economic sectors like mining, agriculture, and tourism.	Reviewed economic development areas and their potential for industrial and tourism growth.

## SPATIAL STRUCTURING ELEMENTS

**Table 8: Spatial Structuring Considerations**

ELEMENT	DESCRIPTION	AREAS REVIEWED
<b>Growth Centres</b>	Key urban nodes for economic activities and population growth.	Reviewed key urban growth nodes and their strategic roles in the provincial economy.
<b>Development Corridors</b>	Transport and trade routes to connect key economic areas.	Reviewed corridors such as the N14 and their potential for economic development.
<b>Development Zones</b>	Designated zones for agricultural, industrial, and urban expansion.	Reviewed zoning laws and the designation of zones for development.





<b>Functional Regions</b>	Regions with shared economic and spatial characteristics to improve governance.	Reviewed functional regions for coordination of services and spatial planning.
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## DEVELOPMENT SCENARIOS

**Table 9: Development Scenarios Revisited**

SCENARIO	DESCRIPTION	AREAS REVIEWED
<b>Scenario 1: Business as Usual</b>	Continuation of current trends with no major changes.	Reviewed existing trends in land use and socio-economic conditions.
<b>Scenario 2: Tempered Growth</b>	Moderate growth with controlled expansion and minimal environmental impact.	Reviewed growth projections and their alignment with environmental goals.
<b>Scenario 3: Optimistic Growth</b>	Aggressive growth with high public and private sector investments.	Reviewed economic sectors primed for accelerated growth.
<b>Scenario 4: Accelerated Growth</b>	Rapid expansion driven by major infrastructure and development projects.	Reviewed major catalytic projects and infrastructure plans.

## IMPLEMENTATION AND MONITORING

**Table 10: Monitoring and Evaluation Considerations**

MONITORING TOOL	DESCRIPTION	AREAS REVIEWED
<b>Spatial Performance Management</b>	Track the effectiveness of land use and spatial planning decisions.	Reviewed tools for assessing the performance of land use decisions.
<b>SPLUMA Implementation</b>	Ensure consistent application of SPLUMA principles across the province.	Reviewed the mechanisms for enforcing SPLUMA compliance at the municipal level.
<b>Provincial Responsibilities</b>	Define provincial roles in monitoring the implementation of the PSDF.	Reviewed roles and coordination between provincial departments and municipalities.

## ALIGNMENT WITH SPLUMA

**Table 11: SPLUMA Considerations**

SPLUMA PRINCIPLE	APPLICATION IN PSDF	AREAS REVIEWED
<b>Spatial Justice</b>	Redress inequalities in access to services and land.	Reviewed areas where spatial inequalities persist, and the solutions proposed by the PSDF.
<b>Sustainability</b>	Promote environmentally sound land use and resource conservation.	Reviewed how sustainability goals are integrated into spatial planning.
<b>Efficiency</b>	Improve the use of land and infrastructure.	Reviewed strategies for optimizing infrastructure use and land development.

## KEY AREAS OF REVIEW AND FINDINGS

**Table 12: Key Areas of Review - Other**

AREA	KEY REVIEW FOCUS	FINDINGS
<b>Municipal Spatial Development Frameworks</b>	Alignment with SPLUMA and provincial plans.	All district and local municipalities were reviewed for SPLUMA compliance, and most have updated their SDFs.
<b>Data Update</b>	Incorporation of 2021 Census data and other statistical updates.	The document integrates more current data to ensure more accurate planning.
<b>Economic Growth Areas</b>	Identification of key economic zones and corridors.	Focus on sectors like mining, agri-processing, and renewable energy was highlighted.
<b>Climate Change and Vulnerability</b>	Addressing risks related to climate change.	Integrated climate change mitigation and adaptation strategies into spatial planning.





## 2.5 KEY FINDINGS OF THE SPATIAL AND SECTORAL ANALYSIS AND STAKEHOLDER CONSULTATION

REFER TO ANNEXURE B FOR DETAILED SECTORAL ANALYSIS REPORT

This section of the Northern Cape PSDF review focuses on spatial and sectoral analysis, stakeholder consultation, and alignment with the province's Vision 2040 and the National Development Plan (NDP<sup>8</sup>). The review provides

strategic insight into how spatial development must evolve to address both the challenges and opportunities of the Northern Cape province. It identifies key development priorities across economic, social, environmental, and governance sectors, ensuring that spatial planning aligns with sustainable development goals and government priorities.

### 2.5.1 DRIVER 1: ECONOMIC TRANSFORMATION, GROWTH, AND DEVELOPMENT

**Table 13: Key Findings: Driver 1: Economic Transformation, Growth, and Development**

PATHS TO PROSPERITY	KEY OUTCOME	KEY ACTIONS TO ADDRESS
<b>Agriculture and Agro-Processing</b>	Expand agro-processing opportunities and support irrigation schemes (e.g., Vaalharts), small stock farming, and high-value aquaculture.	<ul style="list-style-type: none"> <li>→ Develop agro-processing hubs in key irrigation zones.</li> <li>→ Increase investment in water-efficient irrigation technologies.</li> <li>→ Support small-scale farmers and facilitate market access.</li> </ul>

<sup>8</sup>The NDP is founded on 6 pillars that represent the broad objectives of the plan to eliminate poverty and reduce inequality. The NDP aims to achieve the following objectives by 2030: Uniting South Africans of all races and classes around a common programme to eliminate

<b>Mining and Mineral Beneficiation</b>	Enhance mining output, particularly in John Taolo Gaetsewe, and develop value-adding beneficiation industries.	<ul style="list-style-type: none"> <li>→ Promote beneficiation strategies for key minerals.</li> <li>→ Improve transport and infrastructure for mining regions</li> <li>→ Attract investment for advanced mining technologies.</li> </ul>
<b>Tourism Market Development</b>	Promote tourism clusters such as Namakwa's wildflowers, Pixley Ka Seme's space and culture, and Frances Baard's business and heritage offerings.	<ul style="list-style-type: none"> <li>→ Develop tourism routes and market niche experiences.</li> <li>→ Support infrastructure for key tourism clusters (e.g., roads, accommodations).</li> <li>→ Encourage investment in cultural and heritage tourism.</li> </ul>
<b>Energy Sector Development</b>	Leverage solar and wind energy potential by focusing on renewable energy projects through the REIPPPP.	<ul style="list-style-type: none"> <li>→ Expand renewable energy generation capacity.</li> <li>→ Improve grid connectivity and transmission infrastructure.</li> <li>→ Explore new opportunities in wind energy, particularly in inland areas.</li> </ul>
<b>Manufacturing and Trade</b>	Promote regional manufacturing and boost trade by aligning with the Industrial Policy Action Plan (IPAP).	<ul style="list-style-type: none"> <li>→ Establish industrial zones for manufacturing clusters.</li> <li>→ Facilitate access to national and international markets for local products.</li> <li>→ Build logistics infrastructure to support manufacturing growth.</li> </ul>
<b>Competitive Infrastructure Development</b>	Address energy, water, transport, and ICT infrastructure deficits	<ul style="list-style-type: none"> <li>→ Prioritize investment in water re-use and sanitation projects.</li> </ul>

poverty and reduce inequality-  
[https://www.gov.za/sites/default/files/gcis\\_document/201409/ndp-2030-our-future-make-it-workr.pdf](https://www.gov.za/sites/default/files/gcis_document/201409/ndp-2030-our-future-make-it-workr.pdf)





	to support economic growth.	<ul style="list-style-type: none"> <li>→ Improve road and rail networks for better connectivity.</li> <li>→ Develop high-speed internet infrastructure to support economic hubs.</li> </ul>
<b>Innovation and Knowledge Economy</b>	Establish the Northern Cape Information Society Strategy (NCISS) and roll out broadband to support a knowledge-based economy.	<ul style="list-style-type: none"> <li>→ Implement the Northern Cape Broadband Roll-Out.</li> <li>→ Invest in innovation hubs and skills development for tech industries.</li> <li>→ Support ICT and broadband access in rural areas.</li> </ul>

## 2.5.2 DRIVER 2: SOCIAL EQUITY AND HUMAN WELFARE

**Table 14: Key Findings: Driver 2: Social Equity and Human Welfare**

<b>PATHS TO PROSPERITY</b>	<b>KEY OUTCOME</b>	<b>KEY ACTIONS TO ADDRESS</b>
<b>Quality Basic Education</b>	Address educational infrastructure disparities, focusing on districts with the highest needs (e.g., John Taolo Gaetsewe).	<ul style="list-style-type: none"> <li>→ Replace asbestos school structures.</li> <li>→ Build new schools in underserved areas.</li> <li>→ Improve access to technology and educational resources in rural areas.</li> </ul>
<b>Social Cohesion and Community Participation</b>	Promote inclusive social development, leveraging sports, arts, and culture programs.	<ul style="list-style-type: none"> <li>→ Implement community-based social cohesion programs.</li> <li>→ Increase funding for cultural and sports initiatives in rural communities.</li> <li>→ Encourage local participation in development programs.</li> </ul>
<b>Social Protection and Safety</b>	Expand access to social services and improve policing infrastructure, particularly in rural	<ul style="list-style-type: none"> <li>→ Build new police stations in underserved areas.</li> <li>→ Deploy mobile policing units to improve safety in remote communities.</li> </ul>

<b>PATHS TO PROSPERITY</b>	<b>KEY OUTCOME</b>	<b>KEY ACTIONS TO ADDRESS</b>
	and under-resourced areas.	→ Strengthen social welfare services and safety nets.
<b>Health</b>	Expand healthcare infrastructure, increase medical professionals, and improve access to services in rural areas.	<ul style="list-style-type: none"> <li>→ Recruit and retain more healthcare professionals, particularly in rural districts.</li> <li>→ Build new healthcare facilities where needed.</li> <li>→ Improve access to healthcare services through mobile clinics.</li> </ul>
<b>Rural Development, Land Reform, and Food Security</b>	Implement land reform programs to increase ownership among disadvantaged individuals and ensure food security through rural development.	<ul style="list-style-type: none"> <li>→ Accelerate land redistribution and reform.</li> <li>→ Support rural agricultural development with funding and infrastructure.</li> <li>→ Increase access to basic services in rural communities.</li> </ul>

## 2.5.3 DRIVER 3: ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE

**Table 15: Key Findings: Driver 3: Environmental Sustainability and Resilience**

<b>PATHS TO PROSPERITY</b>	<b>KEY OUTCOME</b>	<b>KEY ACTIONS TO ADDRESS</b>
<b>Improve Environmental Sustainability</b>	Protect critical biodiversity areas (CBAs) and ensure sustainable resource use, while mitigating climate change impacts.	<ul style="list-style-type: none"> <li>→ Develop environmental protection programs for CBAs.</li> <li>→ Implement water conservation and sustainable land-use practices.</li> <li>→ Strengthen climate change adaptation plans.</li> </ul>
<b>Sustainable Human Settlements</b>	Promote integrated and sustainable urban and rural	→ Address the housing backlog, especially in rural areas.





	settlements to improve housing and service delivery.	<ul style="list-style-type: none"> <li>→ Prioritize mixed-use, sustainable settlement designs.</li> <li>→ Promote densification and sustainable infrastructure in urban areas.</li> </ul>
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## 2.5.4 DRIVER 4: ACCOUNTABLE AND EFFECTIVE GOVERNANCE

**Table 16: Key Findings: Driver 4: Accountable and Effective Governance**

PATHS TO PROSPERITY	KEY OUTCOME	KEY ACTIONS TO ADDRESS
<b>Integrated Development Planning</b>	Strengthen coordination between provincial, district, and local levels to ensure better alignment of spatial and development plans.	<ul style="list-style-type: none"> <li>→ Align IDPs and SDFs with the PSDF and national frameworks (e.g., NSDF).</li> <li>→ Implement spatial governance models to improve intergovernmental collaboration.</li> <li>→ Ensure SPLUMA compliance at all government levels.</li> </ul>
<b>Institutional Strengthening</b>	Improve institutional capacity to manage spatial development and implement PSDF priorities effectively.	<ul style="list-style-type: none"> <li>→ Build institutional capacity through training and skills development.</li> <li>→ Enhance monitoring and evaluation systems for PSDF implementation.</li> <li>→ Strengthen public participation in spatial planning.</li> </ul>

## 2.5.5 SUMMARY OF KEY ACTIONS TO ADDRESS ACROSS ALL DRIVERS

- **Sectoral Investment:** Ensure that investments are targeted toward high-priority sectors like agriculture, mining, renewable energy, tourism, and manufacturing.
- **Infrastructure Development:** Improve critical infrastructure for transport, energy, water, ICT, and social services to support inclusive economic growth.
- **Social Equity:** Address disparities in education, healthcare, and rural development to improve living conditions, particularly for vulnerable populations in remote areas.
- **Environmental Protection:** Develop climate change adaptation and mitigation plans, protect biodiversity, and promote sustainable human settlements.
- **Governance and Institutional Alignment:** Strengthen the capacity of government institutions to align spatial policies with national and provincial strategies and improve intergovernmental coordination.







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## **SPATIAL STRATEGIES**



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## 3 THE PROVINCIAL SPATIAL DEVELOPMENT STRATEGIES

### 3.1 INTRODUCTION

This phase of the Northern Cape Provincial Spatial Development Framework (PSDF) outlines and describes the spatial proposals designed to guide the province's sustainable development. The purpose of this document is to translate policy directives into actionable plans that promote responsible growth, ensuring that economic, environmental, and social objectives are balanced. By incorporating principles such as planetary boundaries and bio-regional planning, these proposals aim to create a resilient and prosperous Northern Cape that meets the needs of its people while preserving its unique natural and cultural heritage.

ALSO REFER TO **TOOLKIT 6 – BIOREGIONAL PLANNING CONTENTS**

#### 3.1.1 ACTUALISING STRATEGIC MANDATES

Actualising strategic mandates involves the implementation and execution of established goals and objectives set forth by the national and provincial executive councils. This process includes the translation of high-level strategic visions into actionable plans, policies, and practices that drive progress and achieve desired outcomes. By actualizing these mandates, entities can ensure that their strategic initiatives are effectively carried out, aligning resources and efforts to meet their overarching mission and vision.



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#### 3.1.1.1 THE SPATIAL VISION OF THE NORTHERN CAPE

The spatial vision of the Northern Cape is shaped and reinforced by a range of policy directives aimed at promoting sustainable growth and transformation. These directives are designed to ensure that development within the region is balanced and equitable, taking into account the long-term needs of the economy, the environment, and local communities. By adhering to these policies, the Northern Cape aims to create a harmonious and prosperous region where all stakeholders can thrive.

#### 3.1.1.2 ROLE OF THE NORTHERN CAPE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (PSDF)

The Northern Cape Provincial Spatial Development Framework (PSDF) plays a crucial role in providing the spatial context necessary for fulfilling strategic mandates. It outlines how land and resources should be utilized to maximize benefits, ensuring that economic development, environmental preservation, and community well-being are all taken into consideration. The PSDF serves as a blueprint for sustainable development, guiding decision-making processes to optimize the use of resources and support the growth and prosperity of the region.

#### 3.1.1.3 KEY DIRECTIVES INFORMING SPATIAL PRIORITIES

For the Provincial Spatial Development Framework (PSDF) to effectively fulfil its mandate, it must align with and represent the strategic intents of various national and regional plans, the most prominent being the:

- ➔ **National Development Plan (NDP):** A comprehensive framework aimed at eliminating poverty and reducing inequality by 2030.
- ➔ **National Spatial Development Framework (NSDF):** A strategic guide to coordinate the spatial aspects of development across different regions.
- ➔ **Medium-Term Development Plan (MTDP), previously Medium-Term Strategic Framework (MTSF):** A plan that outlines the government's priorities and medium-term targets.





- **Karoo Regional Spatial Development Framework (RSDF)<sup>9</sup>:** A regional plan focused on the unique needs and opportunities within the Karoo area.
- **National and Provincial Sector Plans:** Detailed strategies for specific sectors such as infrastructure, housing, and environmental management.



**Figure 5: PSDF Alignment with Key Policy Directives (author)**

By integrating these directives, the PSDF ensures a cohesive approach to spatial planning, aligning provincial efforts with broader national objectives to foster sustainable and inclusive growth.

### 3.1.2 KEY AREAS OF CONCERN

The Northern Cape Province faces multifaceted challenges and opportunities that necessitate comprehensive spatial planning. Building

upon previous sectoral analyses and the current state of affairs, it is imperative to delve into specific key issues to ensure effective spatial planning for the province's sustainable development.

#### 3.1.2.1 DRIVER 1: ECONOMIC GROWTH, DEVELOPMENT, AND PROSPERITY

##### Agriculture:

- Balancing the demands of agricultural activities with other land uses to ensure sustainable resource allocation.
- Encouraging a broader range of agricultural activities to enhance economic resilience and reduce dependence on a single crop or livestock type.
- Promoting development in rural areas to improve living conditions, infrastructure, and access to services for rural communities.

##### Renewable Energy:

- Exploring the potential of green hydrogen as a renewable energy source and integrating it into the energy mix.
- Expanding renewable energy sources beyond solar and wind to include other technologies and innovations.
- Enhancing infrastructure to support the growth of the renewable energy sector, including grid capacity and energy storage solutions.
- Leveraging technology and innovation to optimize renewable energy production, distribution, and consumption.

<sup>9</sup> The Karoo Regional Spatial Development Framework (Karoo RSDF) (DALRRD, 2022) serves as a strategic planning tool to guide spatial development and promote sustainable growth across the Karoo region. Its primary intent is to address the unique challenges and opportunities within the Karoo, such as spatial inequality, economic diversification, environmental sustainability, and rural-urban integration. The framework emphasizes regional collaboration, infrastructure investment, and sustainable resource management to enhance socio-economic resilience and improve the quality of life for communities.

In terms of implications for the Northern Cape PSDF, the Karoo RSDF aligns with its objectives by identifying the Northern Cape's role within the broader Karoo region and integrating regional priorities into the province's spatial strategies. It reinforces the importance of strategically located development anchors, sustainable land use planning, and regional connectivity. The Karoo RSDF also highlights the need for balanced development, focusing on unlocking economic potential through sectors like agriculture, tourism, renewable energy, and agro-processing, while ensuring the wise management of natural resources and addressing service delivery gaps. This alignment ensures that the Northern Cape PSDF supports cohesive regional development in line with national and regional priorities.





**Spatial Planning:**

- Developing industrial corridors to stimulate economic growth and create job opportunities.
- Revitalising small towns and urban areas to enhance their economic vitality and improve living conditions.

**Transportation:**

- Enhancing rail infrastructure to support the efficient movement of freight and reduce road congestion.
- Improving public transportation systems to provide accessible, affordable, and reliable mobility options for residents.
- Identifying and upgrading priority roads to facilitate efficient transportation and connectivity within the province.

**Economic Development:**

- Establishing Special Economic Zones (SEZs) to attract investment, promote industrialization, and stimulate economic growth.
- Implementing high-impact projects that drive economic development and create job opportunities.
- Developing and maintaining infrastructure to support economic activities and improve competitiveness.
- Harnessing innovation and information and communication technologies (ICT) to enhance productivity and economic diversification.
- Promoting tourism as a key economic sector by developing attractions, improving services, and marketing the province as a destination.

**3.1.2.2 DRIVER 2: SOCIAL EQUITY AND HUMAN WELFARE****Rural Development:**

- Promoting development in rural areas to improve living conditions, infrastructure, and access to services for rural communities.

**Spatial Planning:**

- Ensuring spatial planning efforts are aligned with the Provincial Growth and Development Plan (PGDP) to support coherent and strategic development.
- Identifying and prioritizing areas for development interventions to achieve balanced and equitable growth.
- Promoting the development of functional regions that leverage local strengths and resources for economic and social development.

**Social Services:**

- Ensuring the provision of essential social services, such as education, healthcare, and social protection, across all communities.
- Promoting the development of socio-economic services to improve the quality of life and economic opportunities for residents.
- Planning and developing human settlements that are inclusive, sustainable, and resilient.

**3.1.2.3 DRIVER 3: ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE****Climate Change:**

- Addressing the impacts of climate change on agriculture, including droughts, floods, and changing weather patterns, and developing strategies to increase resilience.

**Renewable Energy:**

- Developing renewable energy solutions that help mitigate the effects of climate change while ensuring energy security.
- Enhancing infrastructure to support the growth of the renewable energy sector, including grid capacity and energy storage solutions.

**Spatial Planning:**

- Implementing robust spatial planning frameworks that guide sustainable land use and development.





- Revitalizing small towns and urban areas to enhance their economic vitality and improve living conditions.

#### **Transportation:**

- Promoting non-motorized transport options, such as cycling and walking, to reduce carbon emissions and improve public health.

#### **Natural Resources Management:**

- Addressing the environmental and social impacts of fracking while exploring its potential benefits for energy production.
- Managing conflicts between different land uses, such as agriculture, mining, and conservation, to ensure sustainable development.
- Leveraging the economic potential of marine resources while ensuring their sustainable use and conservation.
- Developing strategies to mitigate and adapt to the impacts of climate change on natural resources and ecosystems.

### **3.1.2.4 DRIVER 4: ACCOUNTABLE AND EFFECTIVE GOVERNANCE**

#### **Spatial Planning:**

- Strengthening governance mechanisms to ensure transparent, inclusive, and effective spatial planning processes.

#### **Cross-Border Trade and Cooperation:**

- Enhancing trade and economic cooperation with neighbouring provinces and countries to boost economic growth and development.
- Ensuring the alignment of spatial plans and policies across different sectors and government levels to achieve coherent and coordinated development.

### **3.1.3 APPROACH TO STRATEGIC PROPOSALS**

The Spatial Proposals aim to implement policy directives through sustainable development methods. These methods ensure responsible

development that takes into account potential environmental and social impacts. By adhering to sustainable practices, the Northern Cape province can foster growth that is not only economically viable but also environmentally sound and socially inclusive.

#### **The following concepts form the basis of the spatial proposals of the Northern Cape PSDF:**

**Planetary Boundaries:** Planetary boundaries set the limits of ecological systems and their self-regulation capacity. Planning proposals must respect these limits to avoid irreversible ecosystem damage, which could harm the province's social, economic, and environmental well-being. Staying within these boundaries is essential for maintaining a healthy and resilient natural environment.

**Bio-Regional Planning:** Bio-regional planning Prioritises the unique ecological, cultural, and social characteristics of specific regions. By considering an area's natural boundaries and resources, it creates sustainable development strategies tailored to local needs. This approach ensures development harmonizes with the region's landscapes, promoting long-term sustainability.

By integrating policy directives, respecting planetary boundaries, and adopting bio-regional planning approaches, the Northern Cape Provincial Spatial Development Framework (PSDF) will ensure that sustainable practices are employed. This integration will unlock development potential and provide bold solutions to the challenges currently hindering the province's growth.





### 3.1.3.1 PROPOSAL COMPOSITION

The section provides a background for the use of the key components used to articulate the developmental strategies for the Northern Cape Province.

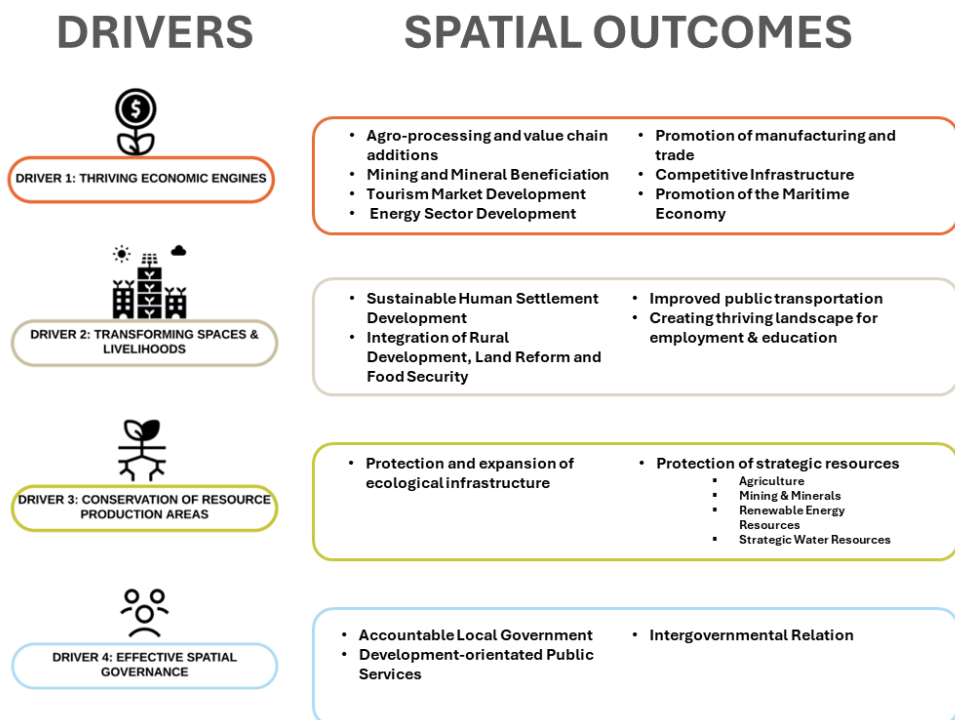


Figure 6: PSDF Driver and Spatial Outcome Composition

#### 3.1.3.1.1 Development Drivers

These align with the drivers outlined in the Provincial Growth and Development Plan (PGDP), emphasising the factors necessary to propel sustainable development forward. Development drivers are strategies designed to unlock the full potential of the province's developmental state. They serve as mechanisms to coordinate public and private investments, aligning with the spatial vision outlined in the PSDF. These drivers facilitate change and the achievement of specific objectives in spatial planning and development.

#### 3.1.3.1.2 Spatial Outcomes

Spatial outcomes correspond to the desired results of development initiatives specified in the PGDP. They focus on achieving key spatial and governance elements that propel sustainable development initiatives forward. These outcomes are pivotal in reaching the strategic goals of development drivers, providing concise interventions to promote economic growth and social well-being. Spatial outcomes encompass various infrastructure, socio-economic, environmental, and policy-oriented components that shape decision-making processes.

Spatial outcomes complement development drivers by identifying the ideal locations for interventions linked to each lever and associated driver. Spatial targeting enables the prioritization and categorization of investments, ensuring efficient utilization of funds according to the specific needs and opportunities of the province.

#### 3.1.3.1.3 Action Areas

Action areas provide the spatial targets or ideal locations of development opportunities, high-impact projects and interventions aligned with national and provincial strategic objectives. These action areas are critical for implementing the spatial proposals effectively, ensuring that strategic interventions are focused on areas with the highest potential for positive impact.

By focusing on these key concepts—development drivers, spatial outcomes, and action areas—the Northern Cape PSDF aims to create a comprehensive framework for sustainable development. This approach will ensure that the province can meet its current needs while preserving resources and opportunities for future generations.





## 3.2 STRATEGIC PROPOSALS<sup>10</sup>

### 3.2.1 DRIVER 1: THRIVING ECONOMIC ENGINES

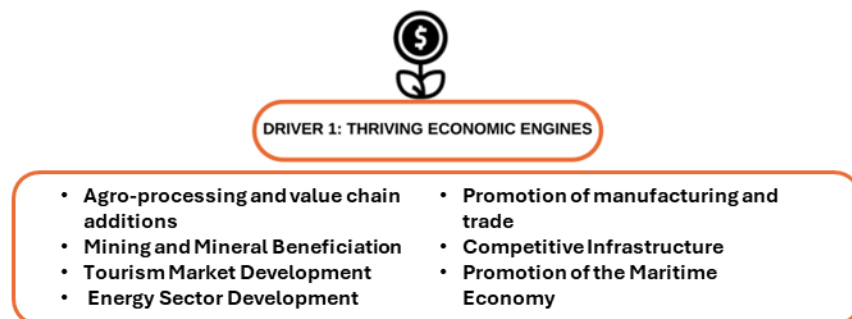


Figure 7: Driver 1 Composition

**DRIVER 1** aims to ensure economic growth that will lead to increased development and prosperity for the people of the Northern Cape Province, a conscious effort is required to change the economic trajectory of the province. To achieve this, the following developmental sectors have been identified by the

#### 3.2.1.1 STRENGTHENED AGRICULTURE AND AGRO-PROCESSING

To bolster agricultural productivity and value addition through targeted investments, supporting both existing commercial farming and agrarian transformation in rural areas, aligning with the Comprehensive Rural Development Programme (CRDP).

The following key components are required to support the spatial outcome of strengthened agriculture and agro-processing:

- **Agri-parks Development:** Revitalise the agri-parks programme, focussing on Farmer Production Support Units (FPSUs), following the guidelines of District Rural Development Plans (DRDPs). These will serve as centres for agricultural production, processing, and marketing, enhancing local value chains and market access.
- **Support for Land Reform Program:** Provide comprehensive support to emerging farmers through the Land Reform Programme. This includes facilitating access to land, providing technical assistance, and integrating these farmers into existing agricultural value chains.
- **Infrastructure and Equipment:** Invest in modern farming equipment and irrigation systems to enhance productivity and sustainability. Priority should be given to areas with significant agricultural potential and existing commercial farming activities.
- **Educational and Training Facilities:** Establish and strengthen agricultural training facilities, including colleges and vocational training centres, to build local capacity and skills in modern farming techniques, agribusiness management, and agro-processing. These facilities should also focus on artisan and other skills training relevant to the agricultural sector.
- **Local Fresh Produce Markets:** Develop small local fresh produce markets to support local farmers, enhance food security, and create opportunities for small-scale agro-industries. These markets should act as hubs for the sale and distribution of locally produced agricultural goods.
- **Agro-Industry Development:** Encourage the establishment of small-scale agro-industries focusing on the processing and packaging of local products.

<sup>10</sup> Many of the proposed interventions, projects, and action areas have also been highlighted in Premier Zamani Saul's Northern Cape State of the Province Address 2024. These initiatives align with the province's development potential and have garnered political backing and

support through the SOPA. Furthermore, they are consistent with the objectives outlined in A Summary of the South African National Infrastructure Plan. Pretoria: Presidential Infrastructure Coordinating Commission.





**ACTION AREAS:**

- **Karoo Spatial Action Area:** Promote innovative and smart agricultural practices to enhance agricultural productivity.
- **Land reform:** Concentrate investment and support to projects located within the priority agro-processing areas.
- **Agriparks:** Leverage the Agripark program to maximize the potential of commodities and their value chains by lowering input costs and assisting in the preparation of products for both local and international markets. Focus investment in Agriparks and value chain developments within the **priority agro-processing** areas.
- **High-Potential Agricultural Land:** Safeguard high-potential agricultural land to secure the economic foundation of the agricultural industry.
- **Vaalharts & Douglas-Kakamas Spatial Action Areas:** Enhance the performance of irrigation schemes and pivot irrigation agriculture by prioritizing water quality through cross-border coordination with the North West and Free State provinces to reduce pollution in the Orange and Vaal River systems.
- **Fresh Produce Markets:** Develop, upgrade, and support local fresh produce markets in key regional anchors and rural service centres.
- **Logistics & Industrial Parks:** Use logistics and industrial parks to set up cold storage and processing facilities along major trade routes and key regional development areas.
- **Agriculture and Agro-processing Master Plan (AAMP):** The Agriculture and Agro-processing Master Plan (AAMP) (DALRRD, 2022) is vital for promoting growth, sustainability, and transformation in the agricultural and agro-processing sectors. Its importance lies in advancing food security, job creation, rural development, and economic resilience through targeted investment and value chain development. For the Northern Cape PSDF, aligning with the AAMP ensures that the province leverages its agricultural potential by identifying agro-processing hubs, enhancing land use efficiency, and supporting sustainable resource management. This alignment integrates national agricultural priorities into the PSDF, fostering rural

economic growth, improving market linkages, and strengthening the provincial economy.





## Spatial Outcome Agriculture Development

### Processing Infrastructure

- Agri Hubs
- Abattoirs
- Farmer Production Support Unit
- Silos

### Diversification Opportunities

- Prepared Foodstuff & Beverages
- Vegetables, Fruits & Grain Products
- Livestock & Animal Projects

### Agricultural Support & Trade Infrastructure

- National Highways
- Main / Provincial Roads
- Railway Lines
- Ring Roads
- Dams
- Border Posts
- Harbour
- Main Airports

### Agriculture Resource Base

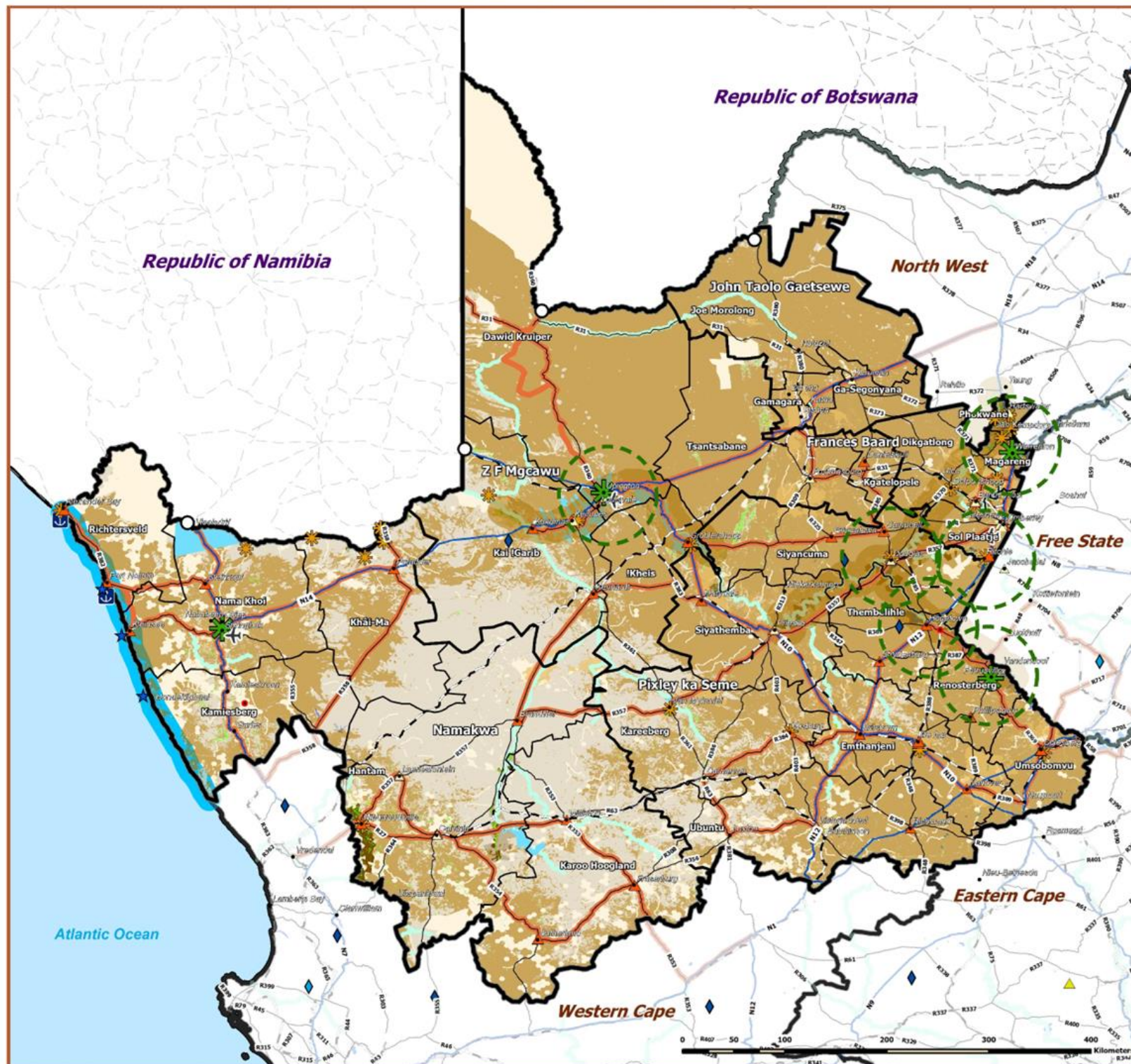
- Main Rivers
- Protected Agricultural Areas
- Fishing & Mariculture Corridor

### AgricultureType Distribution

- Pivot Irrigation
- Fruit & Nut Region
- Poultry Region
- Sub Protein Region
- Main Protein Region
- Priority Agriculture Intervention Areas

Map 1: Agriculture  
Development and Value  
Chain Additions

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





### 3.2.1.2 MINING AND MINERAL BENEFICIATION

The Mining Development Management Strategy aims to limit the negative long-term effects associated with mining development, by prohibiting the establishment of new mining towns while providing supporting infrastructure and development guidance to existing mining activity.

The following spatial guidelines are essential in ensuring that spatial outcomes are achieved by improving the sustainability and longevity of mining activities.

#### Guidelines for the provision of housing for mines and subsequent supporting infrastructure:

- **Location:** Housing and services provided by mining corporations must be in existing towns or settlements and align with municipal spatial development frameworks (SDFs) and integrated development plans (IDPs).
- **Infrastructure Access:** Infrastructure (electricity, water, etc.) must benefit the entire community, not just mining operations.
- **Water Use:** Prioritise water reuse over access to virgin groundwater resources.

#### Spatial guidelines for social and capital contributions:

- **Capital contributions:** Ensure social responsibility initiatives and other funding stemming from mining activities are channelled and aligned to the PSDF, KRSDF, DSDF, MSDF and IDP localities and priorities.
- **Skills Development:** Implement training programs and establish training to enhance local employment opportunities in mining and related industries.
- **ICT Infrastructure:** Develop and employ ICT infrastructure to support mining operations and community needs.
- **Environmental Protection:** Enforce regulations to protect water resources and comply with environmental legislation.

- **Health and Safety:** Adhere to stringent health and safety regulations and include climate change adaptation strategies as increasing temperatures will impact the safety of mining activities.

#### ACTION AREAS:

- **Iron & Manganese Rail Lines:** Mitigate the impact of manganese and iron particle pollution along the railway routes and ensure railway lines are maintained and upgraded as necessary.
- **R31 route:** Upgrade and maintain the R31 route to support road-based transport of mining machinery throughout the Gamagara Spatial Action Area (GSAA).
- **Gamagara Spatial Action Area (GSAA):** Promote the beneficiation of ferrous minerals by promoting steel manufacturing within the GSAA.
- **Integrated Jewellery hubs:** Investigate the potential of integrated jewellery hubs in Kimberley and Springbok with a focus on cutting and processing stones for jewellery purposes.
- **Artisanal mining licence priority areas:** To increase the longevity of mining activities and decrease the impact of mining closure, artisanal mining licenses and operations are to be promoted within the Artisanal Mining Priority Areas.
- **Potential mining areas:** Investigate the viability of mining activities within the potential mining areas identified within the KRSDF.
- **Namakwa SEZ:** Support the beneficiation of non-ferrous minerals within the Namakwa SEZ.
- **Oil and Gas exploration zone:** Investigate the opportunity of gas and oil extraction where the environmental impact can be maintained and limited.

ALSO REFER TO **TOOLKIT 3 – MINING AND MINING TOWNS**





## Spatial Outcome Mining and Mineral Benefaction

### Mining Distribution

- Oil & Gas Exploration
- Active Mining Areas

### Mining Application Status

- Granted
- Issued

### Mining Support & Trade Infrastructure

- Harbour
- Transnet Terminals
- Manganese Rail
- Iron Ore Railway Line
- National Highways
- Main / Provincial Roads
- Railway Lines

### Mining Commodity

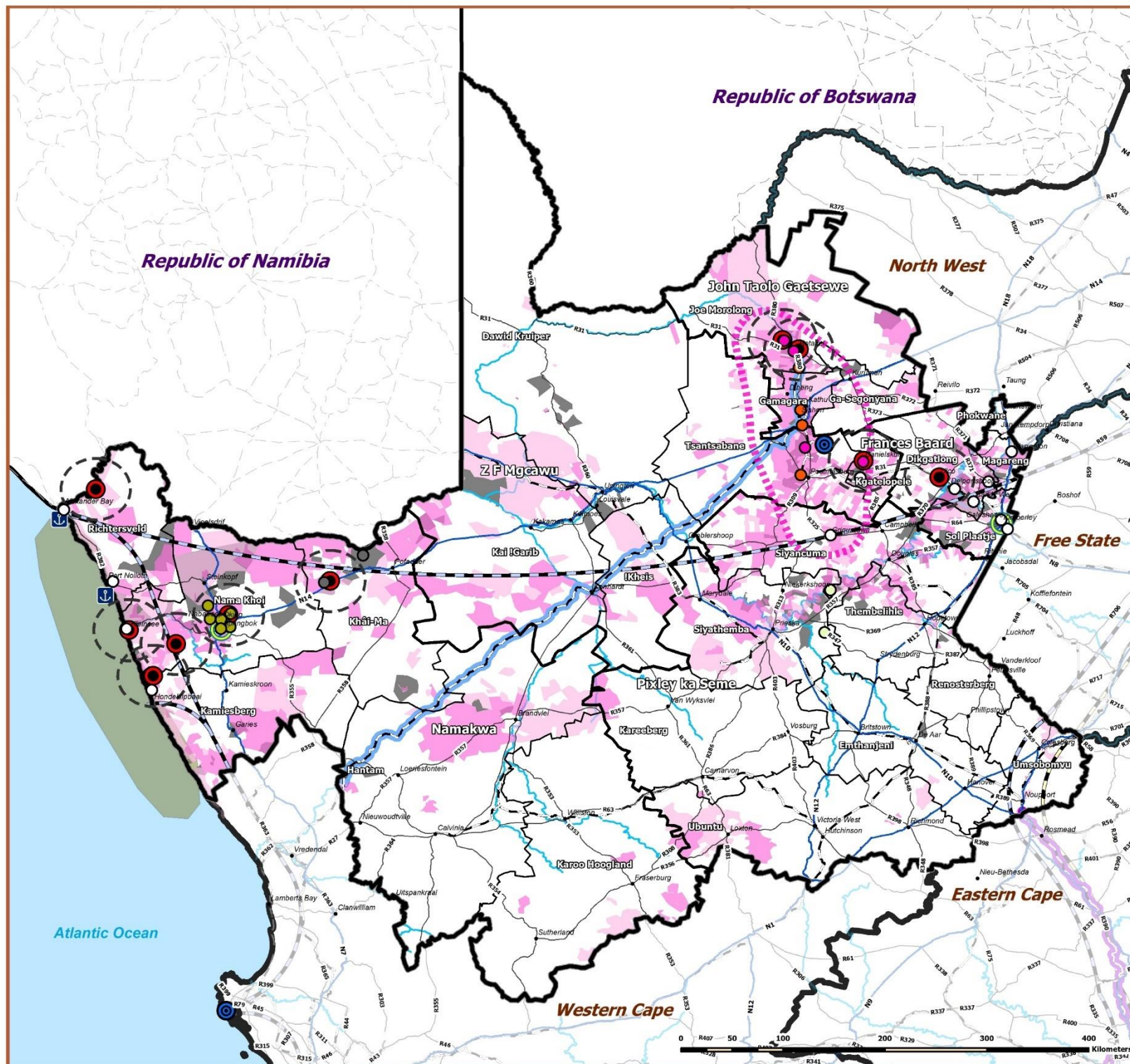
- Copper
- Diamonds
- Iron Ore
- Lead-Zinc
- Lime
- Manganese

### Proposed Action Areas

- Distressed Mining Towns
- Ferrous Mineral Benefaction
- Proposed Jewellery Hubs
- Artisanal Mining Licence Priority Area
- Proposed Gas Pipelines
- Proposed Liquid Fuel Pipeline

Map 2: Mining and Mineral  
benefaction

Source: SANBI, NSDF, DALRRD, DESTEA, DEA,  
DFFE, DWS





### 3.2.1.3 TOURISM MARKET DEVELOPMENT

ALSO REFER TO TOOLKIT 9 – TOURISM DEVELOPMENT GUIDELINES

Tourism nodes represent growth centres with potential for agri-tourism, eco-tourism, botanical tourism, marine and coastal tourism, heritage tourism, and adventure areas. Development within these areas should avoid negatively impacting the tourism industry. Similarly, the resource base for tourism must be protected and expanded, with specific reference to nature, clear night sky and heritage-based tourism.

**To realise the spatial outcome of improved tourism development the following spatial and land use directives apply to tourism nodes and their resource base:**

- Target investment in tourism-related activities in designated areas and strengthen connections between tourism towns and nearby eco-tourism attractions.
- Prevent developments that could reduce their functional value or compromise their unique qualities.
- Preserve ecologically sensitive areas of the province.
- Expand Tourism Branding: Promote unique branding of tourism areas and routes within the province.
- Protect Rural Character: Prevent detrimental developments, ensuring the functional and visual quality of rural areas. Create strong economic connections between rural nodes and surrounding eco-tourism opportunities.
- Identify and protect vulnerable heritage and cultural sites.

**Key activities identified per tourism sector:**

- **Nature-based Tourism:** Enhance opportunities for wildlife viewing, nature conservation, and eco-tourism.
- **Clear Night Sky Tourism:** Capitalize on the region's clear night skies for astronomy-based tourism activities
- **Adventure and Activity Tourism:** Promote hiking, mountain biking, and water sports.

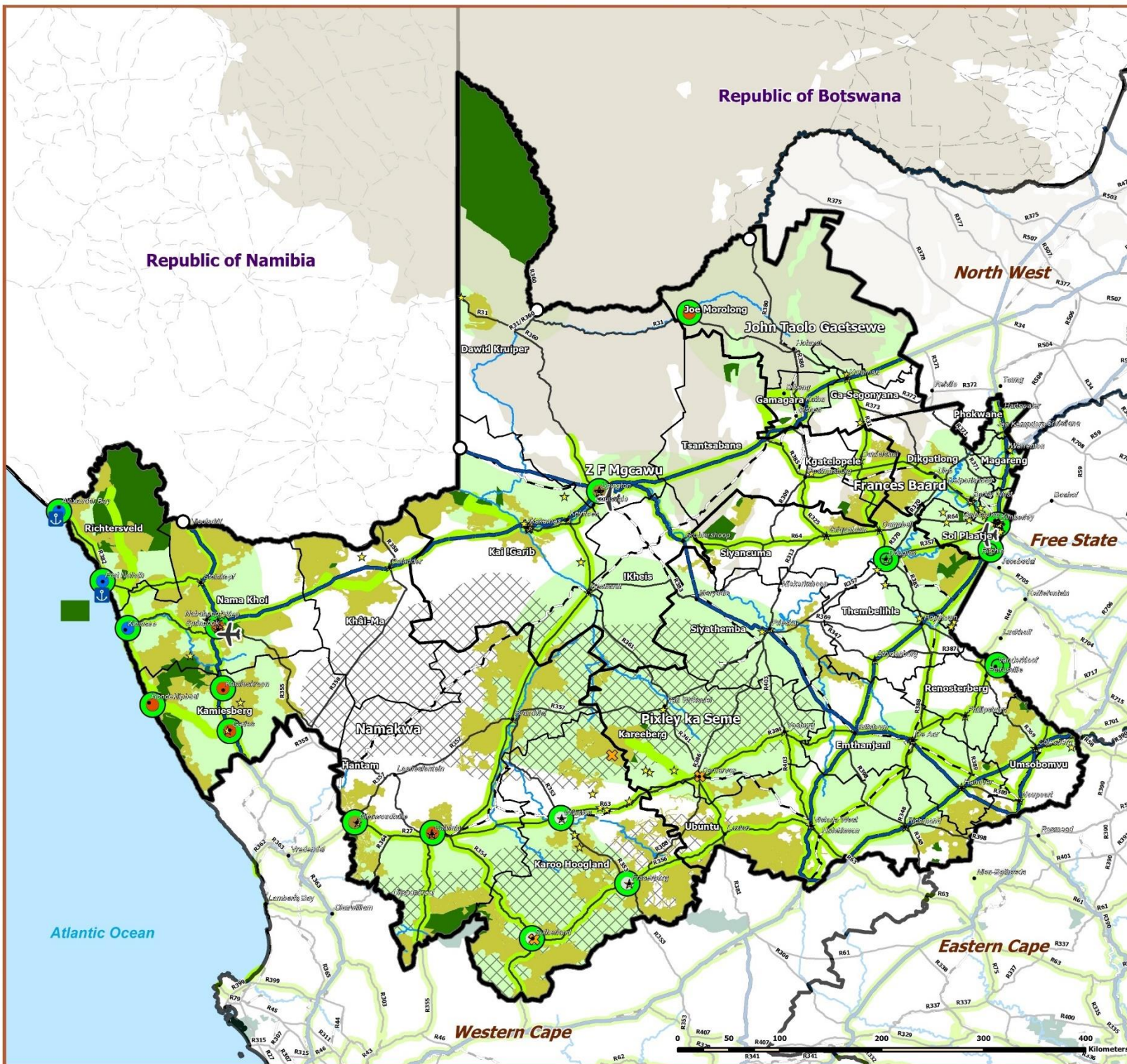
- **Resort and Sports Tourism:** Develop, upgrade, and maintain resorts and sports facilities.
- **Agri-tourism:** Attract tourists interested in farm stays and agricultural experiences, such as wine tasting and fruit picking.
- **Conference and Event Tourism:** Upgrade and maintain conference facilities and promote events.
- **Cultural Heritage and Industrial Tourism:** Maintain and upgrade facilities near existing tourist attractions and major transportation routes.
- **Education and Training:** Establish training and education centres for tourism-related job opportunities.

#### ACTION AREAS:

- **Tourism nodes:** Ensure heritage sites within nodes are protected, maintained and upgraded where needed. Promote the establishment of tourism-related and supporting industries by promoting land use applications related to entertainment, catering and accommodation.
- **Tourism resource base:** Promote the expansion of nature reserves, maintenance of heritage sites and protection of unique environmental qualities relating to biomes, water quality of rivers and dams, and clear night skies. Promote the establishment of tourism-related activities along tourism resources within the tourism clusters and National Protected Areas Expansion Strategy (NPAES) Focus areas.
- **Tourism support infrastructure:** Support, expand and maintain key tourism routes and airports. Support the upgrading of border posts to enhance ease of tourist movements between Namibia and the Northern Cape.
- **Adventure Hubs:** Support the development of Adventure Hubs in key tourism hotspots along the Orange and Vaal Rivers, West Coast Region, and towards the Kalahari, initiatives should focus on enhancing infrastructure for easier access, developing facilities for adventure sports and eco-tourism, preserving natural and heritage sites, and launching targeted marketing campaigns.







## Spatial Outcome Tourism Market Development

### Tourism Resource Base

- Border Posts
- ✕ Technology Tourism
- ★ Heritage Sites
- NPAES Focus Area
- National Protected Areas
- Tourism Clusters
- Kalahari Basin

### Clear Night Skies

- ◇ Highest
- ◇ Medium-High

### Tourism Nodes

- Tourism Routes
- Tourism Node

### Tourism Node Type

- Agri-Tourism
- Clear night skies
- Heritage based Tourism
- Maritime Tourism
- Nature-based

### Tourism Support Infrastructure

- National Highways
- Main / Provincial Roads
- Railway Lines
- ✈ Main Airports

**Map 3: Tourism Market  
Development**



Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS, Karoo RSDF





### 3.2.1.4 DEVELOPMENT OF THE ENERGY SECTOR

The energy sector is a key driver of economic growth and job creation in the Northern Cape. Maintaining momentum in this sector ensures ongoing investment, infrastructure development, and employment opportunities. The following objectives apply to the energy spatial outcome:

- Ensure the continued focus on renewable energy and innovative technologies helps minimize environmental impacts, contributing to the fight against climate change and promoting sustainable development.
- By advancing renewable energy and green hydrogen initiatives, the Northern Cape can position itself as a leader in energy innovation, attracting further investment and expertise to the region.
- Promote Renewable Energy Schemes: Support the development of large-scale renewable energy supply schemes to diversify domestic energy supplies, reduce reliance on energy imports, and minimize environmental impacts.
- Support the enhancement of the Vanderkloof Power Station: Improve the efficiency of Eskom's power station at Vanderkloof.
- Reinforce Transmission Network: Construct a 400kV transmission power line from Ferrum Substation (near Kathu/Sishen) to Garona Substation (near Groblershoop) to strengthen the existing network and ensure reliable electricity supply in the Northern Cape. Due to the national electricity supply shortage, commissioning additional plants, especially renewable energy projects, is a high priority.
- Develop Innovative Energy Technologies: Implement new energy technologies to provide reliable, sustainable, and affordable energy services. This will support sustainable economic growth and development by securing supply, offering energy services, addressing climate change, reducing air pollution, and achieving sustainable development goals. Joint planning between local and provincial governments and the private sector is essential to seize these opportunities and create synergies.

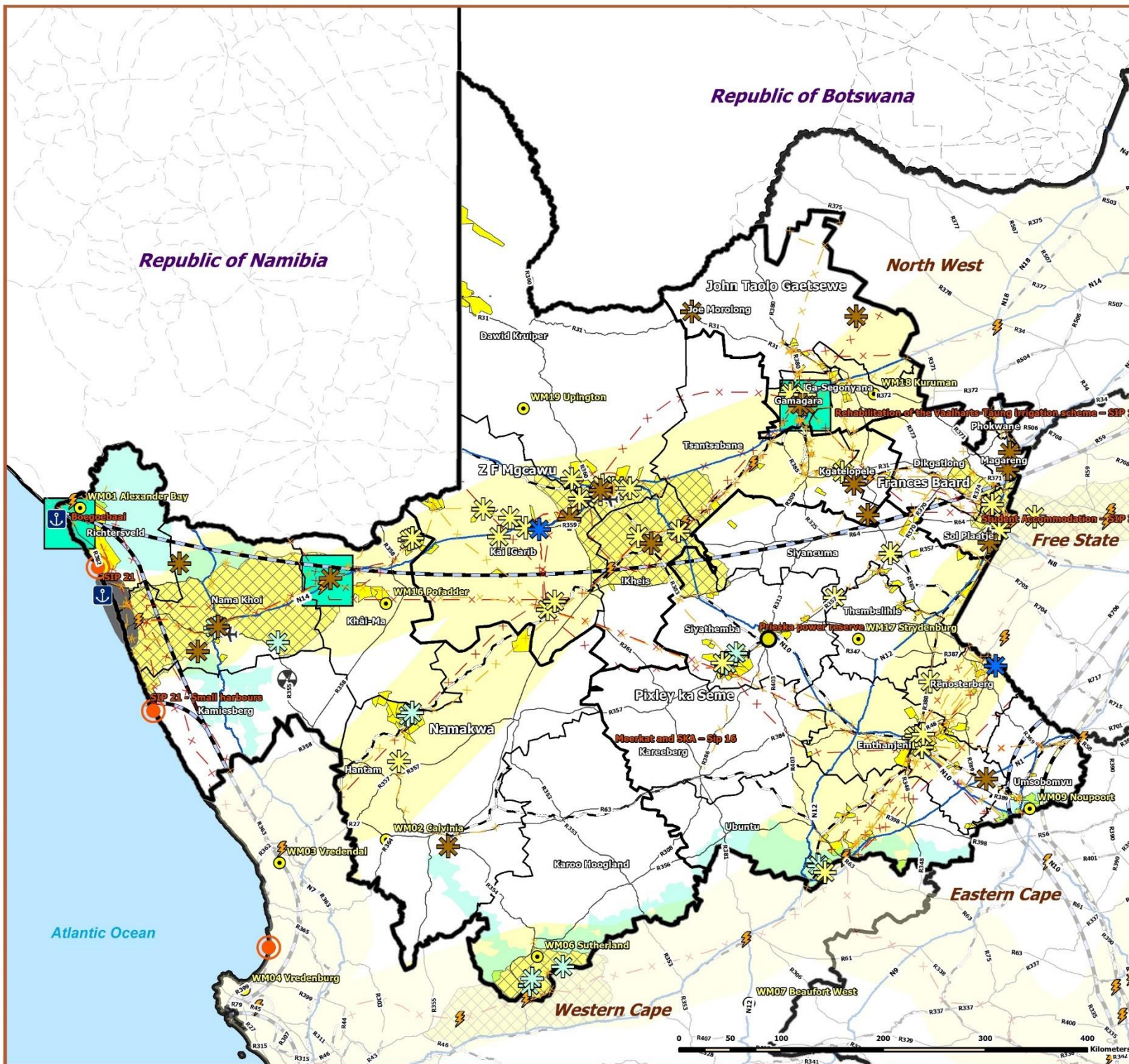
- Promote Green Hydrogen Production: Support the development of green hydrogen production facilities at Boegoebaai Harbour. Leveraging renewable energy sources for hydrogen production can significantly reduce greenhouse gas emissions and position the province as a leader in sustainable energy innovation. The strategic location of Boegoebaai Harbour offers excellent potential for export opportunities, boosting the local economy and creating jobs. Collaboration between government entities and private sectors will be crucial in realizing this vision and establishing a robust green hydrogen industry.

#### ACTION AREAS:

- **Boegoebaai Harbour:** Support the development of the Boegoebaai Harbour and green hydrogen-related land uses.
- **Eskom HV line expansions:** Support the upgrading of Eskom bulk infrastructure, as a catalyst for the further expansion of the renewable energy sector.
- **Renewable Energy Development Zones (REDZs):** Support the applications of renewable energy projects within the REDZ, and where the capacity of substations allows for grid integration.
- **Wind Energy:** Prioritise the establishment of wind energy projects within the priority investment area for wind generation.
- **Namakwa Special Economic Zone:** Support Ammonia and green hydrogen-related developments within the Namakwa SEZ, along with mining and mineral beneficiation.
- **Prieska Power Reserve:** Support the development of green hydrogen and ammonia production and related supporting infrastructure.
- **Gas pipelines:** Support the development of inter-provincial gas pipelines to support the transportation of hydrogen.







## Spatial Outcome Energy Sector Development

### Renewable Energy Footprint

- Hydropower Plant
- Solar Energy Plant
- Wind Energy Plant
- Bio Energy Potential
- Renewable Energy Projects
- Wind Farming Potential Areas

### Proposed Action Area

- Renewable Energy Development Zone
- Wind Energy Generation
- Eskom Planned Lines
- Eskom Expansion Projects
- Proposed Gas Pipelines
- Proposed Liquid Fuel Pipeline
- SEZ/IDZ
- Prieska Power Reserve

### Nuclear Energy Footprint

- Waste Site
- Screened Nuclear Sites

### Support Infrastructure

- Main Transmission Substations
- National Highways
- Main / Provincial Roads
- Eskom HV Lines

Map 4: Energy Sector  
Development



Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





### 3.2.1.5 CAPITALISE ON MANUFACTURING AND TRADE

**To promote and support manufacturing and trade industries it's crucial to capitalise on the existing agglomeration of economic activities within the province by:**

- **Strengthening Urban Areas and Nodes:** Consolidate economic activity at strategic locations within development corridors.
- **Concentrating investment:** Focus investment in areas with potential for sustainable economic development within development corridors.
- **Enhancing Accessibility:** Improve road, rail, and air accessibility within the region and sub-region, providing regional access to economic opportunities for all communities.

To further support trade the following routes and infrastructure must be prioritised for maintenance, upgrading and expansion to achieve the spatial outcome of effective exploitation of trade and manufacturing:

- Upgrade and enhance Namibian border post infrastructure with a focus on biohazard controls to ensure the safety of traded goods entering the South African borders.
- Support the establishment of small harbours to promote trade on small and large scales.
- Enhancing the national and regional connectivity to the N1 route linking Gauteng Mega City Region, Cape Town Mega City Region Greater Bloemfontein/ Botshabelo Urban Region Via the N12, N14, N10.
- Providing regional accessibility to the Regional Growth Centres of Beaufort West and De Aar is supported by the Johannesburg-Cape Town railway line.
- N7 route linking Cape Town Mega City Region and Namibia which provides regional accessibility to the Regional Growth Centre of Springbok
- N8 linking the Urban Regions of Kimberley and Greater Bloemfontein/Botshabelo with Upington Regional Growth Centre; -

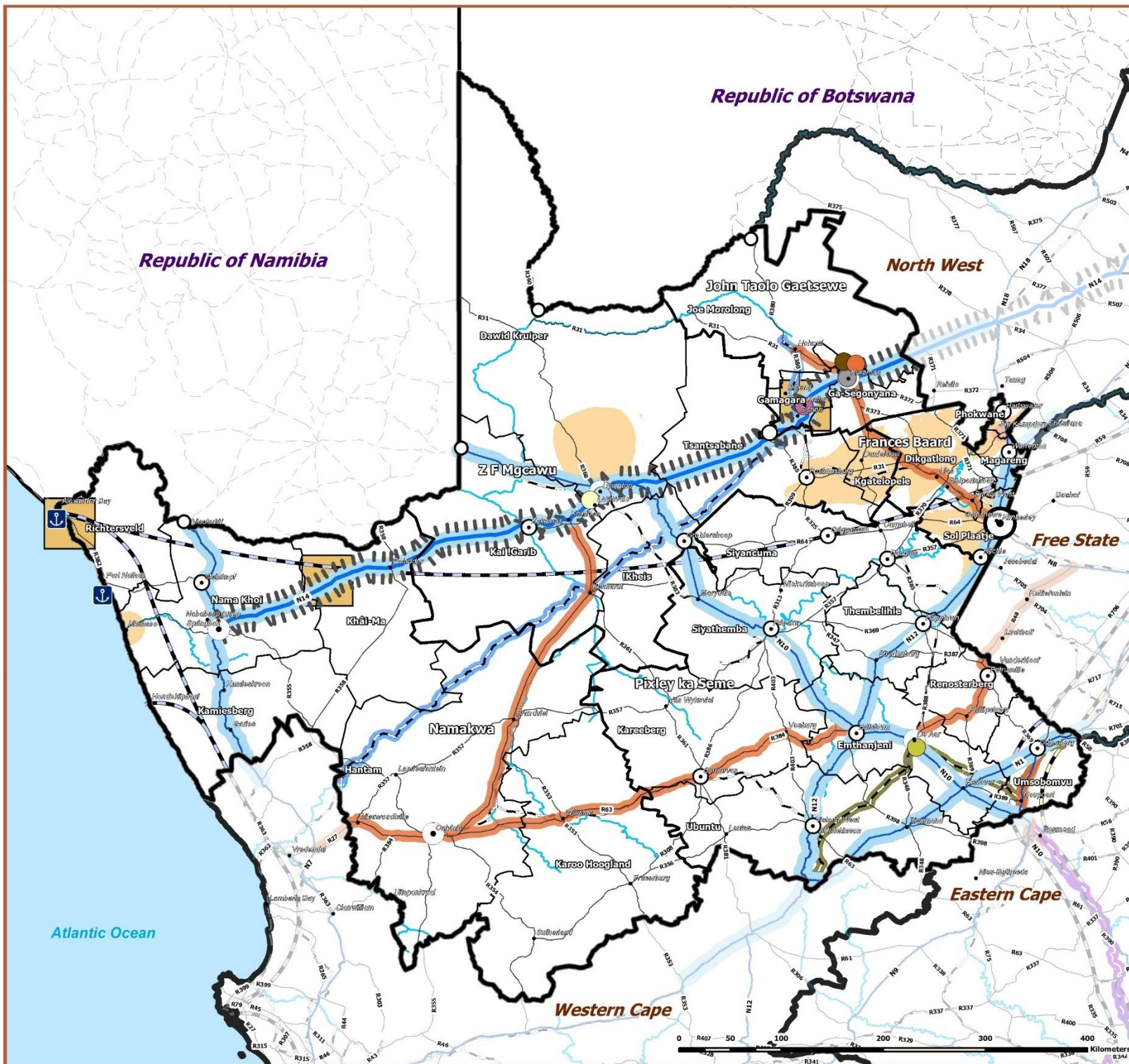
- N10 linking Upington and De Aar Regional Growth Centres with Namibia and Nelson Mandela Bay Import / Export Node supported by the Gqeberha- East London- De Aar- (Hotazel) – Namibia railway lines.
- N12 linking Gauteng Mega City Region Kimberley Urban Region and Potchefstroom Regional Growth Centres.
- N14 links the Gauteng Mega City Region with the Springbok, Upington, Kuruman and Vryburg Regional Growth Centres.
- Promote the establishment of logistics facilities along the national routes within regional growth centres.
- Upgrade and elevate the routes consisting of:
  - The R63 link between Carnarvon (SARAO) to Calvinia Regional Growth Centre
  - R27 link between Calvinia to Van Rynsdorp (N7)
  - The R384 link between Carnarvon to Britstown
  - The R373 (Kimberley-Koopmansfontein) - R31 (Koopmansfontein –Hotazel) route is supported by the Hotazel- Kimberley- Bloemfontein railway line.

#### ACTION AREAS:

- **Industrial Parks:** Support the establishment of logistic parks and cargo hubs in regional development anchors and rural service centres along the N14 corridor.
- **Namakwa SEZ:** Utilise SEZ to improve investor confidence and enhance international competitiveness and trade of non-ferrous minerals.
- **Boegoebaai port and green energy hub:** Support the role of the Boegoebaai port in positioning the Northern Cape as a major competitor and exporting green hydrogen and ammonia.
- **Border posts:** Ensure border posts are well maintained and upgraded as necessary to enhance trade with Southern African Development Community (SADC) nations.
- **Priority investment areas:** Apart from existing investment priorities, the following have been proposed 1) Industrial Park; 2) Proposed metal fabrication and 3) Renewable energy support manufacturing hub.







## Spatial Outcome Manufacturing and Trade

### Manufacturing & Trade GVA

- High
- Very High

### Supporting Infrastructure

- Border Posts
- Harbour
- National Highways
- Main / Provincial Roads
- Railway Lines
- Priority Rail Upgrade
- Iron Ore Railway Line
- Manganese Rail
- Priority Upgrade and Maintenance
- National Trade Spines

### NSDF Town Typology

- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres

### Proposed Action Areas

#### Manufacturing & Trade Projects

- Cargo Hub
- Industrial Hub
- Logistics and Electronics Hub
- Mining Textiles Manufacturing
- Proposed Industrial Park
- Proposed Metal Fabrication
- Renewable Energy Manufacturing
- SEZ/IDZ
- Industrial Corridor

Map 5: Manufacturing and Trade Support



Source: SANBI, NSDF, DALRRD, DESTA, DEA, DFFE, DWS





### 3.2.1.6 COMPETITIVE INFRASTRUCTURE DEVELOPMENT

Competitive infrastructure<sup>11</sup> underpins the success of the economic sector by creating a viable baseline on which social and economic development can be based. Water use and access underpins most economic sectors within the Northern Cape, as this is a drought-prone region with increased risk levels stemming from climate change it's crucial to protect and enhance bulk water resources and distribution networks.

- **Increase Water Storage Capacity:** Increase water security and socioeconomic development by increasing water storage capacity.
- **Provide Water Resources Infrastructure:** Deliver water resources infrastructure to communities that have lagged, as part of the Comprehensive Rural Development Programme (CRDP).
- **Curb Unlawful Water Use:** To prevent illegal water use.
- **Ensure Reliable Water Supply:** Maintain a reliable supply of water from bulk water resources infrastructure within acceptable risk parameters to meet the sustainable demand of the province. Secure funding to implement, operate, and maintain bulk raw water resources efficiently by strategically managing risks and assets.
- **Facilitate Water Conservation:** Promote water conservation and demand management throughout the province.
- **Accelerate Access to Water Infrastructure:** Expedite the provision of access to water infrastructure for communities.
- **Regulate Water Value Chain:** Develop, implement, monitor, and review regulations across the water value chain in accordance with the National Water Act 38 of 1998, the Water Services Act 108 of 1997, and the National Water and Sanitation Master Plan of 2018.
- **Promote Water Reuse:** Encourage the reuse of water rather than exploring untapped water resources.

<sup>11</sup> The National Infrastructure Plan 2050 (NIP 2050) (DPW&I, 2022) identifies Strategic Integrated Projects (SIPs) as key drivers of infrastructure-led economic growth and spatial transformation. For the Northern Cape, important SIPs include those focused on energy generation and transmission, particularly renewable energy projects, which align with the

- **Protect Critical Water Resources:** Safeguard critical water resources through projects like the planned Vioolsdrift Dam.
- **Manage and Expand Infrastructure:** Manage demand and maintain, expand, and refocus the infrastructure network to sustain bulk water supply and energy distribution.

The quality and accessibility of basic infrastructure play a major role in investor confidence thus it is also crucial to ensure that municipalities with large industrial complexes safeguard basic service delivery by upgrading and maintaining water, sanitation and waste infrastructure.

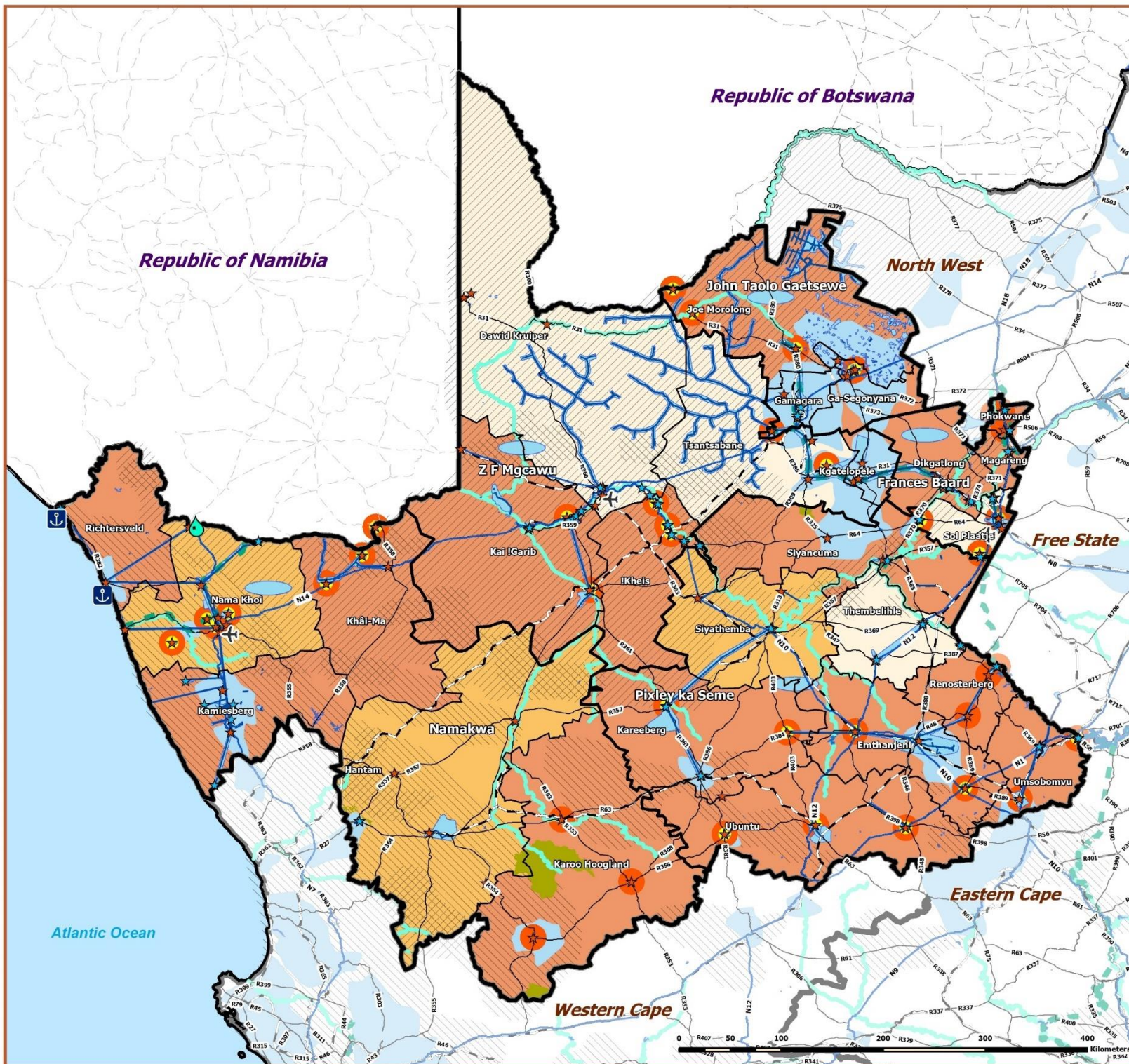
#### ACTION AREAS:

- **Critical Water Treatment Works (WTW) & Wastewater Treatment Works (WWTW):** Prioritise municipal interventions in municipalities with critical and poor Blue and Green Drop ratings, to comply with DWS Blue and Green Drop recommendations
- **Water resource base:** Prioritise the rehabilitation of stressed catchment areas and promote inter-provincial coordination to improve the water quality of the Orange and Vaal River systems.
- **Water conservation:** prioritise water conservation strategic intervention in high rainfall variability and increased evaporation zones.
- **Resource risk:** Prioritise pollution mitigation measures for pollution risks located within strategic water resources.
- **Evaporation mitigation:** Promote the inclusion of evaporation adaptation strategies for district and municipal sector plans and bylaws for areas likely to experience an increase in high-temperature days.
- **Drought mitigation:** Promote the inclusion of drought adaptation strategies for district and municipal sector plans and bylaws for areas likely to experience a decrease in annual rainfall.

province's rich solar and wind resources. Additionally, transport-focused SIPs, such as corridor development and logistics hubs, are critical for improving connectivity and market access, especially for mining and agricultural exports. Water infrastructure projects are also crucial for ensuring sustainable development in the province's arid regions.







# Spatial Outcome Competitive Infrastructure Development Water & Sanitation

## Water Resource Base

- Dams
- Main Rivers
- Strategic Groundwater
- Stressed Catchments

## Support Infrastructure

- Critical Risk WWTW
- WTW
- Bulk Water Pipelines
- Inter Basin Water Transfers
- Water Schemes
- WWTW

## WTW Blue Drop Status

- Critical
- Poor

## Resource Risk

- Increase in very hot days 2021-2050
- Decrease in Annual Rainfall 2021-2050
- Pollution Risk: WWTW

## Proposed Action Area

- Violsdrift Dam

Map 6: Competitive Infrastructure Development -Water and Sanitation

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





The second pillar of economic and social development in the Northern Cape is accessibility to transportation, as the cost of transportation has a direct impact on industries' competitiveness and individuals' disposable income. Support in the following areas is required to improve the accessibility of transportation:

- Reinstate Passenger Rail Agency of South Africa's (PRASA) rail operations and infrastructure
- Improve the quality of public transport routes and infrastructure.
- The increasing prominence of electronic vehicles (EVs) requires investment in EV charging stations for freight and public transport vehicles to ensure the transportation options within the province remain competitive.

ICT accessibility provides the final layer of competitive infrastructure as accessibility to the Internet of Things allows for access to otherwise inaccessible markets, improved data availability and assessment opportunities as well as educational and economic opportunities. To promote the accessibility of ICT infrastructure the following aspects require strategic interventions:

- Numerous "smart" developments and systems require stable internet access.
- Balance is required for communities and industries within the SKA Advantage area that limit access to communication technology utilising radio frequencies.
- Expansion of fibre infrastructure and networks must be Prioritised in poverty pockets, industrial parks, and SEZs.

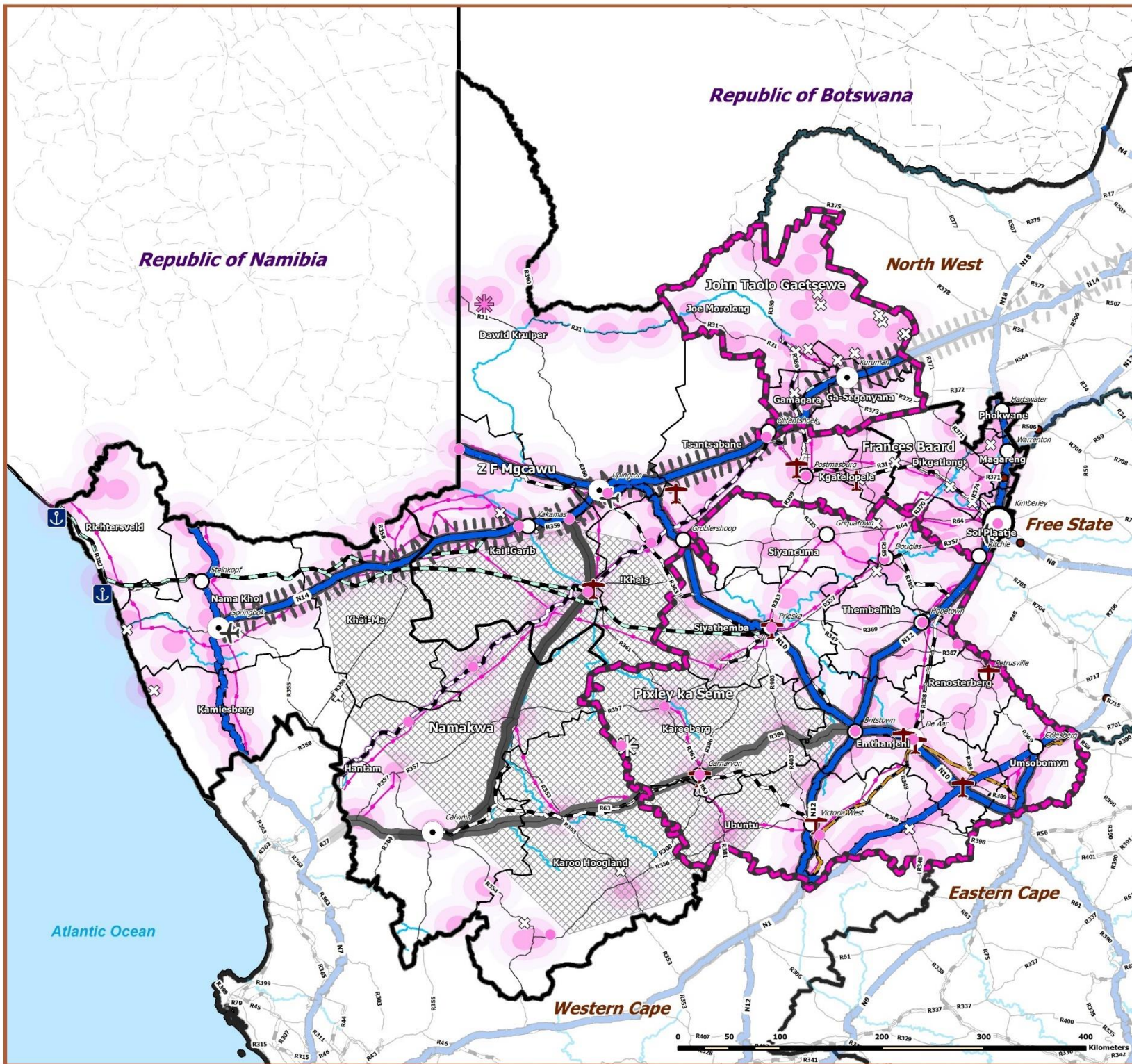
#### ACTION AREAS:

- **Prasa rail:** Revitalise Prasa rail infrastructure and operations
- **Transport infrastructure:** Prioritise maintenance of regional linkages
- **ICT Priority Areas:** Prioritise Fibre Infrastructure rollouts in the John Taolo Gaetsewe and Pixley ka Seme District by prioritising wayleave applications received in the district.

- **SKA Core:** Prevent the establishment of projects with the potential to cause dust and radio frequency disturbances within the SKA Core Area.
- **Electronic Vehicle support:** Prioritise the establishment of Electronic Vehicle charging stations along national roads and regional linkages.
- **NATMAP Alignment:** The National Transport Master Plan 2050 (NATMAP 2050) (DoT, 2017) emphasizes integrated, sustainable, and connected transport infrastructure. For the Northern Cape PSDF, it highlights the importance of strategic transport corridors, enhanced road and rail networks, and logistics hubs to drive economic growth and regional integration. Aligning the PSDF with NATMAP 2050 ensures coordinated transport planning to support spatial and economic development goals.







## Spatial Outcome Competitive Infrastructure Development Accessibility & Mobility

### NSDF Town Typology

- ⊙ National Urban Nodes
- ⊙ Regional Development Anchor
- Rural Service Centres

### ICT Development

- Broadband Lines
- 10km Cellphone Towers Radius
- 20km Cellphone Towers Radius
- 30km Cellphone Towers Radius
- ICT Investment Area
- Fiber POP
- Bloodhound Initiative

### Transport Infrastructure

- PRASA Rail Routes
- Iron Ore Railway Line
- ⚓ Harbour
- ✂ 2023/2024 Roads Projects
- ✈ Main Airports
- ✈ Aero Drome

### Proposed Action Areas

- Regional Linkage roads
- Industrial Corridor
- Proposed Railway
- SKA Area
- SKA Core Site

## Map 7: Competitive Infrastructure Development Accessibility and Mobility



Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





### 3.2.1.7 THE MARITIME ECONOMY

To foster and support the growth of coastal economies, the following areas, projects, and activities must be prioritised to support the spatial outcome of bolstering maritime economies.

#### Upgrade Port and Harbour Facilities:

- Port Nolloth Harbour: Enhance the infrastructure of Port Nolloth Harbour to support a viable fishing industry.
- Hondeklipbaai Harbour: Upgrade Hondeklipbaai Harbour to facilitate the expansion of the fishing industry.

#### Enhance Fishing and Mariculture Corridors:

- Support the development and expansion of the fishing industry along the designated corridors.
- Promote mariculture projects to enhance seafood production.

#### Promote Aquaculture:

- Operation Phakisa: Implement aquaculture projects in Port Nolloth and Kleinsee as part of the Operation Phakisa initiative.

#### Support Offshore Gas Exploration and Green Hydrogen Production:

- Encourage offshore gas exploration activities to diversify energy sources, where environmental impacts can be mitigated effectively.
- Promote the production of green hydrogen to support renewable energy goals through the Boegoebaai Port development.

#### Upgrade Small Harbours:

- Invest in the development of small harbours to support local economies and fishing activities.

#### Enhance Marine Tourism and Coastal National Parks:

- Promote marine tourism activities to attract visitors and boost local economies.
- Support the development and maintenance of coastal national parks and marine protected areas to preserve natural beauty and attract tourists.

#### Support Coastal Municipalities:

- Provide resources and support to coastal municipalities to enhance their infrastructure, attractiveness to tourists and economic activities.

#### Develop Lobster Processing Facility:

- Establish and support the development of a lobster processing plant in Port Nolloth to add value to the local fishing industry.

#### Promote Coastal Tourism Nodes:

- Develop and enhance coastal tourism nodes to attract visitors and support local businesses, by encouraging the establishment of supporting services related to catering and accommodation.

#### Encourage Boat-Based Whale Watching:

- Whale Watching: Promote boat-based whale watching as a key tourist attraction, contributing to the local economy.

#### Support Coastal Mining:

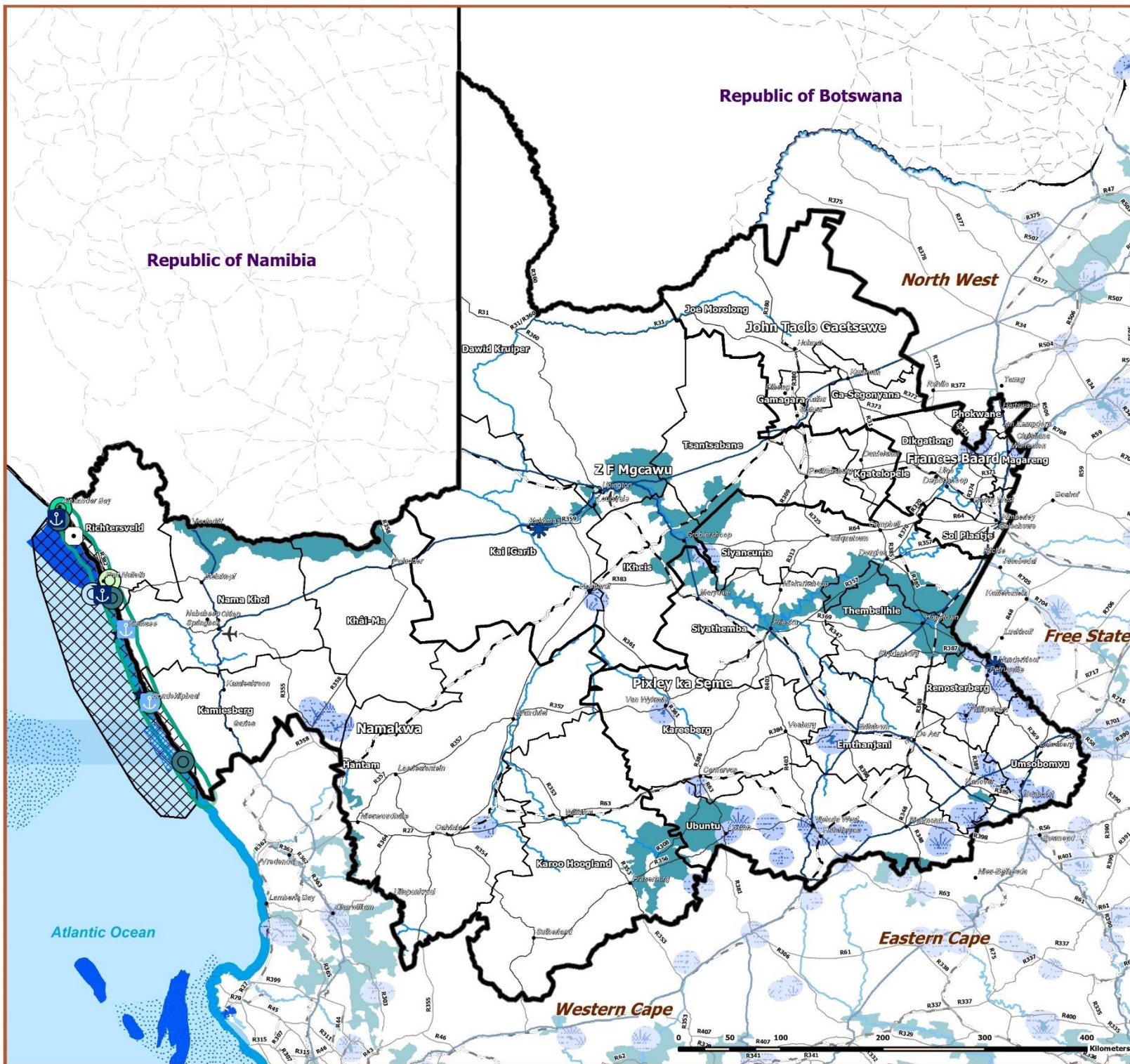
- Ensure that coastal mining activities are sustainable and contribute positively to the local economy without compromising environmental standards.

#### ACTION AREA:

- **Coastal economy resource base:** Ensure development in the area sustainably takes place and complies with the restrictions imposed on marine protected areas.
- **Aquaculture support:** Support the establishment and maintenance of aquaculture projects within the Fishing and Maritime Corridor
- **Lobster processing plant:** Support the establishment and expansion of a lobster processing plant in Port Nolloth.
- **Supporting infrastructure:** Prioritise the upgrading and maintenance of harbours and related infrastructure for Port Nolloth, Kleinsee and Hondeklipbaai.
- **Tourism support:** Prioritise maintenance of gravel roads to ensure tourist attractions are accessible, as well as ensure the accommodation and catering facilities of national parks are upgraded.
- **Labour and skills support:** Enhance the participation of communities in the maritime economy by providing support in accessing funding for skipper and fishing licenses.







## Spatial Outcome Maritime Economy

### Supporting Infrastructure

- National Highways
- Main / Provincial Roads
- Railway Lines

### Tourism Opportunities

- Boat Based Whale Watching
- Coastal Tourism Nodes
- Marine Environment

### Processing Opportunities

- Lobster Processing Plant
- Aquaculture
- Hydropower Plant
- Green Hydrogen Energy

### Marine Ecosystem Threat Status

- Critical
- Endangered

### Proposed Action Areas

- Fishing & Mariculture Corridor
- Oil & Gas Exploration
- Potential Aquaculture
- Fish Sanctuary
- Marine Protected Areas
- Small Harbour Development



Map 8: Maritime Economic Support

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





### 3.2.2 DRIVER 2: TRANSFORMING SPACES AND LIVELIHOODS



**Figure 8: Driver 2 Composition**

Driver 2 aims to improve the spaces people interact with by enhancing the accessibility to social services as well as supporting the foundation of urban and rural livelihoods by channelling investment into urban and rural settlements, accompanied and supported by programmes aimed at food security, land reform, skills development and public transportation systems.

#### 3.2.2.1 SUSTAINABLE HUMAN SETTLEMENT DEVELOPMENT

The following components are crucial to achieving sustainable human settlement development within the Northern Cape context:

- Adapt and modify the understanding of “smart city” principles to the Northern Cape context by adjusting the understanding of smart from a technology-intensive interpretation to an intelligent knowledge-intensive interpretation. This allows for “low-technology” smart developments to gain equal recognition and prioritisation, which is more attainable for rural settlements. *Refer to the **South African Smart Cities Framework** for further information.*

ALSO REFER TO  
**TOOLKIT 1 –  
SOCIAL SERVICES  
FACILITIES  
GUIDELINES**

- Revitalisation of the CBDs of Kimberley and Kuruman by prioritising maintenance on roads and related infrastructure, increasing the interval of waste collection.
- Promote the repurposing of dilapidated buildings within the Kimberley CBD to become subsidized housing or training facilities.
- Integrate the land use needs of social service facilities, such as education, into the planning phase of township establishments.
- Prioritise investment in human settlements according to the housing priority rating which is determined by which districts have the largest number of households in informal dwellings.
- Increase elderly support in areas experiencing population decline.
- Favour densification developments above, a development that aggravates urban sprawl.
- Reintroduce and reinforce urban edges within local and district SDFs, and support the introduction of 5, 10 and 15-year urban edges as a tool for future planning and development control. **(Refer to Application of Spatial Structuring Elements Toolkit)**
- Restrict any mining-related housing developments within the urban edges of existing settlements.
- Utilize the **Social Services Toolkit** to determine which social services are absent according to the settlement hierarchy given the economic potential score of the **Social Economic Potential of Towns Study**.
- Prioritise the refurbishment and repurposing of derelict and abandoned public infrastructure, above the investment into new infrastructure or facilities.
- Promote the integration of traditional settlement patterns and uses within the District, Municipal and Local SDFs where traditional authorities are evident.
- Prioritise climate change adaptation and mitigation measures in settlements located within the high-temperature risk zones.





- Support the implementation of the preconditions for new developments in the low rainfall region, to integrate adaptation strategies such as, including rainwater harvesting infrastructure.
- Support the Small-Town Regeneration (STR) Strategy<sup>12</sup> by prioritising the improvement of basic service delivery in the current STR, Priority 1 and Priority 2 settlements as identified by SALGA.

#### ACTION AREAS:

- **CBD Revitalisation priorities:** Prioritise the investment into the maintenance of transport infrastructure, waste management and urban greening projects.
- **Housing Priority Districts:** Allocate funding for housing developments in accordance with the priority rating of the district.
- **Priority Housing Nodes:** Support the Priority Human Settlements and Housing Development Areas by investing in bulk infrastructure to accommodate new housing projects.
- **High climate risk:** Prioritise the inclusion of climate change adaption strategies (Greenbook Toolkits) into land use regulations and bylaws of settlements located in high temperature and low rainfall areas.
- **Elderly Support Focus Areas:** Areas experiencing a population decline must adjust the available social services to cater for the ageing population.
- **Small Town Regeneration Priorities:** Prioritise interventions in basic service delivery in the following small towns: Kuruman, Kathu, Colesberg, Springbok, De Aar, Britstown, Calvinia, Groblershoop and Warrenton.

ALSO REFER TO  
TOOLKIT 15 –  
SMALL TOWN  
REGENERATION  
STRATEGY

#### 3.2.2.2 IMPROVED PUBLIC TRANSPORTATION

- Prioritise funding and investment geared towards the maintenance and upgrading of key public transport routes.
- Improve rural-to-rural public transport and other transport linkages with rural service anchors.
- Revive the rail networks by supporting the Government's Road to Rail Policy
- Support projects aimed towards improving the urban design and safety of public transport facilities.
- Ensure public transport facility designs are appropriate and cater to the needs of persons with disabilities.
- Prioritise investment in scholar transport and safety interventions.

#### ACTION AREAS:

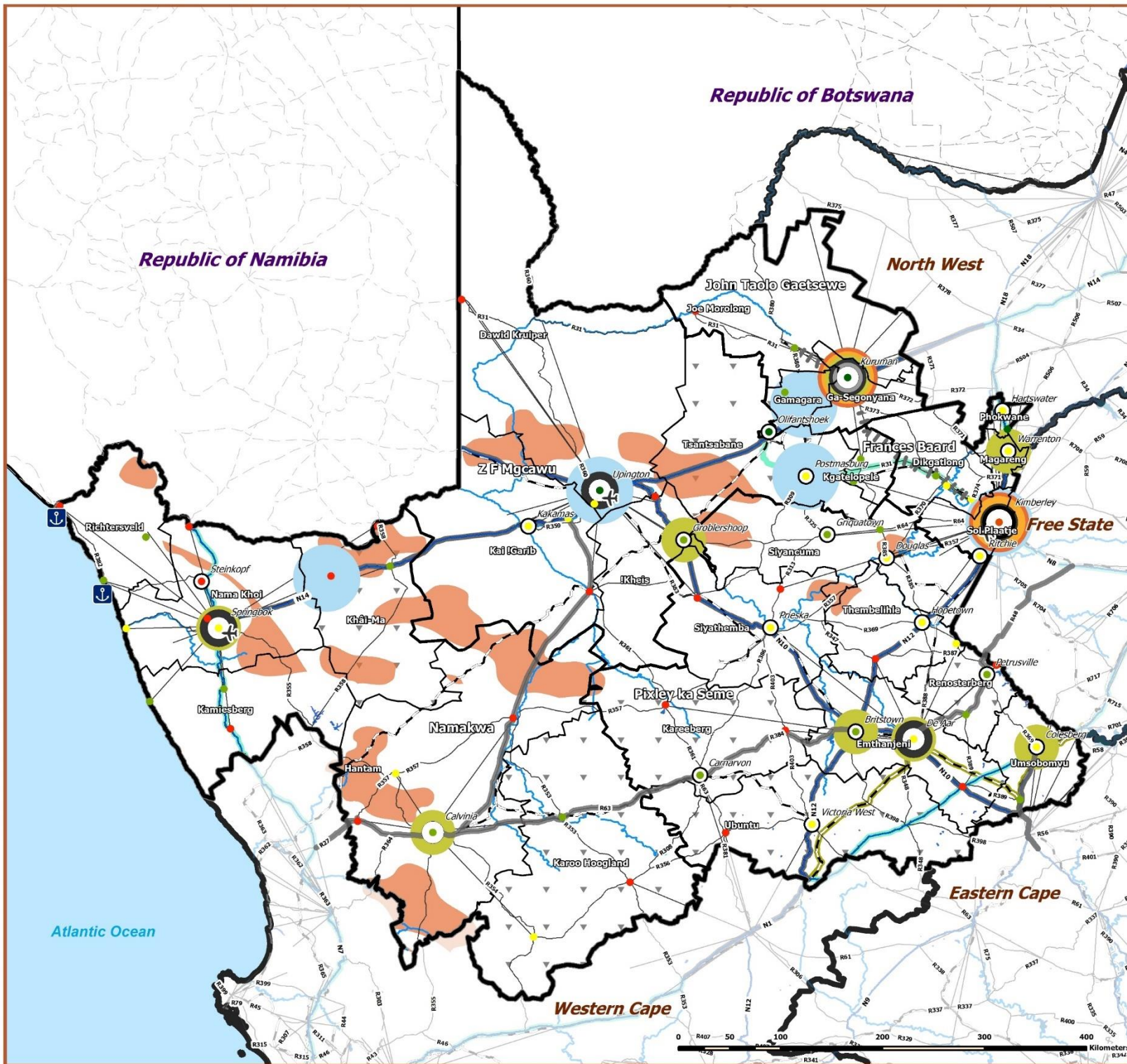
- Improve public transport facilities and apply urban design principles to transit-orientated development within the nodes earmarked for public and urban design (Kimberley and Kuruman).
- Improve movement networks between districts through the upgrading and maintenance of the regional trade routes such as the R63, R27, R384 and R31 roads.
- Prioritise the revitalisation of the PRASA rail routes to diversify public transport options within the province and increase the accessibility to and from the province.

<sup>12</sup> The Small-Town Regeneration Strategy and Implementation Plan, 2021 (DCoG, 2021) aims to revitalize smaller towns by addressing socio-economic decline, fostering economic growth, and improving living conditions. It underscores the importance of targeted interventions to reverse the marginalization of smaller towns, emphasizing their role as key service hubs and drivers of rural and regional development. The strategy focuses on unlocking economic opportunities, enhancing infrastructure and service delivery, and creating sustainable livelihoods through locally tailored solutions.

In the context of Toolkit 15 of the Northern Cape PSDF, the intent and importance of this strategy are significant for guiding the regeneration of smaller towns. It aligns with the PSDF's objectives by promoting spatial transformation, economic diversification, and the development of regional anchors. The strategy supports the revitalization of these towns to function as catalysts for broader rural and regional economic systems, emphasizing the enhancement of connectivity, the provision of essential services, and the leveraging of local assets such as tourism, agriculture, and small industries. Ultimately, the Small-Town Regeneration Strategy provides a framework to strengthen smaller towns as vibrant, resilient, and sustainable nodes that contribute to the province's overall development goals.







## Spatial Outcome Sustainable Human Settlement & Public Transport Development

- Public transport & Urban design intervention nodes
- Priority growth nodes
- Small town Regeneration
- Housing priority nodes
- CBD Revitalisation Priorities
- PHSDA Priority Township Development
- Intercape Bus Routes
- PRASA Rail Routes
- Regional Trade Route
- Functional Access
- High Climate Change Risk
- Elderly Support Priority Areas

### Economic Potential

- High
- Low
- Medium
- Very High
- Very Low

### NSDF Town Typology

- ⦿ National Urban Nodes
- ⦿ Regional Development Anchor
- Rural Service Centres
- Other Towns

**Map 9: Sustainable Human  
Settlement and Public  
Transport Development**

Source: NCPSPDF 2024, Greenbook (CSIR), COGTA





### 3.2.2.3 INTEGRATION OF RURAL DEVELOPMENT, LAND REFORM AND FOOD SECURITY

- Utilise Agriparks to create or strengthen existing farmer support networks and cooperatives to share resources and knowledge.
- Monitor and evaluate the impact of land reform policies to make necessary adjustments.
- Ease the access of small-scale farmers into the market by subsidising input materials and services and encourage the establishment of supporting industries with the potential to reduce agricultural input costs.
- Accelerate land redistribution efforts and secure land tenure for smallholder farmers, in line with the focus areas identified in the Rural Development Sector Plan.
- Streamline the process for land redistribution and provide support for new landowners.
- Support the diversification of land uses and industries in rural areas by promoting community-based tourism enterprises geared towards clear night skies, nature-based and agritourism.
- Support pilot and research projects and programmes aimed at establishing innovative farming techniques and the testing of suitable crop varieties.
- Ease participation in coastal economies by supporting fishing and maritime tourism industries by subsidizing fishing and boating licenses.
- Expand economic opportunities in coastal towns by promoting the establishment of processing facilities and the upgrading of harbour infrastructure.
- Prioritise maintenance on transport routes required for the trade of agricultural goods and yields.
- Utilize the PSDF Spatial Action Areas to support and enhance the impact of focus areas identified in the Rural Development sector Plan.
- Optimise the existing WTW and WWTW infrastructure in rural areas, to improve the livelihoods of rural residents.

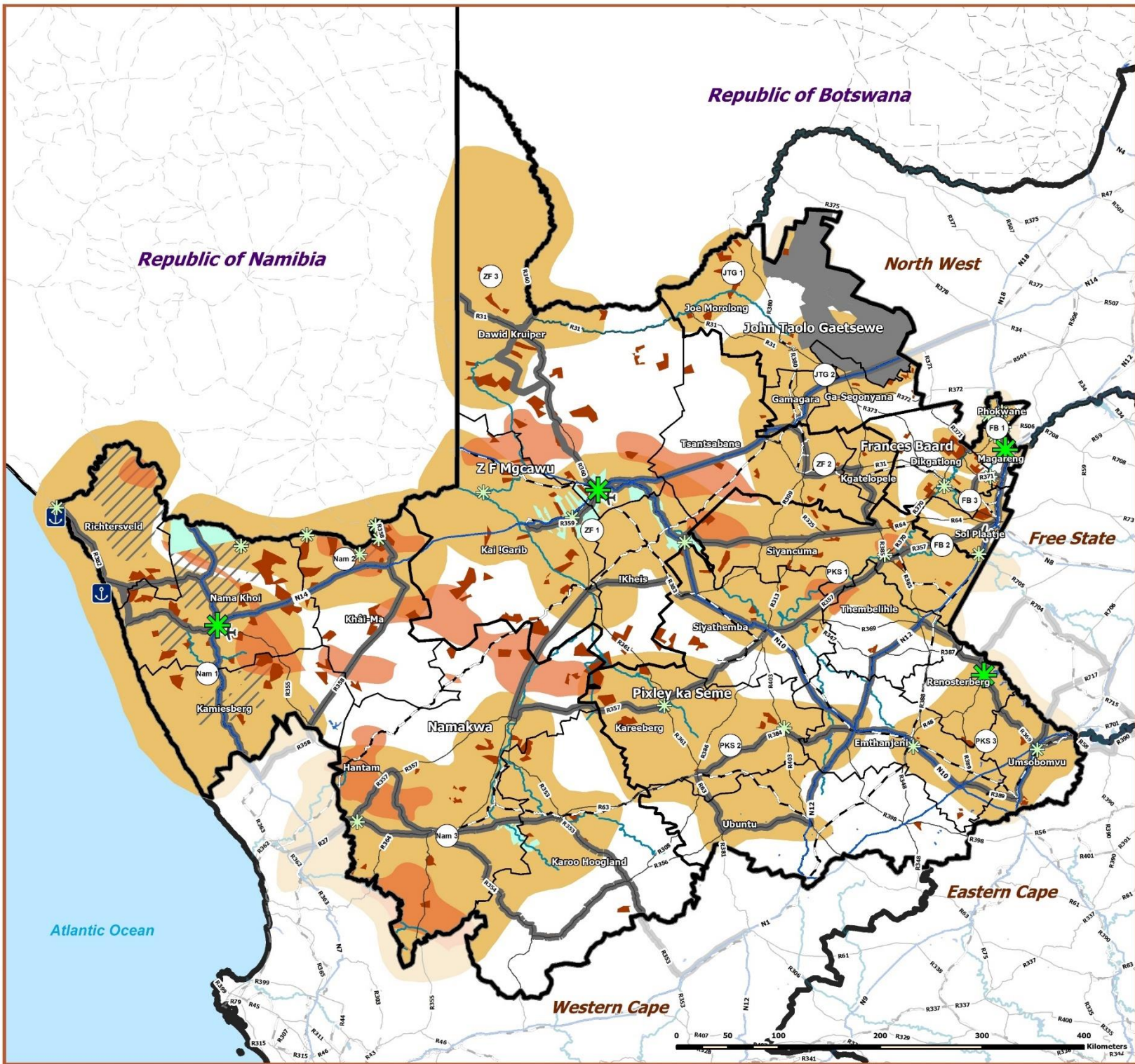
#### ACTION AREAS:

- Cluster land reform project within Rural Intervention Areas.
- Fast track land reform processes and smallholder farm support, through the Agripark and training programmes, within the FB1, FB2 FB3, PKS3 and ZF1 Rural Intervention Areas.
- Prioritise investment in harbour infrastructure, mariculture, marine and nature-based tourism as a means to increase employment opportunities in rural landscapes.
- Avoid large-scale investment in climate-risk areas.
- Support the upgrading of water scheme infrastructure to support rural development viability.

ALSO REFER TO TOOLKIT 2 – RURAL DEVELOPMENT GUIDELINES







## Spatial Outcome Integration of Rural Development, Land Reform and Food Security

- Agri Hubs
- Farmer Production Support Unit
- Foodmarkets
- Abattoirs
- Silos
- Main Airports
- Harbour
- Rural Ring Roads
- Rural Intervention Areas
- NC Irrigation Boards
- Trancraa Area
- Land Reform Farms
- High Climate Change Risk
- Traditional Authorities

**Map 10: Integration of Rural  
Development, Land Reform  
and Food Security**

Source: NCPSDF 2024, DALRRD





### 3.2.2.4 THRIVING EMPLOYMENT AND EDUCATION LANDSCAPES

- Prioritise investment in ICT infrastructure as a means to increase education and economic opportunities in rural settlements and areas.
- **Smart Education Hubs:** Support the development of training incubators supporting the manufacturing and trade industries in Springbok, Kimberley and Kuruman.
- **Youth Development Focus Areas:** Areas experiencing population growth must Prioritise the investment in developments that support the skills development of the labour force and are related to the dominant economic industries in the region.
- Prioritise investment in youth-orientated programmes in the priority youth development regions.
- Prioritise and support wayleave applications for ICT infrastructure in the John Taolo Gaetsewe district, and settlements located within the Youth Development Focus Areas.
- Support the expansion of the knowledge economy by linking the projects in rural regions with research institutions and explore opportunities for scholar and student involvement as a means to stimulate interest in the rural dynamics of the Northern Cape.
- Investigate opportunities to commercialize and preserve indigenous knowledge.

#### ACTION AREAS:

- **Smart Education Hubs:** Support the development of training incubators supporting the manufacturing and trade industries in Springbok, Kimberley and Kuruman.
- **Youth Support Focus Areas:** Areas experiencing population growth must Prioritise the investment in projects that support the skills development of the labour force and are related to the dominant and emerging economic industries in the region.
- **Kalahari and Karoo Action areas:** Explore the commercial potential of indigenous knowledge based on agricultural, medicinal and social

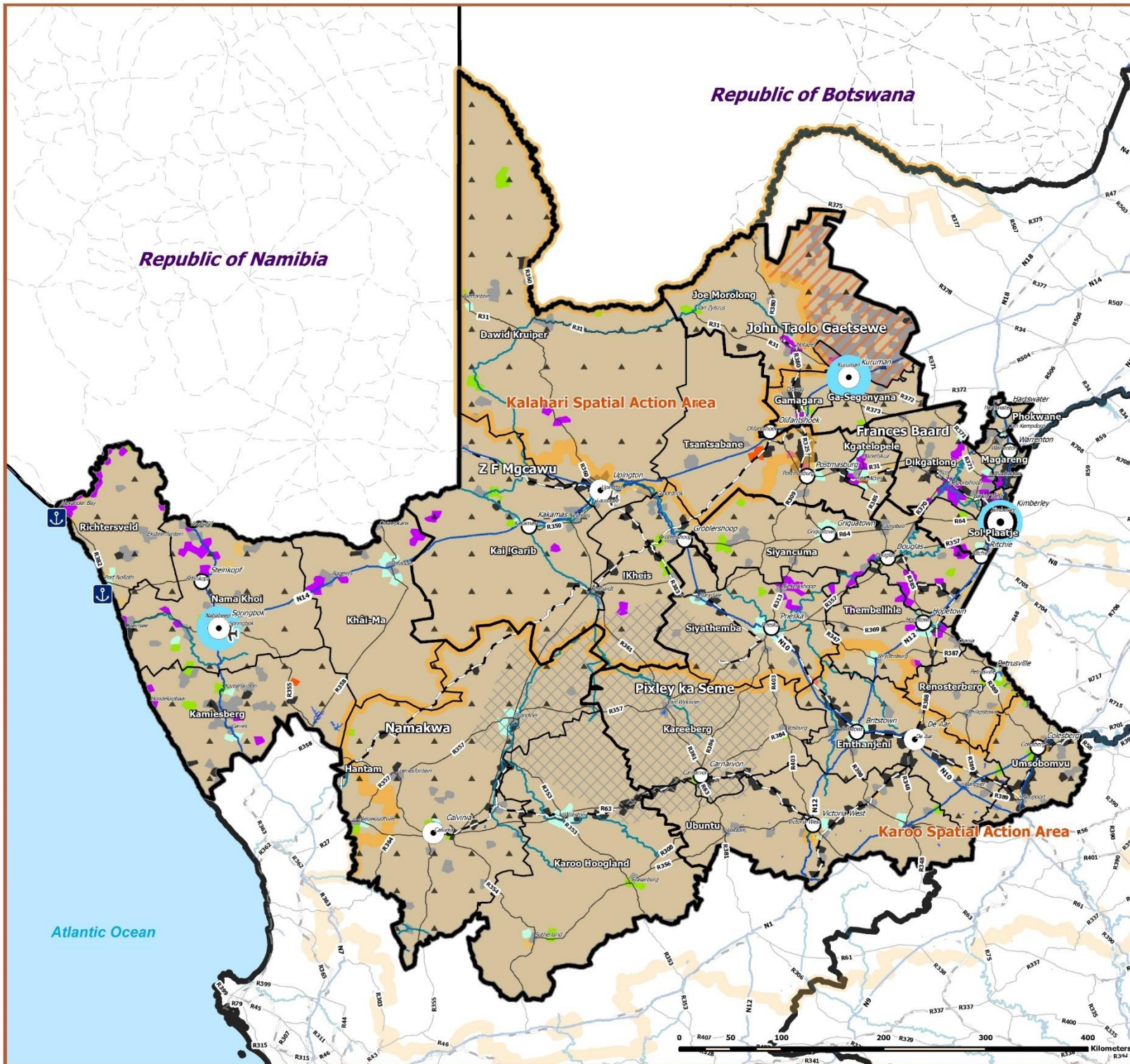
practices. Prioritise research studies as well as funding and scholarships pertaining to research related to arid-innovation and astronomy.

- **ICT Investment focus nodes & areas:** Promote and stimulate the roll-out of fibre and cell phone tower infrastructure by simplifying wayleave application procedures and requirements.
- **Socio-Amenities Guidelines for Facilities Toolkit:** Consider the alignment of the Socio-Amenities Guidelines for Facilities Toolkit to justify the need for socio-economic facilities and amenities in the province. Additionally, reference the CSIR's (2023, January) report, "Socially just and rational social services provision for South African settlements", as well as the NSDF Social Services Wheel, which is elaborated upon in more detail under **Toolkit 1**.

ALSO REFER TO **TOOLKIT 1 – SOCIO-ECONOMIC AMENITIES GUIDELINES FOR SOCIAL SERVICES IN THE NORTHERN CAPE PROVINCE**







## Spatial Outcome Thriving Employment and Educational Landscapes

- Main Airports
- Harbour
- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Priority growth nodes
- Skills development incubators
- SKA trade-off
- Youth support priority areas
- ICT investment priority
- Spatial Action Area (PSAA)

### Gross Value Added Categories

- Agriculture, forestry and fishing
- Electricity, Gas and Water
- Finance, Insurance and Business Services
- General government
- Manufacturing
- Mining and Quarrying
- Transport, Storage and Communication
- Wholesale and Retail Trade

Map 11: Thriving  
Employment and  
Educational Landscapes

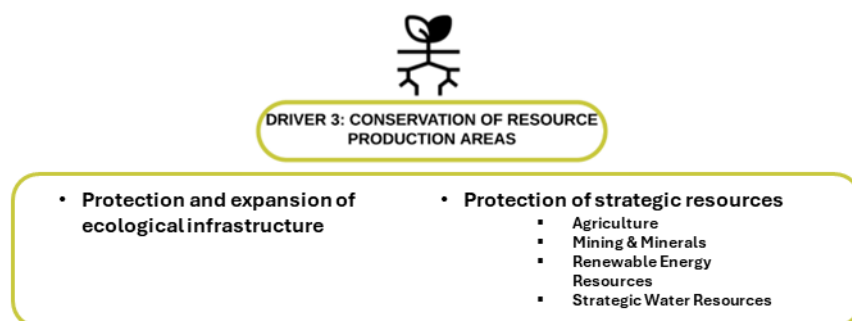


Source: NCPSDF 2024, CSIR





### 3.2.3 DRIVER 3: CONSERVATION OF RESOURCE PRODUCTION AREAS



**Figure 9: Driver 3 Composition**

The Northern Cape Province has an abundance of natural resources and environmental assets. While these present a plethora of economic opportunities, a concerted effort must be made to ensure that these are protected and enhanced. At the same time, the Province must ensure that enough is done to protect communities against the potential threats of environmental harm and unsustainable resource exploitation. To achieve this, the following developmental outcomes have been identified:

- Protection of ecological infrastructure
  - Protection of strategic production areas such as Agricultural Areas; Mining Regions; Strategic Water Resources; Renewable Energy Areas; and the SKA Advantage Area.

ALSO REFER TO **TOOLKIT 10 – COASTAL MANAGEMENT GUIDELINES**

#### 3.2.3.1 PROTECTION AND EXPANSION OF ECOLOGICAL INFRASTRUCTURE

- Prioritise the establishment of protected areas encompassing the Succulent Karoo areas in the Namakwa District, Bushmanland, and southern Nama-Karoo as well as the expansion of the existing national parks.

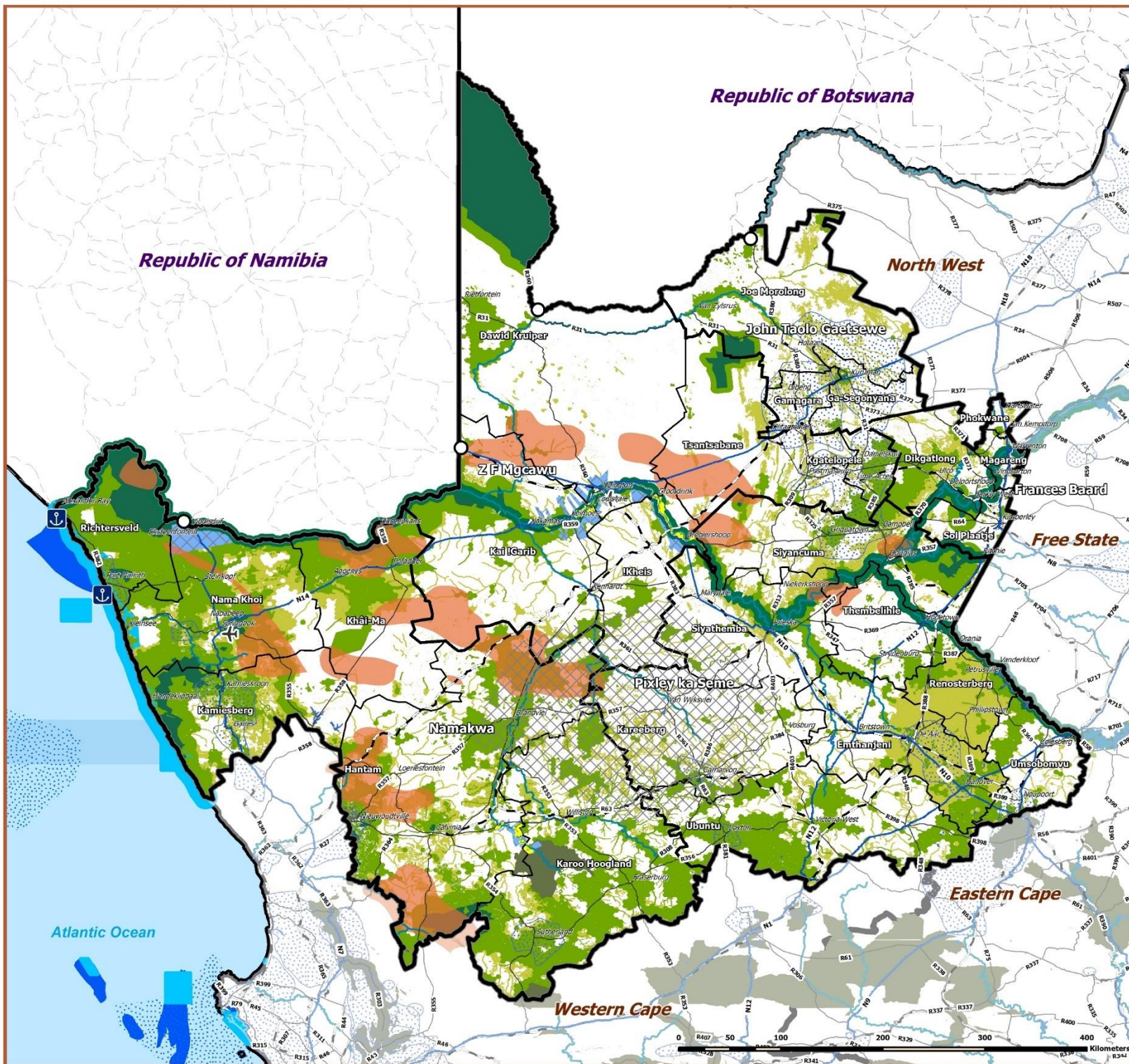
- Prohibit non-compatible or harmful land uses within Critical Biodiversity Areas.
- Promote the establishment of game farms in environmentally sensitive areas, as a means to promote the conservation of biomes.
- Provide funding towards enforcing environmental restrictions aimed at conserving ecosystems in the Marine Protected Areas (MPAs).
- Prohibit gas and mining exploration within Offshore Protection Areas.
- Ensure marine tourism complies with the requirements set out by the MPAs.
- Improve the monitoring and evaluation of increase or decrease of SPC-A land uses to monitor whether conservation targets are being met.
- Promote aquaculture as a means to limit the impact of commercial fishing on vulnerable ecosystems, through strict compliance and oversight from the Department of Agriculture, Environmental Affairs, Rural Development and Land Reform.
- Ensure landfill sites comply with NEMA regulations to limit the impact of waste on the surrounding environments.
- Prioritise the revision of the Northern Cape Coastal Management Programme (Coastal Management Lines).
- Consider and support the development of cross-border Transfrontier conservation Areas (Namibia and Botswana).

#### ACTION AREAS:

- Prioritise investment and rehabilitation efforts along the priority rehabilitation waterways
- Prioritise the revision of the Northern Cape Coastal Management Programme.
- Prioritise the establishment of new protected areas and the expansion of existing protected areas within the Priority Expansion Areas.
- Improve the representation of the Nama-Karoo Biome in conservation targets within the Northern Cape by prioritising the registration of protected areas where the biome is present.
- Prohibit harmful and non-compatible land uses such as mining in Critical Biodiversity Areas One and Two.







- ### Spatial Outcome
- #### Conservation of Resource Production Areas Environment
- SKA trade-off
  - Agri-Eco Trade-off
  - Border Posts - Bio-security priorities
  - Namibia Roads
  - Botswana Roads
  - Strategic Water Areas
  - High Climate Change Risk
  - Priority Rehabilitation Waterways
  - Stressed Catchments
  - Priority Expansion Areas
- #### Protected Areas incl CBAs
- Protected Area
  - Critical Biodiversity Area One
  - Critical Biodiversity Area Two
  - Priority Environmental Patrol areas - 20 km Buffer
  - Focus Areas for Offshore Protection
  - Marine Protected Areas
  - Irrigation Boards
- #### Marine Ecosystem Threat Status
- Critical
  - Endangered

**Map 12: Conservation of Resource Production Areas - Ecological Resource base**

Source: NCPSDF 2024, SANBI, CSIR





### 3.2.3.2 PROTECTION OF STRATEGIC PRODUCTION AREAS

#### AGRICULTURE

- Enforce regulations to prevent the subdivision of high-potential agricultural land, ensuring its preservation for agricultural purposes.
- Implement programs and initiatives to promote sustainable agricultural practices, such as crop rotation, soil conservation, and the use of environmentally friendly farming techniques, to limit runoff pollution in waterways and ensure the longevity of agricultural land in the Northern Cape.
- Strengthen biosecurity measures and pest protocols, including cross-border coordination, to prevent the spread of diseases and pests that can harm agricultural yields in the Northern Cape.
- Promote the optimal utilization and capitalization of unique agricultural land, considering its specific characteristics and potential for agricultural production in the Northern Cape.
- Support the establishment of game farming within designated game farming focus areas (ESAs), providing guidance and resources to farmers interested in diversifying into game farming.
- Provide support and develop guidelines for farming activities within climate-risk areas to mitigate the impact of rainfall variability and promote resilience to climate change in the Northern Cape.
- Reserve protected agricultural areas exclusively for agricultural and agri-tourism use and obtain approval from the Department of Agriculture and Rural Development for any land use application within these areas, ensuring their preservation for farming purposes.
- Develop guidelines and support mechanisms for farmers within degraded land areas to rehabilitate and mitigate degraded agricultural land through sustainable farming practices.
- Prioritise investment and strategic interventions to facilitate the renewal of irrigation schemes located within designated Irrigation Scheme Revitalization Areas in the Northern Cape, improving water efficiency and agricultural productivity.

- Prioritise evaporation mitigation training and support for farmers in high-temperature increase zones and water resource protection zones to minimize water loss and protect agricultural resources in the Northern Cape.

#### ACTION AREAS:

- Prioritise investment and strategic interventions to facilitate the renewal of the Vaalharts irrigation schemes located within designated Irrigation Scheme Revitalization Areas in the Northern Cape, improving water efficiency and agricultural productivity.
- Investigate methods to manage and mitigate the environmental impact of high-intensity farming, situated within the Agri-Eco trade-off zones, which indicate where high levels of competition exist between conservational and agricultural land uses.
- Prioritise Wind Energy above solar projects where possible, to decrease the level of competition between renewable energy on extensive farming land uses within Agri-IPP trade-off zones.
- Prioritise water use for agriculture purposes above mining activities, to reduce the impact of mining on agriculture and the health of strategic water resources, within the Agri-mining trade-off zone.
- Provide training to communities located on degraded land regarding sustainable agricultural and land use practices to encourage the restoration of degraded agricultural land.

#### MINING

ALSO REFER TO **TOOLKIT 3 – MINING TOWNS**

- Enforce regulations to prohibit mining activities in environmentally sensitive areas of the Northern Cape, such as protected natural areas, wetlands, and regions with high biodiversity.
- Consult the **Mining and Mining Town Toolkit** to determine whether the extractive industry and associated land uses are supported or discouraged.





- Encourage mining activities in areas of the Northern Cape where environmental degradation is irreversible or where extensive environmental assessments have deemed mining appropriate, ensuring that mining is conducted responsibly in such areas.
- Establish policies and guidelines in the Northern Cape to mitigate the impacts on communities and the environment when mining closures occur, including provisions for reclamation, rehabilitation, and alternative economic opportunities for affected communities.
- Support the issuing of artisanal mining licenses on mines earmarked for rehabilitation in the Northern Cape, promoting responsible artisanal mining activities as part of post-mining land use.
- Prioritise the rehabilitation of mines in the Northern Cape that have limited or no potential for small-scale mining activities, focusing on restoring environmental integrity and creating sustainable post-mining land uses.
- Explore opportunities for revitalizing or repurposing mining infrastructure in the Northern Cape for other activities such as factories, renewable energy development, skills development and training centres, tertiary institutions, and off-grid settlements and towns, contributing to economic diversification and development.

#### ACTION AREAS:

- Develop supporting guidelines and mechanisms for mining practices and application procedures in Agri-mining trade-off zones in the Northern Cape to limit the impact on agriculture and ensure responsible coexistence with agricultural activities.
- Prohibit the establishment of extractive industries, including mining, in Critical Biodiversity and Marine Protected Areas of the Northern Cape to prevent environmental and social harm.
- Develop a strategy to promote artisanal mining practices in locations where mines are facing high risks of closing.
- Prioritise the development and implementation of mitigation and adaptation strategies for mines within high-temperature risk zones in

the Northern Cape to safeguard the health and safety of workers in high-temperature work environments.

#### RENEWABLE ENERGY RESOURCES

- Investigate methods to limit adverse environmental impacts of solar energy, stemming from the ground clearance and preparation that may result in increased run-off and erosion.
- Manage the level of competition between renewable energy and related land uses, with agriculture by favouring the energy generation type with the least impact on the agricultural activity in the area.
- Prohibit the establishment of new permanent settlements serving renewable energy projects. The **mining settlement toolkit** can be utilised to determine what settlement type and approach will be suitable.
- Ensure the components used by renewable energy plants, are recycled and discarded properly to reduce the environmental impacts of hazardous materials contained in solar panels and other equipment.

#### ACTION AREAS:

- Prioritise the adjustment of the IPP project designs to limit soil erosion within the Renewable Energy Development Zones and Wind Production Zones.
- Favour wind energy generation above solar on productive agricultural land located within the Agri-IPP Trade-off Zone.

#### STRATEGIC WATER RESOURCES

- Groundwater development may be considered for areas that are underlain by high-yield water potential, and dolomitic geological formations to ensure at least a basic water supply to all consumers (including settlements and livestock production areas).
- The development of regional groundwater schemes and improvement of existing groundwater supply in areas where mining operations are





active, where dewatering of mines can also be investigated as an opportunity to augment water supply to domestic consumers.

- The development and implementation of suitable groundwater management and monitoring programmes by the WSA's in the NWP starting with metering of water abstractions and water use.
- Support improved efficiency measures by the irrigation sector and schemes such as refurbishment of canals and improved irrigation technology making more water available for other developments.
- To reduce water use, all WWTWs must consider adjusting designs to include water reuse and ensure that the operations are fully compliant with the green drop status requirements.
- Prioritise the eradication of water losses between waterboards and Water Services Authorities.
- Introduce rain and greywater harvesting as a prerequisite for new developments within the province as a means to reduce reliance on surface and underground resources.
- Prioritise the optimisation of existing infrastructure above the expansion and new development of WTW and WWTW infrastructure, as a means to support the densification of settlements.
- Support the increase of water tariffs for land uses associated with high water usage within settlements.

ALSO REFER TO **TOOLKIT 7 – CLIMATE CHANGE AND ADAPTATION GUIDELINES**

#### ACTION AREAS:

- Prioritise the optimisation and compliance of non-conforming WTW and WWTWs.
- Prioritise maintenance and water leak prevention in climate risk areas.
- Prioritise water-wise adaptation strategies and infrastructure deployment in municipalities with high climate risk areas. (Refer to **Climate Change Neutral Toolkit<sup>13</sup>**).

<sup>13</sup> *Climate Change Neutral Toolkit: Refer to RSA. (2022). Climate Change Bill, 9 of 2022. Pretoria: Government Printers and RSA. (2011). National Climate Change Response White Paper. Pretoria: Republic of South Africa.*

- Establish cross-boundary partnerships with Namibia, North West and Free State Provinces to rehabilitate the waterways and water quality of the Orange and Vaal River Systems by ensuring WTWs and WWTWs comply with the Blue and Green Drop Assessment Report outcomes.

#### SKA ADVANTAGE AREA

ALSO REFER TO **TOOLKIT 13 – TOWARDS SUSTAINABLE DEVELOPMENT**

- Preserve the quality of clear night skies within the SKA Advantage Area, to limit the potential detrimental effects that light pollution and radio frequencies, emanating from electronic devices, pose to the data quality of radio telescopes.
- Support clear night sky and knowledge-based tourism, by allowing for accommodation and catering land uses within the broader SKA Advantage Area, but far enough from the SKA Core site to prevent radio frequency disturbances.
- Utilize the SKA Advantage Area to study the effects and timeframes of the land use change from agriculture to conservation, for greater insight into ecosystem dynamics.

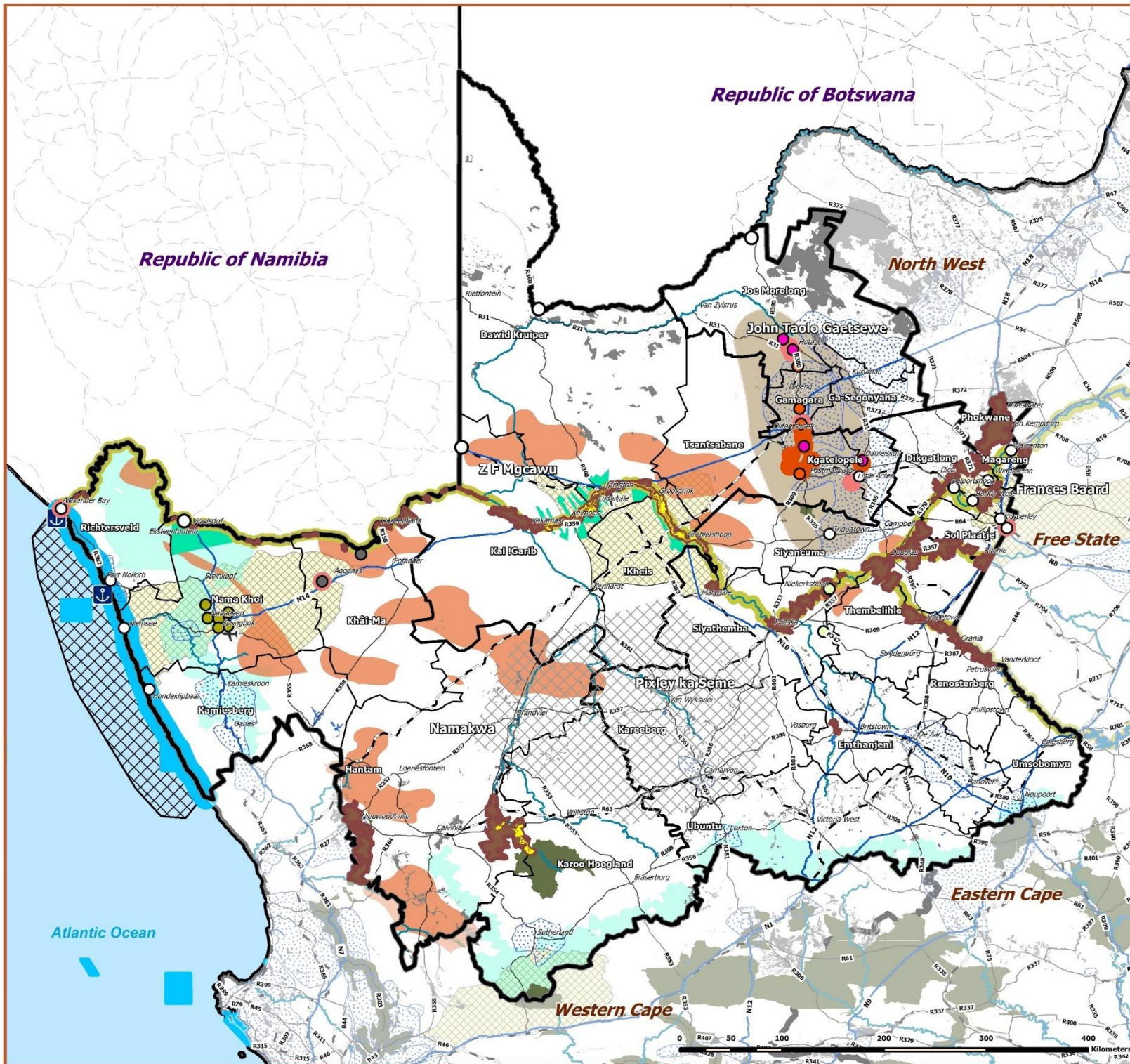
#### ACTION AREAS:

- Prevent harmful and disruptive land uses within the SKA Advantage Area.
- Provide support and training to farmers located within the SKA Trade-off zone to adapt to farming techniques that are not disruptive to the SKA.
- Support the establishment of guesthouses and game farms within the SKA Trade-off zone.

*The toolkit aims to guide the integration of climate change mitigation and adaptation strategies into spatial and development planning, supporting sustainable, resilient, and low-carbon growth in line with national policies.*







## Spatial Outcome Conservation of Resource Production Areas Agriculture, Minerals & Renewable Energy Resource Base

- ✈ Main Airports
- ⚓ Harbour
- Border Posts - Bio-security priorities
- Degraded Land
- Priority Expansion Areas
- Priority Rehabilitation Waterways
- Strategic Water Areas
- ✂ SKA trade-off
- Protected Agricultural Area
- Stressed Catchments
- National Protected Areas
- Irrigation Boards
- Priority Environmental Patrol areas - 20 km Buffer
- Agri-mining trade-off Zone
- Agri-Eco Trade-off
- Wind Farming Potential Areas
- High Climate Change Risk
- Agri-IPP Trade-off Zone
- ⊠ Oil & Gas Exploration
- At Risk Mines**
  - High Risk
  - Medium Risk

**Map 13: Conservation of Resource  
Production Areas - Strategic  
Resources**



Source: NCPSPDF 2024, PPDF2019, SANBI,  
ESKOM, EGIS





### 3.2.4 DRIVER 4: EFFECTIVE SPATIAL GOVERNANCE

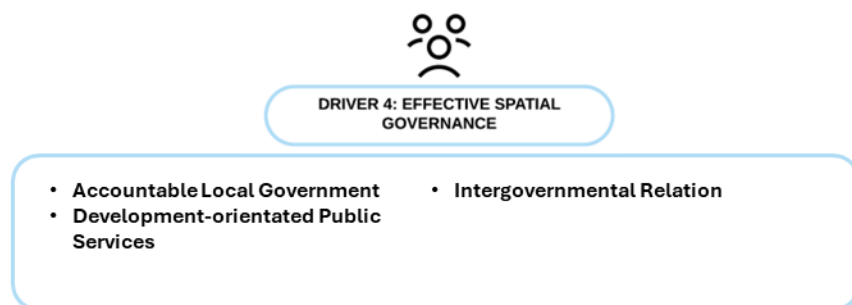


Figure 10: Driver 4 Composition

The Northern Cape Province needs a capable and accountable governance system, with a focus on streamlining inter-governmental relationships while strengthening participatory governance with civil society. To achieve this, the following developmental outcomes have been identified:

#### 3.2.4.1 ACCOUNTABLE LOCAL GOVERNMENT

- Improve illegal land use control promoting the utilisation of land use control officers.
- Prioritise investment aimed towards the upgrading of billing systems to improve revenue collection from the municipal tax base.
- Establish municipal-level monitoring and evaluation measures regarding land use application types, to determine development trends, and compliance levels with SDFs and adjust spatial priorities accordingly.
- Prioritise debt interventions for municipalities with high levels of debt to Eskom and waterboards, as the debt levels destabilise the financial stability and expansion capabilities of upstream providers.
- Prioritise municipal interventions in WTWs and WWTWs where catalytic projects and the largest number of residents face high levels of risk.

- Ensure adequate budgets are allocated to ensure SPLUMA compliance that relates to the reviewing of spatial development frameworks, and land use schemes.

#### 3.2.4.2 DEVELOPMENT-ORIENTATED PUBLIC SERVICES

- Investigate the potential of conducting a provincial-wide EIA study or strengthening district environmental frameworks, where the results thereof can be utilised to exempt desired (application in unaffected areas) land use applications from EIA requirements.
- In collaboration with the Department of Agriculture, Environmental Affairs, Rural Development and Land Reform, exempt all land use applications from Act 7 of 1970 that fall within the urban edges of settlements.
- Introduce bursaries funded through national, provincial and district government to attract and retain crucial skills, that are required to effectively implement SPLUMA and sustainable development within the province, with a focus on GIS, town planning and engineering-related fields.
- Determine priority project types (such as SEZs and IDZs), that are to be declared as provincial matters of interest, to streamline land-use applications of catalytic projects.
- Support the review of land use schemes and spatial planning bylaws to include pro-development regulations.
- Restrict pro-control regulations to land use applications impacting strategic and environmental resources.
- Prioritise the funding, promulgation and implementation of the Northern Cape Spatial Planning and Land Use Bill.

#### 3.2.4.3 INTERGOVERNMENTAL RELATIONS

- Increase the financial and personnel capacity of the Office of the Premier, to act as the beacon of spatial planning within the province and improve coordination and alignment.





- Improve collaboration between Traditional Authorities and Local Authorities regarding land use management, by developing village or local spatial development frameworks that include traditional land use patterns into spatial development frameworks.
- Emphasize the importance of amending and prioritizing organograms across all three spheres of government to highlight the importance and need of development-orientated professionals (such as town planners, GIS-specialist and engineers), thereby increasing spatial planning capacity within the province.
- Strengthen GIS and planning capacity on district levels to provide mapping, planning and land use guidance to local municipalities.
- DDM, IDP and all other intergovernmental relations (IGR) platforms must utilise the SDFs as the main mechanism for coordination and prioritization of expenditure.
- Develop, strengthen and expand monitoring platforms that allow for pattern recognition in land use application challenges to allow for early detection and intervention measures to be put in place regarding land use and developmental processes.
- Require the relevant departments to monitor the coverage of associated Spatial Planning Categories, to determine whether departmental targets are being met.
- Improve the skills and capacity levels of municipal, district and provincial planning departments by conducting skill and capacity gap analysis to determine what capacity programmes will be beneficial.

#### ACTION AREAS

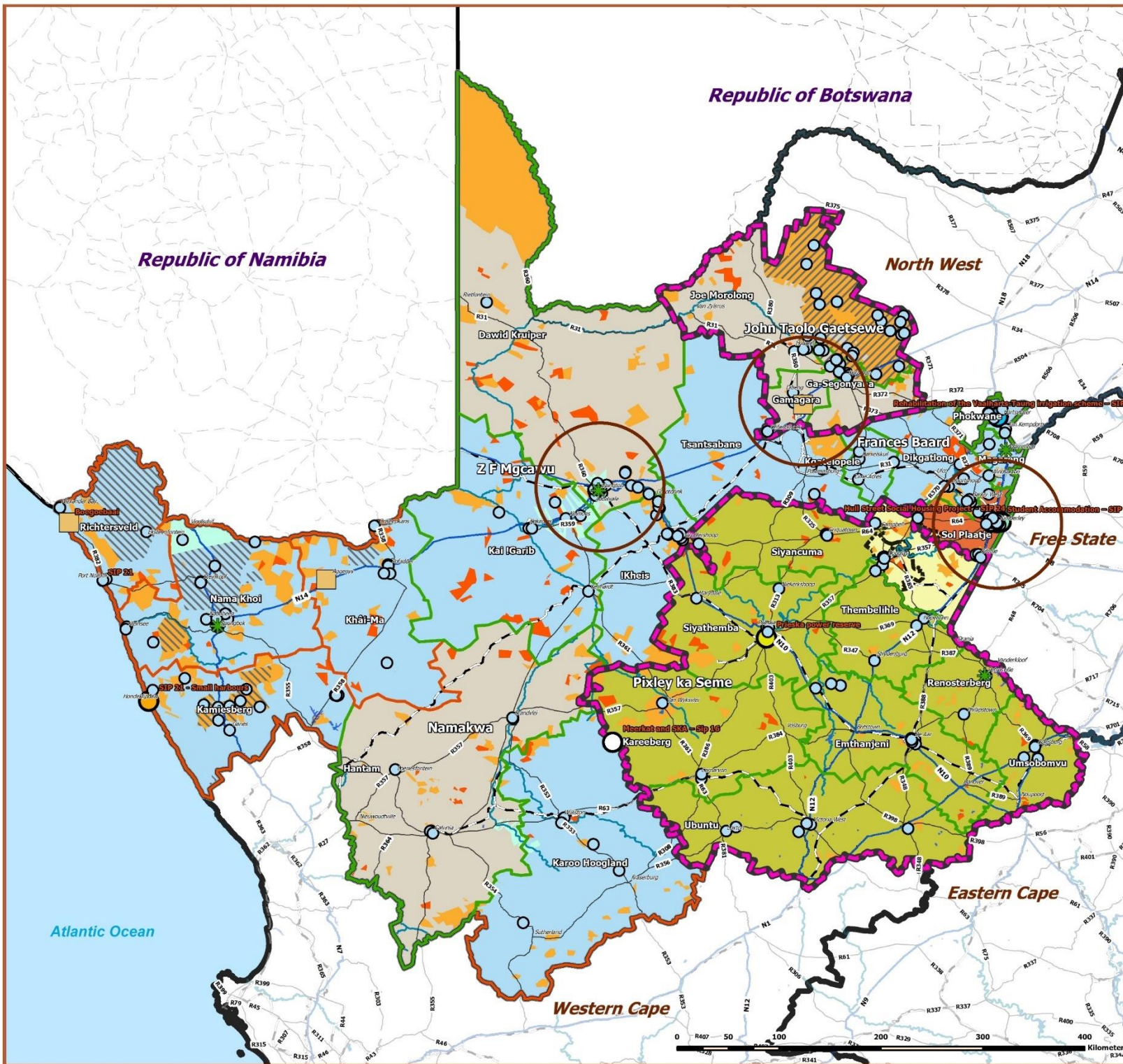
- Ensure Municipal Planning Tribunal's (MPT) capacity and skill levels are adequate where complex land use applications are required for SEZ, IDZ and IPP projects.
- Prioritise collaboration and engagement with traditional authorities regarding land use practices in the John Taolo Gaetsewe District, as well as with communities located in TRANCRAA Areas.

- Support SIP 35 by prioritising the expansion of ICT infrastructure in the form of cell phone towers and fibre optic infrastructure roll-outs in the Pixley ka Seme district.
- Enhance cross-boundary coordination with the North West province regarding the upgrading and revitalization of the Vaalharts-Taung Irrigation scheme in support of SIP 19.
- Expand and promote social housing projects in Upington, Kimberley and Kuruman as a means to support SIP 24.
- Prioritise investment and municipal coordination for the upgrading and expansion of the Vaal-Gamagara Scheme in support of SIP 19.
- Support the SIP registration process and outcome for the Prieska Power Reserve.
- Promote the provision and maintenance of student accommodation in Kimberley in support of SIP 34.

ALSO REFER TO **TOOLKIT 17** –  
KEY TERMINOLOGY AND  
LAND USES (ISSUES OF  
PROVINCIAL INTEREST ETC)







## Spatial Outcome Spatial Governance

- SEZ/IDC
- ICM Priority
- State Owned Land
- Land Reform Farm
- CRDP Site
- Traditional Authorities
- Transraa Area
- Proposed Government Precincts
- Strategic Integrated Projects**
- SIP 24 - Hull Street Social Housing Project
- SIP 16 - Meerkat and SKA
- Prieska power reserve
- SIP 19 - Rehabilitation of the Vaalharts-Taung irrigation scheme
- SIP 21 - Small harbours
- SIP 34 - Student Accommodation
- SIP 35: SA Connect Priorities
- Vaal Gamagara Scheme Affected Parent Farms
- Current Infrastructure Projects
- Agri Hubs
- Planning Tribunal Status**
- Functional
- Functional. Extended June 2025.
- Planning Tribunal Type**
- DMPT
- Joint MPT
- Single MPT

Map 14: Effective Spatial Governance



Source: NCPSDF 2024, Treasury, OTP, DALRRD







*Enhancing our Future*

## **SPATIAL PROPOSALS**



+27 53 838 2600



info@ncpg.gov.za



<http://www.northern-cape.gov.za>



T&I Building, 69 Memorial Road, Monuments Heights, Kimberley



### 3.3 COMPOSITE SPATIAL FRAMEWORK

The *figure* illustrates the Composite Framework of the Northern Cape Provincial Spatial Development Framework (NCPSDF), which integrates key spatial structuring elements, development drivers, and strategic planning approaches. Drawing on the NSDF's polycentric model<sup>14</sup>, it emphasizes strong urban-rural linkages, functional settlement clusters, and the delineation of monocentric and polycentric regions.

This model promotes decentralized development by fostering connectivity between urban nodes and rural areas, ensuring equitable growth across the sparsely populated province. The incorporation of the Karoo RSDF principles further supports the framework, highlighting settlement clustering, functional regional development, and spatial targeting to maximise the potential of key areas.

Four core drivers underpin this framework: **economic engines**, **transformed spaces and livelihoods**, **resource conservation**, and **effective spatial governance**. These drivers influence spatial proposals, guiding clustering analysis and planning adaptation strategies. High-potential

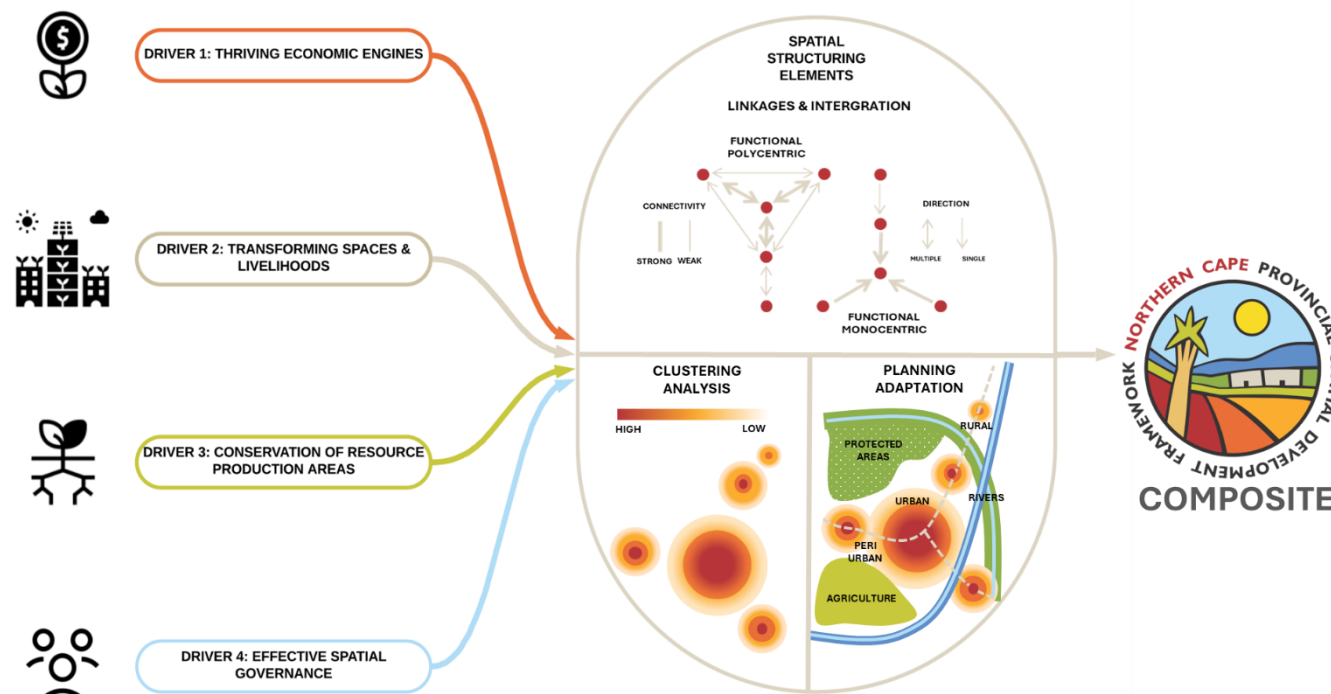


Figure 11: Elements informing the NC PSDF Composite Map

urban and economic hubs are prioritized through clustering analysis, while protected areas, agricultural lands, and rural spaces are integrated into the planning adaptation approach.

The framework balances economic, social, and environmental goals by aligning development with resource conservation, urban-rural equity, and sustainable land use practices, ensuring the Northern Cape's growth is inclusive and resilient.

<sup>14</sup> As outlined in the National Spatial Development Framework (DALRRD, 2022, Pretoria: Department of Agriculture, Land Reform and Rural Development), a polycentric system is defined as a functionally integrated network of settlements or nodes of various sizes that

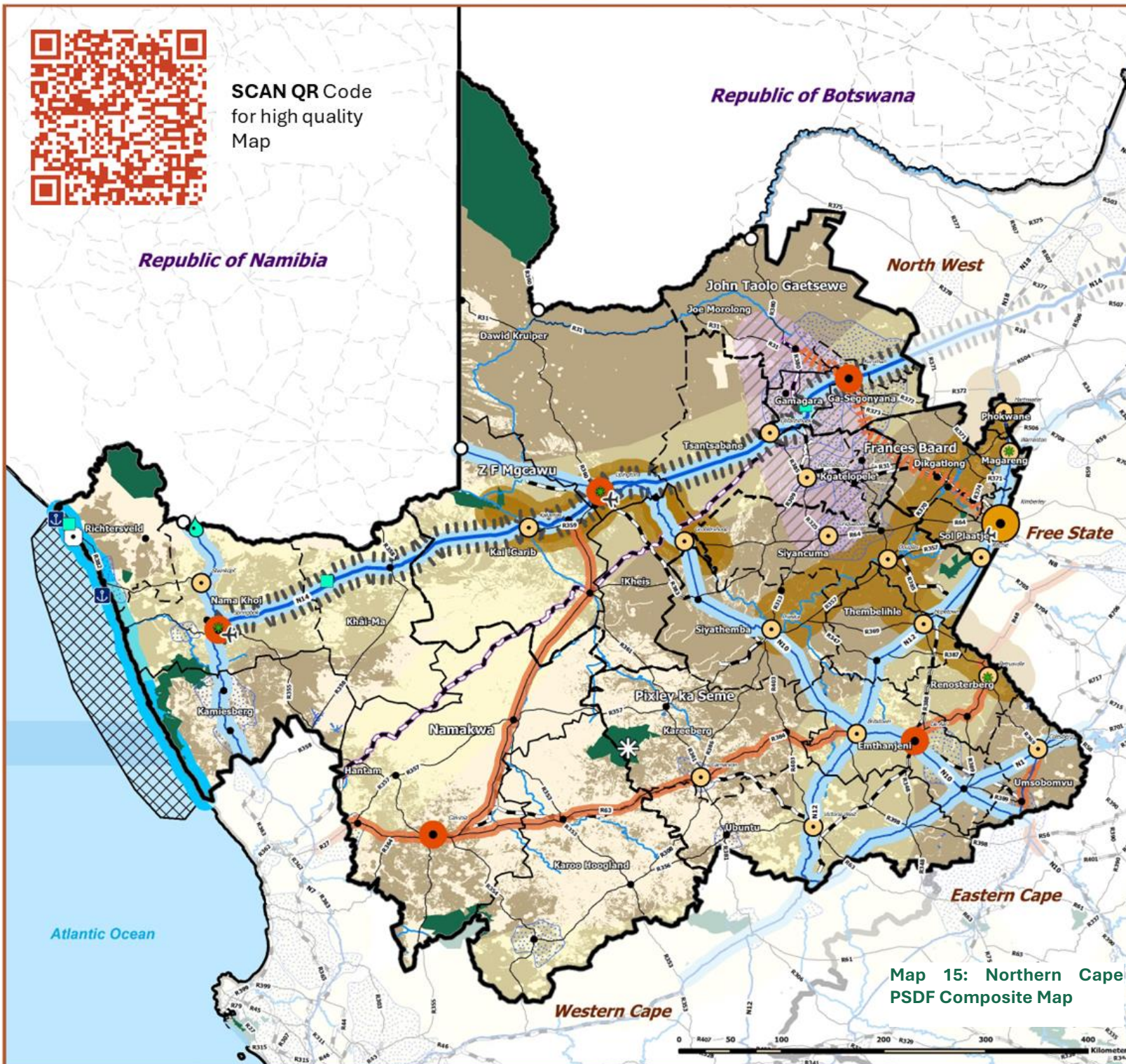
coexist and collaborate in ways that are mutually beneficial. This collaboration enhances the resilience of both the overall system and its individual components. The system facilitates the provision of a range of social and other services by leveraging (1) the unique attributes of each settlement or node and (2) the connections between them.







SCAN QR Code  
for high quality  
Map



## Northern Cape PSDF Composite

### Zones

- Strategic Groundwater Area
- National Protected Area
- Vaal-Orange Agricultural Zone
- Main Protein Region
- Marine Protected Areas
- Oil & Gas Exploration
- Extensive Agriculture

### Corridors

- National Highways
- Main / Provincial Roads
- Industrial Corridor
- National Trade Route
- Regional Trade Route
- Proposed Regional Trade Route
- Iron Ore Railway Line
- Fishing & Mariculture Corridor
- Gamagara Mining Corridor
- Power corridors

### Nodes

- SEZ
- Green Hydrogen Energy
- SKA Core Site
- Agri Hubs
- Violsdrift Dam

### NSDF Town Typology

- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Other Towns

### Other

- Northern Cape Province
- Local Municipality
- District Municipality
- Dams
- Main Rivers
- Railway Lines
- Main Airports
- Border Posts
- Harbour

Source: NCPSPDF2024, NCPSPDF2019

Map 15: Northern Cape  
PSDF Composite Map





### 3.3.1 DEFINING COMPONENTS OF THE COMPOSITE

#### 3.3.1.1 NODES

##### SETTLEMENT HIERARCHIES

The settlement hierarchies for the Northern Cape, informed by the NSDF, indicate which settlements play a dominant role in the economic distribution and spatial structuring of the province, highlighting the location of the economic engines of the province.

##### CATALYTIC NODES

Large-scale catalytic projects within the Northern Cape, act as nodes, pulling labour and resources to the location of the projects, with the goals of stimulating economic growth and development. **Key Catalytic Nodes include:**

- The Boegoebaai Harbour development
- Aggeneys / Namakwa SEZ Development
- Agrihub Development

##### IMPORT/EXPORT NODES

The Northern Cape shares borders with Namibia and Botswana. The four border posts act as crucial trade and tourism nodes, which require upgrading in efficiency as well as an improvement in biosecurity measures to safeguard the agricultural industry.

#### 3.3.1.2 ZONES

The following zones form the foundation of the Northern Cape PSDF Composite Spatial Framework:

##### STRATEGIC GROUNDWATER

The Northern Cape is a drought-prone province, resulting in a heavy reliance on strategic underground water resources for agricultural, industrial and human consumption. The protection of these resources is of

the utmost importance, where great care is required to limit the overuse and pollution of underground water resources.

ALSO REFER TO TOOLKIT 11 –  
STRUCTURING ELEMENTS  
GUIDELINES

##### VAAL-ORANGE AGRICULTURAL ZONE

The Vaal and Orange River systems allow for agriculture to thrive on the fertile riverbanks. The high intensity of agriculture in these areas encapsulates opportunities to expand and optimize value chains. The areas also highlight high levels of competing interest as the riverbanks also represent sensitive ecosystems.

##### MARINE PROTECTED AREAS

The Northern Cape coastline and marine life provide unique opportunities for conservation studies and tourism activities. These areas are highly sensitive and as such require strict adherence to activity regulations.

##### OIL AND GAS EXPLORATION ZONES

Oil and gas deposits are evident along the coastline. The area encapsulated potential for extractive industries, which may only be allowed outside marine protected areas, where the environmental concerns can be adequately mitigated.

#### 3.3.1.3 CORRIDORS

##### INDUSTRIAL CORRIDOR

The Northern Cape Industrial Corridor represent the clustering of industrial activities along the N14, which links Kuruman and Upington with the North West and Gauteng provinces. Industrial, trade, manufacturing and logistics are promoted land uses along the corridor.





## SETTLEMENT CORRIDORS

Settlement Corridors in the Northern Cape serve as vital linkages that integrate and connect various urban, peri-urban, and rural settlements. These corridors aim to enhance accessibility, support growth, and ensure the provision of essential services to all settlement areas. The focus is on facilitating economic and social development by linking settlements to regional and national nodes, ensuring alignment with the National Spatial Development Framework (NSDF) and its polycentric urban development model. Key objectives include:

- Strengthening linkages and accessibility to and from settlements within the corridors.
- Prioritising infrastructure development to improve connectivity and integration between nodes.
- Promoting the diversification of economic activities within the settlement areas to ensure sustainable growth.
- Enhancing access to provincial and national roads to integrate settlements into broader economic and transport systems.

## GAMAGARA MINING CORRIDOR

The large cluster of mining operations and settlements is due to the extensive iron and manganese deposits in the area. The area is highly vulnerable to mining closures and as a result, the area requires radical intervention to diversify the economic base.

## FISHING AND MARICULTURE CORRIDOR

The Fishing and Mariculture Corridor focuses on the sustainable development and diversification of economic activities along the Northern Cape's West Coast region, with strategic linkages extending northward towards Namibia and southward to the Western Cape's West Coast District. This corridor plays a critical role in advancing the *Oceans Economy* while fostering environmental stewardship, economic growth, and community upliftment. Key priorities include:

- Upgrading existing harbours and establishing new small harbours to support fishing, mariculture, and coastal industries.
- Promoting the growth of mariculture industries to leverage the region's marine resources sustainably.
- Enhancing tourism potential through eco-friendly developments, including beach access, marine conservation areas, and heritage preservation.
- Improving the quality and connectivity of roads along the coastal region to ensure accessibility, support industrial logistics, and enhance the viability of the corridor.
- Strengthening and maintaining traditional industries in towns like Port Nolloth while introducing new opportunities for economic diversification.
- Restoring old diamond mining sites to create spaces for new sustainable economic activities and ecological restoration.
- Encouraging investments in manufacturing, renewable energy, oil and gas exploration, and transportation sectors. Supporting the revitalization of mining infrastructure to adapt to new uses while ensuring sustainability.

## POWER CORRIDOR

Renewable energy generation has become a prominent sector within the Northern Cape. The expansion of the sector and the locality of new IPP development are largely dependent on the location and available capacity of the Eskom High and Medium voltage lines. Expansion of the grid is crucial as the Northern Cape network is at full capacity, blocking any further development in the sector.

## NATIONAL TRADE ROUTES

The national trade routes form the main transport spines of the Northern Cape which connect the economic engines of the province with the national urban regions of Gauteng, Cape Town and Nelson Mandela Bay.





## REGIONAL TRADE ROUTES

Regional trade routes play a pivotal role in connecting peri-urban and rural areas to service centres and national nodes. Maintenance and routine upgrades are required on these routes, as the livelihoods of rural communities require the route to access services and transport agricultural products.

## PROPOSED TRADE ROUTE

The proposed trade route forms a dual function of supporting the distribution and logistics stemming from the mining activity in the Gamagara Corridor as well as improving public transport safety on the R31 route connecting Hotazel with Kimberley.

## 3.4 SPATIAL ACTION AREAS

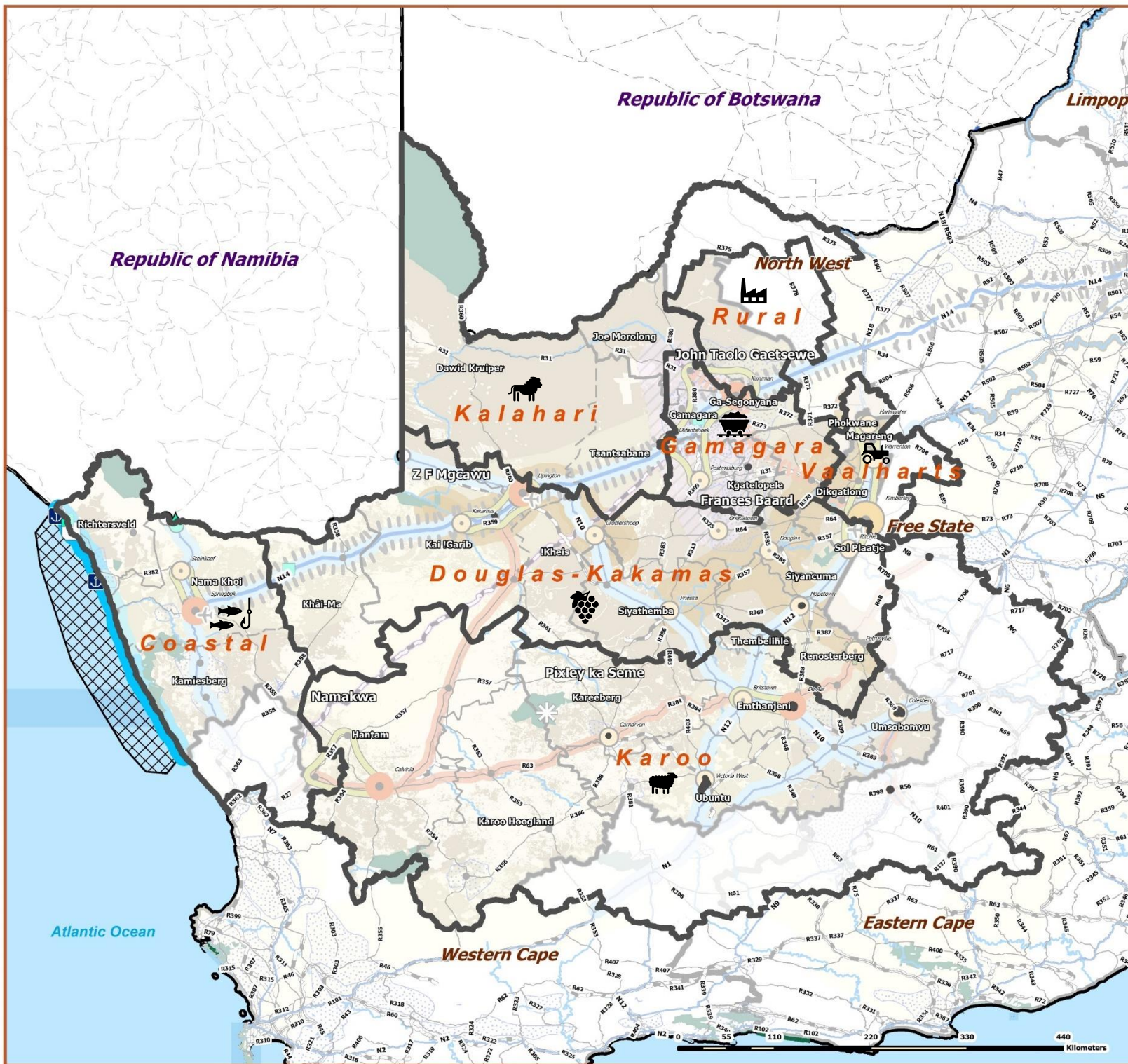
Following the directive of the National Development Plan (NDP), the National Spatial Development Framework (NSDF) **identifies areas of significant national risk and potential**. These areas, termed National Spatial Action Areas (NSAAs), aim to counteract the centrifugal forces that shaped Apartheid-era spatial development by promoting a cohesive national development strategy. The NSDF envisions a sustainable, resilient, and inclusive spatial footprint for South Africa, aligning regional and local development efforts to national priorities.

NSAAs serve as the foundation for addressing the most pressing spatial development challenges and opportunities. They focus on creating high-quality, serviced, and connected places with robust economies. The identification of NSAAs is driven by the need for radical spatial transformation, risk management, and accelerated movement towards an Ideal National Spatial Development Pattern by 2050. The five types of NSAAs are critical for catalysing national spatial transformation and economic transition, and for addressing the most stressed sub-national regions in terms of current and anticipated risks. These areas necessitate urgent, targeted, and sustained collaborative intergovernmental action.

**In the context of the Northern Cape**, the NSAAs highlight the importance of strategic regional development and risk management. The Northern Cape's unique geographical and climatic conditions, coupled with its economic potential in sectors such as mining, agriculture, renewable energy, and tourism, make it a focal point for implementing the NSDF's strategic spatial interventions. Aligning provincial development plans with national priorities ensures the sustainable utilization of natural resources and addresses regional disparities.







## Northern Cape PSDF Composite

### Zones

- Strategic Groundwater Area
- Gamagara Mining Corridor
- National Protected Area
- Power corridors
- Vaal-Orange Agricultural Zone
- Fishing & Mariculture Corridor
- Main Protein Region
- Marine Protected Areas
- Oil & Gas Exploration
- Extensive Agriculture

### Corridors

- National Highways
- Main / Provincial Roads
- Industrial Corridor
- National Trade Route
- Regional Trade Route
- Proposed Regional Trade Route
- Iron Ore Railway Line
- Fishing & Mariculture Corridor

### Nodes

- SEZ
- Green Hydrogen Energy
- SKA Core Site
- Agri Hubs
- Vioolsdrift Dam

### NSDF Town Typology

- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Other Towns

### Supporting Elements

- Proposed Settlement Corridors
- Northern Cape Province
- Local Municipality
- District Municipality
- Dams
- Main Rivers
- Railway Lines
- Main Airports
- Border Posts
- Harbour

Map 16: Northern Cape Provincial Spatial Action Areas (PSAAs)

Source: NCPSDF2024, NCPSDF2019





### 3.4.1 NORTHERN CAPE-SPECIFIC SPATIAL ACTION AREAS (PSAAS)

Building on the NSAAs, the Northern Cape has identified six Provincial Spatial Action Areas (PSAAs) tailored to its unique context and development needs. These PSAAs are designed to leverage local opportunities while mitigating risks, ensuring the province's growth aligns with the national spatial vision.

#### 3.4.1.1 COASTAL SPATIAL ACTION AREA (CSAA)

The **CSA** focuses on the sustainable development of the Northern Cape's coastal regions. It emphasizes the protection of marine and coastal ecosystems, the promotion of maritime and tourism industries, and the enhancement of coastal infrastructure. Key initiatives include developing small harbours to support the fishing and tourism economy and strengthening regional and cross-provincial collaborations for coastal management.

#### 3.4.1.2 DOUGLAS TO KAKAMAS SPATIAL ACTION AREA (DKSAA)

The **DKSA** is characterized by its significant agricultural potential, especially along the Orange River. This area aims to optimize irrigation farming, promote agro-industrial activities, and enhance water management systems. The focus is on sustainable agricultural practices, diversifying the local economy, and improving transport and ICT infrastructure to connect rural areas to larger markets.

#### 3.4.1.3 GAMAGARA SPATIAL ACTION AREA (GSAA)

The **GSA** is a critical mining and industrial hub. This PSAA aims to enhance the economic contribution of the mining sector while addressing environmental impacts and social needs. Key actions include upgrading infrastructure, improving service delivery, and fostering local economic development through skills training and enterprise support.

#### 3.4.1.4 KALAHARI SPATIAL ACTION AREA (KHSAA)

The **KHSA** focuses on the unique challenges and opportunities in the Kalahari region, known for its arid condition, tourism potential and cultural diversity. Strategies include promoting renewable energy projects, supporting sustainable renewable energy practices, and enhancing the resilience of local communities through innovative water and land management techniques.

#### 3.4.1.5 KAROO SPATIAL ACTION AREA (DSAA)

The **DSA** addresses the Karoo's agricultural and ecological challenges, emphasizing sustainable land use and economic diversification. Initiatives focus on promoting agri-tourism, protecting biodiversity, and developing renewable energy sources. Collaboration between local governments and communities is crucial for managing resources and ensuring long-term sustainability.

#### 3.4.1.6 RURAL SPATIAL ACTION AREA (RSAA)

The **RSA** targets the development needs of the Northern Cape's rural areas, which are often characterized by limited access to services and economic opportunities. This PSAA aims to improve rural-urban connectivity, enhance basic service delivery, and support small-scale farming and rural enterprises. The focus is on building resilient rural communities through improved infrastructure, education, and health services.

#### 3.4.1.7 VAALHARTS SPATIAL ACTION AREA (VHSAA)

The Vaalharts Spatial Action Area (VHSAA), the smallest in the province, includes Phokwane and Magareng Local Municipalities and parts of Sol Plaatjie and Dikgatlong. Located in the northeast, it features protected agricultural land and significant mining activity. Kimberley, the provincial capital, is the economic hub with diverse industries and key transport links (N8, N12, N18). Development priorities include energy challenges, agricultural land protection, agro-processing, mineral beneficiation, private sector investment, SMME potential, and natural resource conservation.





Strategic opportunities involve renewable energy, adventure tourism, mining development, infrastructure upgrades, training initiatives, and heritage tourism. The main focus is on agriculture and agro-processing, with support for mining while ensuring environmental conservation.

### 3.4.2 ALIGNMENT TO THE NSDF SPATIAL ACTION AREAS

Alignment	The focus of Actions and Interventions	Key Actions
<b>Coastal PSAA</b>		
Part of the western section of the Arid Innovation Region	→ Consolidate settlement development → Develop small harbours for fishing, tourism, and maritime economy	→ Develop small harbours → Enhance tourism and fishing industry infrastructure → Protect coastal ecosystems → Promote sustainable economic activities → Improve transportation networks
The northern part supports the Northwestern NSTETR		
<b>Douglas to Kakamas PSAA</b>		
Supports the Arid Innovation Region	→ Consolidate settlement development	→ Expand and improve irrigation systems → Support agri-innovation → Promote water-efficient practices → Consolidate settlement development
The central part supports the Northwestern NSTETR		
<b>Gamagara PSAA</b>		
Supports the Arid Innovation Region	→ Support settlement development and new cities	→ Strengthen environmental management → Support economic diversification
Supports the Northwestern NSTETR	→ Develop small-scale farming, agri-	→ Improve service delivery → Invest in social infrastructure

Alignment	The focus of Actions and Interventions	Key Actions
	industrialization, and tourism	→ Support settlement development
<b>Kalahari PSAA</b>		
Supports the Arid Innovation Region	→ Consolidate settlement development	→ Promote renewable energy projects → Support community resilience initiatives
Supports the Northwestern NSTETR		→ Develop sustainable tourism → Support settlement development
<b>Karoo PSAA</b>		
Predominantly part of the Arid Innovation Region	→ Support settlement development and new cities	→ Encourage agri-innovation → Support alternative energy projects → Enhance regional collaboration → Promote sustainable land use practices → Support settlement development
<b>Rural PSAA</b>		
Supports the Arid Innovation Region	→ Consolidate settlement development	→ Improve rural infrastructure → Support small-scale farming → Enhance service delivery → Promote conservation and sustainable use of natural resources
Supports the Northwestern NSTETR		→ Support settlement development

#### Cross-cutting Focus of Actions and Interventions

- Focus on regional adaptation and economic diversification
- Support compact settlements around service nodes and transport routes
- Enhance ICT for distance learning and economic opportunities
- Improve transportation and ICT infrastructure
- Protect ecological infrastructure and agricultural land





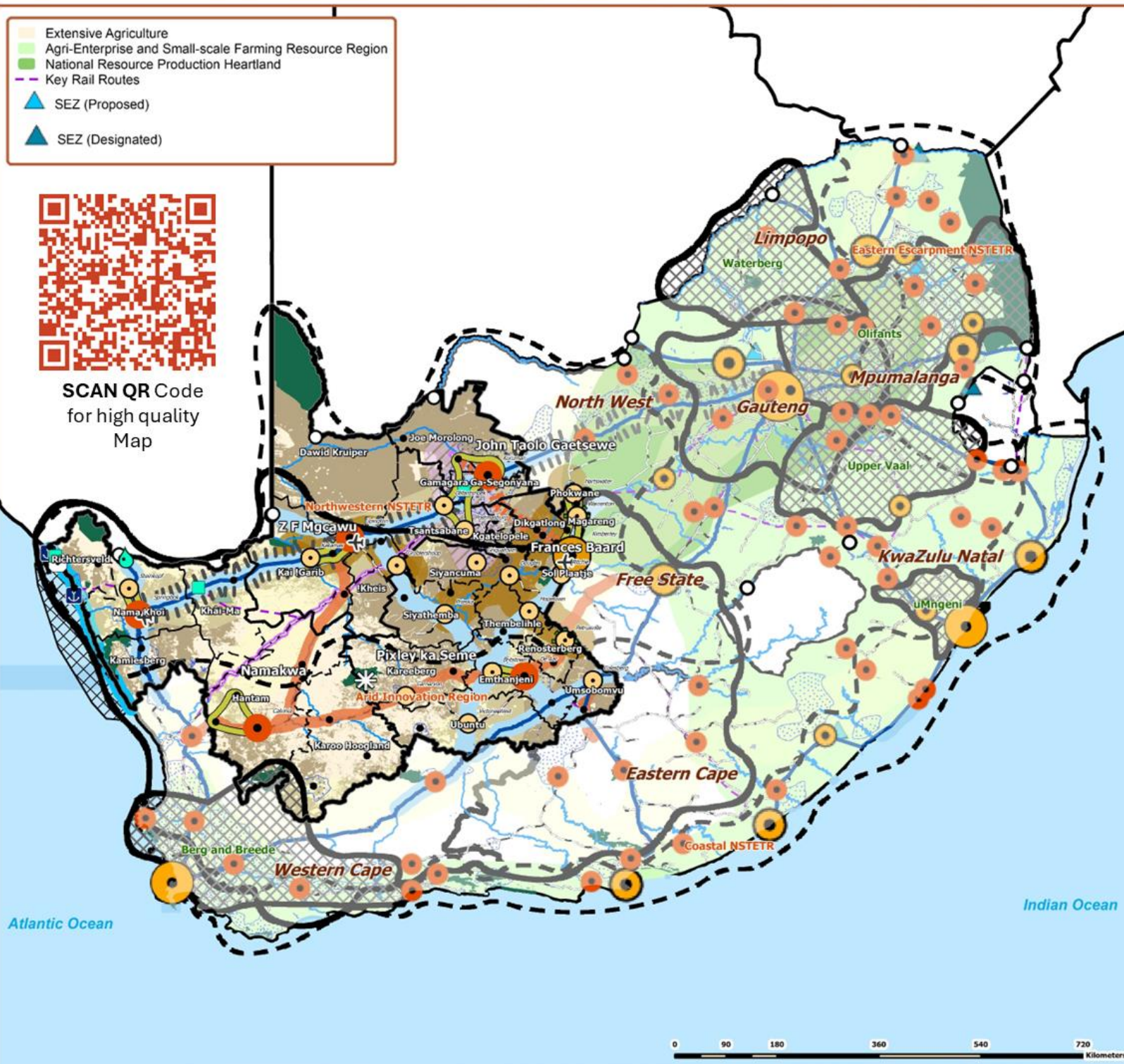
- Promote human capital and inclusive growth
- Develop small-scale farming, agro-industrialization, and tourism
- Enhance regional collaboration and cooperative governance
- Develop urban nodes, regional anchors, and rural service centres

#### **Cross-Cutting Actions**

- Invest in high-speed ICT infrastructure
- Invest in transportation and ICT infrastructure
- Support regional collaboration and cooperative governance







- Extensive Agriculture
- Agri-Enterprise and Small-scale Farming Resource Region
- National Resource Production Heartland
- Key Rail Routes
- SEZ (Proposed)
- SEZ (Designated)



SCAN QR Code  
for high quality  
Map

# Northern Cape PSDF Composite Alignment

- Zones**
- Strategic Groundwater Area
  - Gamagara Mining Corridor
  - National Protected Area
  - Power corridors
  - Vaal-Orange Agricultural Zone
  - Fishing & Mariculture Corridor
  - Main Protein Region
  - Marine Protected Areas
  - Oil & Gas Exploration
  - Extensive Agriculture
- Corridors**
- Industrial Corridor
  - National Trade Route
  - Regional Trade Route
  - Proposed Regional Trade Route
  - Iron Ore Railway Line
  - Fishing & Mariculture Corridor
- Nodes**
- SEZ
  - Green Hydrogen Energy
  - SKA Core Site
  - Agri Hubs
  - Vioolsdrift Dam
- NSDF Town Typology**
- National Urban Nodes
  - Regional Development Anchor
  - Rural Service Centres
  - Other Towns
- Supporting Elements**
- Proposed Settlement Corridors
  - Northern Cape Province
  - Local Municipality
  - District Municipality
  - Dams
  - Main Rivers
  - Railway Lines
  - Main Airports
  - Border Posts
  - Harbour

Map 17: Alignment between  
the NSDF, 2020 and the  
PSDF, 2025.



Source: NCPSDF 2024, NCPSDF 2019, NSDF 2020



0 90 180 360 540 720 Kilometers



## 3.5 SPATIAL ACTION AREA DIRECTIVES

### 3.5.1 COASTAL SPATIAL ACTION AREA (CSAA)

#### 3.5.1.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL COMPOSITE

The Coastal Spatial Action Area (CSAA) is strategically located in the north-western corner of South Africa, bordering the Atlantic Ocean to the west and Namibia to the north and falls within the Namakwa District Municipality. The CSAA consist of the Kamiesberg (Garies), Nama Khoi (Springbok) and Richtersveld (Port Nolloth) Local Municipalities and a small section of the Hantam Local Municipality which borders the Western Cape Province.

The Namakwa District's and the CSAA economy is heavily driven by the mining sector, which contributed R 3.94 billion or 40.4% of the total Gross Value Added (GVA) in 2020. The community services sector follows at 16.7%, and the agriculture sector at 10.2%. Electricity contributes the least, accounting for 1.70% of the total GVA.

Key priority areas for the CSAA include resolving the energy challenge, revitalising agriculture and agro-processing, advancing mineral beneficiation, implementing a higher impact Industrial Policy Action Plan, encouraging private sector investment, moderating workplace conflict, unlocking the potential of SMMEs, state reform, and boosting the role of state-owned companies.

*Significant projects include the Boegoebaai Deep Sea Port, Offshore Oil and Gas Exploration and green hydrogen development, alongside growing the ocean's economy and tourism.*

#### Strategic opportunities within CSAA encompass:

- **Orange River/Climate Change:** Initiatives around dam, irrigation, and tourism, including the proposed Vioolsdrift Dam west of Vioolsdrift.

- **Coastline:** Development in mariculture, Boegoebaai harbour, railway, salt production, tourism, and green hydrogen.
- **Renewable Energy:** Local energy policy changes and strategic development interventions.
- **Mining Development:** Legal and structured development of formal and informal mining sectors, with a focus on leveraging the unique copper mining history in towns like Nababeep for mining tourism opportunities.
- **Infrastructure:** Enhancements in transport, roads, and airports, including support for the western section of the Northern Cape Development Corridor along the N14.
- **Special Economic Zones (SEZs):** Corridor development.
- **Training and Finance:** Internal and external training initiatives and exploration of new income sources.
- **Gateway Development:** The CSA is regarded as a gateway to Namibia, via the N7, enhancing its strategic importance for trade and cross-border relations.
- **Environment:** Namakwa is known for its unique environmental sensitivity, including areas like the Richtersveld National Park, Namaqua National Park, and other nature reserves. These protected areas are crucial for biodiversity conservation and offer significant tourism potential.
- **Investment Opportunities:** Detailed investment opportunities include the Boegoebaai SEZ and deep-sea port, green hydrogen production, Namakwa Irrigation Scheme, development of Springbok airport, and initiatives around the unique wildflower season and rooibos tea production.

The Boegoebaai SEZ for deep-sea port and green hydrogen production are significant developmental initiatives aimed at positioning Namakwa, the Northern Cape and the CSAA at the forefront of South Africa's emerging green hydrogen economy. Feasibility studies are already underway with major stakeholders like Sasol and the Industrial Development Corporation (IDC).





The Boegoebaai development has been designated a Strategic Integrated Project (SIP 21), an industrial development initiative under the South African National Development Plan.

Boegoebaai has an established hydrogen production plant. The expanded development is expected to include 60,000 ha adjacent to the existing plant.

*The proposed SEZ will also feature an electrolyser park; a desalination plant; a green ammonia production plant; a storage facility for green hydrogen and ammonia; a solar, wind and battery park; a supplier park for common components; and a giga-factory comprising an advanced manufacturing site to ramp up the production of electrolyzers.*

Tourism, enhanced by the annual spring flower bloom and the renowned wildflower season, as well as rooibos tea production, is critical for the CSA's tourism sector. The district's rich biodiversity, encompassing national parks like the /Ai/Ais/Richtersveld Transfrontier Park, Namakwa National Park, and Tankwa Karoo National Park, as well as other nature reserves, bolsters its appeal for eco-tourism and conservation.

### 3.5.1.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE COASTAL SPATIAL ACTION AREA

**Table 17: Key Development Nodes - Coastal Spatial Action Area**

Settlement	Role	Interventions
<b>National Urban Nodes</b>		
<b>CAPE TOWN</b>	Various larger and specialist Services are acquired via Cape Town via the N7.	→ Logistics Services
<b>Regional Development Anchors / Centres</b>		
<b>Springbok</b>	Regional Development Centre	→ EV Support Development → Weighbridge Development → Public Transport

Settlement	Role	Interventions
		→ Regional Shopping Centre Development at Springbok (N7/N14 intersection) → Truck Stop → Agrihub Development → Airport Upgrading → SMART School Development
<b>Large Service Towns</b>		
Calvinia	Tourism and Local Service Node	→ Basic services infrastructure optimisation → Small Town Regeneration → Tourism Centre Upgrading → Karoo Lamb Value-Adding
<b>Small Service Towns</b>		
Garies	Small Service Node	→ Basic services infrastructure optimisation → Tourism Node and Information Centre Upgrading
Williston	Small Service Node	→ Agriculture Value Adding and Processing
Port Nolloth	Coastal Node	→ Small Town Regeneration → Tourism Development → Small Harbour Development → Housing Development – Boegoebaai Development
<b>Small towns</b>		
Sutherland	Tourism Node	→ Small Town Regeneration → Clear Night Skies Node
Steinkopf	Small Service Node	→ Basic services infrastructure optimisation
Kamieskroon	Tourism Node	→ Basic services infrastructure optimisation → Tourism Information Centre
Niewoudtville	Tourism Node	→ Basic services infrastructure optimisation → Agriculture Value Adding and Processing – FPSU development
Alexander Bay	Tourism Node	→ Tourism Development





Settlement	Role	Interventions
		<ul style="list-style-type: none"> <li>→ Small Harbour Development</li> <li>→ Agriculture Value Adding and Processing – FPSU development</li> </ul>

Table 18: Key Development Zones and Corridors - Coastal Spatial Action Area

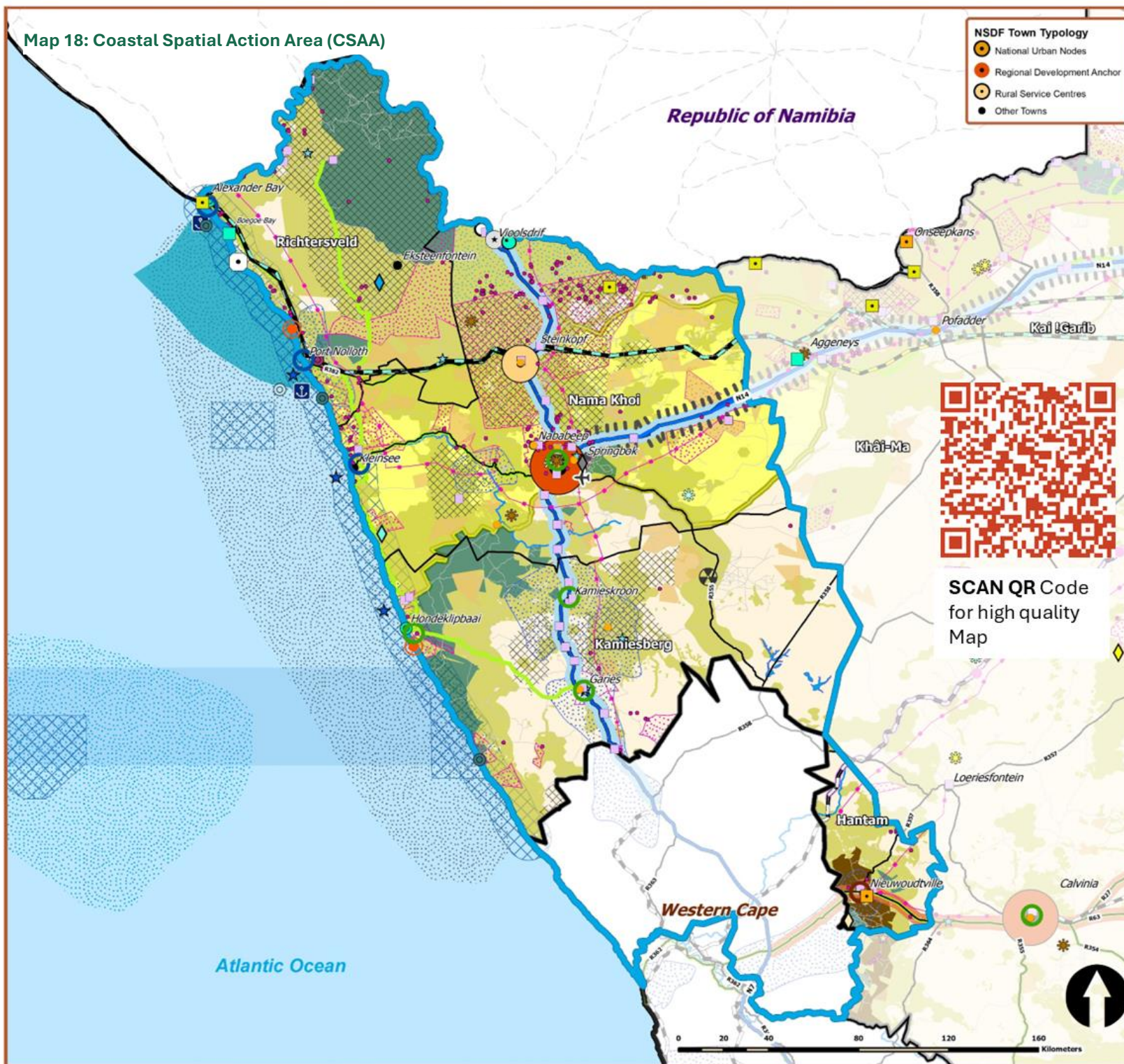
Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N7	<b>CAPE TOWN Springbok</b> Garies Kamieskroon Steinkopf Vioolsdrift Namibia	<ul style="list-style-type: none"> <li>→ EV charging station</li> <li>→ Gateway Development</li> </ul>
N14	<b>Springbok</b> Pofadder Aggeneys	<ul style="list-style-type: none"> <li>→ EV Charging Station Development</li> <li>→ Northern Cape Development Corridor</li> <li>→ Railway Upgrading/Development</li> </ul>
R382	Steinkopf Port Nolloth Sasolburg	<ul style="list-style-type: none"> <li>→ Local Corridor</li> <li>→ Road maintenance</li> <li>→ Upgrading would be required with the development of Boegoebaai Harbour</li> </ul>
R27	<b>Vredendal</b> Niewoudtville Calvinia Brandvlei	<ul style="list-style-type: none"> <li>→ Proposed trade route Cape Town (via Vanrhynsdorp N7) – Upington (via Kakamas and Calvinia) Corridor Development</li> </ul>
R63	Williston	<ul style="list-style-type: none"> <li>→ Karoo Clear Night Skies, SARAO/SALT Tourism Link Road between Westcoast and Central South Africa (N10 and N12)</li> <li>→ Road maintenance</li> </ul>
<b>Zones</b>		
<b>Coastal Development</b>	Westcoast – Coastline and affected towns	<ul style="list-style-type: none"> <li>→ Protection against overfishing</li> <li>→ Limiting and rehabilitating harmful extraction activities</li> <li>→ Protecting the natural environment for eco-tourism activities</li> </ul>

Structuring Element	Towns Affected	Interventions
		<ul style="list-style-type: none"> <li>→ Supporting aquaculture developments</li> <li>→ Strictly regulate offshore drilling and exploration</li> </ul>





Map 18: Coastal Spatial Action Area (CSAA)



- NSDF Town Typology**
- National Urban Nodes
  - Regional Development Anchor
  - Rural Service Centres
  - Other Towns

## Regional Spatial Action Areas Coastal Spatial Action Area (CSAA)

- Node**
- SEZ/IDZ
  - Green Hydrogen Energy
  - Vioolsdrif Dam
  - Import/Export Node
  - Bio Energy Potential
  - Nuclear Site
- PSDF Node**
- Agri-Tourism
  - Clear night skies
  - Heritage based Tourism
  - Maritime Tourism
  - Nature-based
- Projects**
- Marine Tourism Projects**
- Boat Based Whale Watching
  - Coastal Tourism Nodes
  - Lobster Processing Plant
  - Marine Environment
- Major Catalytic Projects**
- Seawater Desalination Plant
  - Shale Gas Fracking
  - Supply Chain Centre
  - Namakwa Irrigation Dev.
  - Rooibos Tea Project
- Corridors**
- Broadband Lines
  - Industrial Corridor
  - Proposed Regional Trade Route
  - Proposed Boegoebaai Rail Link
  - Proposed Connector Rail Route
  - Proposed Connector Rail Route
  - Iron Ore Railway Line
  - Tourism Routes
  - National Trade Route
  - Regional Trade Route
- Zones**
- Land Reform Farm
  - Gamagara Mining Corridor
  - Active Mines
  - Irrigation Boards
  - Vaal-Orange Agricultural Zone
  - Protected Agricultural Areas
  - Marine Protected Areas
  - Oil & Gas Exploration
  - Focus Areas for Offshore Protection
  - Priority Environmental Patrol Areas
  - REDZ
  - Extensive Agriculture
  - Trancraa Area
- Marine Ecosystem Threat Status**
- Critical
  - Endangered
- Protected Areas including CBAs**
- Protected Area
  - Critical Biodiversity Area One
  - Critical Biodiversity Area Two
- Other**
- Screened Nuclear Sites
  - Hydropower Plant
  - Solar Energy Plant
  - Wind Energy Plant
  - Heritage Sites
  - Main Airports
  - Aero Drome
  - Fiber POP
  - Cellphone Towers
  - Aquaculture
  - Border Posts
  - Historical Building/Site
  - San Rock Art
  - Agri Hubs
  - Active Mines
  - Harbour
  - Non-Priority FPSU
  - Priority FPSU
- Spatial Action Area**
- Coastal Spatial Action Area

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





### 3.5.2 DOUGLAS TO KAKAMAS SPATIAL ACTION AREA (DKSAA)

#### 3.5.2.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL COMPOSITE

The Douglas to Kakamas Spatial Action Area (DKSAA) spans seven Local Municipalities and three Districts, including Khâi-Ma, Kai! Garib, Kheis, Siyancuma, Siyathemba, Thembelihle, Renosterberg, and part of Sol Plaatjie Local Municipality. These municipalities primarily depend on agricultural and mining sector economic activities, with the exception of Siyathemba and Sol Plaatjie Municipalities, which have more diversified economies but still rely heavily on agriculture and mining.

The **DKSA** serves as an agricultural and trade corridor running east to west through the Northern Cape, connecting the Free State and the CSAA along the Orange and Vaal Rivers. Key priority areas for the district's development include addressing the energy challenge, revitalizing agriculture and agro-processing, advancing mineral beneficiation, implementing a higher-impact Industrial Policy Action Plan, encouraging private sector investment, supporting tourism developments along the Orange and Vaal River and Vanderkloof Dam, unlocking the potential of SMMES, state reform, and the protection of vital natural resources.

The **DKSAA** is poised for substantial growth and development through several key projects and opportunities. Large-scale renewable energy developments, including solar and wind farms, are set to transform the energy landscape, supported by extensive upgrades to electricity transmission infrastructure. The Namakwa Special Economic Zone (NAMSEZ) in Aggeneys, located along the Northern Cape Development Corridor (N14), will drive economic expansion through its zinc mining project.

The Prieska Power Reserve Project is a catalytic initiative that aims to produce green hydrogen and ammonia by 2025, further enhancing the

region's renewable energy capabilities. The PSAA also benefits from various irrigation schemes that support intensive agriculture along the Orange River, along with agricultural value-adding initiatives that aim to increase economic returns and job creation. Furthermore, tourism developments are expected to leverage the region's natural and cultural assets, contributing to its overall economic growth.

#### Strategic opportunities within DKSAA encompass:

- **Orange / Vaal River/Climate Change:** Initiatives around dam, irrigation, and tourism
- **Adventure Tourism:** Development along the Orange River (Adventure Hubs).
- **Renewable Energy:** Local energy policy changes and strategic development interventions.
- **Mining Development:** Legal and structured development of formal and informal mining sectors while also supporting the development of mining tourism in historic mining towns.
- **Infrastructure:** Enhancements in transport, roads, and airports, including support for the western section of the Northern Cape Development Corridor along the N14.
- **Special Economic Zones (SEZs):** Namakwa SEZ.
- **Corridor development:** Forming the Gateway of the Northern Cape Development Corridor (N14)
- **Training and Finance:** Internal and external training initiatives and exploration of new income sources.
- **Gateway Development:** The DSA is regarded as a gateway to Namibia via the N10 and to the Free State via the N8 and R48, enhancing its strategic importance for trade and cross-border relations.
- **Environment:** The district has various critically important natural ecosystems such as the Orange River and the Vanderkloof Dam among a variety of other important natural assets. These protected areas are crucial for biodiversity conservation and offer significant tourism potential.
- **Investment Opportunities:** Detailed investment opportunities include the Prieska Power Reserve, the Namakwa SEZ around Vedanta Zinc International in Aggeneys, the development of Kimberley airport, and





initiatives aimed at taking advantage of the climate for renewable energy development.

The district's vast area has various important railway lines which play a major role in the Province's and National economy. Major investment projects like the Gamsberg zinc mining project and agricultural initiatives form the backbone of employment.

The Namakwa Special Economic Zone (NAMSEZ) around the zinc mining project and the various renewable energy projects are significant developmental initiatives aimed at positioning the DSA and the Northern Cape at the forefront of South Africa's renewable energy economy.

Tourism, enhanced by the adventure tourism opportunities available along the Orange River is critical for the DSA's tourism sector. The Orange River and Vanderkloof Dam, as well as other nature reserves, bolster its appeal for eco-tourism and conservation.

### 3.5.2.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE DOUGLAS SPATIAL ACTION AREA

**Table 19: Key Development Nodes – Douglas to Kakamas Spatial Action Area**

Settlement	Role	Interventions
<b>National Urban Nodes / Cities</b>		
<b>KIMBERLEY</b>	Various larger and specialist Services are acquired in Kimberley.	<ul style="list-style-type: none"> <li>→ Maintenance of the link roads towards the N12, and N8 via Douglas and Hopetown.</li> <li>→ Logistics Interventions to support freight movement</li> <li>→ Airport Upgrading to enhance regional access.</li> <li>→ Tourism link</li> </ul>
<b>Regional Development Anchors / Centres</b>		
<b>Upington</b>	Regional Development Centre	<ul style="list-style-type: none"> <li>→ EV Support Development</li> <li>→ Public Transport Development</li> <li>→ Renewable Energy Development</li> <li>→ Tourism Node and Information Centre Upgrading</li> <li>→ Industrial Corridor Support</li> </ul>

Settlement	Role	Interventions
		<ul style="list-style-type: none"> <li>→ Grid Infrastructure Development</li> <li>→ Logistics Interventions</li> <li>→ Agriculture Value Adding and Processing</li> <li>→ Government Precinct Development</li> </ul>
<b>Small Service Towns</b>		
Kakamas	Small Service Node & Agriculture Development Node	<ul style="list-style-type: none"> <li>→ Agriculture Value Adding and Processing</li> <li>→ Renewable Energy Development</li> <li>→ Heritage Tourism Development</li> </ul>
Groblershoop	Small Service Node	→ Agriculture Value Adding and Processing – FPSU Development
Griqua Town	Small Service Node	→ Basic services infrastructure optimisation
Douglas	Small Service Node & Agriculture Development Node	→ Agriculture Value Adding and Processing – FPSU Development
Ritchie		→ Basic services infrastructure optimisation
Hopetown		
Petrusville	Agri Node	<ul style="list-style-type: none"> <li>→ Agri Hub Development</li> <li>→ Basic services infrastructure optimisation</li> </ul>
Prieska	Small Service Node & Renewable Energy Hub	<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ Agriculture Value Adding and Processing</li> </ul>
<b>Small towns</b>		
Aggeneys	Mining Node	<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ SEZ/IDZ Development</li> <li>→ Renewable Energy Development</li> </ul>
Pofadder	Small Service Node	→ Basic services infrastructure optimisation
Keimoes	Small Service Node	<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ Agriculture Value Adding and Processing</li> </ul>





**Table 20: Key Development Zones and Corridors -Douglas to Kakamas Spatial Action Area**

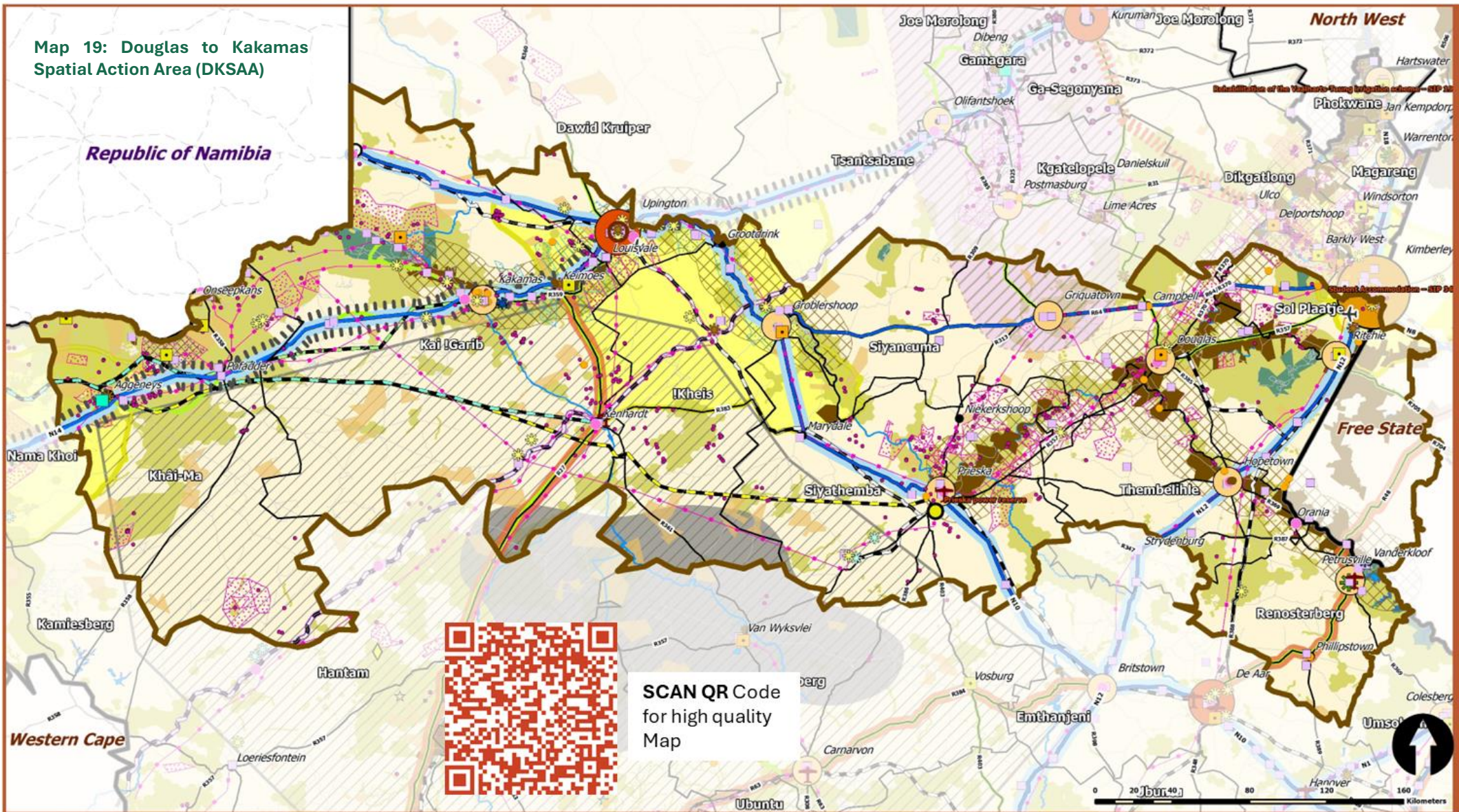
Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N14	Upington Vryburg Aggeneys Pofadder Kakamas Keimoes	<ul style="list-style-type: none"> <li>→ Northern Cape Development Corridor</li> <li>→ EV Charging Station Development</li> <li>→ Railway Upgrading/Development</li> <li>→ Road Upgrading (N14)</li> <li>→ Develop Multi-Modal Transport Hubs</li> <li>→ Support access to Industrial Parks and Zones</li> </ul>
N10	Upington Nxuba (Cradock) Groblershoop Prieska De Aar	<ul style="list-style-type: none"> <li>→ EV Charging Station Development</li> <li>→ Railway Upgrading/Development</li> <li>→ Northern Cape Development Corridor Development</li> <li>→ International Trade Route Development with Namibia</li> <li>→ Gateway Development</li> </ul>
N12	KIMBERLEY Ritchie Hopetown Western Cape and Northwest Province Linkage	<ul style="list-style-type: none"> <li>→ EV Charging Station Development</li> <li>→ Cross-border corridor coordination with North West</li> </ul>
R27	Keimoes Kenhardt Calvinia	<ul style="list-style-type: none"> <li>→ Proposed trade route</li> <li>→ Cape Town (via Vanrhynsdorp N7) – Upington (via Kakamas and Calvinia) Corridor Development</li> <li>→ Tourism corridor development</li> </ul>
N8	KIMBERLEY BLOEMFONTEIN Groblershoop Griquatown Campbell	<ul style="list-style-type: none"> <li>→ Northern Cape Development Corridor linkage</li> <li>→ Tourism Route Development</li> </ul>
R357/R358	KIMBERLEY	→ Road Maintenance

Structuring Element	Towns Affected	Interventions
	Campbell Douglas	→ Trade and Tourism Route Development
		→
R48	De Aar Petrusville Phillipstown Free State Province	<ul style="list-style-type: none"> <li>→ Regional Trade Route Development</li> <li>→ Tourism Route Development</li> <li>→ Road Maintenance</li> <li>→ Cross Border Coordination with Free State</li> </ul>
R359	Upington Keimoes Kakamas	<ul style="list-style-type: none"> <li>→ Alternative Route Development</li> <li>→ Tourism Route Development</li> </ul>
<b>Zones</b>		
Agriculture Development Zone	Upington Keimoes Kakamas Groblershoop Ritchie Hopetown Douglas	<ul style="list-style-type: none"> <li>→ Protection of High Potential Agricultural Land (PAAs)</li> <li>→ Agro-processing</li> <li>→ Agripark Development</li> <li>→ Rural Road Maintenance</li> <li>→ Implement Precision Agriculture and climate-smart agriculture</li> <li>→ Develop Water Storage Solutions and upgrading of Irrigation Schemes</li> <li>→ Enhance Market Access</li> <li>→ Enhance Rural Infrastructure</li> <li>→ Support and Prioritise Rural Development Projects</li> </ul>
Renewable Energy Development Zone	Upington Groblershoop Kenhardt Keimoes	<ul style="list-style-type: none"> <li>→ Upgrading of Electricity Transmission Networks</li> <li>→ Enhance Access Roads</li> <li>→ Support Large-Scale Solar Farms</li> <li>→ Promote Hybrid Energy Systems</li> <li>→ Develop Local Supply Chains</li> <li>→ Support Green Technology Innovation</li> <li>→ Develop Community Benefit Programs</li> <li>→ Training of the Local Workforce</li> </ul>





Map 19: Douglas to Kakamas Spatial Action Area (DKSAA)



<b>Nodes</b> <ul style="list-style-type: none"> <li>Green Hydrogen Energy</li> <li>SEZ/IDZ</li> <li>Import/Export Node (NSDF 2022)</li> <li>Bio Energy Potential</li> <li>Hydropower Plant</li> <li>Solar Energy Plant</li> <li>Wind Energy Plant</li> <li>Main Airports</li> <li>Aero Drome</li> <li>Fiber POP</li> <li>Cellphone Towers</li> </ul>	<ul style="list-style-type: none"> <li>Aquaculture</li> <li>Border Posts</li> <li>Heritage Sites</li> <li>Historical Building/Site</li> <li>San Rock Art</li> <li>Active Mines</li> <li>Agri Hubs</li> <li>SKA Core Site</li> <li>Tourist Attractions</li> <li>Harbour</li> <li>Bloodhound Initiative</li> </ul>	<b>Major Catalytic Projects</b> <ul style="list-style-type: none"> <li>Seawater Desalination Plant</li> <li>Shale Gas Fracking</li> <li>Supply Chain Centre</li> <li>Namakwa Irrigation Development</li> <li>Rooibos Tea Project</li> </ul>	<ul style="list-style-type: none"> <li>Non-Priority FPSU</li> <li>Priority FPSU</li> <li>NSDF Town Typology</li> <li>National Urban Nodes</li> <li>Regional Development Anchor</li> <li>Rural Service Centres</li> <li>Other Towns</li> </ul>	<b>Tourism Node Type</b> <ul style="list-style-type: none"> <li>Agri-Tourism</li> <li>Clear night skies</li> <li>Heritage based Tourism</li> <li>Maritime Tourism</li> <li>Nature-based</li> <li>Strategic Integrated Projects</li> <li>Meerkat and SKA</li> <li>Prieska Power Reserve</li> </ul>
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<b>Zones</b> <ul style="list-style-type: none"> <li>National Road</li> <li>Land Reform Farm</li> <li>Gamagara Mining Corridor</li> <li>Active Mines</li> <li>Irrigation Boards</li> <li>Vaal-Orange Agricultural Zone</li> <li>Dams</li> <li>Trancora Area</li> <li>SKA Area</li> </ul>	<ul style="list-style-type: none"> <li>Clear Night Skies</li> <li>Highest</li> <li>Protected Agricultural Areas</li> <li>REDZ</li> <li>Extensive Agriculture</li> <li>Protected Areas including CBAs</li> <li>Protected Area</li> <li>Critical Biodiversity Area One</li> <li>Critical Biodiversity Area Two</li> </ul>
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<b>Corridors</b> <ul style="list-style-type: none"> <li>Broadband Lines</li> <li>Industrial Corridor</li> <li>National Road</li> <li>Proposed Regional Trade Route</li> <li>Proposed Boegoebaai Rail Link Route</li> <li>Proposed Connector Rail Route</li> <li>Proposed Connector Rail Route</li> <li>Iron Ore Railway Line</li> <li>Tourism Routes</li> <li>National Trade Route</li> <li>Regional Trade Route</li> </ul>	<b>Regional Spatial Action Areas</b> <b>Douglas-Kakamas Spatial Action Area (DKSAA)</b> <p>Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS</p>
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### 3.5.3 GAMAGARA SPATIAL ACTION AREA (GSAA)

#### 3.5.3.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL COMPOSITE

The Gamagara Spatial Action Area (GSAA) encompasses the entirety of Gamagara, Kgatelopele, and Dikgatlong Local Municipalities, along with parts of Ga-Segonyana and Tsantsabane Local Municipalities. This area borders the North West Province and is the third smallest Spatial Action Area. Historically, the GSA has been characterized by the Gamagara Mining Corridor, which has significantly contributed to the local economies of the municipalities within the region. However, this corridor has now been replaced by a new Provincial Spatial Action Area (PSAA) that aligns with cadastral boundaries rather than schematic diagrams.

The region faces considerable challenges, particularly due to its heavy reliance on the mining sector. With many mines at risk of closure in the next decade, the GSA's ability to sustain its current growth trajectory is under threat. Additionally, the Asbestos No-Go Area imposes further constraints on development by limiting growth in a substantial portion of the region.

To address these challenges and foster sustainable development, the updated PSAA includes several key interventions. First, there is a pressing need to tackle energy constraints by investing in renewable energy projects and upgrading electricity transmission infrastructure. This will support broader economic activities and improve regional infrastructure.

Economic diversification and value addition are also critical. Strategies should focus on reducing reliance on mining by promoting sectors such as agriculture, agro-processing, and manufacturing. The development of industrial parks and support for small and medium-sized enterprises (SMEs) are essential for achieving this goal. Additionally, advancing mineral beneficiation will add value to extracted minerals and enhance local economic benefits.

Revitalizing agriculture is another priority. Programs should support and modernize agriculture, including irrigation schemes and technological advancements, to boost productivity. Agro-processing industries should be developed to add value to agricultural products and create local job opportunities.

Encouraging private sector investment through incentives and support measures will stimulate economic development. Implementing a higher-impact Industrial Policy Action Plan will further foster industrial growth and innovation in the region.

The rehabilitation of the Asbestos No-Go Area is crucial to mitigate environmental and health risks and explore future land use opportunities. Special Economic Zones and township development projects, such as the Kathu Special Economic Zone/Industrial Development Zone and PSHDA township projects, should continue to attract investment and improve living conditions.

***Overall, the updated PSAA replaces the Gamagara Mining Development Corridor with a more sustainable and diversified approach. This strategy integrates economic resilience and growth, addressing the region's reliance on mining and aligning with cadastral boundaries for improved spatial planning.***

#### Strategic opportunities within GSAA encompass:

- **Tourism:** Development of tourist attractions along the identified tourism corridors.
- **Renewable Energy:** Local energy policy changes and strategic development interventions.
- **Mining Development:** Legal and structured development of formal and informal mining sectors while also supporting the development of mining tourism in historic mining towns.
- **Infrastructure:** Enhancements in transport, roads, and rail, including support for the northeastern section of the Northern Cape Development Corridor along the N14.





- **Special Economic Zones (SEZs):** Kathu Industrial Park, Kuruman Industrial Development Precinct.
- **Training and Finance:** Internal and external training initiatives and exploration of new income sources.
- **Environment:** The GSA has various natural environments of ecological importance, especially outside the mining corridor. These protected areas are crucial for biodiversity conservation and offer significant tourism potential.
- **PHSHDA Township Developments:** The (Priority Human Settlements and Housing Development Areas) PSHDA township developments identified in Kathu and Postmasburg provide opportunities to create viable and sustainable communities that can stimulate growth in these towns.
- **Regional Trade Route Development:** The development of a shorter route between Kuruman and Barkley West along the R31 may unlock potential regional trade between Kimberley and further north towards Zimbabwe
- **Investment Opportunities:** Detailed investment opportunities include the Kathu SEZ/IDZ, Kathu and Postmasburg PSHDA township developments, the mining industry and the renewable energy sector.
- **Land Reform Farms:** The various land reform farms in the GSA provide the opportunity for meaningful agriculture production and the development of new farmers that can unlock the potential of previously underutilised land.

The region is highly dependent on the mining sector and requires infrastructure investment to sustain the existing mines and provide a conducive business environment for new mines in the area. The rehabilitation of old asbestos mines is critical to allow for development in the current No-go areas. Projects such as the Kathu IDZ and renewable energy generation plants will assist in sustaining the economy of the region while also unlocking new avenues of economic activity.

### 3.5.3.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE GAMAGARA SPATIAL ACTION AREA

**Table 21: Key Development Nodes - Gamagara Spatial Action Area**

Settlement	Role	Interventions
<b>National Urban Nodes</b>		
<b>KIMBERLEY</b>	Various larger and specialist Services are acquired in Kimberley.	<ul style="list-style-type: none"> <li>→ Mineral Value Adding and Financial Services Support</li> <li>→ Diversifying Industries</li> <li>→ Knowledge and Innovation support.</li> <li>→ Support for Small and Medium Enterprises (SMEs)</li> <li>→ Skills and Business Incubators</li> </ul>
<b>Regional Development Anchors / Centres</b>		
<b>Kuruman</b>	Regional Development Centre	<ul style="list-style-type: none"> <li>→ Service and General Industries support</li> <li>→ Knowledge and Innovation support.</li> <li>→ Human Resources Development</li> </ul>
<b>Small Service Towns</b>		
Olifantshoek	Small Mining Node	<ul style="list-style-type: none"> <li>→ Industrial Corridor Support</li> <li>→ Basic services infrastructure optimisation</li> <li>→ Mining Development</li> </ul>
Postmasburg		<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ Mining Development</li> <li>→ PSHDA Development</li> </ul>
Kathu		<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ IDZ Development</li> <li>→ PSHDA Development</li> </ul>
Delporthoop		<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ Agriculture Value Adding and Processing – FPSU Development</li> <li>→ Mining Development</li> </ul>



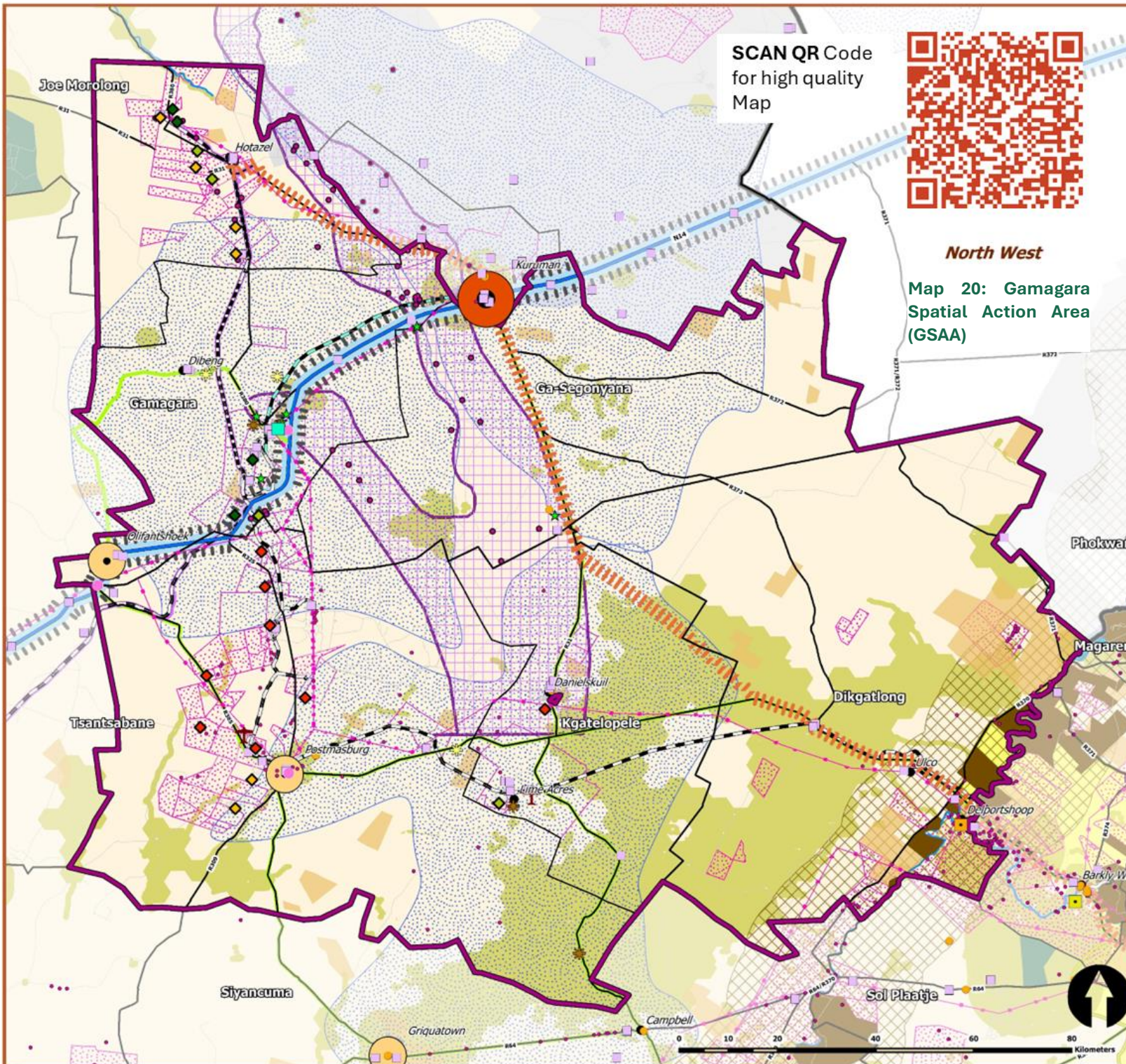


Table 22: Key Development Zones and Corridors - Gamagara Spatial Action Area

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N14	Kuruman Olifantshoek Kathu	→ EV Charging Station Development → Northern Cape Development Corridor Development → Railway Upgrading/Development
R31	Kuruman Delporthoop Postmasburg Danielskuil Ulco	→ Proposed Regional Trade Route Development → Route Upgrading and Maintenance – Link to N8
R385	Olifantshoek Postmasburg Lime Acres Campbell	→ Road Maintenance → Route Upgrading and Maintenance – Link to N8
R325 / R383	Postmasburg Griquatown	→ Road Maintenance → Link Road to N8
<b>Zones</b>		
Mining-agri trade-off Zones	All areas within the Gamagara Mining Corridor	→ Prioritise agricultural water use, above mining use → Prioritise water reuse for mining activities. → Reduce particle impact on agricultural activities.
Gamagara mining corridor	Kuruman Postmasburg Olifantshoek Beeshoek Kathu	→ Prioritise investment in economic diversification.







## Regional Spatial Action Areas Gamagara Spatial Action Area (GSAA)



Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





### 3.5.4 KALAHARI SPATIAL ACTION AREA (KHSAA)

#### 3.5.4.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL COMPOSITE

The Kalahari Spatial Action Area (KHSAA) encompasses parts of Tsantsabane and Joe Morolong Local Municipalities, as well as the entire Dawid Kruiper Municipality. This predominantly rural region exhibits minimal urban development, with its towns primarily focused on agriculture and tourism, and limited engagement in other economic sectors.

Strategically positioned as a gateway with border post links to Namibia and Botswana, the KHSAA is vital for regional connectivity. Key development priorities include advancing renewable energy projects, supporting agriculture and tourism growth, unlocking the potential of Small, Medium, and Micro Enterprises (SMMEs), and safeguarding essential natural resources.

The eastern Kalahari is a water-stressed region, entirely dependent on groundwater for its water supply. This resource is crucial for providing safe drinking water to both urban and rural inhabitants. Over-exploitation, driven by the complex nature and behaviour of groundwater, has been a concern. Efficient and sustainable groundwater management is essential to ensure the region's long-term development. Ongoing efforts to enhance understanding through hydrogeological studies are necessary to support sustainable use.

The Kalahari is home to two of the planet's oldest communities: the Mier and !Khomani San. Historically, hunter-gatherers, in these communities possess profound knowledge of living in balance with their environment. The !Khomani Cultural Landscape is designated as the 9th South African World Heritage Site by UNESCO.

The Kalahari Desert spans parts of Botswana, Namibia, and South Africa, covering nearly one million square kilometres. As one of the largest deserts

in the world, it is characterized by reddish-brown sand and an arid climate, receiving an average of only 7 cm of rainfall annually. Despite its harsh environment, the Kalahari supports unique flora such as the Hoodia cactus and wild melons, and fauna including gemsboks, cheetahs, and warthogs. The region's nomadic Bushmen peoples speak languages distinguished by clicking sounds, reflecting their deep cultural heritage.

In summary, the KHSAA's development strategy should integrate advancements in renewable energy, support for agriculture and tourism, and the protection of natural resources, while addressing water scarcity and honouring the rich cultural heritage of its indigenous communities.

#### Strategic opportunities within KHSAA encompass:

- ➔ **Tourism:** Supporting tourism activities and routes in the Kgalagadi Transfrontier Park and other protected and environmentally sensitive areas.
- ➔ **Renewable Energy:** Local energy policy changes and strategic development interventions.
- ➔ **Mining Development:** Legal and structured development of formal and informal mining sectors while also supporting the development of mining tourism in historic mining towns.
- ➔ **Infrastructure:** Enhancements in transport, roads, and airports, including support for the northern section of the Northern Cape Development Corridor along the N14.
- ➔ **Training and Finance:** Internal and external training initiatives and exploration of new income sources.
- ➔ **Gateway Development:** The KHSAA is regarded as a gateway to Namibia and Botswana via the R31 and R380, enhancing its strategic importance for trade and cross-border relations.
- ➔ **Environment:** The district has various critically important natural ecosystems such as the Kgalagadi Transfrontier Park and the Tswalo Game Reserve along with various other significant natural ecosystems.
- ➔ **Land Reform Farms:** The various land reform farms in the KHSAA provide the opportunity for meaningful agriculture production and the development of new farmers that can unlock the potential of previously underutilised land.





→ **Investment Opportunities:** Bloodhound initiative

The action area's rural nature and lack of large urban centres limits its development potential outside of mining, agriculture and tourism. The Kgalagadi Transfrontier Park is the region's largest asset and contributes a large portion towards the tourist activity within the region. Therefore, the conservation of the Transfrontier Park and other natural resources is vital to support the tourism industry.

The connections with Namibia and Botswana have the potential for growth and increasing trade along the routes running through the KHSAA which could help grow the local economy.

### 3.5.4.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE KALAHARI SPATIAL ACTION AREA

**Table 23: Key Development Nodes - Kalahari Spatial Action Area**

Settlement	Role	Interventions
National Urban Nodes		
KIMBERLEY	Various larger and specialist Services are acquired in Kimberley.	<div>→ Renewable Energy Developments</div> <div>→ Logistics Interventions</div> <div>→ Airport Upgrading</div> <div>→ Heritage Tourism Development</div>
Regional Development Anchors / Centres		
Kuruman	Regional Development Centre	<div>→ Service and General Industries support</div> <div>→ Human Resources Development</div>
Upington		<div>→ Tourism Development and Linkages</div> <div>→ Water Services Development</div>
Small towns		
Hotazel	Small Mining Node	<div>→ Basic services infrastructure optimisation</div> <div>→ Mining Development</div>
Van Zylsrus	Small Service Node	<div>→ Renewable Energy Development</div> <div>→ Basic services infrastructure optimisation</div>
Rietfontein	Small Cultural Village	<div>→ Border Post Optimisation &amp; Support</div>

		→ Basic services infrastructure optimisation
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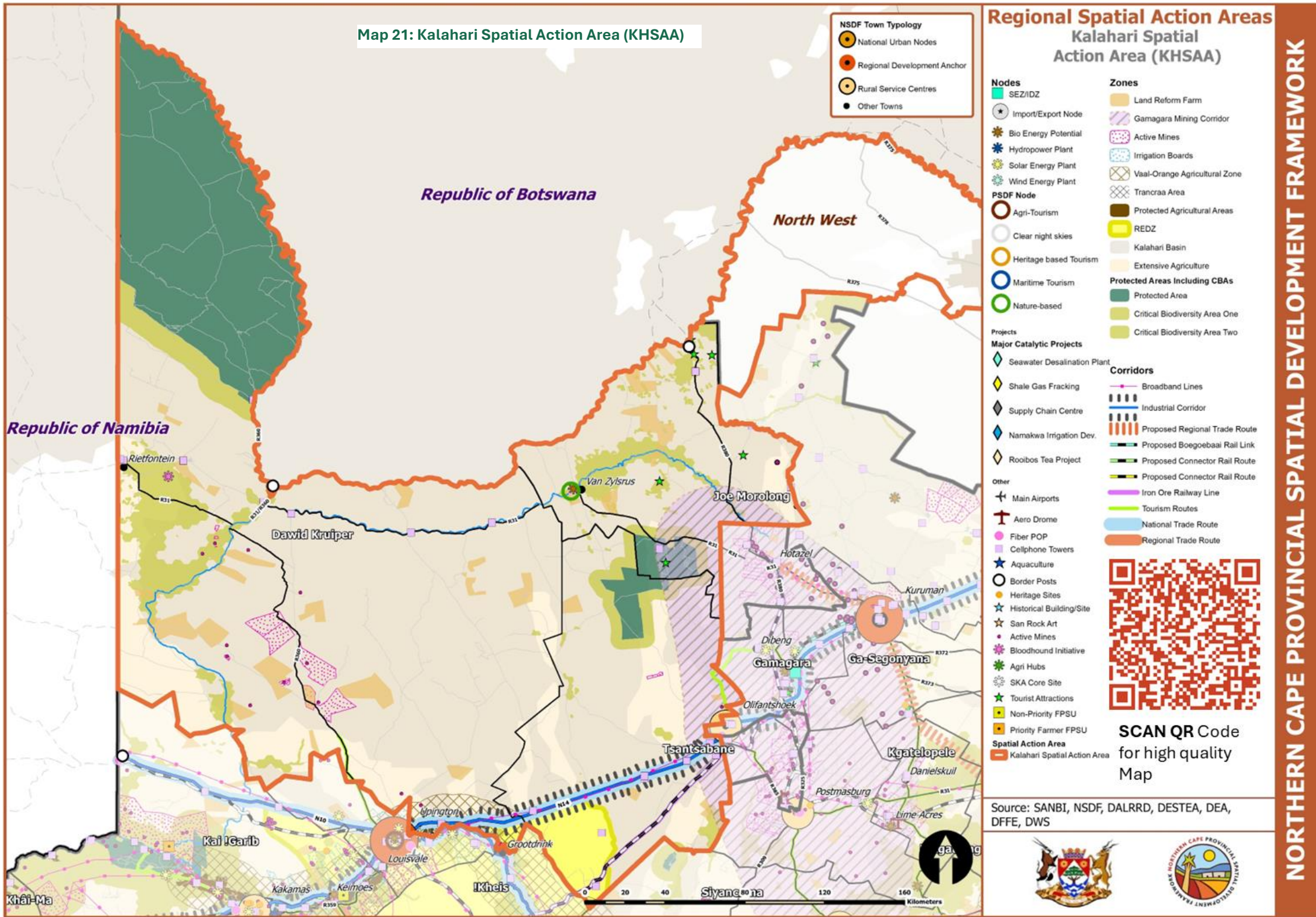
**Table 24: Key Development Zones and Corridors - Kalahari Spatial Action Area**

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N10	<b>Upington</b> Olifantshoek	→ EV Charging Station Development → Railway Upgrading/Development → International Trade Route Development with Namibia
R31	Hotazel	→ Tourism Development Route towards Kgalagani Transfrontier Park
<b>Zones</b>		
Renewable Energy Development Zone	<b>Upington</b>	→ Enhance Access Roads → Support Large-Scale Solar Farms → Promote Hybrid Energy Systems → Support Green Technology Innovation → Develop Community Benefit Programs → Training of the Local Workforce





Map 21: Kalahari Spatial Action Area (KHSAA)





### 3.5.5 KAROO SPATIAL ACTION AREA (KSAA)

#### 3.5.5.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL COMPOSITE

The Karoo Spatial Action Area (KSAA) spans the southern boundary of the province and consists of five local municipalities namely Hantam, Kareeberg, Karoo Hoogland, Ubuntu, Emthanjeni and Umsobomvu.

The **KSAA** serves as a gateway to the Northern Cape from the Western and Eastern Cape and as an east-west corridor. Key priority areas for the district's development include addressing the energy challenge, revitalizing agriculture and agro-processing, advancing mineral beneficiation, implementing a higher-impact Industrial Policy Action Plan, encouraging private sector investment, supporting tourism developments, unlocking the potential of SMMEs, state reform, and the protection of vital natural resources.

Significant projects in the KSAA include opportunities related to the Square Kilometre Array (SKA), various renewable energy developments, clear night sky tourism, Karoo Lamb and logistical developments.

#### Strategic opportunities within KSAA encompass:

- **Clear Night Sky Tourism:** Initiatives around utilising the clear night sky experienced throughout the region and protecting it against light pollution.
- **Renewable Energy:** Local energy policy changes and strategic development interventions.
- **Mining Development:** Legal and structured development of formal and informal mining sectors while also supporting the development of mining tourism in historic mining towns.
- **Infrastructure:** Enhancements in transport, roads, and airports, including support for the various National Trade Routes crossing the region.
- **Training and Finance:** Internal and external training initiatives and exploration of new income sources.

- **Gateway Development:** The KSAA is regarded as a gateway to two other provinces enhancing its strategic importance for trade and cross-border relations.
- **Environment:** The district has various critically important natural ecosystems. These protected areas are crucial for biodiversity conservation and offer significant tourism potential.
- **Investment Opportunities:** Detailed investment opportunities include Meerkat SKA, shale gas fracking and initiatives aimed at taking advantage of the climate for renewable energy development.
- **Agriculture Development:** Ostrich Farming, Game Farming and Karoo Lamb marketing and processing

The KSAA's vast area has various important railway lines and national roadways which play a major role in the Province's and National economy. Major investment projects like the South African Radio Astronomy Observatory (SAROA) sites support the eco-tourism industry within the district which plays a major role in the employment of residents.

#### 3.5.5.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE KAROO SPATIAL ACTION AREA

**Table 25: Key Development Nodes - Karoo Spatial Action Area**

Settlement	Role	Interventions
<b>National Urban Nodes</b>		
<b>CAPE TOWN</b>	Various larger and specialist Services are acquired in Cape Town via the N1.	<ul style="list-style-type: none"> <li>→ Tourism Development</li> <li>→ Regional Access</li> <li>→ Logistics Support</li> <li>→ Trade support</li> <li>→ Regional services</li> </ul>
<b>Regional Development Anchors / Centres</b>		
<b>Calvinia</b>	Regional Service Centre & Tourism Node an	<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ Small Town Regeneration</li> <li>→ Tourism Centre Upgrading</li> <li>→ Karoo Lamb Value-Adding</li> </ul>
<b>De Aar</b>	Regional Service Centre	<ul style="list-style-type: none"> <li>→ Renewable Energy Development</li> <li>→ Agriculture Value Adding and Processing – FPSU development</li> </ul>





		<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ Logistics Support</li> </ul>
<b>Small Service Towns</b>		
Carnarvon	Small Service Node	<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> </ul>
Britstown		
Victoria West		
Colesberg	Tourism Node	<ul style="list-style-type: none"> <li>→ Basic services infrastructure optimisation</li> <li>→ Agriculture Value Adding and Processing – FPSU development.</li> </ul>
<b>Small towns</b>		
Sutherland	Tourism Node	<ul style="list-style-type: none"> <li>→ Small Town Regeneration</li> <li>→ Clear Night Sky Tourism Initiatives</li> </ul>
Williston		<ul style="list-style-type: none"> <li>→ Agriculture Value Adding and Processing</li> <li>→ Clear Night Sky Tourism Initiatives</li> </ul>
Fraserburg		<ul style="list-style-type: none"> <li>→ Clear Night Sky Tourism Initiatives</li> </ul>

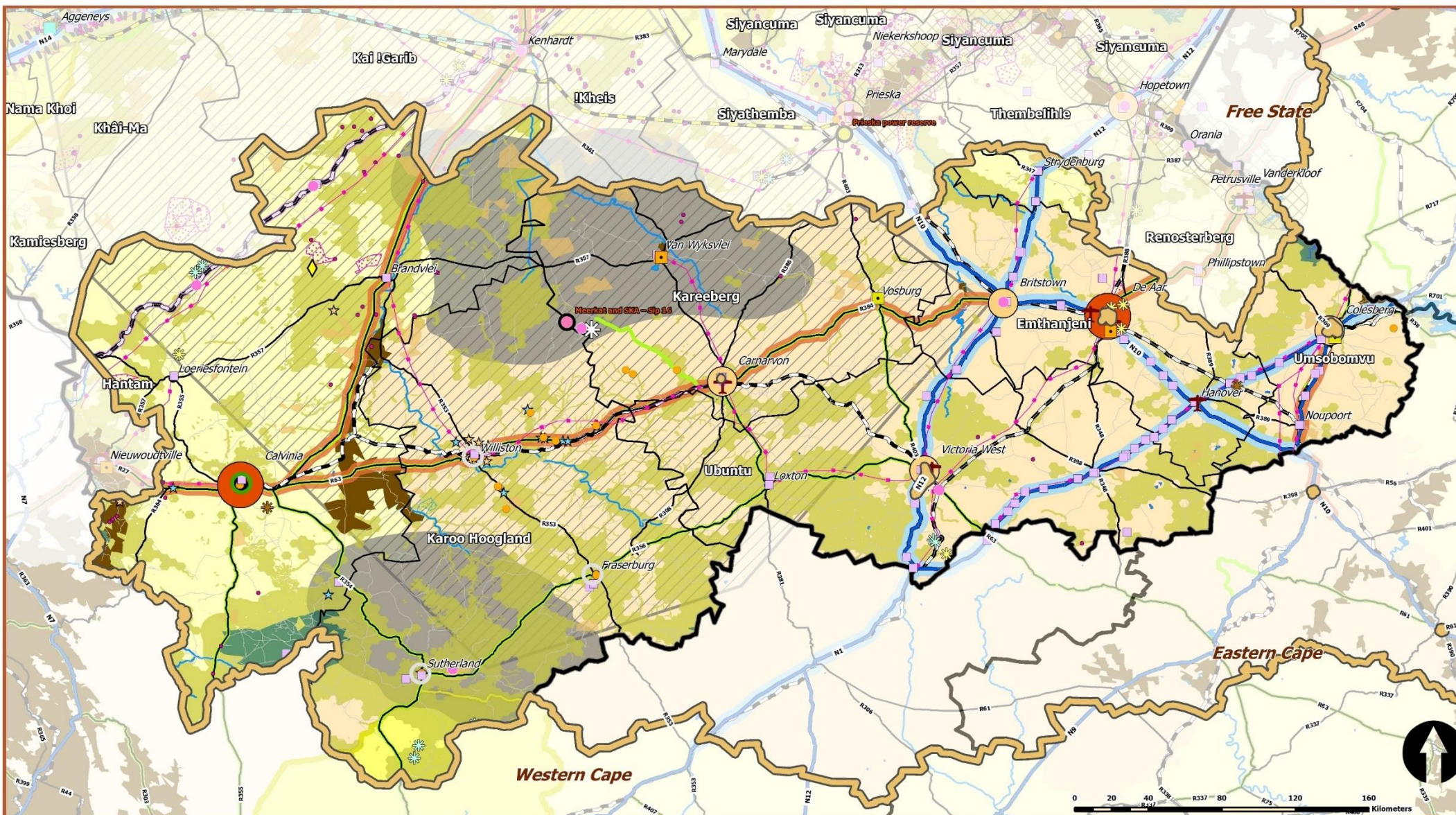
Table 26: Key Development Zones and Corridors - Karoo Spatial Action Area

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N1	Colesberg Hanover	<ul style="list-style-type: none"> <li>→ EV charging station</li> <li>→ Gateway Development</li> <li>→ Logistics Support Developments</li> <li>→ Railway Upgrading/Development</li> </ul>
N10/N9	<b>De Aar</b> Noupoort Britstown Colesberg	<ul style="list-style-type: none"> <li>→ EV Charging Station Development</li> <li>→ Railway Upgrading/Development</li> <li>→ Logistics Support Developments</li> <li>→ Gateway Development</li> </ul>
N12	Victoria West Britstown Strydenburg	<ul style="list-style-type: none"> <li>→ EV Charging Station Development</li> <li>→ Logistics Support Developments</li> </ul>
R27	<b>Calvinia</b> Brandvlei	<ul style="list-style-type: none"> <li>→ Proposed trade route</li> <li>→ Cape Town (via Vanrhynsdorp N7) – Upington (via Kakamas and Calvinia) Corridor Development</li> </ul>

		<ul style="list-style-type: none"> <li>→ Tourism Corridor</li> </ul>
R63	Williston Carnarvon Victoria West	<ul style="list-style-type: none"> <li>→ Cross-border corridor coordination with Eastern Cape</li> <li>→ Road maintenance</li> <li>→ Tourism Corridor</li> </ul>
R384	Carnarvon Britstown Vosburg	<ul style="list-style-type: none"> <li>→ Road maintenance</li> <li>→ Tourism Corridor</li> <li>→ Regional Trade Route Development</li> </ul>
R403	Victoria West Vosburg	<ul style="list-style-type: none"> <li>→ Road maintenance</li> <li>→ Tourism Corridor</li> </ul>
<b>Zones</b>		
Clear Night Sky Zone		<ul style="list-style-type: none"> <li>→ Promote astronomy-based tourism</li> <li>→ Promote the establishment of hospitality and related industries in support of clear night sky tourism.</li> </ul>
Karoo Lamb		<ul style="list-style-type: none"> <li>→ Support the farmers in climate change adaptation methods to limit the impact of varying climate conditions on livestock.</li> </ul>
SKA		<ul style="list-style-type: none"> <li>→ Promote research activities relating to the transition of agricultural to conservation land uses.</li> <li>→ Ensure land use changes do not affect the operation of the SKA and MeerKat telescopes.</li> </ul>







**Nodes**

- SEZ/IDZ
- Import/Export Node (NSDF 2022)
- Non-Priority FPSU
- Priority FPSU
- Hydropower Plant
- Bio Energy Potential
- Solar Energy Plant
- Wind Energy Plant
- Main Airports
- Aero Drome
- Fiber POP
- Cellphone Towers
- Aquaculture
- Border Posts
- Heritage Sites
- Historical Building/Site
- San Rock Art
- Active Mines
- Bloodhound Initiative
- Agri Hubs
- SKA Core Site
- Tourist Attractions
- Harbour

**Major Catalytic Projects**

- Seawater Desalination Plant
- Shale Gas Fracking
- Supply Chain Centre
- Namakwa Irrigation Development
- Rooibos Tea Project

**Tourism Node Type**

- Agri-Tourism
- Clear night skies
- Heritage based Tourism
- Maritime Tourism
- Nature-based

**NSDF Town Typology**

- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Other Towns

**Zones**

- Karoo Lamb Areas
- Schedule A
- Schedule B
- Land Reform Farm
- Gamagara Mining Corridor
- Active Mines
- Irrigation Boards
- Vaal-Orange Agricultural Zone
- Dams
- Trancraa Area
- Protected Agricultural Areas
- REDZ

**Protected Areas including CBAs**

- Protected Area
- Critical Biodiversity Area One
- Critical Biodiversity Area Two

**Clear Night Skies**

- Highest
- SKA Area

**Corridors**

- Broadband Lines
- Industrial Corridor
- Proposed Regional Trade Route
- Proposed Boegoebaai Rail Link
- Proposed Connector Rail Route
- Proposed Connector Rail Route
- Iron Ore Railway Line
- Tourism Routes
- National Trade Route
- Regional Trade Route

**Strategic Integrated Projects**

- Meerkat and SKA
- Prieska Power Reserve

Map 22: Karoo Spatial Action Area (KSAA)

**Regional Spatial Action Areas**

**Karoo Spatial Action Area (KSAA)**

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS



### 3.5.6 RURAL SPATIAL ACTION AREA (RSAA)

#### 3.5.6.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL COMPOSITE

The Rural Spatial Action Area (RSAA) is characterized by its predominantly rural nature, with a landscape dotted by villages and limited infrastructure. This area encompasses the Joe Morolong Local Municipality and part of the Ga-Segonyana Local Municipality, reflecting a township economy where traditional sectors like agriculture and mining play a crucial role. The region faces significant challenges related to underdeveloped infrastructure and limited economic diversification but holds substantial potential for growth through targeted strategic interventions.

Efforts to enhance the region's economic prospects must address the disparities in infrastructure and leverage the area's inherent assets. Strategic development can revitalize the rural economy, support local communities, and promote sustainable growth. By focusing on infrastructure improvements, economic diversification, and leveraging local resources, the RSAA can transform its traditional economy and create new opportunities for residents.

#### Key priorities for the district's development include:

- Focus on enhancing agricultural practices and agro-processing.
- Develop strategies to improve the value addition of mined resources.
- Foster an environment conducive to private investments.
- Support and grow Small, Medium, and Micro Enterprises.
- Implement necessary reforms in state land management.
- Ensure the conservation and sustainable use of environmental resources.

#### Strategic opportunities within RSAA encompass:

- The N14 Industrial Development Corridor is a strategic initiative aimed at boosting economic growth in the Northern Cape Province. The

master plan focuses on localizing and diversifying the regional economy through the development of several key nodes:

- Kathu Industrial Park: A hub for industrial activities.
- Upington Industrial Park: Supports industrial expansion and diversification.
- Namakwa Special Economic Zone (SEZ): Facilitates economic activities with special incentives.
- Boegoebaai Deep Port Harbour: Enhances import and export capabilities.

#### Township/Rural Economies

- Refers to enterprises and markets within townships that cater to local community needs, characterized by high levels of poverty and unemployment.
- Improve links between traditional areas, rural settlements, higher-order urban centres, and economic systems using road and rail networks.

#### Land Ownership and Development

- Approximately 40% of the land within the area is privately owned, with the remaining 60% under state control, including several traditional authorities.

#### Infrastructure and Investment

- Align with the National Spatial Development Framework (2022) to improve quality of life and economic well-being through accelerated investment in rural infrastructure.
- Prioritize investment in transport, water supply, and public services to support rural economies and community access.
- Focus on utilizing underutilized land, expanding high-value crop production, and enhancing agro-processing.





### Agriculture and Agro-Processing

- Strengthen existing agri-parks with Farmer Production Support Units, Agri-hubs, and Rural Urban Market Centres.
- Accelerate the construction and maintenance of infrastructure to support agriculture, including irrigation schemes and storage facilities.

### Infrastructure Development

- Enhance water supply and irrigation in rural areas through the National Water Resources Strategy (2022).
- Develop energy infrastructure to improve quality of life and support rural economic activities.

### Government Programmes

- Strengthen cooperatives and enterprises linked to agricultural production and market access.
- Support wetland rehabilitation and employment creation through environmental programs.
- Target infrastructure projects and job creation, focusing on rural and marginalized communities.
- Invest in rural tourism and sports programs to enhance economic opportunities and community development.
- Prioritising Government support services Precinct in Mothibistad to service the action area.

### 3.5.6.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE RURAL SPATIAL ACTION AREA

**Table 27: Key Development Nodes - Rural Spatial Action Area**

Settlement	Role	Interventions
<b>National Urban Nodes</b>		
<b>KIMBERLEY</b>	Various larger and specialist Services are acquired in Kimberley.	<ul style="list-style-type: none"> <li>→ Renewable Energy Developments</li> <li>→ Logistics Interventions</li> <li>→ Airport Upgrading</li> <li>→ Heritage Tourism Development</li> </ul>

### Regional Development Anchors / Centres

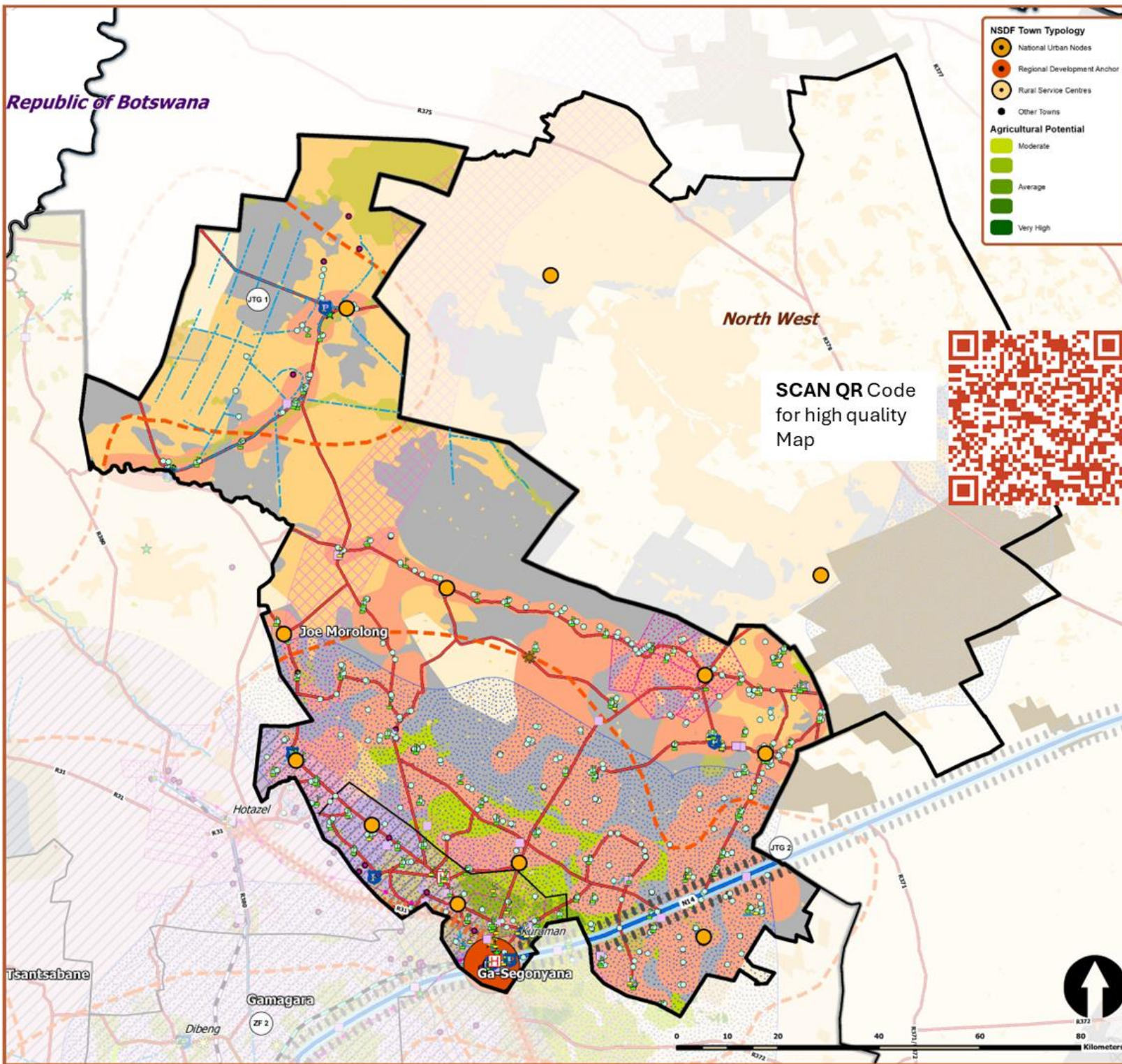
<b>Kuruman</b>	Regional Development Centre	<ul style="list-style-type: none"> <li>→ EV Support Development</li> <li>→ Public Transport</li> <li>→ Renewable Energy Development</li> <li>→ Tourism Node and Information Centre Upgrading</li> <li>→ Industrial Corridor Support</li> <li>→ Logistics Interventions</li> </ul>
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**Table 28: Key Development Zones and Corridors: Rural Spatial Action Area**

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N14	<b>Kuruman</b>	<ul style="list-style-type: none"> <li>→ EV Charging Station Development</li> <li>→ Northern Cape Development Corridor Development</li> <li>→ Railway Upgrading/Development</li> </ul>
R31	<b>Kuruman</b>	<ul style="list-style-type: none"> <li>→ Tourism Route Development</li> <li>→ Proposed Regional Trade Route Development</li> <li>→ Route Upgrading and Maintenance</li> </ul>
<b>Zones</b>		
Asbestos No-go Zone	Northern part of the PSAA	<ul style="list-style-type: none"> <li>→ Define and restrict land use in no-go areas.</li> <li>→ Establish buffer zones around no-go areas.</li> <li>→ Provide public health information on asbestos risks.</li> <li>→ Prohibit sensitive uses like residential, educational, and recreational activities in no-go areas.</li> <li>→ Protect areas with high environmental value.</li> <li>→ Develop and include detailed plans for the rehabilitation of contaminated sites.</li> </ul>







## Regional Spatial Action Areas Rural Development Spatial Action Area (RSAA)

- Nodes**
- SEZ/IDZ
  - Import/Export Node (NSDF 2022)
  - Hydropower Plant
  - Solar Energy Plant
  - Wind Energy Plant
  - Tourism Node Type**
    - Agri-Tourism
    - Clear night skies
    - Heritage based Tourism
    - Maritime Tourism
    - Nature-based
    - NCPSPDF Rural Nodes
- Zones**
- Land Reform Farm
  - Gamagara Mining Corridor
  - Active Mines
  - Irrigation Boards
  - Vaal-Orange Agricultural Zone
  - Protected Agricultural Areas
  - Asbestos Mining
  - Settlements Cluster
  - REDZ
  - Extensive Agriculture
  - Traditional Authorities
  - Rural Intervention Areas
  - Degraded Land
  - Protected Areas including CBAs**
    - Protected Area
    - Critical Biodiversity Area One
    - Critical Biodiversity Area Two
  - Corridor**
    - Broadband Lines
    - Industrial Corridor
    - Proposed Regional Trade Route
    - Iron Ore Railway Line
    - Proposed Boegoebaai Rail Link
    - Proposed Connector Rail Route
    - Proposed Connector Rail Route
    - Tourism Routes
    - National Trade Route
    - Regional Trade Route
- Projects**
- Bio Energy Potential
  - Major Catalytic Projects**
    - Seawater Desalination Plant
    - Shale Gas Fracking
    - Supply Chain Centre
    - Namakwa Irrigation Development
    - Rooibos Tea Project
- Other**
- Non-Priority FPSU
  - Priority FPSU
  - Main Airports
  - Aero Drome
  - Fiber POP
  - Cellphone Towers
  - Aquaculture
  - Border Posts
  - Heritage Sites
  - Historical Building/Site
  - San Rock Art
  - Active Mines
  - Agri Hubs
  - Tourist Attractions
  - Social Facilities**
    - Primary School
    - Secondary Schools
    - Hospitals
    - Police Stations
  - Spatial Action Area**

SCAN QR Code  
for high quality  
Map



Map 23: Rural Spatial Action Area

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





### 3.5.7 VAALHARTS SPATIAL ACTION AREA (VHSAA)

#### 3.5.7.1 SIGNIFICANCE TO THE PROVINCIAL SPATIAL COMPOSITE

The Vaalharts Spatial Action Area (VHSAA) encompasses the Phokwane and Magareng Local Municipalities in their entirety, along with portions of Sol Plaatjie and Dikgatlong Local Municipalities. As the smallest Spatial Action Area (SPA) in the province, the VHSAA is situated in the northeastern region. Predominantly agricultural, the area is characterized by protected agricultural land, particularly in the western sections which fall within the Vaal-Orange Agricultural Zone. Additionally, the mining industry significantly influences the VHSAA, especially in Magareng and Dikgatlong.

Kimberley, the provincial capital, stands as the economic hub of the Northern Cape and is notable for its diverse economic activities. The VHSAA is the most diversified of the Spatial Action Areas, hosting a variety of industries including agriculture, mining, and value-adding services. Its strategic location makes it highly accessible, with key links to the rest of South Africa via major routes such as the N8, N12, and N18.

Key priorities for the VHSAA's development include addressing energy challenges, protecting agricultural land, and supporting agro-processing. The region seeks to advance mineral beneficiation, implement a robust Industrial Policy Action Plan, stimulate private sector investment, unlock SMME potential, and conserve essential natural resources like the Vaal River. Notable projects include the PSHDA township developments and various renewable energy initiatives.

#### Strategic opportunities within VHSAA encompass:

- **Adventure Tourism:** Development along the Vaal River (Adventure Hubs)
- **Renewable Energy:** Local energy policy changes and strategic development interventions.

- **Mining Development:** Legal and structured development of formal and informal mining sectors while also supporting the development of mining tourism in historic mining towns.
- **Infrastructure:** Enhancements in transport, roads and rail.
- **Training and Finance:** Internal and external training initiatives and exploration of new income sources.
- **Environment:** The VHSAA has various natural environments of ecological importance such as the Vaal River and conservation areas. These natural areas are crucial for biodiversity conservation and offer significant tourism potential.
- **Agrihub:** The Agrihub in Warrenton and supporting FPSU's in surrounding towns provide the opportunity for agro-processing development and the strengthening of the agriculture industry in the region.
- **Regional Trade Route Development:** The development of a regional trade route between Kuruman and Kimberley along the R31 may unlock potential regional trade between the settlements and encourage trade further north towards Zimbabwe.
- **Heritage Tourism:** The various heritage sites within Kimberley and Barkley West provide an opportunity for targeted tourism focussing on the unique heritage of these areas.
- **Investment Opportunities:** Vaalharts Irrigation Scheme upgrading, Knowledge-Economy, Integrated Housing Developments, Agro-processing.

The region's main focus is the agriculture and agro-processing sector as can be seen through the presence of various FPSU projects and the protected agricultural land. Mining is another important sector which should also be supported but not at the expense of agricultural activities and environmental conservation.





### 3.5.7.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE VAALHARTS SPATIAL ACTION AREA

Table 29: Key Development Nodes - Vaalharts Spatial Action Area

Settlement	Role	Interventions
National Urban Nodes		
KIMBERLEY	Various larger and specialist Services are acquired in Kimberley.	<ul style="list-style-type: none"><li>→ Renewable Energy Developments</li><li>→ Logistics Interventions</li><li>→ Airport Upgrading</li><li>→ Heritage Tourism Development</li><li>→ Knowledge and Innovation Development</li><li>→ Industrial Development (value-adding industries)</li><li>→ Government and Social Services Development</li></ul>
Small Service Towns		
Warrenton	Small Service Node & Agricultural Node	<ul style="list-style-type: none"><li>→ Agriculture Value Adding and Processing</li><li>→ Logistics Support</li><li>→ Basic services infrastructure optimisation</li><li>→ Agripark Development</li></ul>
Hartswater		<ul style="list-style-type: none"><li>→ Basic services infrastructure optimisation</li><li>→ Agriculture Value Adding and Processing – FPSU Development</li></ul>
Small towns		
Barkley West	Small Service Node & Agricultural Node	<ul style="list-style-type: none"><li>→ Basic services infrastructure optimisation</li><li>→ Heritage Tourism Development</li><li>→ Agriculture Value Adding and Processing</li></ul>
Jan Kempdorp		<ul style="list-style-type: none"><li>→ Basic services infrastructure optimisation</li><li>→ Agriculture Value Adding and Processing – FPSU Development</li></ul>
Windsorton	Small Service Node	<ul style="list-style-type: none"><li>→ Basic services infrastructure optimisation</li></ul>

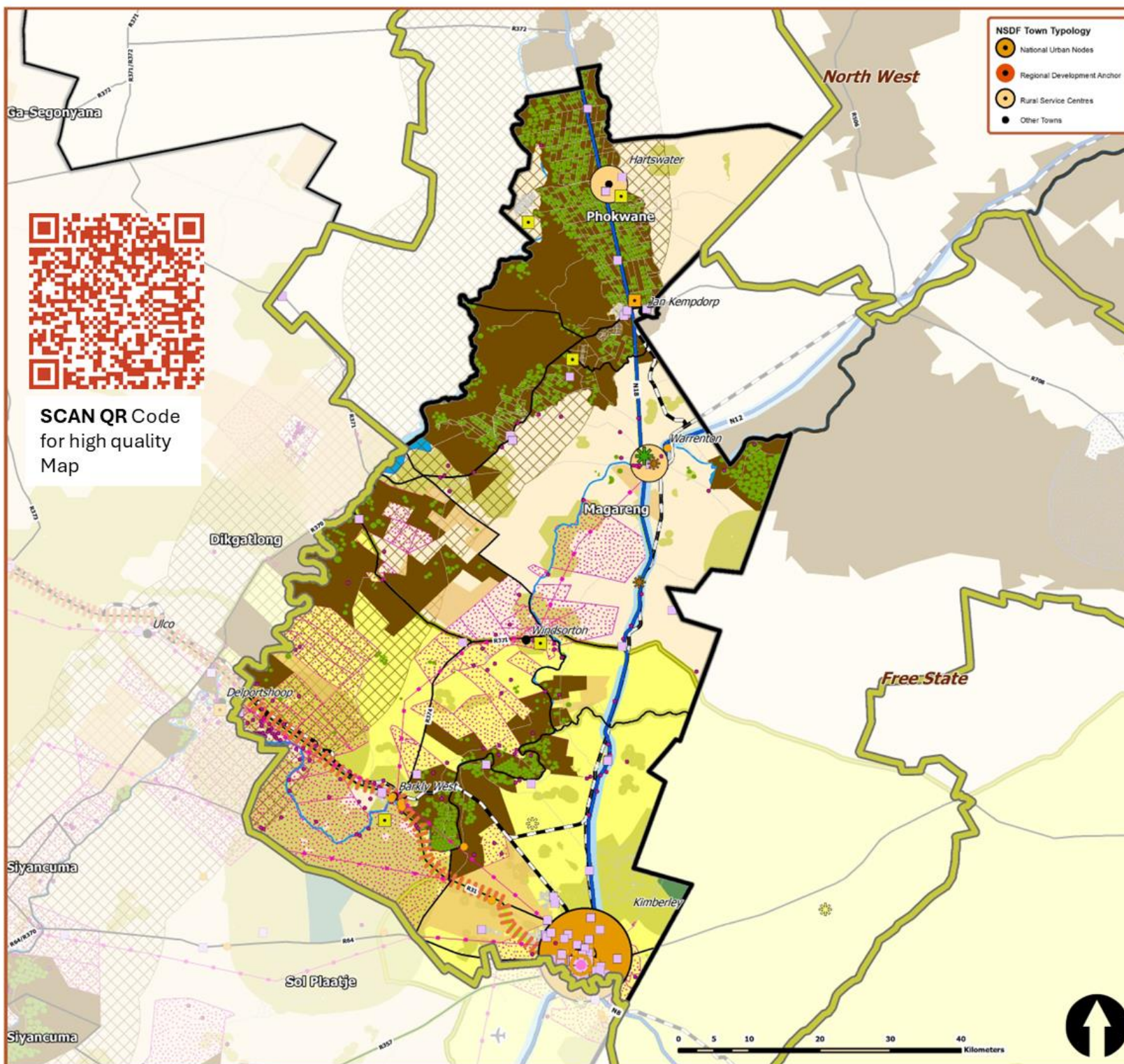
Settlement	Role	Interventions
		<ul style="list-style-type: none"> <li>→ Agriculture Value Adding and Processing – FPSU Development</li> <li>→ Mining Development</li> </ul>

Table 30: Key Development Zones and Corridors - Vaalharts Spatial Action Area

Structuring Element	Towns Affected	Interventions
<b>Corridors</b>		
N18/N12	<b>KIMBERLEY</b> Hartswater Jan Kempdorp Warrenton	<ul style="list-style-type: none"> <li>→ EV Charging Station Development</li> <li>→ Regional Trade Route Development</li> <li>→ Mixed-Use Development Zones</li> </ul>
R31	<b>KIMBERLEY</b> Barkley West	<ul style="list-style-type: none"> <li>→ Proposed Regional Trade Route Development</li> <li>→ Route Upgrading and Maintenance – Kuruman/ Kathu link</li> </ul>







## Regional Spatial Action Areas Vaalharts Spatial Action Area (VHSAA)

### NSDF Town Typology

- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Other Towns

### Nodes

- SEZ/IDZ
- Import/Export Node
- Bio Energy Potential
- Hydropower Plant
- Solar Energy Plant
- Wind Energy Plant
- Tourism Node Type
- Agri-Tourism
- Clear night skies
- Heritage based Tourism
- Maritime Tourism
- Nature-based

### Zones

- Land Reform Farm
- Gamagara Mining Corridor
- Active Mines
- Irrigation Boards
- Vaal-Orange Agricultural Zone
- Dams
- Protected Agricultural Areas
- Protected Areas including CBAs
- Protected Area
- Critical Biodiversity Area One
- Critical Biodiversity Area Two
- REDZ
- Extensive Agriculture
- Pivot Irrigation

### Projects

- Bio Energy Potential
- Major Catalytic Projects
- Seawater Desalination Plant
- Shale Gas Fracking
- Supply Chain Centre
- Namakwa Irrigation Development
- Rooibos Tea Project

### Other

- Non-Priority FPSU
- Priority FPSU
- Main Airports
- Aero Drome
- Fiber POP
- Cellphone Towers
- Aquaculture
- Border Posts
- Heritage Sites
- Historical Building/Site
- San Rock Art
- Active Mines
- Agri Hubs
- Tourist Attractions

### Spatial Action Area

- Vaalharts Spatial Action Area

### Corridor

- Broadband Lines
- Industrial Corridor
- Proposed Regional Trade Route
- Iron Ore Railway Line
- Proposed Boegoebaai Rail Link
- Proposed Connector Rail Route
- Proposed Connector Rail Route
- Tourism Routes
- National Trade Route
- Regional Trade Route

**Map 24: Vaalharts Spatial Action Area (VHSAA)**

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





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## LAND USE MANAGEMENT FRAMEWORK



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## 4 LAND USE MANAGEMENT FRAMEWORK

### 4.1 INTRODUCTION

The Land Use Management Framework within the Northern Cape PSDF provides a structured approach to guide sustainable development, economic growth, and environmental stewardship across the province. It integrates UNESCO's biosphere reserve zoning model, endorsed by the Man and the Biosphere (MaB) Programme, to ensure a bio regional planning approach that supports ecological integrity, social development, and economic opportunity.

The Spatial Planning Categories (SPCs) are central to this framework. These SPCs are not a zoning blueprint but a guide for land-use decisions across all planning levels. They offer clarity and coherence in decision-making without altering existing land-use regulations. Rather, they serve as a foundational framework to enhance zoning and land-use policies.

ALSO REFER TO TOOLKITS 4,6  
AND 8 – BIOREGIONAL  
PLANNING

Municipalities are encouraged to incorporate SPCs into local planning documents, ensuring alignment with the PSDF.

#### 4.1.1 LAND USE CLASSIFICATION

The following table outlines the Northern Cape's key SPCs, with a description and the policy implications associated with each.

**Table 31: SPC Land Use Classification Model**

SPC	DESCRIPTION	POLICY IMPLICATIONS
<b>SPC A: Core Conservation Areas</b>	Areas of high conservation value, including critical biodiversity areas and heritage sites. These areas are protected for research,	Highest statutory protection is required; non-consumptive uses permitted; supports

	educational purposes, and limited tourism development.	biodiversity and ecosystem services.
<b>SPC B: Buffer Areas</b>	Areas adjacent to SPC A that protect conservation sites from surrounding land-use impacts. Managed primarily by private owners with conservation objectives.	Controlled development allowed; emphasis on sustainable agricultural practices and limited development that aligns with conservation goals.
<b>SPC C: Agricultural Areas</b>	High-potential agricultural land, especially along rivers and irrigation schemes, is reserved for sustainable agricultural production.	Protects agricultural lands from non-agricultural development; promotes sustainable agricultural practices.
<b>SPC D: Urban Areas</b>	Designated urban settlements for mixed-use residential, commercial, and service development.	Focus on densification and efficient land use; urban edge control to prevent sprawl.
<b>SPC E: Industrial Areas</b>	Areas designated for industrial developments to support economic growth and job creation.	Appropriate zoning for heavy and light industrial uses with consideration of environmental and social impacts.
<b>SPC F: Infrastructure Areas</b>	Regions are identified for essential infrastructure supporting economic and social development, such as transport networks and utilities.	Infrastructure must align with sustainable land use and environmental conservation policies.

#### 4.1.2 KEY POLICY GUIDELINES AND OBJECTIVES PER SPC

The **table below** outlines key objectives and policy guidelines for each SPC category, ensuring that land-use decisions support sustainable development while protecting critical environmental and socio-economic resources.





Table 32: Policy Guidelines for the SPCs

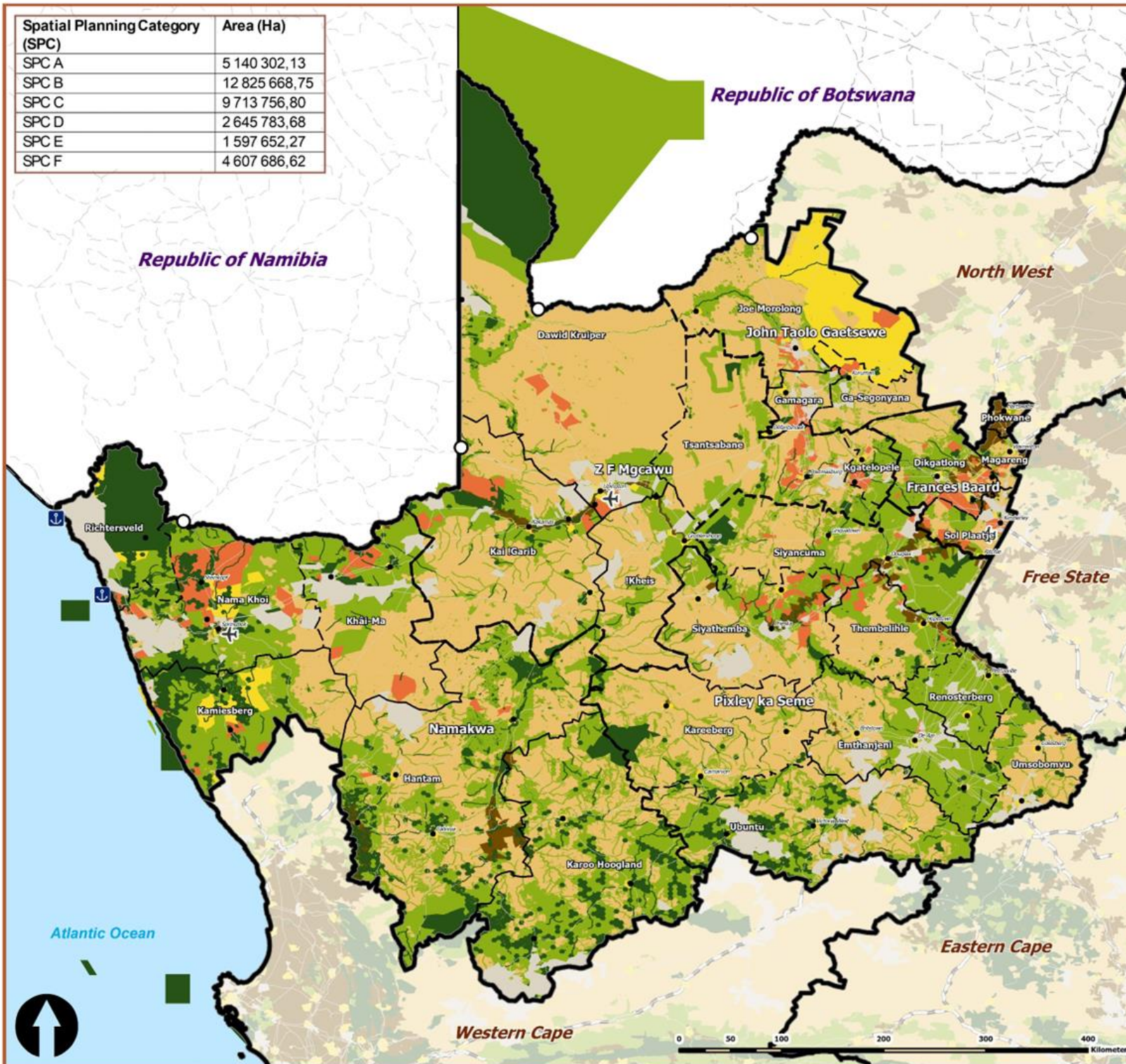
SPC	KEY OBJECTIVES	KEY POLICY GUIDELINES
<b>SPC A: Core Conservation Areas</b>	<ul style="list-style-type: none"> <li>Protect critical biodiversity and ecosystems.</li> <li>Facilitate non-consumptive resource use like research and eco-tourism.</li> </ul>	<ul style="list-style-type: none"> <li>Strict conservation protection: only non-consumptive activities are allowed.</li> <li>Expansion of protected areas through the National Protected Area Expansion Strategy (NPAES).</li> <li>Develop innovative public-private partnerships for biodiversity conservation.</li> </ul>
<b>SPC B: Buffer Areas</b>	<ul style="list-style-type: none"> <li>Provide a protective buffer for conservation areas.</li> <li>Promote sustainable agricultural and eco-tourism practices.</li> </ul>	<ul style="list-style-type: none"> <li>Development must have a minimal ecological footprint.</li> <li>Buffer areas around SPC A must be protected from large-scale urban or industrial expansion.</li> <li>Sustainable resource use practices are encouraged.</li> <li>Consider trade-off areas and areas where conflict exists between land uses.</li> </ul>
<b>SPC C: Agricultural Areas</b>	<ul style="list-style-type: none"> <li>Protect high-potential agricultural land from non-agricultural development.</li> <li>Promote sustainable agricultural practices.</li> </ul>	<ul style="list-style-type: none"> <li>High-priority protection for agricultural land along rivers and irrigation schemes.</li> <li>Non-agricultural development is discouraged unless aligned with sustainable land-use practices.</li> <li>Encourage Agri-processing and value-added agriculture.</li> </ul>

SPC	KEY OBJECTIVES	KEY POLICY GUIDELINES
		<ul style="list-style-type: none"> <li>Consider trade-off areas and areas where conflict exists between land uses.</li> </ul>
<b>SPC D: Urban Areas</b>	<ul style="list-style-type: none"> <li>Promote sustainable and densified urban development.</li> <li>Provide services, housing, and economic opportunities near urban centres.</li> </ul>	<ul style="list-style-type: none"> <li>Urban edge to be maintained to prevent sprawl.</li> <li>Support mixed-use development, public facilities, and affordable housing.</li> <li>Densification along major transport routes.</li> </ul>
<b>SPC E: Industrial Areas</b>	<ul style="list-style-type: none"> <li>Encourage industrial development that drives economic growth and employment.</li> <li>Minimize the environmental impact of industrial activities.</li> </ul>	<ul style="list-style-type: none"> <li>Suitable areas for industrial uses with clear environmental management guidelines.</li> <li>Heavy industrial uses are permitted in designated zones, away from sensitive ecosystems.</li> <li>Consider trade-off areas and areas where conflict exists between land uses.</li> <li>Support for renewable energy and green technology industries.</li> </ul>
<b>SPC F: Infrastructure Areas</b>	<ul style="list-style-type: none"> <li>Develop essential infrastructure for socio-economic development.</li> <li>Ensure infrastructure aligns with sustainable land-use principles.</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure projects (transport, utilities) must be designed to minimize environmental impact.</li> <li>Projects should align with provincial growth corridors and spatial structuring elements.</li> <li>Consideration of long-term environmental impacts of large-scale infrastructure projects.</li> </ul>





Spatial Planning Category (SPC)	Area (Ha)
SPC A	5 140 302,13
SPC B	12 825 668,75
SPC C	9 713 756,80
SPC D	2 645 783,68
SPC E	1 597 652,27
SPC F	4 607 686,62



## Northern Cape PSDF Spatial Planning Categories (SPC)

### Supporting Elements

- Northern Cape Province
- Local Municipality
- District Municipality
- Railway Lines
- Main Airports
- Border Posts
- Harbour

### Spatial Planning Categories

- SPC A
- SPC B
- SPC C - Extensive Agriculture (C.a)
- SPC C - Intensive Agriculture (C.b)
- SPC D
- SPC E
- SPC F



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Map 25: SPC Composite Framework

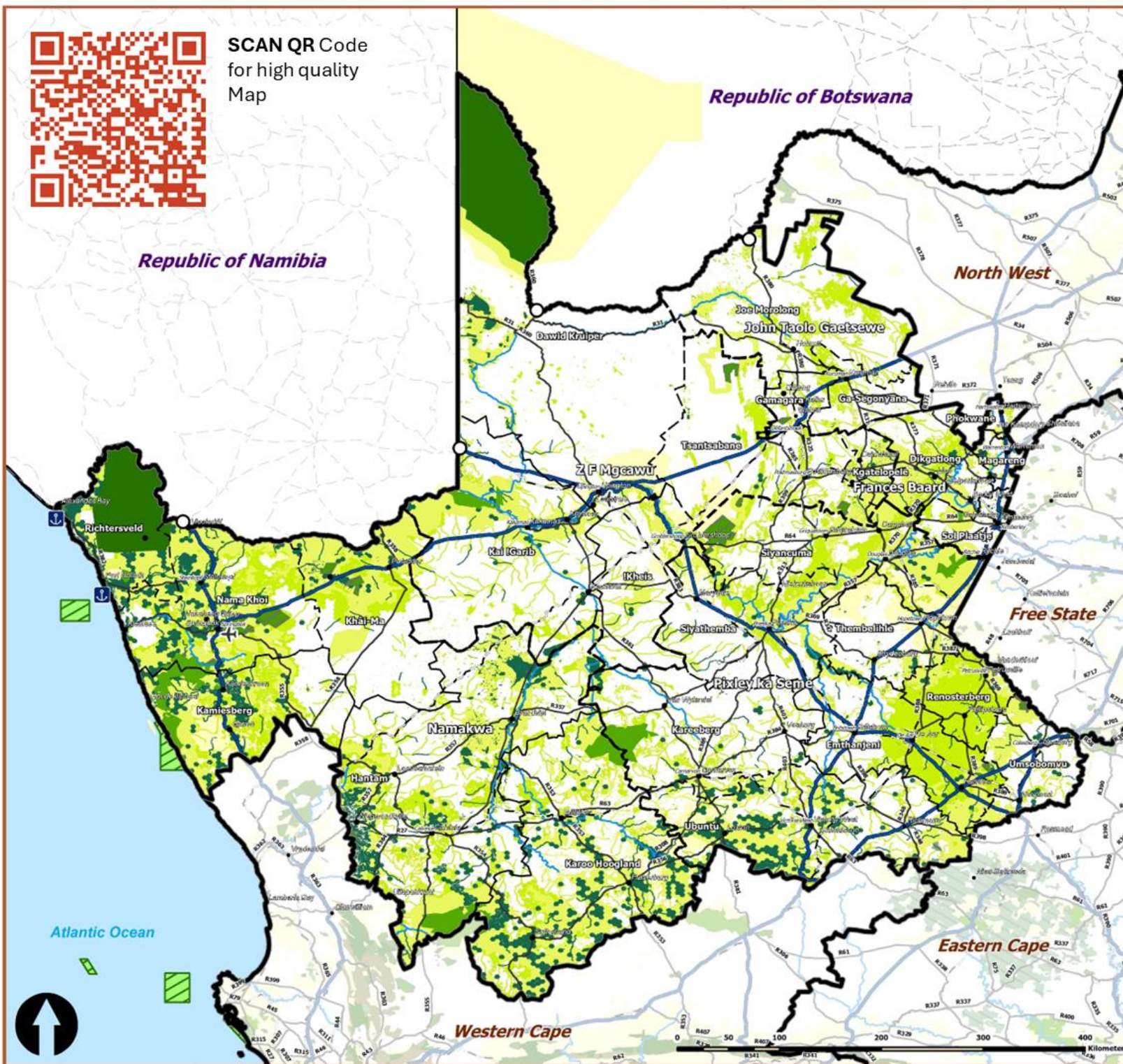
Source: Sanbi, DFFE, EGIS, DALRRD, Eskom, NSDF







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## Northern Cape PSDF Spatial Planning Categories (SPC) SPC A & B

### Supporting Elements

- Northern Cape Province
- Local Municipality
- District Municipality
- Main Airports
- Border Posts
- Harbour
- National Highways
- Main / Provincial Roads
- Railway Lines
- Main Rivers

### Spatial Planning Category SPC - A (Core) South Africa Protected Area Database

- Forest Nature Reserve
- Forest Wilderness Area
- Marine Protected Area
- Mountain Catchment Area
- Nature Reserve
- Protected Environment
- Special Nature Reserve
- National Park
- World Heritage Site

### Spatial Planning Category SPC - B (Buffer)

- Conservation Buffer Areas
- Critical Biodiversity Area Two
- Ecological Support Area

Map 26: SPC A and B Spatial  
Considerations

Source: Sanbi, DFFE, EGIS, NSDF







# Northern Cape PSDF Spatial Planning Categories (SPC) SPC C

## Supporting Elements

-  Northern Cape Province
-  Local Municipality
-  District Municipality
-  Railway Lines
-  Main Airports
-  Border Posts
-  Harbour
-  National Highways
-  Main / Provincial Roads
-  Railway Lines
-  Main Rivers

## Spatial Planning Category SPC- C (Agricultural Areas)

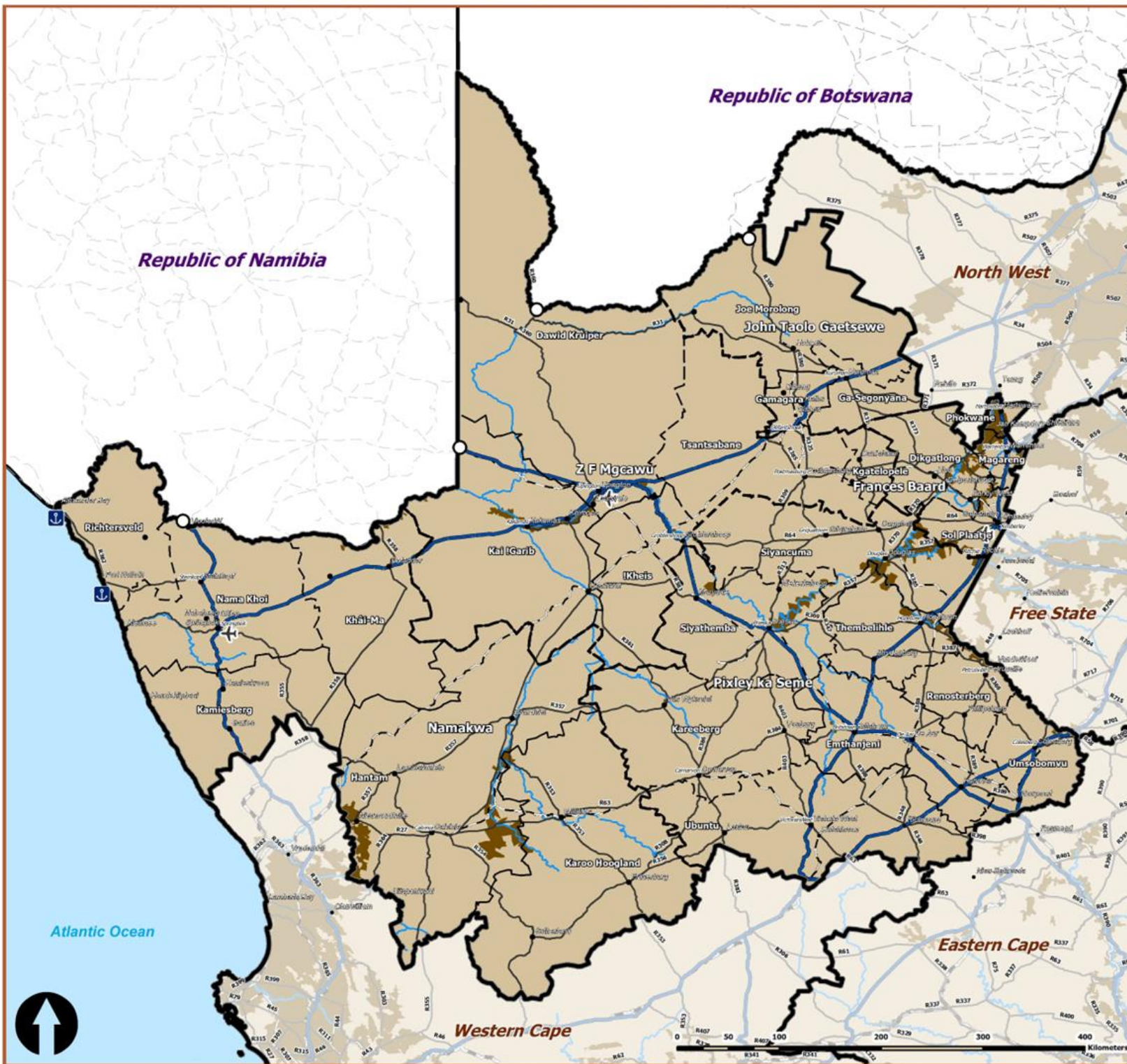
-  SPC C - Extensive Agriculture (C.a)
-  SPC C - Intensive Agriculture (C.b)



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Map 27: SPC C Spatial Considerations

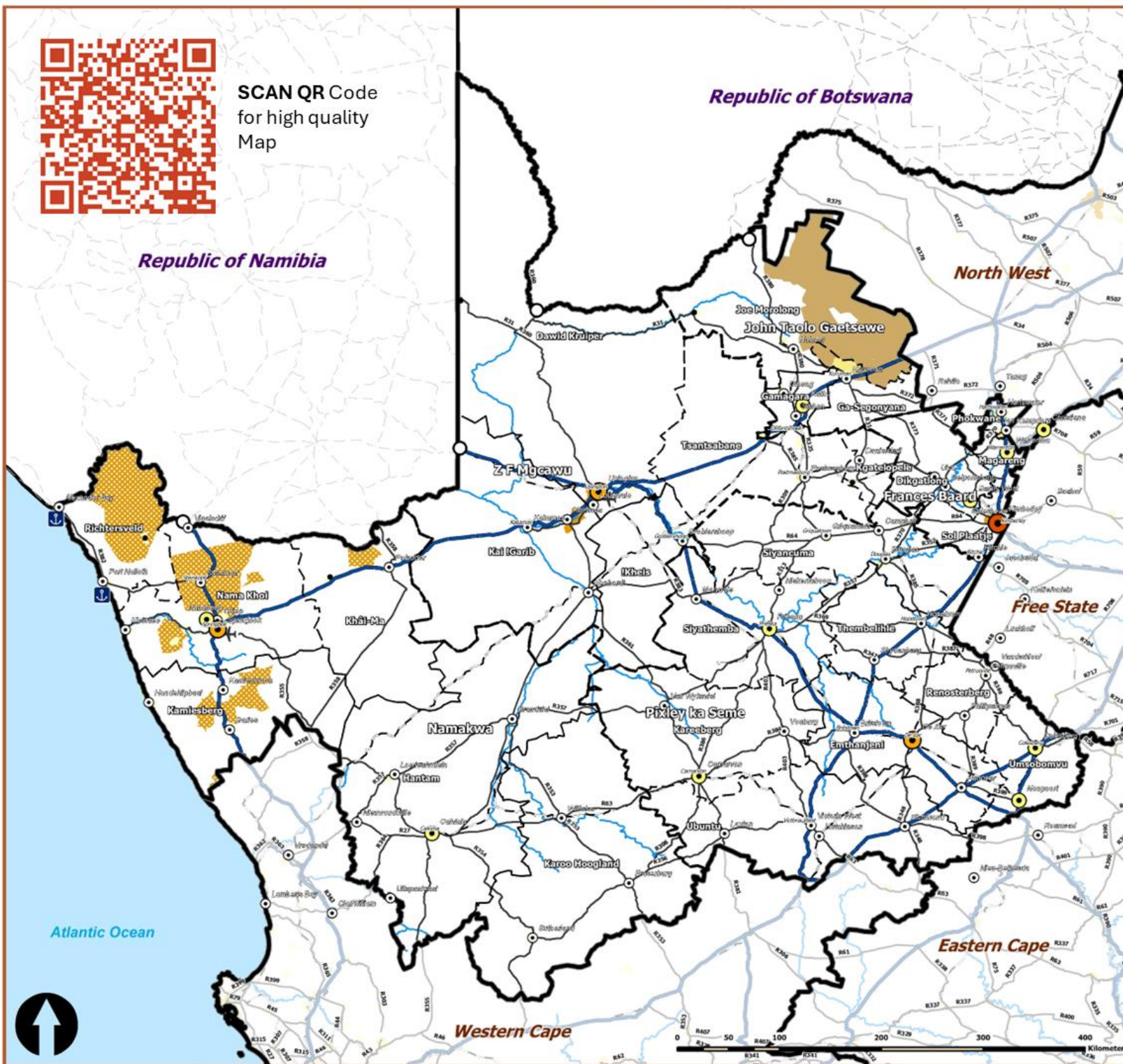
Source: DALRRD, NSDF







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## Northern Cape PSDF Spatial Planning Categories (SPC) SPC D

### Supporting Elements

- Northern Cape Province
- District Municipality
- Local Municipality
- Main Airports
- Border Posts
- Harbour
- National Highways
- Main / Provincial Roads
- Railway Lines
- Main Rivers

### Spatial Planning Category SPC - D (Urban Related)

- Unalienated State Land
- Trancraa Area
- Traditional Authorities
- CPA Farms
- NSDF Town Typology**
- Big Regional Service Centre (RC2)
- City Area (City)
- Large Regional Centre (RC1)
- Regional Service Centre (RC3)
- Rural Service Settlement
- Service Town
- Small Service Town
- Small Towns

### Settlements Types

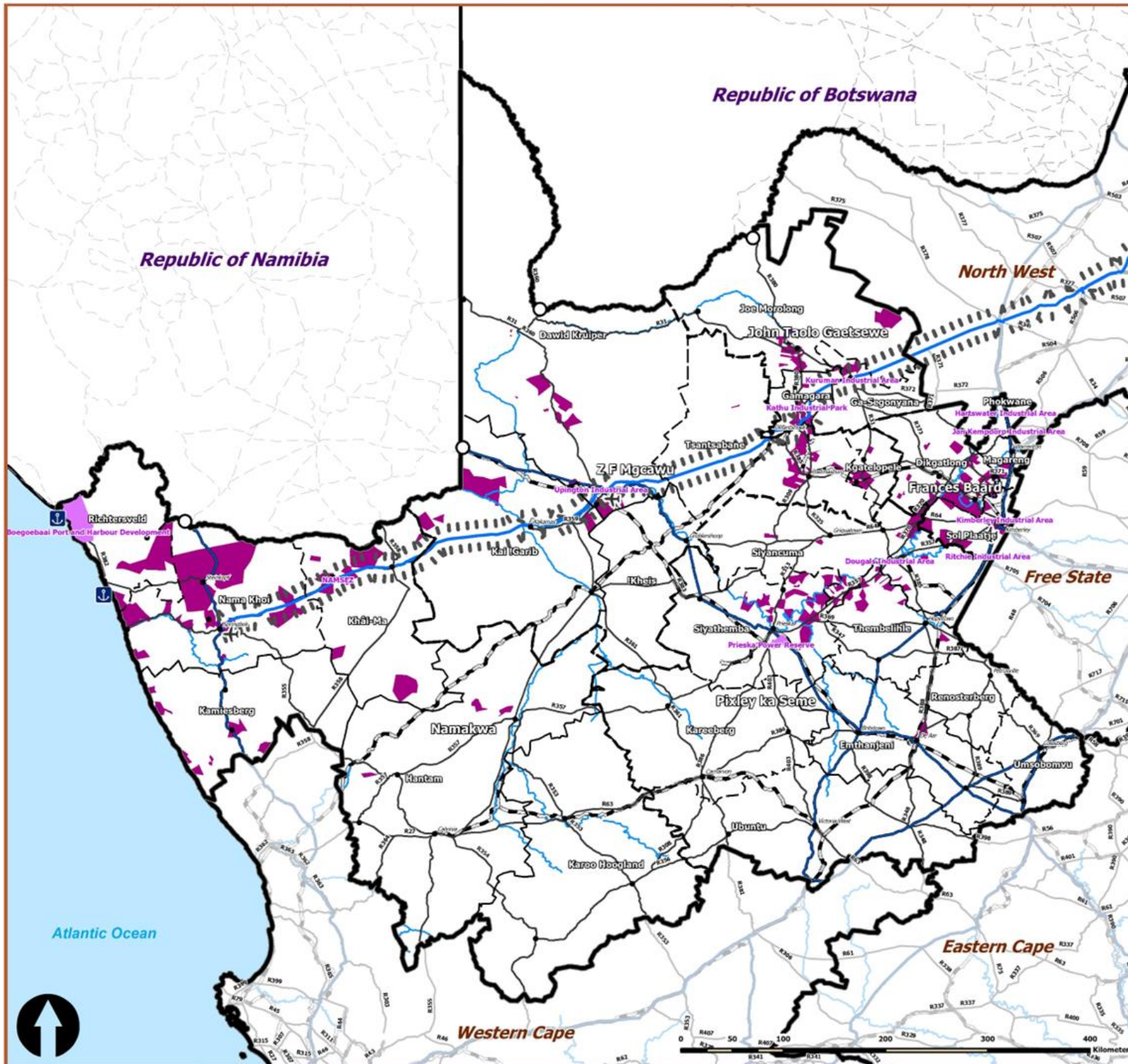
- Capital/Province
- Major Town
- Secondary Town
- Other Town

Map 28: SPC D Spatial Considerations

Source: NSDF, COGTA







## Northern Cape PSDF Spatial Planning Categories (SPC) SPC E

### Supporting Elements

- Northern Cape Province
- District Municipality
- Local Municipality
- Railway Lines
- Main Airports
- Border Posts
- Harbour
- National Highways
- Main / Provincial Roads
- Railway Lines
- Main Rivers

### Spatial Planning Category SPC - E (Industrial Areas)

- Active Mines
- NC Industrial Parks SEZs
- Industrial Corridor



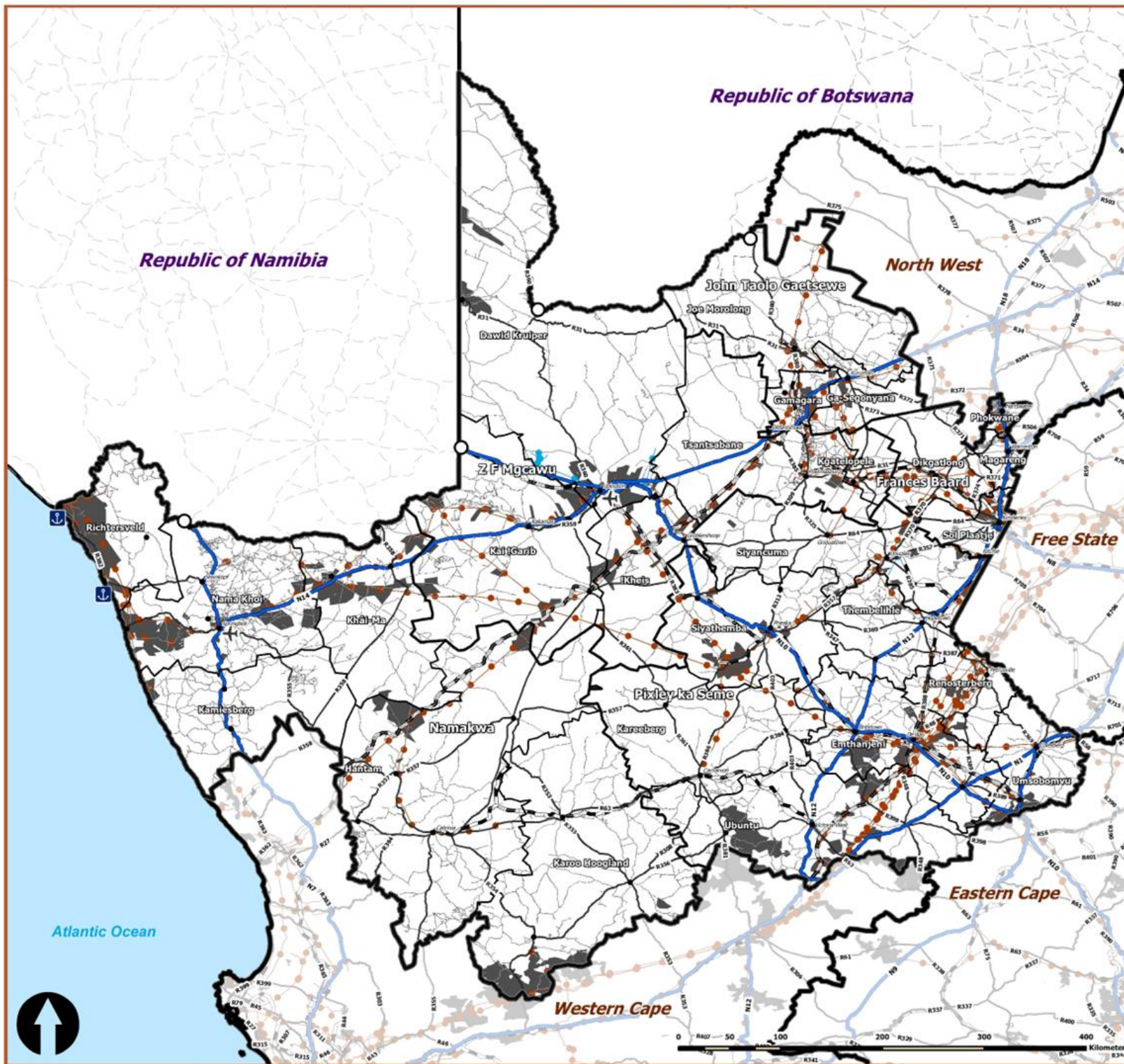
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Map 29: SPC E Spatial Considerations

Source: Sanbi, DFFE, EGIS, DALRRD, Eskom, NSDF







## Northern Cape PSDF Spatial Planning Categories (SPC) SPC F

### Supporting Elements

- Northern Cape Province
- Local Municipality
- District Municipality
- Railway Lines
- Main Airports
- Border Posts
- Harbour

### Spatial Planning Category SPC - F (Surface Infrastructure & Buildings)

- National Roads
- Main / Provincial Roads
- Minor Roads
- Railway Lines
- Canals
- Eskom HV Lines
- Renewable Energy Projects



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Map 30: SPC F Spatial Considerations

Source: DFFE, Eskom, NSDF





## 4.2 LAND USE GUIDELINES

### 4.2.1 LAND USE MATRIX

The table below categorizes land uses alphabetically across different Spatial Planning Categories (SPCs) based on whether the use is encouraged, discouraged, or could potentially be accommodated under certain conditions. This table combines the categorisation of land uses (Encouraged, Discouraged, Accommodated) for each Spatial Planning Category (SPC) and includes the full terminology associated with each land use. The abbreviations used are:

*E = Encouraged*      *D = Discouraged*      *A = Accommodated*

Table 33: SPC Land Use Matrix

LAND USE	TERMINOLOGY	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
<b>Agriculture Development</b>	Sustainable agriculture, crop cultivation, livestock farming, and aquaculture in agricultural areas.	D	A	E	D	D	A
<b>Agri-Industries</b>	Agricultural processing industries that support value-added processes like food processing and packaging.	D	A	E	D	E	A
<b>Conservation Use</b>	Land use aimed to protect and preserve biodiversity, ecosystems, and cultural/historical resources.	E	E	A	A	D	D
<b>Extractive Industries</b>	Mining and quarrying activities, including the extraction of natural	D	D	A	D	E	D

LAND USE	TERMINOLOGY	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
	resources like minerals, stone, and sand.						
<b>Housing Development</b>	Residential housing development, including medium- to high-density urban housing near public transport hubs.	D	A	D	E	D	A
<b>Industrial Development</b>	Heavy and light industrial uses, including manufacturing plants, logistics hubs, and processing industries.	D	D	D	D	E	A
<b>Infrastructure Development</b>	Development of essential infrastructure, including roads, railways, water storage, energy transmission, and utilities.	D	A	A	E	E	E
<b>Institutional Use</b>	Public facilities and buildings, including schools, healthcare services, government buildings, and community centres.	D	A	D	E	D	A
<b>Mixed Use Development</b>	A combination of residential, commercial, and public services in one development to promote urban efficiency.	D	D	D	E	A	A
<b>Renewable Energy Development</b>	Energy generation using renewable sources like solar, wind, hydro, and biomass, in support of sustainability goals.	D	A	E	A	E	E





LAND USE	TERMINOLOGY	SPC A	SPC B	SPC C	SPC D	SPC E	SPC F
<b>Rural Settlement Development</b>	Low-density settlements in rural areas, supporting sustainable agricultural practices and rural livelihoods.	D	A	E	D	D	A
<b>Tourism Accommodation</b>	Eco-friendly lodges, guesthouses, campsites, and other small-scale accommodations that support nature-based tourism.	A	E	E	E	A	A
<b>Tourism Development</b>	Nature-based and cultural tourism activities, including eco-tourism, adventure tourism, and heritage site visits.	E	E	E	E	A	A
<b>Transportation Use</b>	Development of transport infrastructure, including roads, highways, railways, and transport hubs.	D	A	A	E	A	E

- *Encouraged (E): The use is fully supported within the SPC and aligns with the objectives of the PSDF.*
- *Discouraged (D): The use is not preferred and may conflict with the objectives of the SPC.*
- *Accommodated (A): The use can be considered under certain conditions, subject to site-specific evaluations or development criteria.*

This matrix provides a comprehensive overview of how different land uses are treated within the various SPCs and is essential for aligning land-use planning with the sustainability objectives of the Northern Cape Provincial Spatial Development Framework.

#### Explanation<sup>15</sup>:

<sup>15</sup> This classification must be reaffirmed through the **Northern Cape Biodiversity Spatial Plan (NCBSP) 2024**, which includes the Technical Document, Critical Biodiversity Area (CBA) Map, and Land-use Guideline. This plan provides the legal framework for determining which land uses

are supported or not within SPC A and B, ensuring alignment with biodiversity conservation priorities and sustainable land-use management.







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## IMPLEMENTATION FRAMEWORK



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## 5 IMPLEMENTATION FRAMEWORK

### 5.1 INTRODUCTION

The South African Constitution clearly defines the roles and competencies of national, provincial, and local government spheres, each having specific constitutional obligations. *Schedule 5* of the Constitution assigns exclusive legislative competence for provincial planning to provinces, making it a core function of provincial government. However, these spheres of government are interdependent and interconnected, requiring a cooperative approach to governance. This cooperative governance mandates the alignment, coordination, and support between national, provincial, and local governments. For the Northern Cape PSDF to be effective, it must create an enabling environment that fosters coordination and integration **across all levels of government**, as mandated by the Spatial Planning and Land Use Management Act (SPLUMA). The Northern Cape PSDF aims to provide mechanisms that ensure the integration of spatial planning processes, policies, and strategies across different government spheres and sectors, achieving a cohesive and comprehensive provincial development framework.

#### 5.1.1 ALIGNMENT AND COORDINATION

The effective implementation of the Northern Cape PSDF requires a structured and coordinated institutional framework. This table outlines the key areas where alignment and coordination are essential for the success of the PSDF.

**Table 34: PSDF Alignment and Coordination**

KEY FOCUS AREA	DESCRIPTION
<b>Roles and Responsibilities</b>	Clearly define roles for sector departments, municipalities, and the private sector. Ensure

KEY FOCUS AREA	DESCRIPTION
	responsibilities are understood and respected across all spheres of government.
<b>Alignment with National Policies</b>	Ensure that provincial plans and strategies align with national policies such as the National Spatial Development Framework (NSDF).
<b>Coordination of Provincial Departments</b>	Provincial departments must ensure their plans are aligned with the PSDF's objectives, integrating sectoral strategies like housing, transport, and infrastructure.
<b>Guidance for Local Municipalities</b>	Guide local municipalities to align their Spatial Development Frameworks (SDFs) with the PSDF, helping to achieve cohesive provincial development.
<b>Cooperative Spatial Governance</b>	Establish mechanisms for intergovernmental cooperation and collaboration, including public participation and multi-stakeholder partnerships to ensure alignment of spatial strategies.

This figure (*see next page*) illustrates the Northern Cape Planning Framework (inclusive of the NCPS), aligning national, provincial, district, and local spatial planning frameworks. It begins with National Alignment, providing directives through the National Spatial Development Framework (NSDF), which focuses on arid innovation and transformation corridors. Provincial alignment, through the Provincial Spatial Development Framework (PSDF), addresses spatial action areas and provincial interests.

At the district level, the District Spatial Development Framework (DSDF) guides restructuring and functional areas. At the local level, the Municipal Spatial Development Framework (MSDF) sets planning priorities with nodes, corridors, and zones.

The system incorporates monitoring (SPLUMA compliance and alignment) and project alignment for effective coordination and management across levels. The figure emphasizes integrated development and sectoral plan alignment at each level, ensuring a cohesive approach to spatial transformation and planning in the Northern Cape.





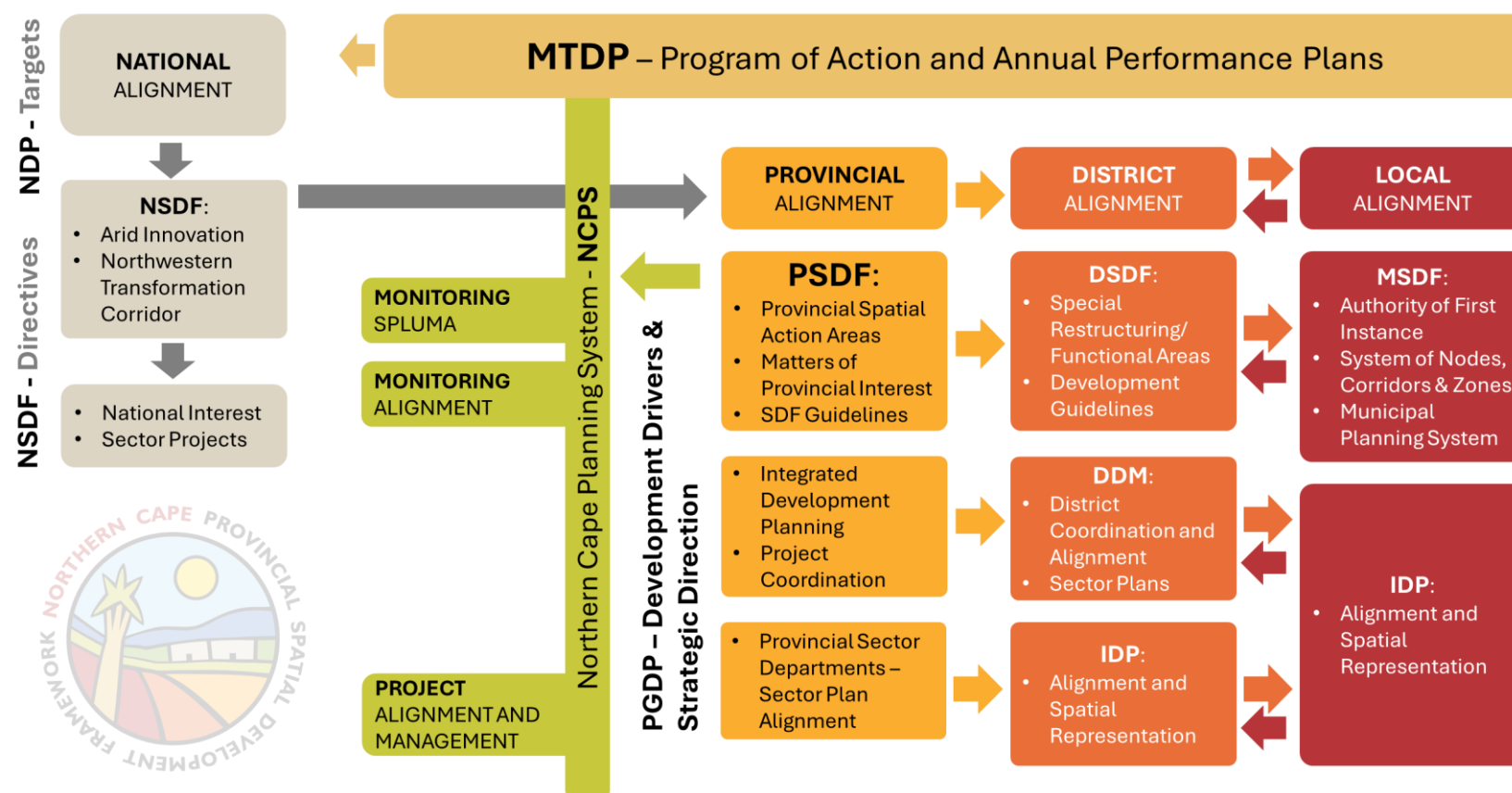


Figure 12: Alignment between the various planning and spatial frameworks in the Province





### 5.1.2 ROLES AND RESPONSIBILITIES

To ensure proper implementation of the PSDF, the following roles and responsibilities are assigned to each level of government and key stakeholders:

**Table 35: Roles and Responsibilities for PSDF Users**

STAKEHOLDER	ROLES AND RESPONSIBILITIES
<b>National Government</b>	<ul style="list-style-type: none"> <li>Provides overarching guidance through the NSDF and ensures national priorities are reflected in provincial and municipal planning.</li> </ul>
<b>Provincial Government</b>	<ul style="list-style-type: none"> <li>Leads the development and implementation of the PSDF. Coordinates sector departments and aligns strategies with both national and municipal plans. Reports on the progress regarding the SPLUMA principles and changes observed in the SPCs.</li> <li>Utilises the NCPS as a platform to assess, coordinate and prioritise project proposals, as well as to monitor the spatial distribution of investment.</li> </ul>
<b>Municipalities</b>	<ul style="list-style-type: none"> <li>Align local SDFs with the PSDF, ensuring that district and local planning contributes to provincial goals. Manage local land use and development within the provincial framework.</li> <li>Municipal IDPs, SDFs, and SDBIPs must comply with section 17. (2) of SPLUMA and align with the Northern Cape PSDF.</li> <li>Ensure PSDF and municipal SDFs are used to inform the District One Plans.</li> <li>Utilises the NCPS as a platform to assess, coordinate and prioritise project proposals.</li> </ul>
<b>Sector Departments</b>	<ul style="list-style-type: none"> <li>Ensure sector-specific plans, such as those for energy, housing, water and transport, are aligned with the PSDF to achieve an integrated approach to provincial development.</li> </ul>
<b>Private Sector</b>	<ul style="list-style-type: none"> <li>Engage in development processes within the PSDF's guidelines. Participate in public-private partnerships to promote sustainable development aligned with provincial priorities.</li> </ul>

ALSO REFER TO THE PSDF STANDARD OPERATING PROCEDURES WHICH UNPACKS THE USER FLOW, RESPONSIBILITIES AND STEPS TO USE THE PSDF

### 5.1.3 SECTOR ALIGNMENT

For the PSDF to function effectively, mechanisms must be in place to ensure continuous alignment and integration across all sectors and government spheres:

**Table 36: Sector Alignment functions**

MECHANISM	PURPOSE
<b>Intergovernmental Relations (IGR)</b>	Promote collaboration across national, provincial, and local government to implement PSDF objectives.
<b>Spatial Development Coordination</b>	Align sectoral development plans with the PSDF's spatial goals, ensuring coordinated growth and development.
<b>Stakeholder Engagement</b>	Involve all key stakeholders, including the private sector and civil society, in the planning and development process.
<b>Monitoring and Evaluation</b>	Establish systems to monitor the implementation of the PSDF and assess its effectiveness over time.

The institutional framework of the Northern Cape PSDF is designed to foster cooperation and alignment across all spheres of government and stakeholders. By providing clear roles, establishing coordination mechanisms, and promoting intergovernmental cooperation, the PSDF ensures a structured and integrated approach to development that addresses both provincial and national goals for sustainable growth.





## 5.2 SPATIAL GOVERNANCE

The Northern Cape PSDF operates within a framework of spatial governance that ensures coordination across all spheres of government—national, provincial, and local. **Section 17(2) of SPLUMA mandates that all provincial development plans, projects, and programs align with the provincial spatial development framework.** This institutional framework promotes a shared understanding of governance, ensuring consistency in spatial planning and implementation across the province.

The Northern Cape PSDF seeks to create a structured environment that ensures spatial planning is fully integrated into the processes of decision-making and investment prioritization. The goal is to align government planning, budgeting, and project implementation with the PSDF's spatial objectives.

### 5.2.1 GOVERNANCE DIRECTIVES

The governance directives for implementing the Northern Cape PSDF focus on ensuring that all levels of government and relevant stakeholders, including the private sector, align their development strategies with the PSDF. These directives include:

**Table 37: Proposed Governance Directives**

GOVERNANCE DIRECTIVE	DESCRIPTION
<b>Coordination across Government Spheres</b>	Ensures integration and alignment of national, provincial, and local plans with the PSDF. Coordination is critical for achieving common spatial objectives.
<b>Alignment with SPLUMA</b>	Ensures all spatial planning, land use management, and development are aligned with SPLUMA, focusing on cooperative governance.
<b>Northern Cape SPLUM Bill</b>	Ensures broader deliberation on large-scale projects by establishing a Spatial Planning and Land Use Advisory Committee, which <b>must/should</b> consist of sub-committees responsible for the assessments of the economic, environmental, disaster risk, spatial, infrastructure and social implications of land use

GOVERNANCE DIRECTIVE	DESCRIPTION
	applications associated with large-scale, catalytic or provincial interest projects.
<b>Public-Private Partnerships</b>	Encourages cooperation between the private sector and government to drive spatial transformation and investment in strategic areas.
<b>Monitoring and Evaluation</b>	Establishes a system for tracking and evaluating the implementation of spatial planning strategies to ensure their alignment with provincial and national priorities.
<b>Intergovernmental Relations</b>	Facilitates collaborative policy-making and decision-making processes across government spheres to strengthen spatial planning alignment.

### 5.2.2 ALIGNMENT ACTION

Coordination and alignment are central to the success of the Northern Cape PSDF. The following actions are key to achieving integrated spatial governance across the province:

**Table 38: Proposed Alignment Actions**

ACTION	OBJECTIVE
<b>Provincial-Municipal Alignment</b>	Ensures that local municipal Integrated Development Plans (IDPs) and Spatial Development Frameworks (SDFs) align with the PSDF.
<b>Sectoral Plan Integration</b>	Aligns provincial sector plans (e.g., housing, transport, infrastructure) with municipal development strategies.
<b>Spatial Targeting for Capital Investment</b>	Focuses government infrastructure and service provision within statutory frameworks (SDFs and IDPs) to prioritize investment in strategic areas.
<b>Cross-border Collaboration</b>	Promotes cooperation between provinces, particularly regarding regional spatial action areas, as identified in the National Spatial Action Areas (NSAA).





### 5.2.3 INVESTMENT FOCUS

One of the critical components of spatial governance is the spatial targeting of capital investments. This approach ensures that limited public resources are effectively utilized to maximize impact and support the strategic spatial objectives of the Northern Cape PSDF.

**Table 39: Proposed Investment Focus Mechanisms**

INVESTMENT FOCUS	OBJECTIVE
<b>Spatial Targeting</b>	Directs public investment towards priority areas, ensuring strategic interventions in infrastructure, housing, and economic development.
<b>Capital Investment Prioritization</b>	Ensures provincial and municipal investments are concentrated in areas with high growth potential or critical need.
<b>Sectoral Programme Alignment</b>	Aligns capital spending programs with the PSDF's spatial priorities, facilitating coordinated action across sectors.
<b>Integrated Planning and Budgeting</b>	Incorporates long-term spatial planning into budgeting processes, ensuring that investments are spatially aligned.

### 5.2.4 DEPARTMENTAL ALIGNMENT TO THE DRIVERS

Effective implementation of the Northern Cape PSDF requires collaboration between multiple government departments and entities. Each department plays a critical role in ensuring that spatial planning is integrated into their sectoral mandates.

**Table 40: Sector Alignment to the PSDF Drivers**

DEPARTMENT / PUBLIC ENTITY	ROLE IN SPATIAL GOVERNANCE	RESPONSIBLE DRIVER(S)
<b>Office of the Premier</b>	Leading and Supporting the Development, Monitoring and Evaluation and uptake of the PSDF and NCPS	<b>LEAD: Driver 4</b> Driver 4
<b>Agriculture, Environmental Affairs, Rural Development and Land Reform</b>	Ensures land use aligns with sustainable agricultural practices, environmental protection, and rural development strategies.	<b>LEAD: Driver 3</b> Driver 1, Driver 3

DEPARTMENT / PUBLIC ENTITY	ROLE IN SPATIAL GOVERNANCE	RESPONSIBLE DRIVER(S)
<b>Co-operative Governance, Human Settlements and Traditional Affairs</b>	Leads alignment of local municipal plans (IDPs and SDFs) with the PSDF and ensures coordinated service delivery.	<b>LEAD: Driver 4</b> Driver 2, Driver 4
<b>Economic Development and Tourism</b>	Promotes spatially targeted economic growth and tourism development in line with the PSDF.	<b>LEAD: Driver 1,</b> Driver 3
<b>Education</b>	Plans for and locates educational infrastructure (schools and colleges) in alignment with population growth and provincial strategies.	Driver 2
<b>Health</b>	Ensures that healthcare services and infrastructure are planned and located strategically to serve provincial needs.	Driver 2
<b>Roads and Public Works</b>	Leads the development of transport infrastructure in priority areas, focusing on road and rail networks to improve connectivity.	Driver 1, Driver 4
<b>Social Development</b>	Develops social infrastructure and services that improve the quality of life and integrate underserved communities.	<b>LEAD: Driver 2</b> Driver 2
<b>Sports, Arts and Culture</b>	Promotes cultural development and heritage conservation in line with provincial spatial and socio-economic objectives.	Driver 2
<b>Transport, Safety and Liaison</b>	Ensures the development of transportation systems, including public transport and safety infrastructure.	Driver 1, Driver 2
<b>Treasury</b>	Aligns provincial and municipal budgets with spatial planning priorities, ensuring funds are directed toward priority areas.	Driver 4





DEPARTMENT / PUBLIC ENTITY	ROLE IN SPATIAL GOVERNANCE	RESPONSIBLE DRIVER(S)
<b>Public Entities (e.g., NCEDA, NC Tourism Authority, NC Heritage Resources Authority)</b>	Promotes investment, tourism, and heritage conservation, collaborating with government departments for integrated growth.	Driver 1, Driver 3, Driver 4
<b>OTHER DEPARTMENTS AND ROLE PLAYERS</b>		
<b>Department of Water and Sanitation (DWS)</b>	Supports and facilitates the provision, management and monitoring of bulk water supply.	Driver 2, Driver 3
<b>ESKOM</b>	Primary responsible for the supply of electricity, generating, transmitting, and distributing power	Driver 2, Driver 3

The success of the Northern Cape PSDF depends on structured governance that promotes coordination, alignment, and integration across all spheres of government. By focusing on spatial targeting, public-private partnerships, and a shared commitment to spatial transformation, the PSDF ensures that capital investment and development efforts are directed toward achieving sustainable and inclusive growth across the province.





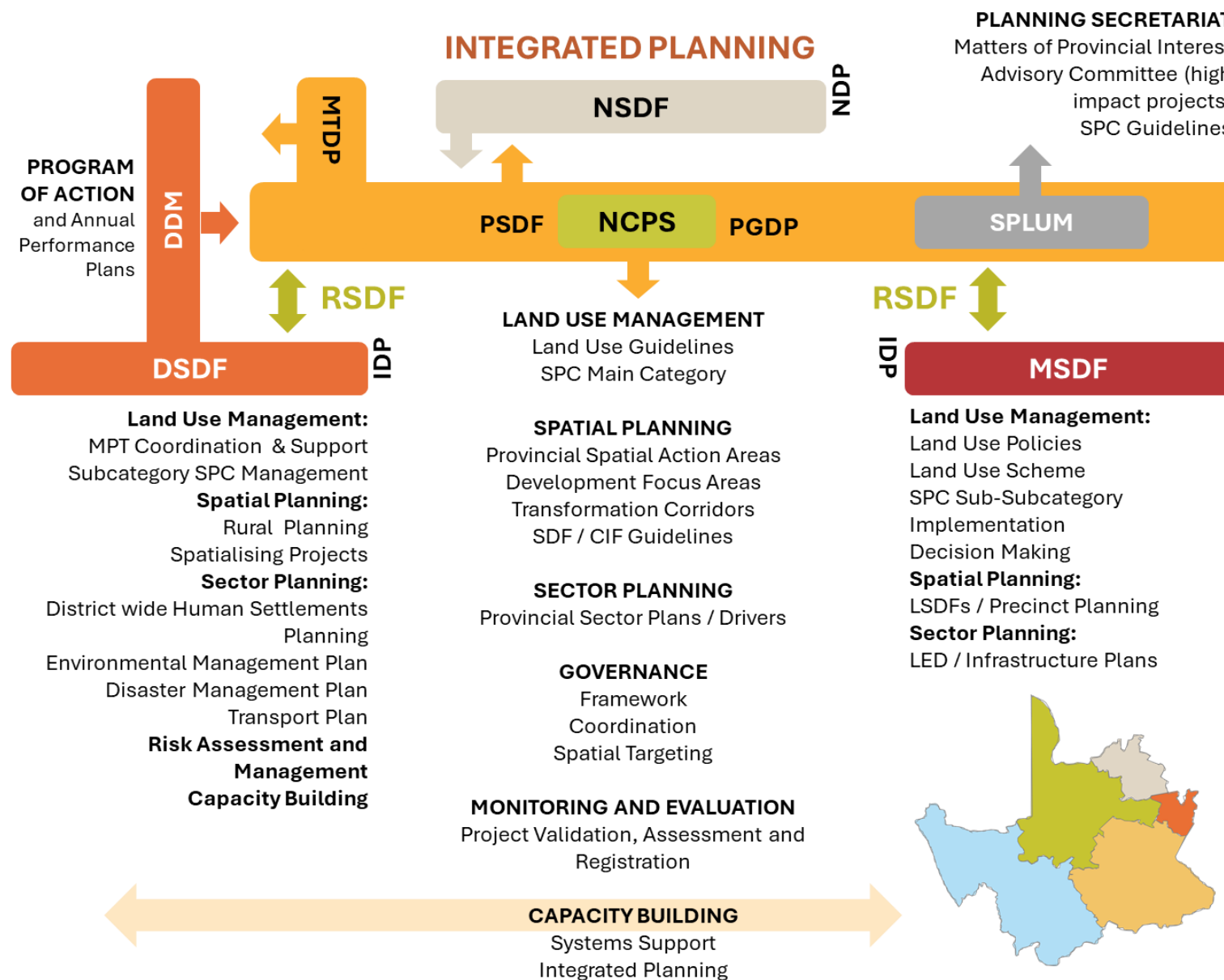


Figure 13: Proposed Integrated Planning Eco-System to support spatial planning in the Province





**Table 41: Spatial Planning Responsibilities matrix per Sector, Program and Sub Program aligned to the PSDF Drivers** *(based on the MTSF, 2024)*

DEPARTMENT	PROGRAM	SUB-PROGRAM	DRIVER 1 Thriving Economic Engines	DRIVER 2 Transforming spaces and livelihoods	DRIVER 3 Conservation of resource production areas	DRIVER 4 Effective spatial governance
<b>Northern Cape Dept. of Agriculture, Environmental Affairs, Rural Development &amp; Land Reform</b>	Agricultural Engineering Support	Engineering Services	Agriculture Processing and Value Chain Development	Employment and Economic Development	Natural Resource Management	Rural Intervention Alignment
		Land Care	Infrastructure Development	Rural and Urban Linkages	Protecting Conservation Areas	-
		Land Use Management	Value Chain Development	Sustainable Settlements	Protecting Agricultural Land)	Rural Intervention Alignment
		Disaster Risk Management	Infrastructure Development	Public Transportation	Strategic Resources Protection	NDMC Strategic Alignment
	Agricultural Producer Support	Producer Support Services	Agriculture Processing	Food Security	Conservation Focus	PAA Alignment
		Extension and Advisory Services	Agriculture Processing	Rural and Urban Linkages	Conservation Focus	Rural Intervention Alignment
		Food Security	Agriculture Processing	Food Security	Conservation Focus	PAA Alignment
	Veterinary Services	Animal Health	Trade Facilitation	Public Health	Limited Environmental Relevance	Biosecurity Management
		Veterinary Public Health	-	Health Services	-	Biosecurity Management
		Veterinary Technical Support Services	-	-	-	-
	Research & Technology Development	Research	Value Chain and Processing	-	Agriculture Sustainability	Commodity Alignment - RDSP
		Technology Transfer Services	Innovation Support	-	-	-
	Agriculture Economics Services	Production Economics	Market Development	Access to Markets	-	-
		Agro-Processing Support	Value Chain Development	Skills Development	-	PAA Alignment
	Rural Development	Rural Development Coordination	-	Employment and Economic Development	-	RDSP Considerations
		Social Facilitation	-	Food Security, Employment	-	-



DEPARTMENT	PROGRAM	SUB-PROGRAM	DRIVER 1 Thriving Economic Engines	DRIVER 2 Transforming spaces and livelihoods	DRIVER 3 Conservation of resource production areas	DRIVER 4 Effective spatial governance
	Environmental Affairs	Compliance & Enforcement	-	-	Pollution Control	-
		Environmental Quality Management	-	-	Pollution Control	-
		Biodiversity Management	-	-	Biodiversity Conservation	Biodiversity Sector Plan Alignment
Northern Cape Dept. of Co-operative Governance, Human Settlements, and Traditional Affairs	Human Settlements	Policy Development	-	Sustainable Human Settlements	Limited Impact	-
		Facilitation of Housing Development	-	Access to Basic Services and Housing	Limited Environmental Impact	PHSHDA Alignment
		Housing Programme Planning and Delivery	Infrastructure Development	Sustainable Human Settlements, Public Transportation	-	Municipal SDF Compliance and Alignment
		Accreditation and Monitoring of Municipalities	-	-	-	-
	Cooperative Governance	Governance and Municipal Performance Monitoring	-	-	-	Local Governance Strengthening
		Intergovernmental Relations and Participatory Democracy	-	Community Development	-	Intergovernmental Coordination
		Accountability and Legislative Compliance	-	-	-	Governance Accountability
	Traditional Affairs	Traditional Governance Monitoring	-	Rural Nodal Prioritisation	-	Strengthening Traditional Governance
	Integrated Economic Development Services	Regional Economic Development Support	Business Development	Empowerment, Job Creation	Limited Impact	Alignment to Spatial Transformation Corridors





DEPARTMENT	PROGRAM	SUB-PROGRAM	DRIVER 1 Thriving Economic Engines	DRIVER 2 Transforming spaces and livelihoods	DRIVER 3 Conservation of resource production areas	DRIVER 4 Effective spatial governance
Development and Tourism		SMME Development & Support	SMME Support	Employment & Empowerment	Limited Environmental Impact	
	Trade and Sector Development	Trade and Investment Promotion	Trade Facilitation, Investment Attraction	-	Limited Environmental Focus	Alignment to Corridors and Zones
		Sector Development	Sector Growth, Tourism Market, SEZ Delineation	-	-	
	Consumer Protection and Business Regulations	Business Regulations	-	-	-	Corporate Governance
		Consumer Protection	-	Consumer Rights Protection	-	Legislation and Public Entity Governance
	Economic Planning	Economic Research & Policy Development	Economic Growth Strategy	-	Innovation for Sustainability	Integrated Planning
		Knowledge Management	-	Innovation Hubs, Skills Development Centres	-	Alignment to Development Anchors
	Tourism	Tourism Growth	Tourism Market Development	-	-	Alignment to Tourism Routes and Clusters
		Tourism Development	Tourism Sector Development)	SMME Opportunities	-	
Northern Cape Dept. of Education	Teacher Development	Teacher Development Activities	Skilled Workforce	Improving Education Quality		
	National School Nutrition Programme	Nutrition and Food Production Initiatives	-	Enhanced Learning Capacity, Food Security	-	-
	Organizational Teaching and Learning Support Services (LTSM)	Access to Learning and Teaching Support	Resource Management	Equal Access to Education Resources	Reduction of Material Wastage)	Efficient Governance, Accountability in Resource Management
Northern Cape Dept. of Health	District Health Services	HIV/AIDS, STI & TB (HAST), Mother to Child Women's Health and Nutrition,	-	Accessible Health Services	-	-





DEPARTMENT	PROGRAM	SUB-PROGRAM	DRIVER 1 Thriving Economic Engines	DRIVER 2 Transforming spaces and livelihoods	DRIVER 3 Conservation of resource production areas	DRIVER 4 Effective spatial governance
		Non-Communicable Disease Control				
	Emergency Medical Services	Ambulance Services, Disaster Management Services	-	Emergency Health Access	-	Response Efficiency and Governance
	Regional and Specialised Hospital Services	Regional Hospitals, Multidisciplinary Services	Health Workforce	Health Services and Care	-	Healthcare Governance
	Central Hospital Services	Tertiary Hospital Services, Referral System	Healthcare Support for Growth	Quality Health Services	-	Compliance and Referral Systems
	Health Sciences and Training	Nursing and EMS Personnel Training	Workforce Development	Health Services Capacity	-	-
	Health Care Support Services	Forensic Medical Services, Medico- Legal Services		Supportive Health Infrastructure		Forensic Efficiency
	Health Facilities Management	Hospital Revitalization, Infrastructure Grants, Capital Maintenance, Clinical Engineering	Infrastructure Development	-	Sustainable Infrastructure	-
Northern Cape Dept. of Social Development	Social Welfare Services	Services to Older Persons, Services to People with Disabilities, HIV and AIDS, Social Relief of Distress	-	Social Welfare, Vulnerable Groups Support	-	Supportive Governance
	Children and Families	Care and Services to Families, Child Care and Protection Services, Early Childhood Development,	-	Family and Child Support	-	Protection and Legal Frameworks





DEPARTMENT	PROGRAM	SUB-PROGRAM	DRIVER 1 Thriving Economic Engines	DRIVER 2 Transforming spaces and livelihoods	DRIVER 3 Conservation of resource production areas	DRIVER 4 Effective spatial governance
		Community-based Care Services				
	Restorative Services	Crime Prevention and Support, Victim Empowerment, Substance Abuse Prevention and Rehabilitation	-	Crime Prevention and Social Rehabilitation	-	Integrated Service Delivery
	Development & Research	Community Mobilization, Poverty Alleviation and Sustainable Livelihoods, Youth Development, Women's Development	Community Empowerment and Development	Poverty Alleviation, Livelihood Support	-	Institutional Capacity Building and Compliance
Northern Cape Dept. of Transport, Safety and Liaison	Civilian Oversight	Monitoring and Evaluation, Policy and Research, Safety Promotion, Community Police Relations	-	Community Safety and Police Accountability	-	Transparency and Accountability in Policing
	Transport Operations	Infrastructure Planning, Operator Licensing, Transport Safety and Compliance, Transport Services	Mobility and Infrastructure Development	Public Transport Access	Safe and Sustainable Transport Systems)	Governance in Transport Operations
	Transport Regulations	Law Enforcement, Road Safety Education, Transport Administration & Licensing	Traffic Management and Safety	Safe Roads and Public Spaces	Road Safety and Environmental Awareness)	Regulation and Compliance





DEPARTMENT	PROGRAM	SUB-PROGRAM	DRIVER 1 Thriving Economic Engines	DRIVER 2 Transforming spaces and livelihoods	DRIVER 3 Conservation of resource production areas	DRIVER 4 Effective spatial governance
Northern Cape Dept. of Treasury	Sustainable Fiscal Resource Management	Economic Analysis and Fiscal Oversight, Budget, Public Finance & Data Management, Infrastructure Management	Fiscal Management for Economic Growth	-	Infrastructure Sustainability)	Optimized Fiscal Policies and Governance
	Supply Chain Management, Assets and Liabilities	Provincial Supply Chain and Asset Management, Financial Information Management Systems, Banking and Cashflow Management	Efficient Supply Chain Management	-	Sustainable Asset Management	Financial Oversight and Governance
	Financial Governance	Provincial Accounting Services, Norms and Standards, Provincial Risk Management	-	-	-	Risk Management and Accountability
	Provincial Internal Audit	Education, Provincial Treasury, Economic Development and Tourism	-	-	-	Internal Audit and Governance
Northern Cape Dept. of Roads and Public Works	Public Works Infrastructure	Infrastructure Development and Maintenance	Infrastructure Development	Improved Access to Public Facilities	Sustainable Infrastructure	Efficient Infrastructure Governance
	Roads Infrastructure	Roads Planning, Development, and Maintenance	Mobility and Transport Infrastructure	Access to Services)	Sustainable Road Networks)	Regulatory and Infrastructure Management
	District EPWP Coordination	Expanded Public Works Programme (EPWP)	Job Creation and Economic Development	Social Inclusion through EPWP	Limited Environmental Impact	EPWP Governance and Monitoring
	Fleet Management	Fleet Operations and Maintenance	-	-	Sustainable Fleet Management	Operational Efficiency and Oversight







*Enhancing our Future*

## **SPATIAL TARGETING**



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### 5.3 SPATIAL TARGETING

The Northern Cape Provincial Spatial Development Framework (PSDF) plays a crucial role in guiding spatial transformation across the province by identifying key development corridors. These strategic corridors are essential for fostering economic growth, enhancing regional connectivity, and promoting sustainable development. By linking major economic nodes and focusing investment in areas with high potential, the PSDF aims to address spatial inequality, improve access to resources, and boost overall provincial resilience.

The PSDF delineates six main corridors, each characterized by distinct economic assets, environmental considerations, and development challenges. From mineral-rich mining regions to fertile agricultural zones and potential hubs for renewable energy, these corridors reflect the diversity of the Northern Cape's economy and natural resources. Each corridor serves a specific purpose within the larger spatial transformation agenda, whether it's advancing the mining and agricultural sectors, supporting renewable energy projects, or enhancing tourism and heritage assets.

The emphasis on spatial targeting within the PSDF seeks to ensure that development efforts are not only effective but also equitable,

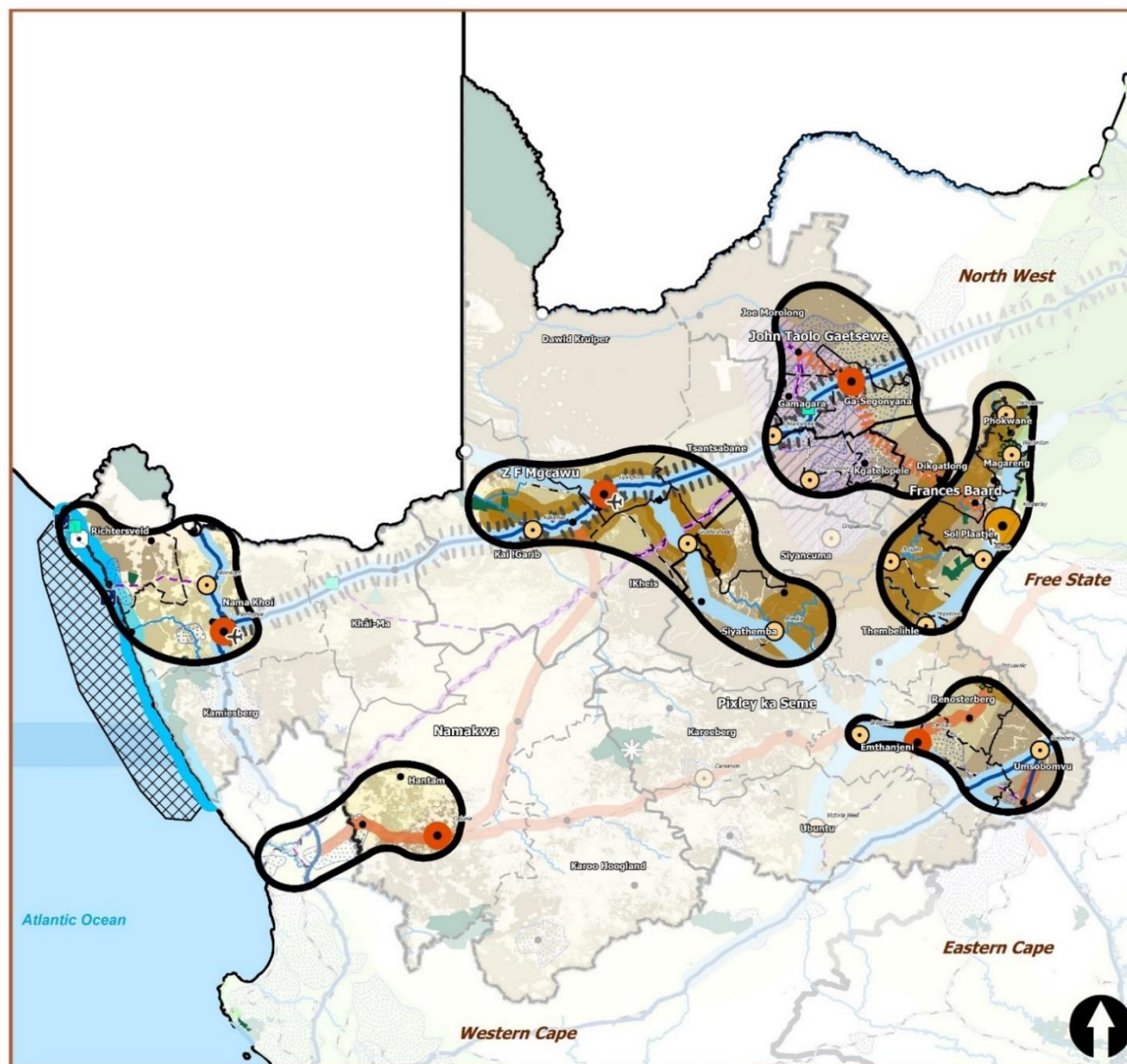


Figure 14: PSDF Spatial Transformation Corridors





addressing regional imbalances while unlocking economic opportunities across the Northern Cape. Through coordinated planning and targeted interventions, the province envisions a future where these corridors become catalysts for economic growth, social development, and environmental sustainability.

In the following sections, we explore each corridor in detail, outlining its unique characteristics, key economic drivers, and the role it plays in the Northern Cape's development landscape. This focused approach underscores the PSDF's commitment to spatially balanced growth and its strategy to leverage the province's unique resources and location within the national and regional context.

### 5.3.1 ALEXANDER BAY – SPRINGBOK

This corridor is strategically significant for its rich mineral resources, including copper and precious metals, and potential for renewable energy development. It features unique conservation areas, coastal and small harbour developments, and important fishing and tourism communities. The N7 national route, a critical freight and export gateway between South Africa and Namibia, runs through this area.

### 5.3.2 CALVINIA – VREDENDAL

This corridor is known for its unique agricultural products, such as Karoo lamb and Rooibos tea, and its potential for wind and solar energy developments. The area is also a significant tourism destination, attracting visitors for its seasonal flower displays, distinctive Karoo architecture, and regional festivals.

### 5.3.3 UPINGTON – PRIESKA

This fast-growing corridor is a major agricultural zone, producing table grapes, citrus, and dates. It is also a significant node for renewable energy development. The corridor is central to the Northern Cape Development

Corridor along the N14, providing critical economic linkages to Namibia and Botswana.

### 5.3.4 OLIFANTSHOEK - MOTHIBISTAD

This is the mining heart of the province, home to large iron ore and manganese mining operations. The area faces potential mine closures in the medium term, making economic diversification and value addition critical. The corridor includes key towns such as Kuruman, Kathu, and Postmasburg.

### 5.3.5 HOPETOWN TO VAALHARTS

This corridor is critical for national food security, hosting extensive agricultural activities reliant on the Orange and Vaal River systems. It includes the administrative capital, Kimberley, and serves as a key socio-economic hub with strong links to neighbouring provinces. The N12 national road forms the backbone of this corridor, connecting to major national routes.

### 5.3.6 COLESBERG – DE AAR

This corridor is focused on agricultural production, logistics, and renewable energy. De Aar serves as the regional anchor, supported by smaller towns such as Colesberg and Britstown. The N1 and N10 national routes facilitate logistics and long-distance transport, positioning the area as a potential logistics hub.





# ALEXANDER BAY – SPRINGBOK

**Maritime Economy** – Small Harbor Development, Mari/Aqua-Culture

**Energy Sector** – Limit visual pollution along tourism routes

**Competitive Infrastructure** – R382 Upgrading, N7/N14 Intersection Upgrade, Bulk Water upgrading, Vioolsdrift Dam, Railway Infrastructure

**Manufacturing and Trade** – Boegoebaai Harbor and related development, linkage to Namakwa SEZ

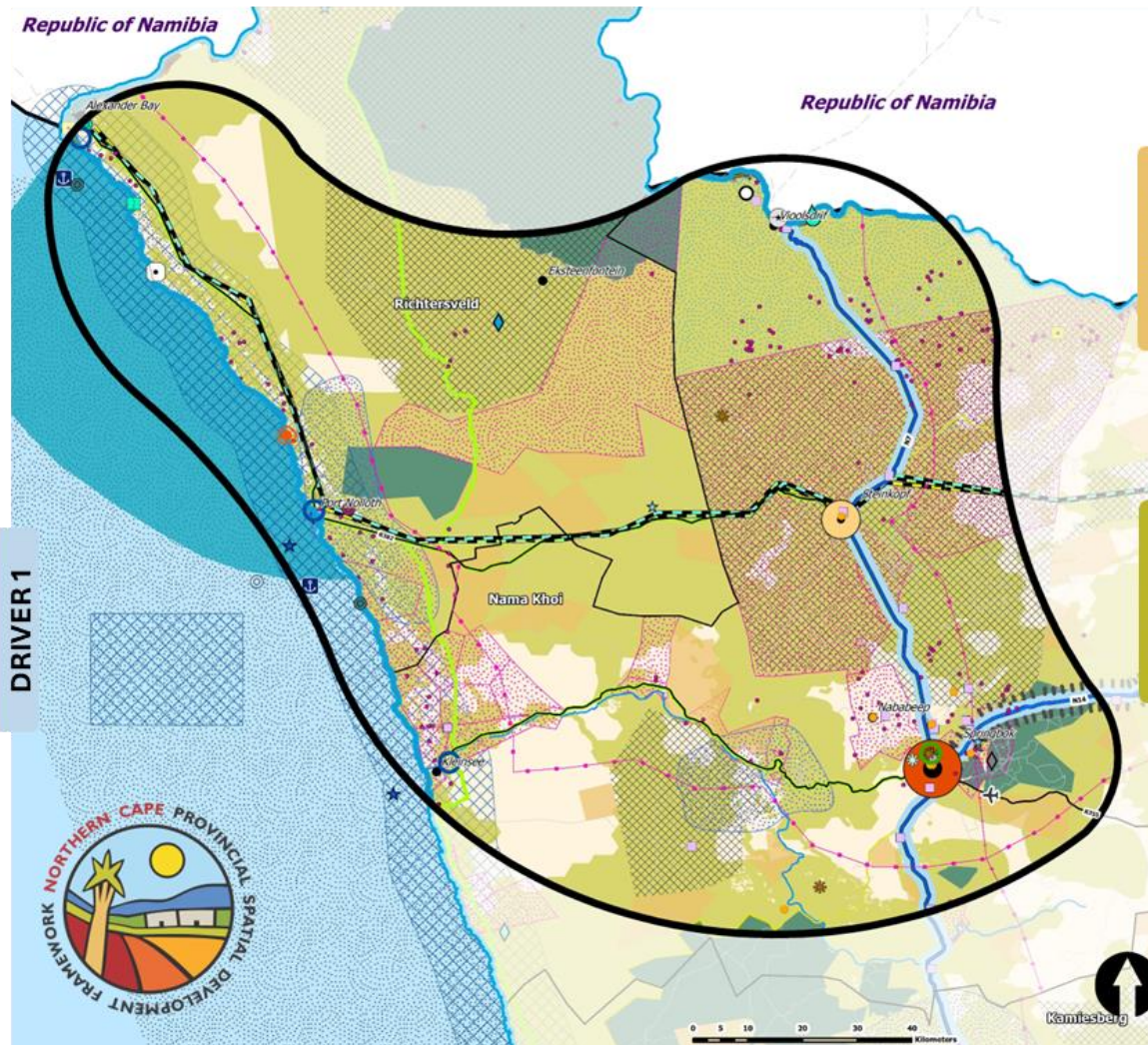
**Agriculture** – Agrihub, Hydroponics/Aquaponics Development

**Tourism Market** – Tourism Node Development & Protection, Routes and Tourism Centre

**Accessibility and Mobility** – Springbok Airport Development, Wi-Fi Access, Fiber POP, Passenger Rail

**Mining and Mineral Beneficiation** – Copper Mining, Mining Rehabilitation, Alluvial Diamonds and Precious Stones, Granite, Jewelry Hub

**Spatial Governance** – Support towards Transformation Corridors & Spatial Action Areas, Local SDF alignment, NCPSP Project Capturing, SPLUMA Monitoring, PSDFT Toolkits and Guidelines



DRIVER 1

DRIVER 4

DRIVER 2

DRIVER 3

**Education and Employment** – Skills and Knowledge Development (Satellite University), Artisan Skills Development to support Economic Sectors

**Human Settlements** – Limit large scale Housing Development towards Springbok, Alexander Bay and Port Nolloth

**Public Transport** – Rail, Road Passenger Development to service Boegoebaai Harbor and related development

**Environment** – Limit development in CBA areas, support Ecological Corridors, consider Offset Agreements

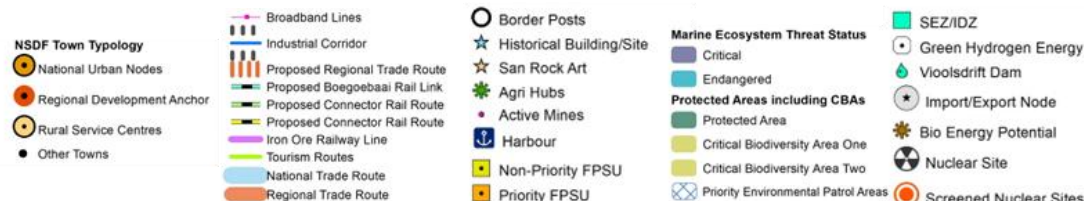
**Rural Development** – Agrihub, FPSU, CPA support, PLAS priority area, TRANCRAA support

**Water Resources** – Rainwater Harvesting, Sustainable Desalination Plants, Water management and control

**Mineral Resources** – Sustainable mining development, rehabilitation & redevelopment priority

**Renewable Resources** – Wind Energy Priority, Green Hydrogen Development

**Agricultural Resources** – No protected agricultural areas, to protect and support Mari Culture Development



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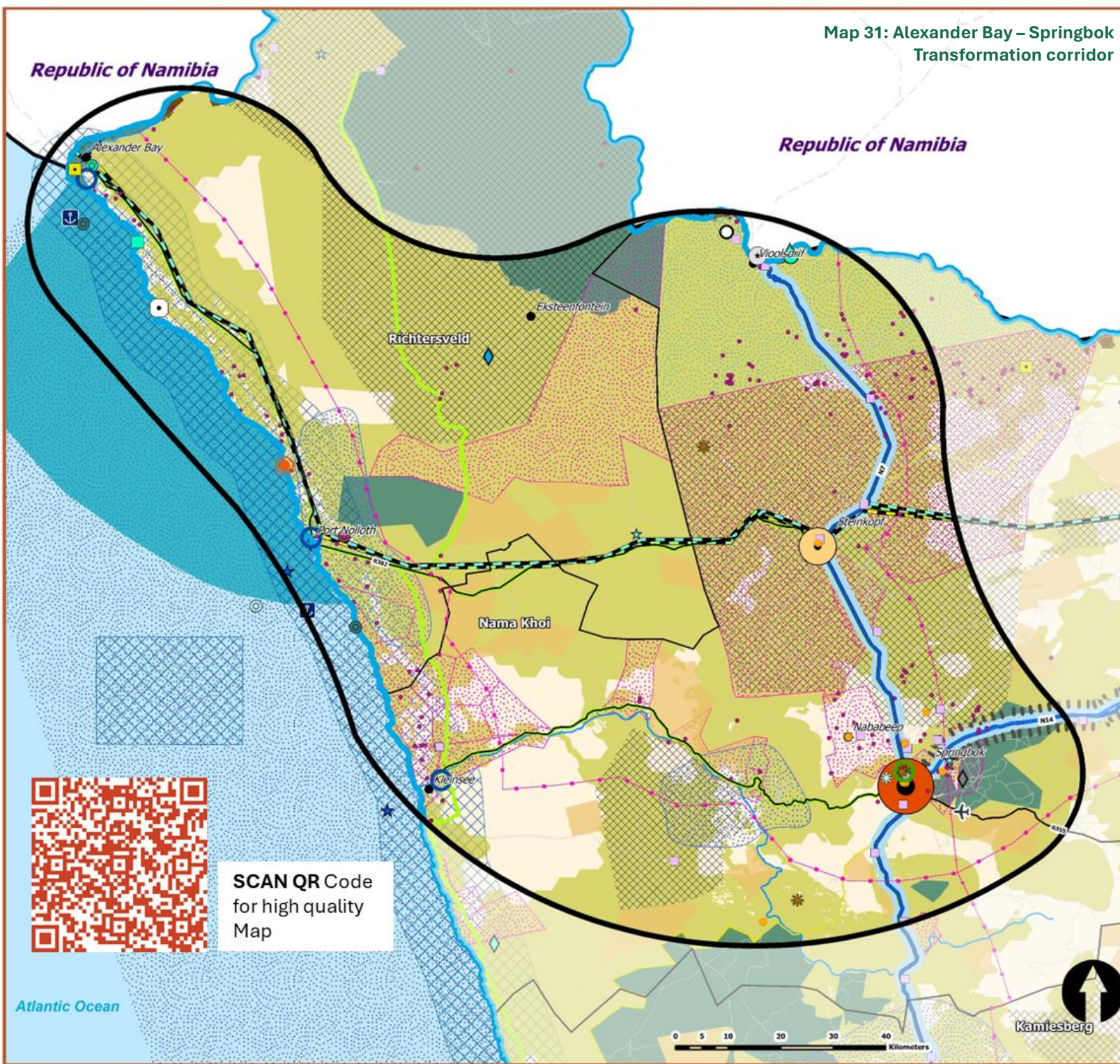
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Republic of Namibia

Map 31: Alexander Bay – Springbok  
Transformation corridor

## Alexander Bay - Springbok Transformation Corridor



- Other**
  - SEZ/IDZ
  - Green Hydrogen Energy
  - Vioolsdrift Dam
  - Import/Export Node
  - Screened Nuclear Sites
  - Bio Energy Potential
  - Solar Energy Plant
  - Wind Energy Plant
  - Heritage Sites
  - Main Airports
  - Aero Drome
  - Fiber POP
  - Cellphone Towers
  - Aquaculture
  - Border Posts
  - Historical Building/Site
  - San Rock Art
  - Agri Hubs
  - Active Mines
  - Harbour
  - Non-Priority FPSU
  - Priority FPSU
- PSDF Node**
  - Agri-Tourism
  - Clear night skies
  - Heritage based Tourism
  - Maritime Tourism
  - Nature-based
- Marine Tourism Projects**
  - Boat Based Whale Watching
  - Coastal Tourism Nodes
  - Lobster Processing Plant
  - Marine Environment
- Major Catalytic Projects**
  - Seawater Desalination Plant
  - Shale Gas Fracking
  - Supply Chain Centre
  - Namakwa Irrigation Dev.
  - Rooibos Tea Project
- Zones**
  - Land Reform Farm
  - Gamagara Mining Corridor
  - Active Mines
  - Irrigation Boards
  - Vaal-Orange Agricultural Zone
  - Trancraa Area
  - Dams
  - Protected Agricultural Areas
  - Marine Protected Areas
  - Oil & Gas Exploration
  - Focus Areas for Offshore Protection
  - Priority Environmental Patrol Areas
  - Extensive Agriculture
- Marine Ecosystem Threat Status**
  - Critical
  - Endangered
- Protected Areas including CBAs**
  - Protected Area
  - Critical Biodiversity Area One
  - Critical Biodiversity Area Two
- Corridor**
  - Broadband Lines
  - Industrial Corridor
  - Proposed Regional Trade Route
  - Proposed Boegoebaai Rail Link
  - Proposed Connector Rail Route
  - Proposed Connector Rail Route
  - Iron Ore Railway Line
  - Tourism Routes
  - National Trade Route
  - Regional Trade Route
- NSDF Town Typology**
  - National Urban Nodes
  - Regional Development Anchor
  - Rural Service Centres
  - Other Towns

SCAN QR Code  
for high quality  
Map

Source: SANBI, NSDF, DALRRD, DESTEA, DEA,  
DFFE, DWS





# CALVINIA - VREDENDAL

### Maritime Economy– Small Harbor Development, Mari/Aqua-Culture

**Energy Sector** – Limit visual pollution along tourism routes

**Competitive Infrastructure**  
– Maintenance of the R27 and R63, Bulk water infrastructure, Link services development in Calvinia

## Manufacturing and Trade – Agri-processing value chain development

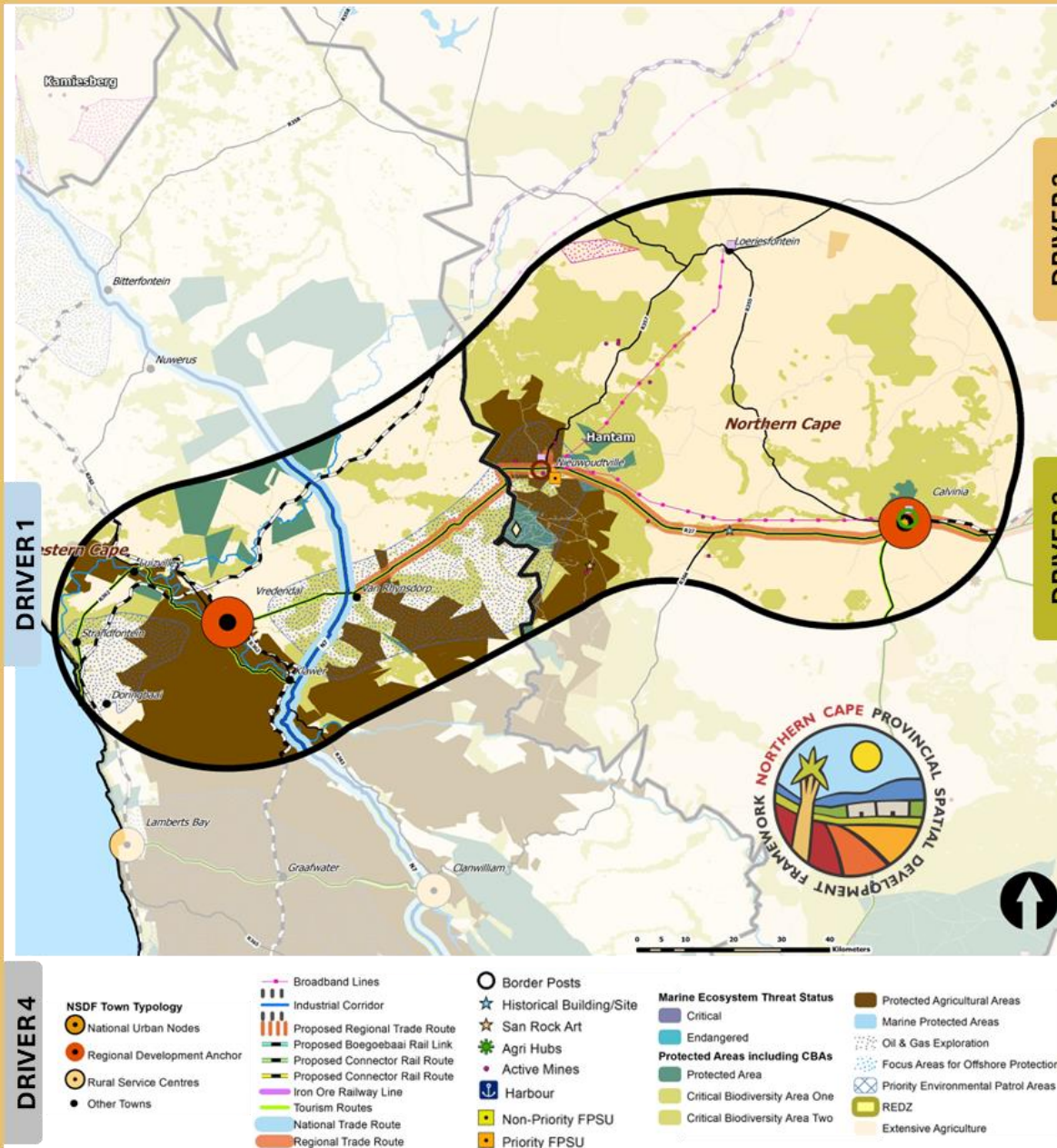
**Agriculture–FPSU**  
Development, Market  
Development

**Tourism Market** – Tourism Destination Development, Routes and Tourism Centre

**Accessibility and Mobility–**  
Gateway development at  
R27/N7 Intersection, Wi-Fi  
Access

**Mining and Mineral Beneficiation**–To limit mining and fracking development within the corridor

**Spatial Governance –**  
Support towards  
Transformation Corridors &  
Spatial Action Areas  
Local SDF alignment  
NCPS Project Capturing  
SPLUMA Monitoring  
PSDF Toolkits and Guidelines  
WC PSDF Alignment



### Education and Employment – Skills and Knowledge Development (Agriculture Sector)

**Human Settlements** – To support mixed housing typologies housing development in Calvinia. To support low density housing development in Nieuwoudtville

**Public Transport** – Road Passenger Development to improve connectivity towards the N7

**Environment**– Limit development in CBA areas, support Ecological Corridors, Develop Oorlogskloof Nature Reserve

**Rural Development –**  
Agrihub, FPSU (Rooibos Tea),  
PLAS priority area, Tourism  
Development

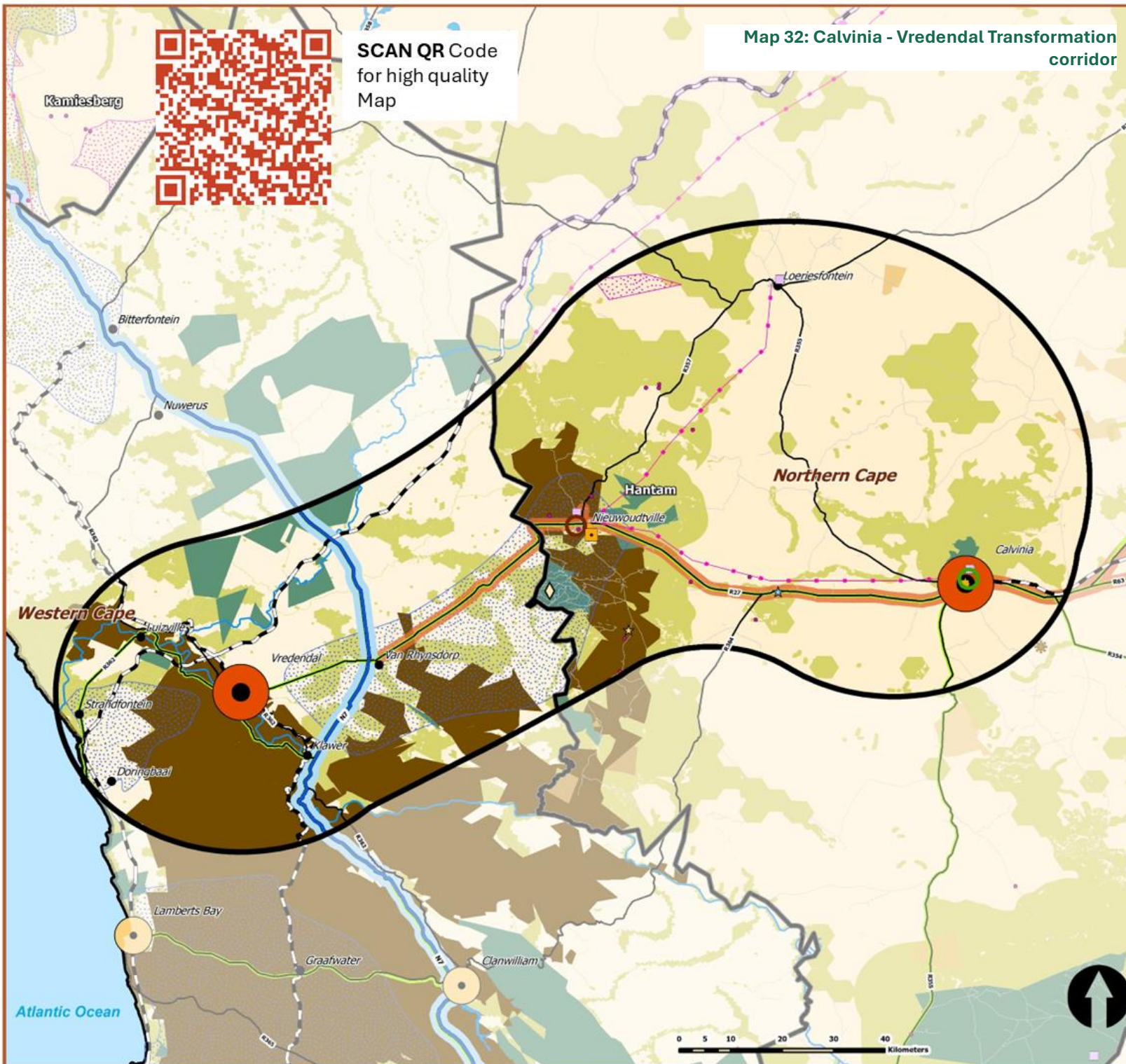
**Water Resources – Strategic**  
Water Resource Area  
management and control

**Mineral Resources – Limited**  
Resources, to limit fracking  
and other mining activity in  
support of the agricultural  
and tourism sectors

## Renewable Resources – Wind and Solar Energy Priority

**Agricultural Resources –**  
Large sections of Protected  
Agricultural Areas. To  
conserve and protect these  
areas and implement  
regenerative agriculture





SCAN QR Code  
for high quality  
Map

Map 32: Calvinia - Vredendal Transformation  
corridor

## Calvinia - Vredendal Transformation Corridor

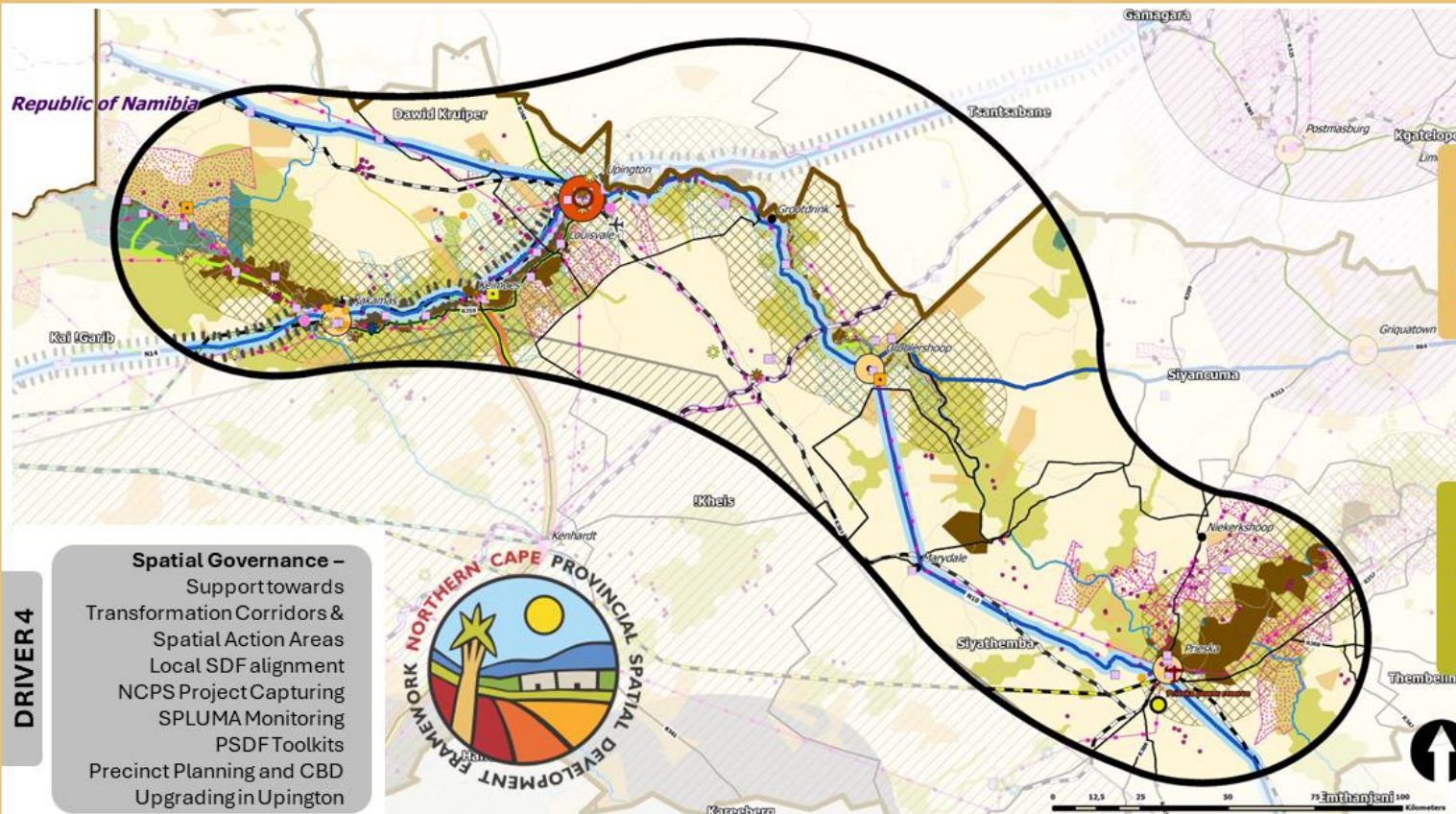
- Other**
- SEZ/IDZ
  - Green Hydrogen Energy
  - Vloosdrift Dam
  - Import/Export Node
  - Bio Energy Potential
  - Nuclear Site
  - Screened Nuclear Sites
  - Hydropower Plant
  - Solar Energy Plant
  - Wind Energy Plant
  - Heritage Sites
  - Main Airports
  - Aero Drome
  - Fiber POP
  - Cellphone Towers
  - Aquaculture
  - Border Posts
  - Historical Building/Site
  - San Rock Art
  - Agri Hubs
  - Active Mines
  - Harbour
  - Non-Priority FPSU
  - Priority FPSU
- NSDF Town Typology**
- National Urban Nodes
  - Regional Development Anchor
  - Rural Service Centres
  - Other Towns
- Zones**
- Land Reform Farm
  - Gamagara Mining Corridor
  - Active Mines
  - Irrigation Boards
  - Vaal-Orange Agricultural Zone
  - Trancraa Area
  - Dams
  - Protected Agricultural Areas
  - Marine Protected Areas
  - Oil & Gas Exploration
  - Focus Areas for Offshore Protection
  - Priority Environmental Patrol Areas
  - REDZ
  - Extensive Agriculture
- Marine Ecosystem Threat Status**
- Critical
  - Endangered
- Protected Areas including CBAs**
- Protected Area
  - Critical Biodiversity Area One
  - Critical Biodiversity Area Two
- Corridors**
- Broadband Lines
  - Industrial Corridor
  - Proposed Regional Trade Route
  - Proposed Boegoebaai Rail Link
  - Proposed Connector Rail Route
  - Proposed Connector Rail Route
  - Iron Ore Railway Line
  - Tourism Routes
  - National Trade Route
  - Regional Trade Route
- PSDF Node**
- Agri-Tourism
  - Clear night skies
  - Heritage based Tourism
  - Maritime Tourism
  - Nature-based
- Major Catalytic Projects**
- Shale Gas Fracking
  - Supply Chain Centre
  - Namakwa Irrigation Dev.
  - Rooibos Tea Project

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





# UPINGTON - PRIESKA



DRIVER 3

DRIVER 3

DRIVER 4

DRIVER 1

**Spatial Governance** – Support towards Transformation Corridors & Spatial Action Areas  
Local SDF Alignment  
NCPS Project Capturing  
SPLUMA Monitoring  
PSDF Toolkits  
Precinct Planning and CBD Upgrading in Upington

**Accessibility and Mobility** – Upgrading Upington Airport (Cargo), Wi-Fi Access, Fiber POP, Passenger and Freight Rail Development

**Mining and Mineral Beneficiation** – Alluvial Diamonds, to limit mining activity along the orange river system

**Agriculture** – Agrihub, Horticulture Development, Climate Smart Agriculture

**NSDF Town Typology**  
National Urban Nodes  
Regional Development Anchor  
Rural Service Centres  
Other Towns

Broadband Lines  
Industrial Corridor  
Proposed Regional Trade Route  
Proposed Boegoebaai Rail Link  
Proposed Connector Rail Route  
Proposed Connector Rail Route  
Iron Ore Railway Line  
Tourism Routes  
National Trade Route  
Regional Trade Route

Border Posts  
Historical Building/Site  
San Rock Art  
Agri Hubs  
Active Mines  
Main Airports  
Aero Drome  
Fiber POP  
Cellphone Towers

**Protected Areas including CBAs**  
Protected Area  
Critical Biodiversity Area One  
Critical Biodiversity Area Two  
**Clear Night Skies**  
Highest  
Protected Agricultural Areas  
REDZ  
Extensive Agriculture

Land Reform Farm  
Gamagara Mining Corridor  
Active Mines  
Irrigation Boards  
Vaal-Orange Agricultural Zone  
SKA Area

**Manufacturing and Trade** – Upington Industrial Park Development, linkage to Namakwa SEZ

**Energy Sector** – Solar and PV Energy Development

**Competitive Infrastructure** – N10, N14 Bypass Route Development in Upington, Bulk Water Upgrading, Railway Infrastructure, HV Transmission Upgrading

**Maritime Economy** – Aqua Culture Development along the Orange River system

**Tourism Market** – Tourism Node Development, Tourism Centre, Agri, Eco, Adventure Hub

**Education and Employment** – Skills and Knowledge Development (Satellite University), Artisan Skills Development to support Local Economic Sectors

**Human Settlements** – Limit large scale Housing Development to Upington, PHSDA Priority

**Public Transport** – Rail, Road Passenger Development, Transportation network along Corridor

**Environment** – Consider Offset Agreements, Respect Trade Off Zones, Support Regenerative Agriculture

**Rural Development** – Agrihub, FPSU, CPA support, PLAS priority area, target viable agricultural farms

**Water Resources** – Water management and control, Irrigation Infrastructure maintenance and development

**Mineral Resources** – Limit mining development and activity to protect agricultural sector

**Renewable Resources** – Solar and PV Energy Priority, Off grid town development, Transmission Capacity Development

**Agricultural Resources** – Limit the use of detrimental pesticides and fertilizers, Protect Agricultural Land



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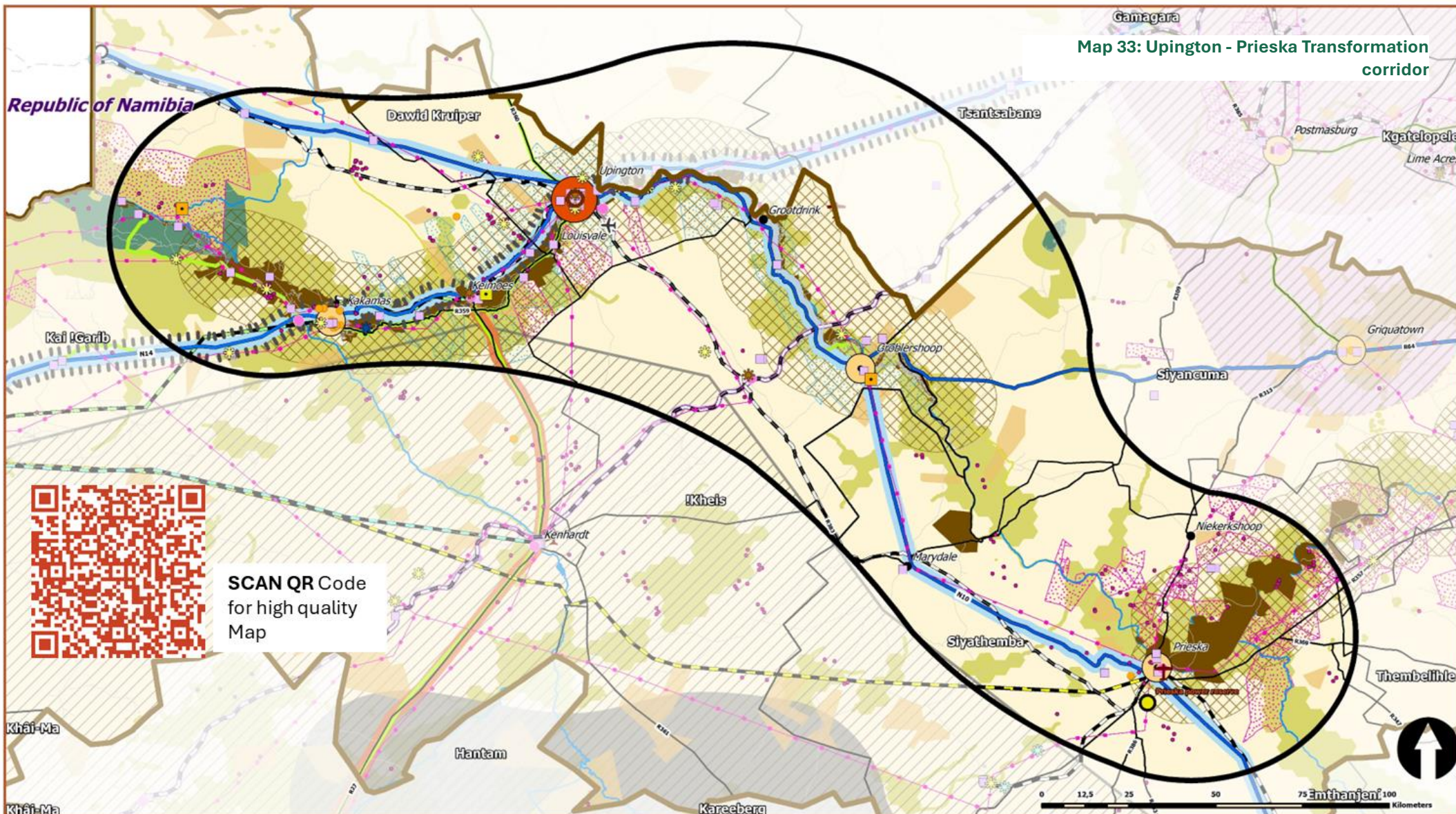
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Map 33: Upington - Prieska Transformation corridor



SCAN QR Code  
for high quality  
Map

#### Major Catalytic Projects

- Seawater Desalination Plant
- Shale Gas Fracking
- Supply Chain Centre
- Namakwa Irrigation Development
- Rooibos Tea Project

#### Strategic Integrated Projects

- Meerkat and SKA
- Prieska Power Reserve

#### Nodes

##### NSDF Town Typology

- National Urban Nodes
- Regional Development Anchor
- Rural Service Centres
- Other Towns
- Agri-Tourism
- Clear night skies
- Heritage based Tourism
- Maritime Tourism
- Nature-based

#### Zones

- Industrial Corridor
- Land Reform Farm
- Gamagara Mining Corridor
- Active Mines
- Irrigation Boards
- Vaal-Orange Agricultural Zone
- Dams
- Trancraa Area
- SKA Area

#### Clear Night Skies

- Highest
- Protected Agricultural Areas
- REDZ
- Extensive Agriculture

#### Protected Areas Including CBAs

- Protected Area
- Critical Biodiversity Area One
- Critical Biodiversity Area Two

#### Corridor

- Broadband Lines
- Industrial Corridor
- National Road
- Proposed Regional Trade Route
- Proposed Boegoebaai Rail Link Route
- Proposed Connector Rail Route
- Proposed Connector Rail Route
- Iron Ore Railway Line
- Tourism Routes
- National Trade Route
- Regional Trade Route

#### Other

- Hydropower Plant
- Solar Energy Plant
- Wind Energy Plant
- Fiber POP
- Cellphone Towers
- Heritage Sites
- Historical Building/Site
- San Rock Art
- Active Mines
- Agri Hubs
- SKA Core Site
- Tourist Attractions

## Upington - Prieska Transformation Corridor

Source: SANBI, NSDF, DALRRD, DESTEA, DEA,  
DFFE, DWS





# OLIFANTSHOEK - MOTHIBISTAD

**Maritime Economy**– Not applicable to the Corridor

**Energy Sector – Support off grid-mining development, Solar, PV Energy Development**

**Competitive Infrastructure –**  
Upgrading of the R31, N14  
Bypass Route in Kuruman,  
Railway Infrastructure

**Manufacturing and Trade –**  
Kuruman and Kathu  
Industrial Park, Mineral Value  
Adding, shift from Road to rail  
for Freight movement

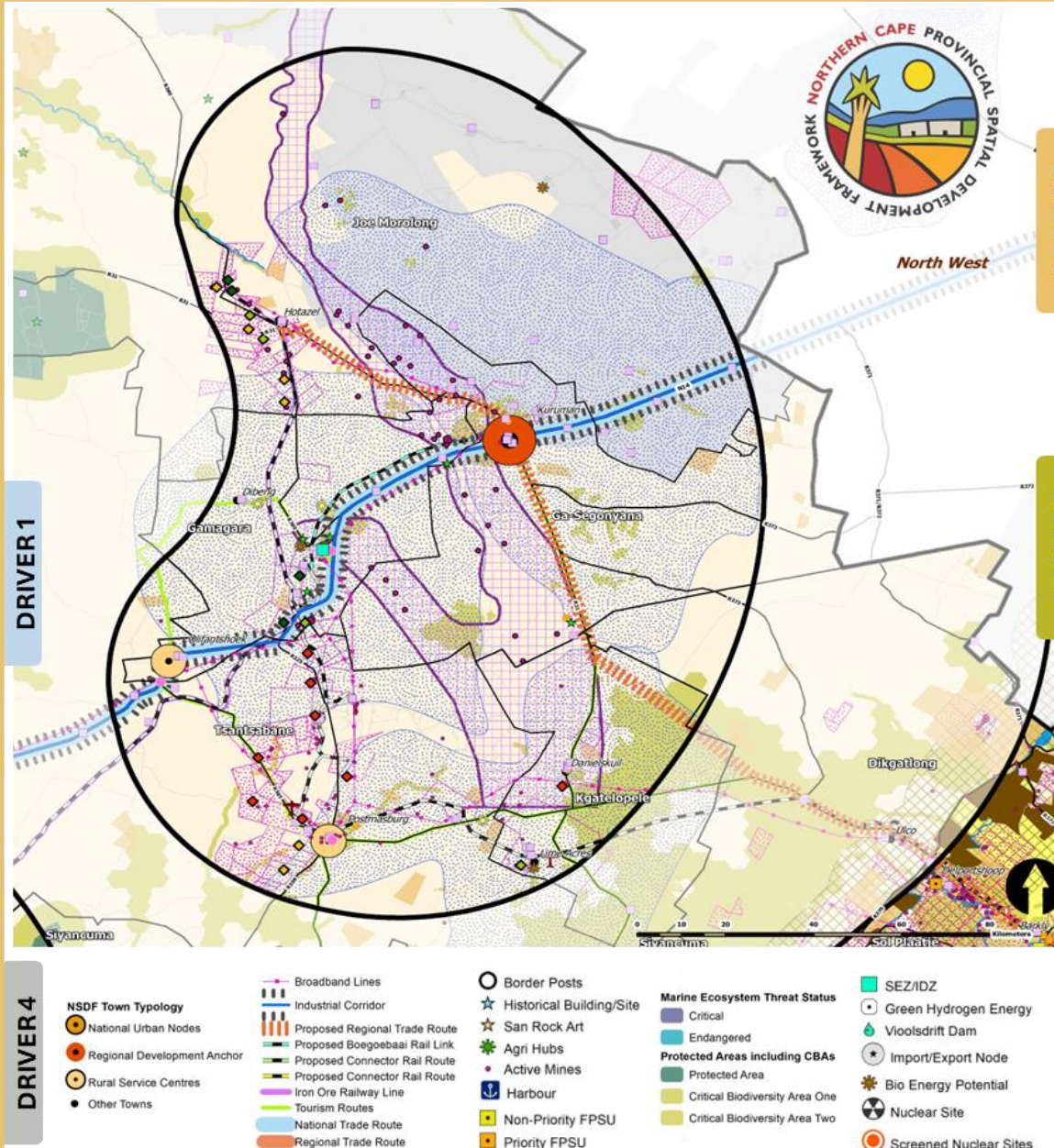
**Agriculture**– Agrihub, and FPSU development, Subsistence farming support

**Tourism Market** – Tourism  
Link towards Kalahari,  
Destination packaging, safety  
and security

### Accessibility and Mobility– Wi-Fi Access, Passenger Rail development

**Mining and Mineral  
Beneficiation** – Mining  
Rehabilitation, Mineral value  
adding

**Spatial Governance –**  
Support towards  
Transformation Corridors &  
Spatial Action Areas  
Local SDF alignment  
NCPS Project Capturing  
SPLUMA Monitoring  
PSDFToolkits and Guidelines



**Education and Employment –**  
Artisan Skills Development,  
Technical School to support  
Economic Sectors

**Human Settlements** – Limit large scale Housing Development towards Kuruman

**Public Transport**– Rail, Road Passenger Development.  
Improved linkages between mining towns

**Environment**– Monitor the rehabilitation of mining areas, mitigate asbestos risk areas, regular air pollution assessment

**Rural Development –**  
Agrihub, FPSU, Rural Farming  
Support and infrastructure  
development

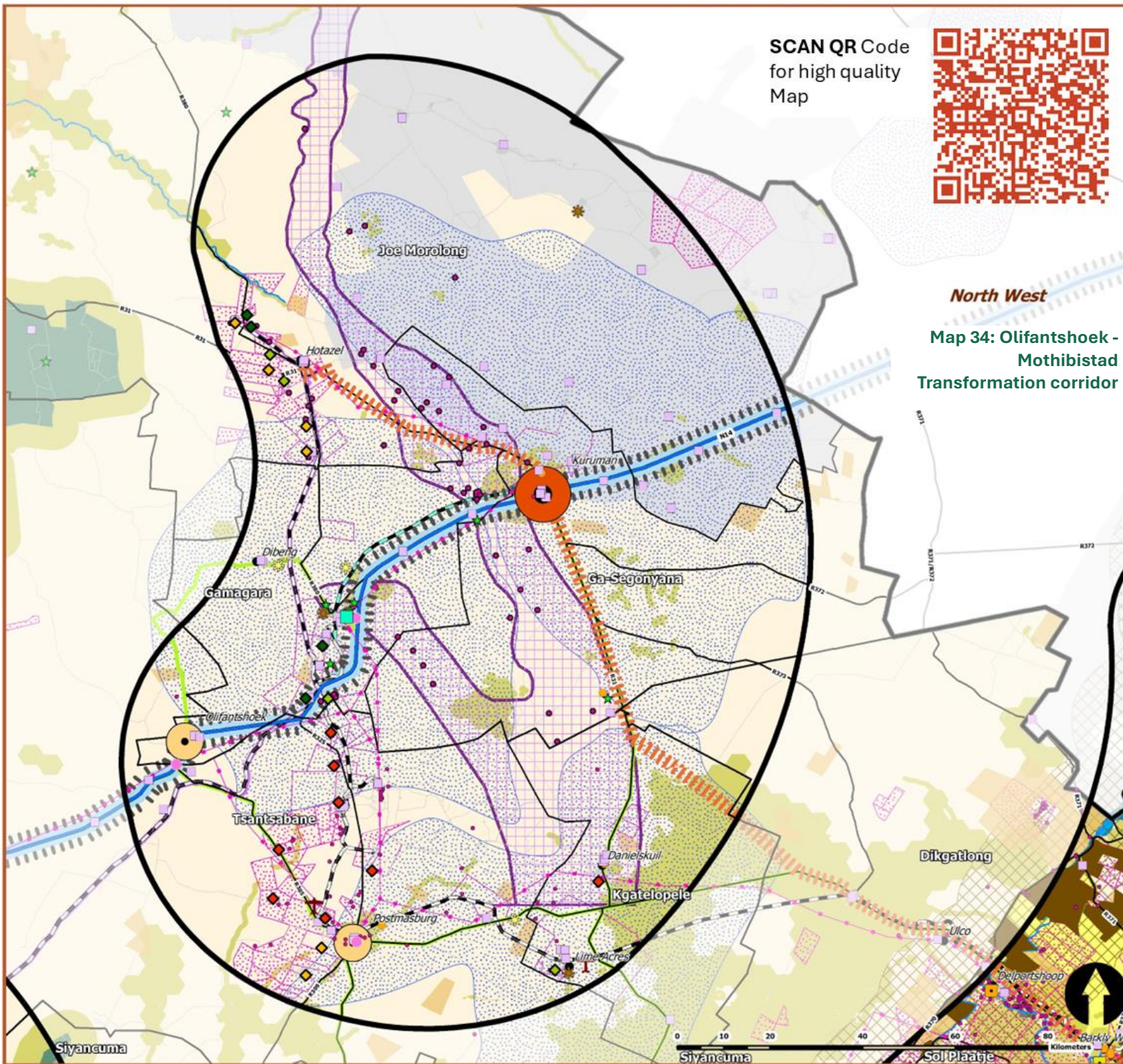
**Water Resources** – Mitigate the impact of Strategic Water Resource Areas, prioritize sustainable water usage, water management

**Mineral Resources** – Mitigate mining closures, mineral value adding, social labour plan coordination

**Renewable Resources – PV and Solar Energy, Off-Grid mining infrastructure development**

**Agricultural Resources** – No protected agricultural areas, to protect grazing areas





## Olifantshoek - Mothibistad Transformation Corridor

- Other**
- SEZ/IDZ
  - Import/Export Node
  - Bio Energy Potential
  - Hydropower Plant
  - Solar Energy Plant
  - Wind Energy Plant
  - Main Airports
  - Aero Drome
  - Fiber POP
  - Cellphone Towers
  - Aquaculture
  - Border Posts
  - Heritage Sites
  - Historical Building/Site
  - San Rock Art
  - Active Mines
  - Agri Hubs
  - SKA Core Site
  - Tourist Attractions
  - Non-Priority FPSU
  - Priority FPSU
- Major Catalytic Projects**
- Seawater Desalination Plant
  - Shale Gas Fracking
  - Supply Chain Centre
  - Namakwa Irrigation Dev.
  - Rooibos Tea Project
- Mining Closure Risk**
- High Risk
  - Low Risk
  - Medium Risk
  - Very Low Risk
- Tourism Node Type**
- Agri-Tourism
  - Clear night skies
  - Heritage based Tourism
  - Maritime Tourism
  - Nature-based
- NSDF Town Typology**
- National Urban Nodes
  - Regional Development Anchor
  - Rural Service Centres
  - Other Towns
- Zones**
- Land Reform Farm
  - Active Mines
  - Irrigation Boards
  - Vaal-Orange Agricultural Zone
  - Dams
  - Protected Agricultural Areas
  - REDZ
  - Extensive Agriculture
- Protected Areas incl CBAs**
- Protected Area
  - Critical Biodiversity Area One
  - Critical Biodiversity Area Two
  - Asbestos No-go Area
  - Traditional Authority Areas
- Corridors**
- Broadband Lines
  - Industrial Corridor
  - Proposed Regional Trade Route
  - Proposed Boegoebaai Rail Link
  - Proposed Connector Rail Route
  - Proposed Connector Rail Route
  - Iron Ore Railway Line
  - Tourism Routes
  - National Trade Route
  - Regional Trade Route

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS





# HOPETOWN - VAALHARTS

**Maritime Economy** – Aquaculture development

**Energy Sector** – Support off-grid development, Solar and PV Energy Development

**Competitive Infrastructure** – N8 and N12 Bypass route, Bulk Water and Electricity upgrading, Vaalharts Irrigation Scheme Upgrading, Waste disposal upgrading

**Manufacturing and Trade** – Industrial Park development, Industrial Precinct Planning, Logistics Development

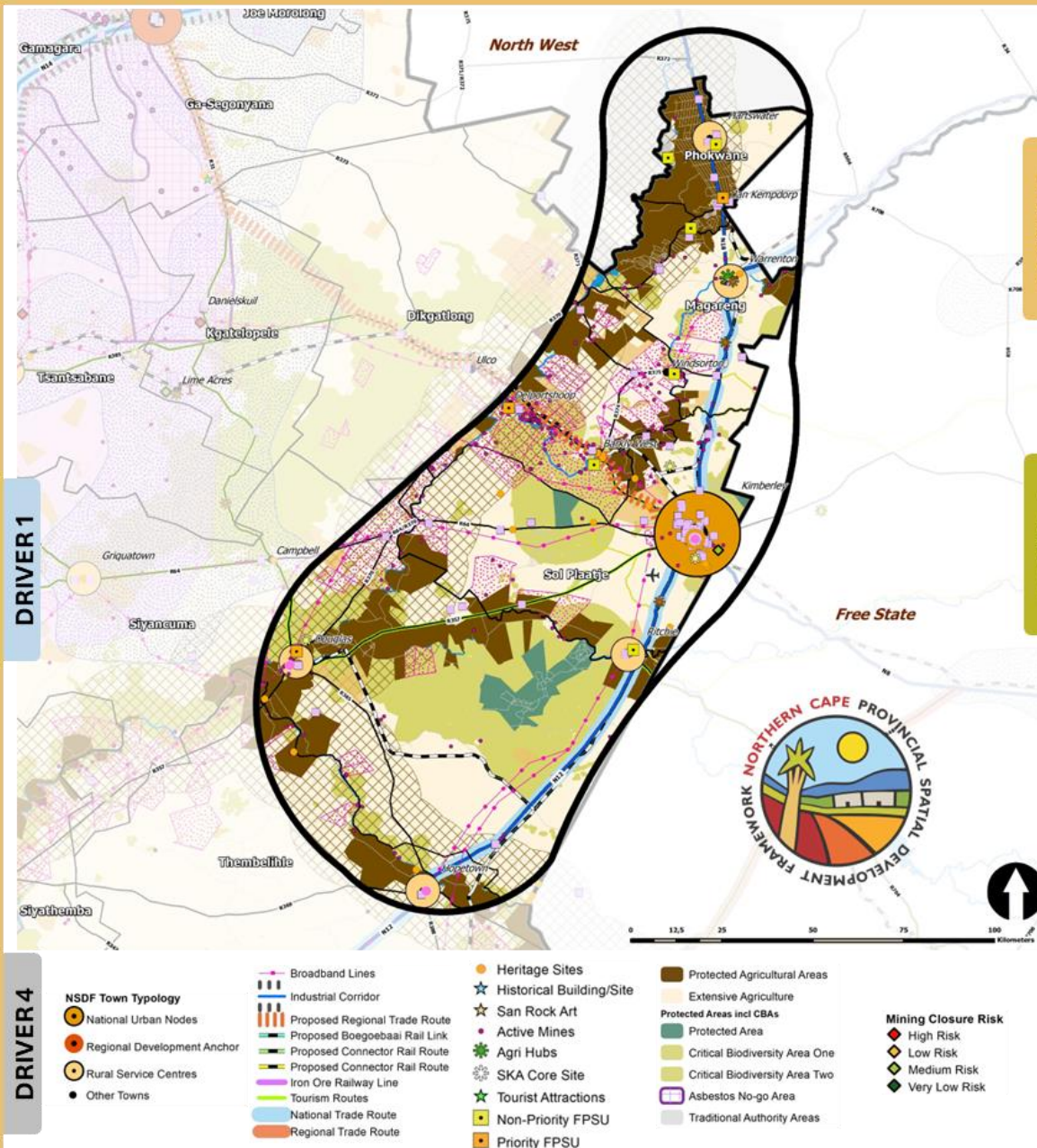
**Agriculture** – Agri-processing development, Agri Park and FPSU Support, Incubator Development

**Tourism Market** – Tourism and Cultural Centre Development, Tourism Plan, Adventure Hub Development

**Accessibility and Mobility** – Airport Upgrading, Wi-Fi Access, Public Transportation Development

**Mining and Mineral Beneficiation** – Mineral Beneficiation, SMME development, Jewelry Hub

**Spatial Governance** – Support towards Transformation Corridors & Spatial Action Areas  
Local SDF alignment  
NCPS Project Capturing  
SPLUMA Monitoring  
PSDF Toolkits  
NW & FS PSDF Alignment



**Education and Employment** – Skills and Knowledge Development, Technical & Smart School Development

**Human Settlements** – PHSHDA Priority in Kimberley, Mixed Housing Development

**Public Transport** – Rail, Road Passenger Development, regional transportation development

**Environment** – Limit development in CBA areas, consider Offset Agreements, registering land fill sites, exemption of environmental control areas

**Rural Development** – Agrihub, FPSU, CPA support, PLAS priority area, Food Security

**Water Resources** – Water management and control, Greywater re-use, Water quality control

**Mineral Resources** – Sustainable mining development, rehabilitation & redevelopment priority

**Renewable Resources** – Solar and PV Development, Off-Grid Development

**Agricultural Resources** – Protecting Agricultural areas (PAAs), Efficient and sustainable farming practice, climate smart agriculture



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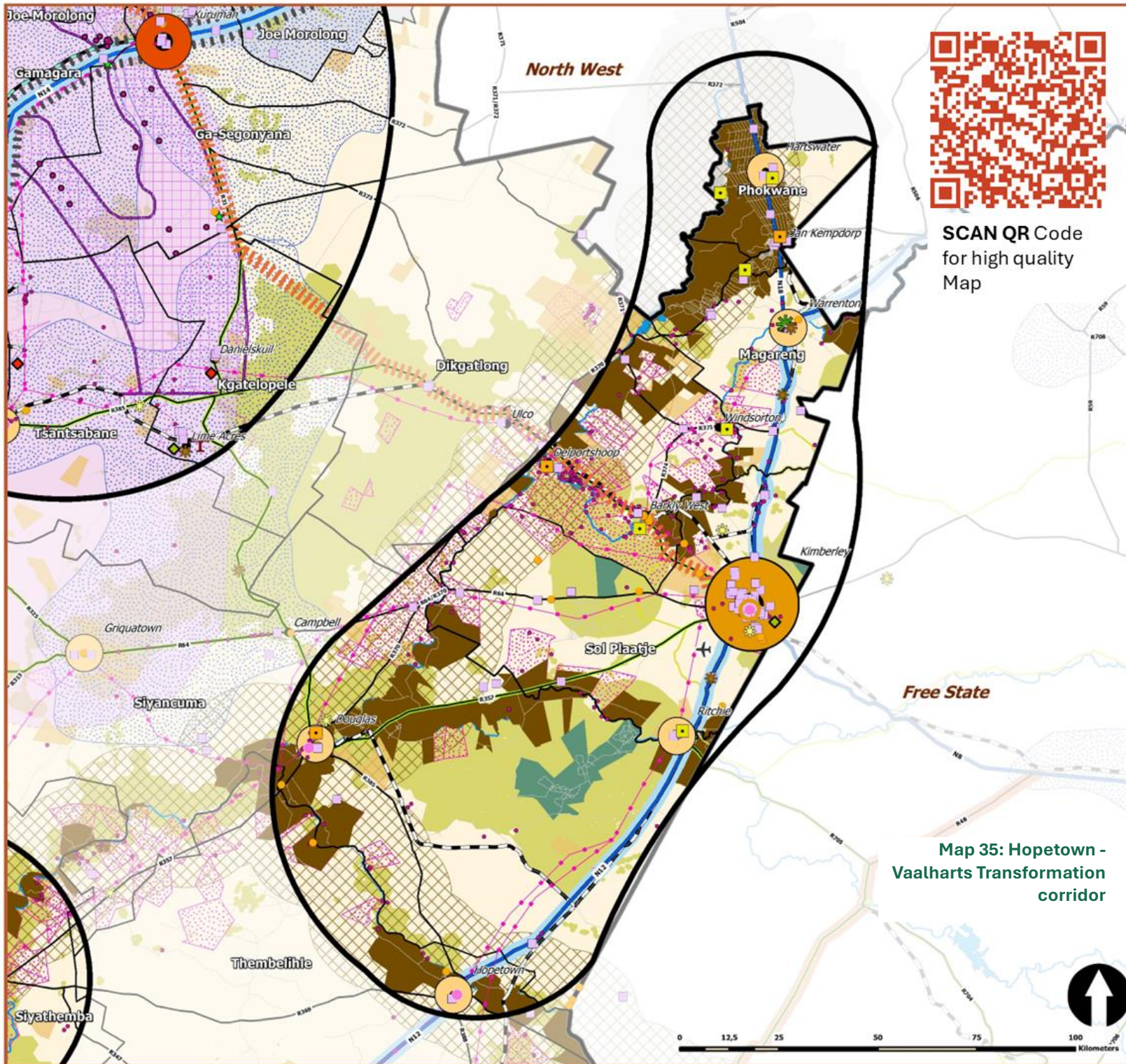


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Map 35: Hopetown -  
Vaalharts Transformation  
corridor

## Hopetown - Vaalharts Transformation Corridor

- Other**
- SEZ/IDZ
  - Import/Export Node
  - Bio Energy Potential
  - Hydropower Plant
  - Solar Energy Plant
  - Wind Energy Plant
  - Main Airports
  - Aero Drome
  - Fiber POP
  - Cellphone Towers
  - Aquaculture
  - Border Posts
  - Heritage Sites
  - Historical Building/Site
  - San Rock Art
  - Active Mines
  - Agri Hubs
  - SKA Core Site
  - Tourist Attractions
  - Non-Priority FPSU
  - Priority FPSU
- NSDF Town Typology**
- National Urban Nodes
  - Regional Development Anchor
  - Rural Service Centres
  - Other Towns
- Zones**
- Land Reform Farm
  - Gamagara Mining Corridor
  - Active Mines
  - Irrigation Boards
  - Vaal-Orange Agricultural Zone
  - Dams
  - Protected Agricultural Areas
  - Extensive Agriculture
- Protected Areas incl CBAs**
- Protected Area
  - Critical Biodiversity Area One
  - Critical Biodiversity Area Two
  - Asbestos No-go Area
  - Traditional Authority Areas
- Major Catalytic Projects**
- Seawater Desalination Plant
  - Shale Gas Fracking
  - Supply Chain Centre
  - Namakwa Irrigation Dev.
  - Rooibos Tea Project
- Mining Closure Risk**
- High Risk
  - Low Risk
  - Medium Risk
  - Very Low Risk
- Tourism Node Type**
- Agri-Tourism
  - Clear night skies
  - Heritage based Tourism
  - Maritime Tourism
  - Nature-based
- Corridors**
- Broadband Lines
  - Industrial Corridor
  - Proposed Regional Trade Route
  - Proposed Boegoebaai Rail Link
  - Proposed Connector Rail Route
  - Proposed Connector Rail Route
  - Iron Ore Railway Line
  - Tourism Routes
  - National Trade Route
  - Regional Trade Route

Source: SANBI, NSDF, DALRRD, DESTEA, DEA,  
DFFE, DWS





# COLESBERG – DE AAR

**Maritime Economy –**  
Aquaculture development

**Energy Sector –** Solar, PV and  
Wind Energy Development

**Competitive Infrastructure**  
– Maintaining the N1, N10  
and N9 (freight movement),  
upgrading of the R369  
(Petrusville – Colesberg),  
intersection upgrades on  
freight routes

**Manufacturing and Trade –**  
Logistics support and  
development – De Aar and  
Colesberg.

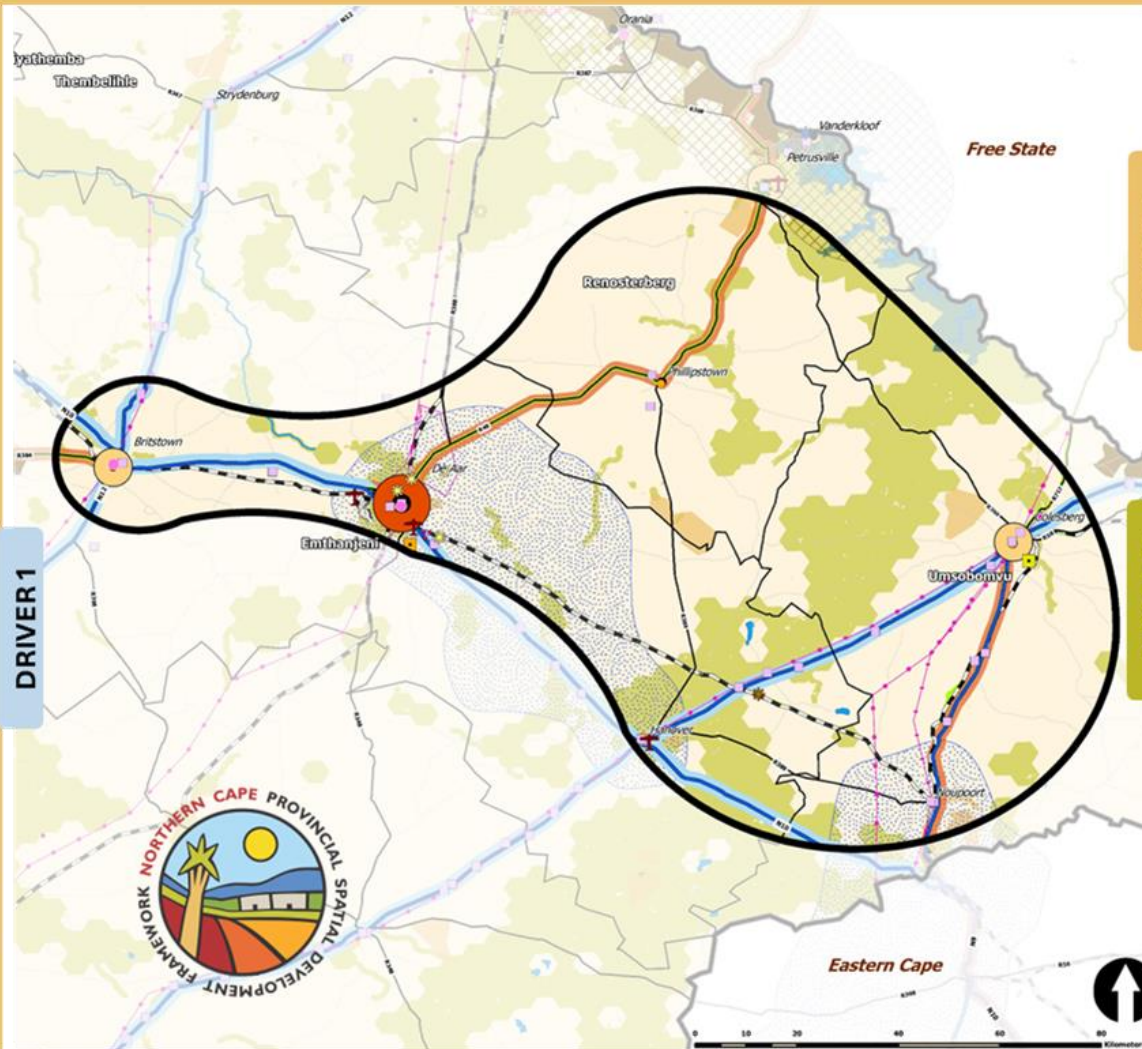
**Agriculture –** Agrihub,  
Irrigation Development, Karoo  
Lamb Processing and  
marketing

**Tourism Market –** Eco- and  
Adventure Tourism  
Development (Orange River  
Corridor)

**Accessibility and Mobility –**  
Wi-Fi Access, Fiber POP,  
Passenger and Freight Rail,  
Overnight Truck Stop  
Development

**Mining and Mineral  
Beneficiation –** To limit  
mining and fracking  
development

**Spatial Governance –**  
Support towards  
Transformation Corridors &  
Spatial Action Areas  
Local SDF alignment  
NCPS Project Capturing  
SPLUMA Monitoring  
PSDF Toolkits and Guidelines  
FS & EC PSDF Alignment

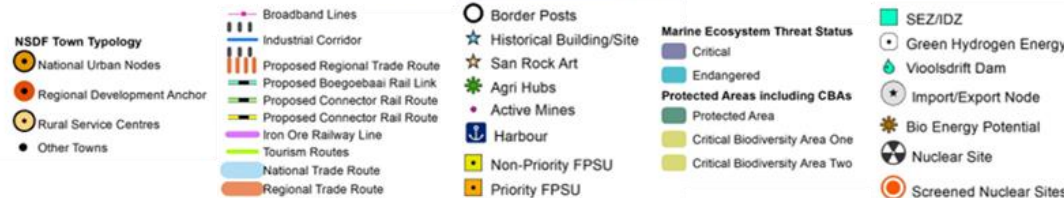


DRIVER 1

DRIVER 2

DRIVER 3

DRIVER 4



**Education and Employment**  
– Artisan Skills Development  
to support Economic  
Sectors, Agricultural School  
Development

**Human Settlements** – Limit  
large scale Housing  
Development towards De Aar  
and Colesberg

**Public Transport –** Rail, Road  
Passenger Development

**Environment –** Limit  
development in CBA areas,  
support Ecological Corridors,  
consider Offset Agreements,  
protected ecological corridor  
along the Orange River

**Rural Development –** Agri  
hub, PLAS priority area

**Water Resources –** Rainwater  
Harvesting, Water  
management and control

**Mineral Resources –** Limit  
mining and racking  
development and activity to  
protect agricultural sector

**Energy Resources –** To  
support renewable energy  
development, off-grid  
infrastructure and  
transmission capacity  
upgrading

**Agricultural Resources –** No  
protected agricultural areas,  
to protect grazing areas



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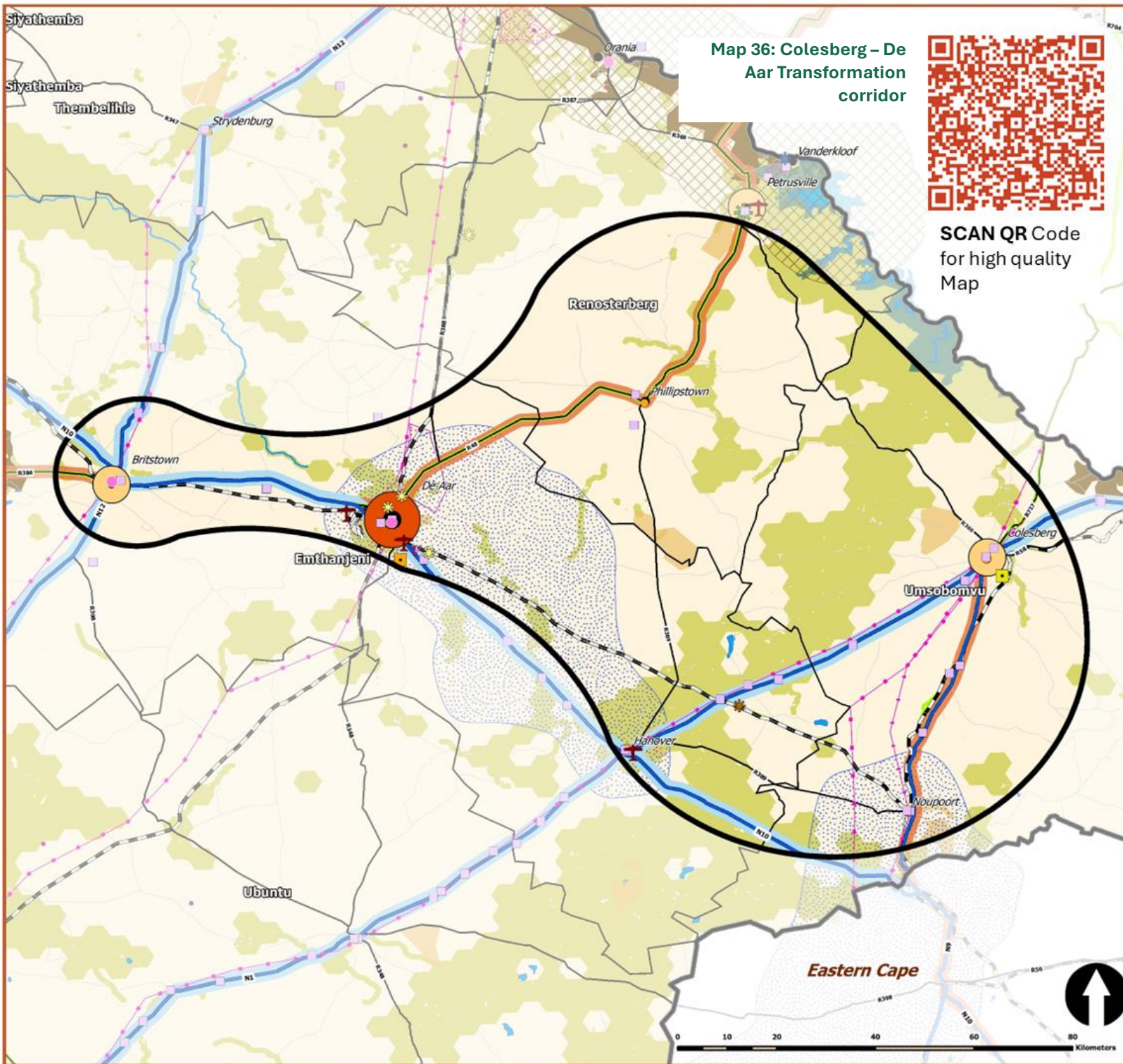


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Map 36: Colesberg – De Aar Transformation corridor



SCAN QR Code for high quality Map

## Colesberg - De Aar Transformation Corridor

- Other**
  - SEZ/IDZ
  - Import/Export Node
  - Bio Energy Potential
  - Hydropower Plant
  - Solar Energy Plant
  - Wind Energy Plant
  - Main Airports
  - Aero Drome
  - Fiber POP
  - Cellphone Towers
  - Aquaculture
  - Border Posts
  - Heritage Sites
  - Historical Building/Site
  - San Rock Art
  - Active Mines
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  - Protected Agricultural Areas
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  - Proposed Connector Rail Route
  - Iron Ore Railway Line
  - Tourism Routes
  - National Trade Route
  - Regional Trade Route

Source: SANBI, NSDF, DALRRD, DESTEA, DEA, DFFE, DWS







*Enhancing our Future*

## **SPATIAL GOVERNANCE**



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## 5.4 INTEGRATED PLANNING DIRECTIVES

Integrated planning in the Northern Cape requires effective coordination across all levels of government—national, provincial, and local—and a structured approach to spatial governance. The Northern Cape Provincial Spatial Development Framework (PSDF) emphasises alignment with national and provincial spatial directives, as well as the efficient use of tools like the Northern Cape Planning System (NCPS) to manage spatial data and project planning.

Key challenges and gaps in the current integrated planning approach include:

- **Limited Use of Tools:** The NCPS is available but underutilized by municipalities for spatial data management and project monitoring.
- **District and/or Municipal Planning Tribunals:** Most municipalities rely on district-level or joint planning tribunals, with some exceptions, which limits local specificity in planning.
- **Karoo Regional SDF:** The Karoo Regional SDF plays a crucial role for most districts, but parts of Frances Baard and John Taolo Gaetsewe (JTG) districts remain outside its scope, requiring additional alignment.

### 5.4.1 INTEGRATION STRATEGIES

To enhance integrated planning across the Northern Cape, the following strategies are recommended:

**Table 42: Proposed PSDF Integration Strategies**

ACTION	OBJECTIVE	RESPONSIBLE STAKEHOLDERS
<b>Enhanced Use of the NCPS</b>	Leverage the NCPS for spatial planning, project management, and data repository to improve decision-making and transparency.	Provincial Planning Department, Municipalities

ACTION	OBJECTIVE	RESPONSIBLE STAKEHOLDERS
<b>Strengthen Planning Tribunals</b>	Ensure that Municipal Planning Tribunals align closely with local municipal needs, especially for smaller towns.	COGHSTA, Municipalities, Planning Tribunals
<b>Introduce Township Enterprise Zones</b>	Develop Township Enterprise Zones to promote urban regeneration and economic development.	Economic Development and Tourism, Municipalities
<b>Alignment to Small Town Regeneration Strategy (STR)</b>	Focus investment on economically viable small towns and prioritize urban regeneration.	Provincial Planning, Economic Development, Municipalities
<b>Standardise Capital Investment Framework (CIF)</b>	Align SDFs with standardized CIFs to promote long-term financial planning and capital investment strategies.	Provincial Treasury, Municipalities
<b>Expand the Karoo Regional SDF</b>	Extend the influence of the Karoo Regional SDF to ensure alignment across Frances Baard and JTG districts.	Provincial Planning, Districts, Municipalities

### 5.4.2 DEPARTMENTAL ROLES

The following table outlines specific roles for different spheres of government and key departments to ensure integrated planning is effectively implemented:

**Table 43: Roles and Responsibilities of the PSDF**

GOVERNMENT SPHERE/ENTITY	ROLE	RESPONSIBILITY
<b>Office of the Premier</b>	Oversee and manage the Northern Cape Planning System (NCPS) and ensure district-level alignment with the PSDF.	Facilitate the integration of NCPS with municipal planning processes and spatial frameworks. Take the lead regarding the promulgation and





GOVERNMENT SPHERE/ENTITY	ROLE	RESPONSIBILITY
		implementation of the Northern Cape SPLUM Bill.
<b>Treasury</b>	Prioritise project funding in accordance with the PSDF Drivers and Spatial Outcomes.	Assess the compliance, spatial location and priority of projects, in light of the PSDF strategies and proposals in conjunction with the NCPS.
<b>COGHSTA (Cooperative Governance, Human Settlements and Traditional Affairs)</b>	Coordinate district and municipal spatial frameworks, ensuring consistency across district and local planning.	Align District SDFs with provincial and national frameworks, particularly in development corridors. Ensure human settlements are implemented in a manner that supports the PSDF Spatial Outcomes.
<b>Municipalities</b>	Develop and implement local and district Spatial Development Frameworks (SDFs) and Integrated Development Plans (IDPs).	Ensure SDFs and IDPs are consistent with the PSDF and make use of the NCPS for spatial data management.
<b>Finance, Economic Development and Tourism</b>	Promote economic growth by identifying and developing Township Enterprise Zones and spatially targeted economic nodes and zones.	Work with municipalities to introduce and regulate Township Enterprise Zones for economic revitalisation.
<b>Roads and Public Works</b>	Implement infrastructure projects in line with the PSDF, ensuring alignment with national and provincial priorities.	Include sustainable urban and rural drainage systems planning to improve infrastructure resilience. Prioritise the upgrading and maintenance of roads identified in the PSDF.

GOVERNMENT SPHERE/ENTITY	ROLE	RESPONSIBILITY
<b>Department of Environmental Affairs and Nature Conservation</b>	Protect the agricultural and environmental resource base of the province in line with the PSDF strategies.	Protect crucial environmental and agricultural resources from development and fragmentation and expand areas where possible. Assess the impact of the current and proposed projects on the disaster risk and climate change profile of the province.

### 5.4.3 NORTHERN CAPE PLANNING SYSTEM (NCPS)

The Northern Cape Planning System (NCPS) is a critical ESRI-based tool that serves as a spatial repository and project management system. Its effective use can significantly enhance integrated planning in the province:

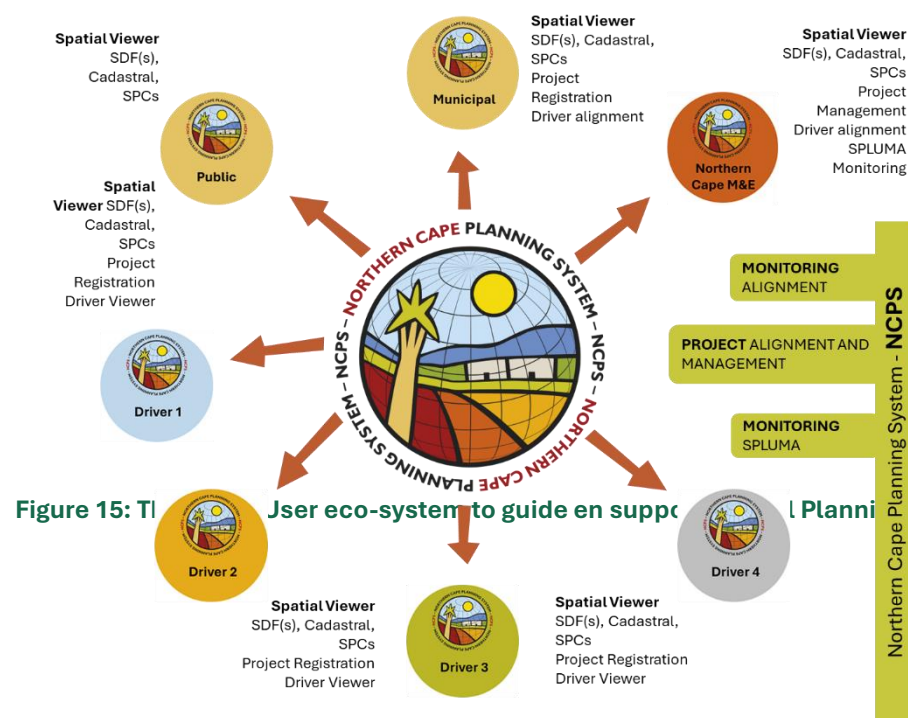
**Table 44: Objectives of the Northern Cape Planning System (NCPS)**

NCPS FUNCTIONALITY	OBJECTIVE	DEPARTMENTS/USERS
<b>Spatial Repository for Planning Data</b>	Store and manage cadastral data, SDFs, and project information to provide consistent, accessible data across departments.	Provincial Planning, Municipalities
<b>Project Management Dashboard</b>	Track project progress, resource allocation, and budget status for infrastructure and development initiatives.	Roads and Public Works, Municipalities
<b>Integrated Public Viewer for Stakeholders</b>	Provide transparent access to planning information for public and private stakeholders, improving engagement.	Provincial Planning, Economic Development





NCPS FUNCTIONALITY	OBJECTIVE	DEPARTMENTS/USERS
<b>District and Local Plan Alignment</b>	Ensure that District SDFs and Municipal SDFs are aligned and accessible in one platform for better planning outcomes.	District and Municipal Planning Departments



#### 5.4.4 GUIDELINES TO SUPPORT INTEGRATED PLANNING

The following steps outline the path to improving integrated planning in the Northern Cape:

**Table 45: Guidelines to Support Integrated Planning**

STEP	OBJECTIVE	RESPONSIBLE STAKEHOLDERS
<b>Enhance Capacity Building</b>	Provide training and capacity-building initiatives for municipal planners on how to use NCPS for spatial and project management.	Provincial Planning, Municipalities
<b>Strengthen Multi-Sphere Collaboration</b>	Improve communication and collaboration between provincial, district, and local spheres to ensure alignment with PSDF objectives.	CoGTA, Planning Tribunals, Municipalities
<b>Align Capital Investment Framework (CIF)</b>	Standardise CIFs across all municipal SDFs to align long-term financial planning with spatial development priorities.	Provincial Treasury, Municipalities
<b>Integrate Karoo Regional SDF</b>	Expand the Karoo Regional SDF to include areas within Frances Baard and JTG districts, ensuring provincial consistency.	Provincial Planning, Districts, Municipalities
<b>Utilise NCPS for Monitoring</b>	Use the NCPS dashboard to monitor progress on infrastructure projects and track spatial alignment across departments.	Provincial Planning, Roads and Public Works

Improving integrated planning in the Northern Cape requires strengthening multi-sphere collaboration, utilizing the NCPS, and addressing gaps such as the lack of Township Enterprise Zones. By clearly defining roles and leveraging tools like the NCPS, the province can achieve more efficient, sustainable, and inclusive spatial planning outcomes. Prioritizing alignment

with the Small-Town Regeneration Strategy (STR) and standardizing capital investment frameworks will ensure that the Northern Cape's spatial development aligns with its long-term economic and social objectives.





## 5.5 IMPLEMENTATION CONSIDERATIONS:

As part of both the Arid Innovation Area and the Northwestern Transformation Corridor outlined in the National Spatial Development Framework (NSDF), the Northern Cape must integrate strategies for climate change adaptation, disaster management, and spatial governance. The province faces significant challenges due to its arid conditions and climate vulnerability, requiring regional adaptation, economic diversification, disaster risk management, and strategic spatial development. Below are key guidelines and considerations for embedding climate resilience and disaster risk adaptation into the Northern Cape PSDF.

### REGIONAL ADAPTATION AND ECONOMIC DIVERSIFICATION

The Northern Cape must pursue regional adaptation strategies and support economic diversification to enhance resilience and secure sustainable livelihoods in the face of climate change and environmental hazards.

KEY ACTIONS	OBJECTIVE
<b>Promote Innovation</b> <b>Agri-</b>	Invest in climate-resilient agricultural technologies and practices to enhance food security and rural livelihoods.
<b>Diversify Economies</b> <b>Regional</b>	Support industries beyond agriculture and mining, such as renewable energy, tourism, and small-scale manufacturing.
<b>Develop Energy Infrastructure</b> <b>Renewable</b>	Expand solar, wind, and biomass projects to diversify energy sources and reduce climate risk.

### COMPACT SETTLEMENT DEVELOPMENT

Given the extreme aridity in parts of the Northern Cape, expanding new settlements should be limited. Instead, compact settlement development around social service nodes and transportation routes can ensure sustainability within water availability limits.

KEY ACTIONS	OBJECTIVE
-------------	-----------

<b>Compact Settlements</b>	Encourage settlement development around towns and villages with access to services and public transport.
<b>Limit Expansion in Very Arid Areas</b>	Discourage new settlements in regions with limited water and high disaster risk.

### DISASTER MANAGEMENT AND DISASTER RISK ADAPTATION

Climate change poses increased risks for disasters such as droughts, floods, and veld fires. The Northern Cape PSDF must integrate disaster risk management and disaster adaptation strategies into its spatial governance framework.

KEY ACTIONS	OBJECTIVE
<b>Develop Disaster Risk Maps</b>	Identify high-risk areas for droughts, floods, and other climate-related hazards to guide spatial planning decisions.
<b>Disaster-Resilient Infrastructure</b>	Prioritize the development of resilient infrastructure, such as flood barriers, water storage systems, and fire-resistant buildings.
<b>Early Warning Systems</b>	Implement early warning systems and climate monitoring technologies to improve disaster preparedness.
<b>Disaster Risk Assessment Matrix</b>	Develop a method to assess the proposed project's impact on the overall risk profile of the province ( <i>refer to the Climate Neutral Toolkit</i> )

### CROSS-BOUNDARY COLLABORATION

Effective disaster management and climate adaptation require regional, cross-provincial, and cross-municipal collaboration. Establishing strong regional growth and disaster management compacts will enhance coordination in the face of shared climate risks.

KEY ACTIONS	OBJECTIVE
<b>Collaborative Spatial Planning</b>	Coordinate disaster management and climate adaptation strategies across provincial and municipal boundaries.





KEY ACTIONS	OBJECTIVE
<b>Growth and Disaster Management Compacts</b>	Engage local governments, communities, and the private sector in joint disaster risk reduction and climate adaptation efforts.
<b>Shared Resources Management</b>	Coordinate the management of shared water, energy, and disaster response resources across municipal and provincial boundaries.

### SELF-SUFFICIENT AND RESILIENT TOWNS

Towns in the Northern Cape should aim to be self-sufficient in critical resources like water, energy, and food. Supporting off-grid solutions and sustainable infrastructure can help mitigate the impact of disasters and ensure community resilience.

KEY ACTIONS	OBJECTIVE
<b>Off-Grid Water and Energy Solutions</b>	Encourage self-sufficiency in water, energy, and sanitation to reduce vulnerability to supply disruptions.
<b>Resilient Food Production Systems</b>	Support local food production through climate-smart agriculture and community-based farming initiatives.
<b>ICT Infrastructure for Emergency Response</b>	Strengthen ICT networks to support emergency communication and disaster response services.

### DISCOURAGING NEW TEMPORARY SETTLEMENTS

Temporary settlements, particularly those related to large-scale construction, extractive or industrial projects, can strain existing resources and exacerbate disaster risks. Instead, encourage housing provisions in existing regional development anchors and enhance public transport to reduce climate risk in vulnerable areas.

KEY ACTIONS	OBJECTIVE
<b>Housing in Regional Development Anchors</b>	Ensure workers are housed in established towns with adequate infrastructure, minimizing disaster risks.
<b>Improve Public Transport Connectivity</b>	Strengthen transport links between regional service centres and key project sites.

### NORTHWESTERN TRANSFORMATION CORRIDOR CONSIDERATIONS

As part of the Northwestern Transformation Corridor, the Northern Cape must focus on disaster resilience, transportation infrastructure, and rural development to mitigate climate risks and support sustainable growth.

KEY ACTIONS	OBJECTIVE
<b>Extend and Upgrade Disaster-Resilient Transportation Networks</b>	Improve road and ICT infrastructure to enhance connectivity and support rapid disaster response.
<b>Strengthen Rural Service Centres</b>	Develop disaster-resilient rural service centres to support surrounding agricultural activities and regional economies.
<b>Enhance Agricultural Innovation for Climate Adaptation</b>	Promote drought-resistant crops and climate-smart farming to ensure agricultural productivity despite climate risks.

### SUSTAINABLE INFRASTRUCTURE AND LAND USE

The Northern Cape must implement sustainable infrastructure and land use practices that align with both climate adaptation and disaster risk management principles. Infrastructure should be designed to withstand climate-induced disasters, while land-use planning should incorporate disaster risk assessments.

KEY ACTIONS	OBJECTIVE
<b>Develop Resilient Public Infrastructure</b>	Prioritize the construction of disaster-resilient infrastructure such as water storage, flood barriers, and energy-efficient buildings.
<b>Incorporate Disaster Risk into Land-Use Planning</b>	Ensure that SDFs and IDPs integrate disaster risk assessments to guide land-use decisions.
<b>Protect Ecological and Agricultural Infrastructure</b>	Safeguard ecological systems, agricultural land, and strategic water source areas (SWSAs) to enhance resilience.
<b>Disaster Risk Assessment Matrix</b>	Develop a method to assess the proposed project's impact on the overall risk profile of the province ( <i>refer to the Climate Neutral Toolkit</i> )





To effectively respond to climate change and the increasing risks of disasters, the Northern Cape PSDF must integrate disaster management, climate adaptation, and sustainable development into its spatial governance framework. The province's response to climate risks should focus on promoting compact settlements, enhancing self-sufficiency, fostering cross-boundary collaboration, and building resilient infrastructure. Prioritising disaster management alongside economic diversification and regional cooperation will ensure that the Northern Cape is better prepared for future climate challenges.

## 5.6 CAPITAL INVESTMENT FRAMEWORK

The Capital Investment Framework (CIF) within the PSDF outlines a prioritization and coordination mechanism for infrastructure and capital projects, ensuring alignment with the NSDF and responsiveness to provincial and local needs. The CIF is designed to identify key projects that stimulate economic development, unlock spatial potential, and address critical infrastructure gaps across districts and municipalities.

### KEY COMPONENTS OF THE CIF

- **Project Identification and Assessment:** Projects are evaluated using the NCPS Land Parcel Assessment Score, which considers their potential to address spatial, economic, and social priorities. While the NCPS Score provides a basis for evaluation, final prioritization is guided by the project's ability to unlock economic development and address regional needs, rather than solely by the score.
- **Prioritisation and Economic Stimulation:** Priority is given to projects that demonstrate significant potential to stimulate economic growth, address service delivery gaps, and promote regional equity. Examples include the Boegoebaai Green Hydrogen Development Programme, which supports renewable energy and conservation goals.
- **Implementation Scenarios:** The CIF supports scenario planning to address challenges in low-scoring projects. Key actions include:

- Using relevant Toolkits to strengthen project components (e.g., addressing CBAs, service access, and infrastructure needs).
- Refining project proposals through environmental and housing location reviews.
- Registering projects with advisory committees for targeted Treasury funding.

- **Spatial Component in Strategic Plans:** Sector departments are encouraged to incorporate spatial components in their plans, ensuring alignment with the PSDF using the NCPS.

The **CIF** is a critical component of the PSDF, ensuring capital investment is spatially aligned, economically impactful, and responsive to local and regional priorities. By coordinating national and provincial infrastructure efforts, the CIF supports sustainable, inclusive, and spatially equitable development across the Northern Cape.

### The key components of the table matrix for the capital investment framework (CIF):

- **No:** Sequential number identifying the project for reference purposes.
- **Project Name:** The name of the capital or infrastructure project being assessed or implemented.
- **District:** The district municipality where the project is located.
- **Local Municipality:** The specific local municipality within the district where the project is undertaken.
- **Town:** The town or settlement where the project is geographically situated.
- **No Units (BNG):** Number of units planned for development under the "Breaking New Ground" (BNG) housing program, if applicable.
- **Project Value:** The total monetary value or estimated cost of the project.
- **Department Responsible:** The national or provincial department or agency responsible for implementing and managing the project.





- **Driver:** The primary motivation or purpose of the project, such as economic development, social services, conservation, etc.
- **NCPS Score:** The score assigned to the project is based on the Northern Cape Planning Scorecard (NCPS), evaluating its spatial and developmental alignment.
- **Priority:** The level of importance assigned to the project is based on its potential to unlock and stimulate economic or social development in the region.
- **Time Frame:** The proposed timeline or implementation period for the project (e.g., 2024–2030).



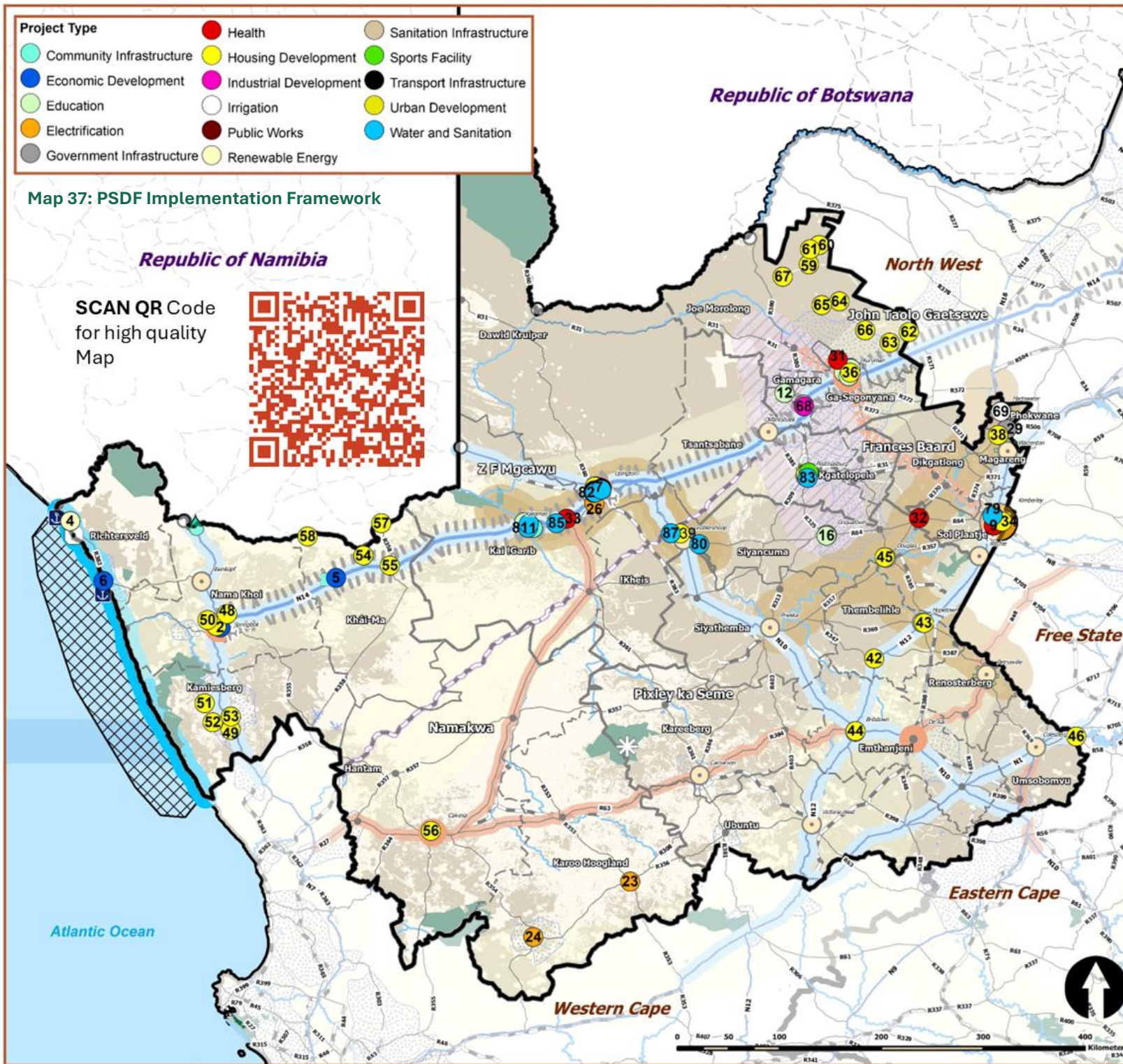


- Project Type**
- |                           |                           |
|---------------------------|---------------------------|
| Health                    | Sanitation Infrastructure |
| Community Infrastructure  | Housing Development       |
| Economic Development      | Sports Facility           |
| Education                 | Transport Infrastructure  |
| Electrification           | Irrigation                |
| Government Infrastructure | Urban Development         |
| Public Works              | Water and Sanitation      |
| Renewable Energy          |                           |

Map 37: PSDF Implementation Framework

Republic of Namibia

SCAN QR Code  
for high quality  
Map



## Northern Cape PSDF Implementation Framework

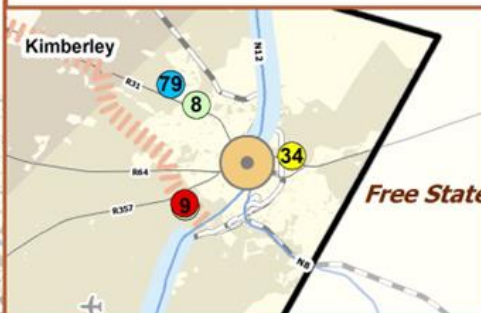




Table 46: NC PSDF Capital Investment Framework (CIF)

No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
1	Kameelboom Development of Cemetery (MIG Project)	ZF Mgcawu	Dawid Kruiper	Kakamas			Local Municipality	Transforming Spaces and Livelihoods	3.9	Low	2024-2025
2	Agro Processing	Namakwa	Multiple LMs	Springbok			NCEDA, DAERL	Thriving Economic Engines	4.5	High	2024-2028
3	Boegoebaai Deep Seaport	Namakwa	Richtersveld	Alexanderbaai			DWS, NCEDA	Thriving Economic Engines	1.5	High	2024-2030
4	Boegoebaai Port and Rail Development	Namakwa	Richtersveld	Alexanderbaai			NCEDA, Transnet, DEDAT, DOT	Thriving Economic Engines	1.5	High	2024-2030
5	Namakwa Special Economic Zone	Namakwa	Khai Ma	Aggeneys			NCEDA, DEDAT, DTIC, IDC	Thriving Economic Engines	3.5	High	2024-2028
6	Port Nolloth Harbour Revitalization	Namakwa	Richtersveld	Port Nolloth			NCEDA, DESTA	Thriving Economic Engines	1.4	High	2024-2030
7	Upington Industrial Park	ZF Mgcawu	Dawid Kruiper	Upington			NCEDA, DEDAT, DTIC	Thriving Economic Engines	4.2	High	2024-2028
8	!Xkunkwesa Off-Shoot Primary School	Frances Baard	Sol Plaatje	Galeshewe		R166 535 748,00	Dept. of Education, NCDOE	Effective Governance	4.1	High	2026-2028
9	Construction of New Nursing College Main Campus	Frances Baard	Sol Plaatje	Kimberley		R569 277 398,93	Dept. of Health, DRPW	Effective Governance	5.2	High	2024-2026
10	New School - State Of The Art School Redirile	Frances Baard	Sol Plaatje	Kimberley		R233 641 460,00	Dept. of Education, NCDOE, IDT	Effective Governance	4.9	High	2019-2022
11	Bankhare Bodulong Off-Shoot Primary School	John Taolo Gaetsewe	Ga-Segonyana	Kuruman		R145 590 318,00	Dept. of Education, NCDOE, DRPW	Effective Governance	5.2	High	2022-2025
12	Deben Off-Shoot Primary School	John Taolo Gaetsewe	Gamagara	Kathu		R152 439 111,00	Dept. of Education, NCDOE	Effective Governance	3.5	High	2024-2026





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
13	Kuruman New English Medium Secondary School	John Taolo Gaetsewe	Ga-Segonyana	Kuruman		R141 748 752,00	Dept. of Education, NCDOE, DRPW	Effective Governance	5.7	High	2022-2024
14	Laerskool Kathu Off-Shoot	John Taolo Gaetsewe	Gamagara	Kathu		R152 439 111,00	Dept. of Education, NCDOE	Effective Governance	3.2	Medium	2025-2027
15	Magojaneng New Primary School	John Taolo Gaetsewe	Ga-Segonyana	Kuruman		R150 353 573,00	Dept. of Education, NCDOE, DRPW	Effective Governance	4.9	High	2022-2024
16	Anderson Primêre Skool	Pixley Ka Seme DM	Siyancuma	Griekwastad		R65 000 251,00	Dept. of Education, NCDOE, DBE/ASIDI	Effective Governance	3.2	Medium	2024-2026
17	Carlton Van Heerden Sekondêre Skool	ZF Mcgawu DM	Dawid Kruiper	Upington		R174 714 799,00	Dept. of Education, NCDOE, DRPW	Effective Governance	4.2	High	2022-2025
18	Cillie (Ngk) Primêre Skool	ZF Mcgawu DM	Kai !Garib	Kakamas		R29 246 750,00	Dept. of Education, NCDOE, DRPW	Effective Governance	4	Medium	2024-2025
19	Franciscus Intermediate School	ZF Mcgawu DM	Dawid Kruiper	Upington		R168 626 927,00	Dept. of Education, NCDOE, DRPW	Effective Governance	4.6	High	2023-2025
20	Zf Mcgawu New Special School	ZF Mcgawu DM	Dawid Kruiper	Upington		R90 879 643,00	Dept. of Education, NCDOE	Effective Governance	4.2	High	2024-2026
21	Oranje Oewer Intermediate School Replacement	ZF Mcgawu DM	Dawid Kruiper	Upington			Dept of Education	Effective Governance	4.6	Medium	2024-2025
22	Upington New English Medium School	ZF Mcgawu DM	Dawid Kruiper	Upington			Dept of Education	Effective Governance	4.1	Medium	2024-2025
23	Fraserberg and Sutherland CHCs High Mast Solar Lights	Namakwa DM	Karoo Hoogland	Fraserburg		R12 735 883,70	Dept. of Health, DRPW	Conservation of Resource Production Areas	2.3	Medium	2024-2025





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
24	Fraserberg and Sutherland CHCs High Mast Solar Lights	Namakwa DM	Karoo Hoogland	Sutherland		R12 735 883,70	Dept. of Health, DRPW	Conservation of Resource Production Areas	3.3	Medium	2024-2025
25	Electrification of 1000 Houses in Greenfield	ZF Mgcawu DM	Dawid Kruiper	Upington			Local Municipality	Thriving Economic Engines	4.2	High	2024-2026
26	Electrification of 157 households in Louisvale Town	ZF Mgcawu DM	Dawid Kruiper	Louisvale			Local Municipality	Thriving Economic Engines	3.8	Medium	2024-2025
27	Electrification of 332 households in Jugernskamp, Rosedale	ZF Mgcawu DM	Dawid Kruiper	Upington			Local Municipality	Thriving Economic Engines	3.9	Medium	2024-2025
28	Installation of High Mast Lighting in Various Areas	ZF Mgcawu DM	Dawid Kruiper, Kai !Garib	Upington			DESTA, Local Municipality	Transforming Spaces and Livelihoods	3.9	Medium	2024-2025
29	Jan Kempdorp Magistrate Court	Frances Baard DM	Magareng	Jan Kempdorp		R104 648 948,00	Dept of Justice, DWS	Effective Governance	3.4	High	2023-2025
30	Frances Baard Forensic Mortuary	Frances Baard DM	Sol Plaatje	Kimberley		R135 053 386,00	Dept. of Health, DOH	Effective Governance	5.3	High	2024-2026
31	Tshwaragano Gateway Clinic and Walkways	John Taolo Gaetsewe	Joe Morolong	Batlaro		R45 990 733,30	Dept. of Health, DRPW	Effective Governance	3.9	Medium	2024-2026
32	Construction of New Schmidtsdrift Clinic	Pixley Ka Seme DM	Siyancuma	Schmidtsdrift		R48 944 423,58	Dept. of Health, DRPW	Effective Governance	3.1	High	2024-2025
33	Upgrading and Refurbishment of Keimoes Hospital	ZF Mgcawu DM	Kai !Garib	Keimoes		R40 377 008,83	Dept. of Health, IDT	Effective Governance	4	Medium	2024-2026





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
34	Hull Street Social Housing	Frances Baard DM	Sol Plaatje	Kimberley		R144 000 000,00	Dept of Human Settlements, Local Municipality	Transforming Spaces and Livelihoods	4	High	2024-2028
35	Lerato Park Integrated Housing Development Project	Frances Baard DM	Sol Plaatje	Kimberley		R80 187 848,00	COGHSTA	Transforming Spaces and Livelihoods	4.9	High	2024-2028
36	Kuruman Integrated Human Settlement Development Project	John Taolo Gaetsewe	Joe Morolong	Kuruman		R74 288 410,00	COGHSTA	Transforming Spaces and Livelihoods	4.7	High	2024-2028
37	Tsantsabane Mixed Development Project	John Taolo Gaetsewe	Tsantsabane	Postmasburg		R24 600 000,00	COGHSTA	Transforming Spaces and Livelihoods	3.3	High	2024-2028
38	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Ganspan	71	R17 983 454,95	COGHSTA	Transforming Spaces and Livelihoods	3.9	High	2024-2030
39	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Groblershoop	50	R10 377 025,00	COGHSTA	Transforming Spaces and Livelihoods	3.2	High	2024-2030
40	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Upington	250	R51 195 125,00	COGHSTA	Transforming Spaces and Livelihoods	3.9	High	2024-2030
41	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Upington	200	R40 239 806,40	COGHSTA	Transforming Spaces and Livelihoods	3.9	High	2024-2030
42	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Strydenburg	50	R10 412 364,27	COGHSTA	Transforming Spaces and Livelihoods	3.3	High	2024-2030





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
43	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Hopetown	50	R10 412 364,27	COGHSTA	Transforming Spaces and Livelihoods	4.2	High	2024-2030
44	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Britstown	50	R10 412 364,27	COGHSTA	Transforming Spaces and Livelihoods	3.6	High	2024-2030
45	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Douglas	150	R31 963 979,84	COGHSTA	Transforming Spaces and Livelihoods	3.5	High	2024-2030
46	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Norvalspont	50	n/a	COGHSTA	Transforming Spaces and Livelihoods	3	High	2024-2030
47	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Bergsig	45	R9 912 608,81	COGHSTA	Transforming Spaces and Livelihoods	4	High	2024-2030
48	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Concordia	29	R6 388 125,68	COGHSTA	Transforming Spaces and Livelihoods	3.8	High	2024-2030
49	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Garies	30	R6 153 843,57	COGHSTA	Transforming Spaces and Livelihoods	3.5	High	2024-2030
50	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Nababeep	69	R15 199 333,51	COGHSTA	Transforming Spaces and Livelihoods	3.8	High	2024-2030
51	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Spoegrivier	30	R6 153 843,57	COGHSTA	Transforming Spaces and Livelihoods	3.5	High	2024-2030
52	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Klipfontein	15	R3 076 921,79	COGHSTA	Transforming Spaces and Livelihoods	3.5	High	2024-2030
53	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Kheis	30	R6 153 843,57	COGHSTA	Transforming Spaces and Livelihoods	3.9	High	2024-2030
54	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Pella	30	R7 167 350,85	COGHSTA	Transforming Spaces and Livelihoods	3.8	High	2024-2030





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
55	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Pofadder	30	R7 167 350,85	COGHSTA	Transforming Spaces and Livelihoods	3.6	High	2024-2030
56	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Calvinia	200	R40 266 100,00	COGHSTA	Transforming Spaces and Livelihoods	3.8	High	2024-2030
57	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Onseepkans	90	R21 017 245,00	COGHSTA	Transforming Spaces and Livelihoods	3.7	High	2024-2030
58	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Witbank	30	R15 627 878,05	COGHSTA	Transforming Spaces and Livelihoods	2.5	High	2024-2030
59	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Perth	75	R20 458 080,21	COGHSTA	Transforming Spaces and Livelihoods	2.7	High	2024-2030
60	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Heuningvlei	74	R21 830 000,00	COGHSTA	Transforming Spaces and Livelihoods	3	High	2024-2030
61	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Makhubung	40	R11 800 000,00	COGHSTA	Transforming Spaces and Livelihoods	2.9	High	2024-2030
62	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Segwaneng	32	R8 895 999,97	COGHSTA	Transforming Spaces and Livelihoods	3.5	High	2024-2030
63	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Lotlhakajaneng	93	R25 853 999,93	COGHSTA	Transforming Spaces and Livelihoods	1.8	High	2024-2030
64	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Loopeng	50	R18 171 951,22	COGHSTA	Transforming Spaces and Livelihoods	3	High	2024-2030
65	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Padstow	43	R15 627 878,05	COGHSTA	Transforming Spaces and Livelihoods	2.9	High	2024-2030
66	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Ga-Sehunelo	28	R10 176 292,68	COGHSTA	Transforming Spaces and Livelihoods	4	High	2024-2030





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
67	1 Billion Housing Project	Multiple Districts	Multiple Local Municipalities	Madibeng	82	R22 367 501,04	COGHSTA	Transforming Spaces and Livelihoods	2.1	High	2024-2030
68	Kathu Industrial Park	John Taolo Gaetsewe	Gamagara	Kathu			NCEDA, DEDAT	Thriving Economic Engines	3.7	High	2024-2028
69	Vaalharts Irrigation Scheme Revitalization	Frances Baard DM	Phokwane	Jan Kempdorp		R10 000 000 000,00	DAERL, DWS	Conservation of Resource Production Areas, Thriving Economic Engines	3.4	High	2024-2027
70	Restoration of the Old Kimberley Magistrate Court Building	Frances Baard DM	Sol Plaatje	Kimberley		R4 000 000,00	Dept of Public Works	Effective Governance	4	Medium	2024-2025
71	Boegoebaai Green Hydrogen Development Programme	Namakwa DM	Richtersveld	Alexanderbaai			NCEDA, DEDAT, ISA	Thriving Economic Engines, Conservation of Resource Production Areas	1.5	High	2024-2030
72	Renewable Energy Projects (Solar/Wind)	Namakwa DM	Multiple LMs				Dept of Energy, DAERL	Conservation of Resource Production Areas	-	High	2024-2030
73	Upgrading of Bulk Outfall Sewer Pipeline Phase 2 – Upington	ZF Mgcawu DM	Dawid Kruiper	Upington			DWS	Thriving Economic Engines	4.3	High	2024-2025
74	Postdene Sports Facility	ZF Mgcawu DM	Dawid Kruiper				Local Municipality	Transforming Spaces and Livelihoods	3.5	Medium	2024-2025
75	5th Avenue Street Road and Stormwater	ZF Mgcawu DM	Dawid Kruiper	Upington			Roads and Transport	Transforming Spaces and Livelihoods	4.4	Medium	2024-2025
76	Kameelmond Access Road (MIG Project)	ZF Mgcawu DM	Kai !Garib				Roads and Transport,	Transforming Spaces and Livelihoods	4.8	Medium	2024-2025





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
							Local Municipality				
77	Mountain View Connector	ZF Mgcawu DM	Dawid Kruiper				Roads and Transport	Thriving Economic Engines	3.9	High	2024-2026
78	Neighbour Development Partnership Programme	ZF Mgcawu DM	Dawid Kruiper	Upington			COGHSTA	Transforming Spaces and Livelihoods	4.5	High	2024-2026
79	Relocation of Magareng Wastewater Treatment Works	Frances Baard DM	Magareng	Warrenton		R122 700 000,00	DWS, Local Municipality	Thriving Economic Engines	4.7	High	2021-2027
80	Brandboom Bulk Water Supply Refurbishment	ZF Mgcawu DM	Kai !Garib				DWS	Thriving Economic Engines	3	Medium	2024-2025
81	Kakamas WWTW	ZF Mgcawu DM	Kai !Garib	Kakamas			DWS	Thriving Economic Engines	4.1	High	2024-2025
82	Melkstroom Waste Water Treatment Works (MIG Project)	ZF Mgcawu DM	Dawid Kruiper	Upington			DWS, Local Municipality	Thriving Economic Engines	4.6	High	2024-2026
83	Postmasburg WWTW and Bulk Sewer	ZF Mgcawu DM	Tsantsabane	Postmasburg			DWS, Local Municipality	Thriving Economic Engines	3	High	2024-2026
84	Skietfontein Bulk Water Supply	ZF Mgcawu DM	Kai !Garib				DWS	Thriving Economic Engines	4.4	Medium	2024-2025
85	Topline Bulk Water Supply Refurbishment	ZF Mgcawu DM	Dawid Kruiper				DWS	Thriving Economic Engines	3.8	Medium	2024-2025
86	Upgrade of Upington North Bulk Supply	ZF Mgcawu DM	Dawid Kruiper	Upington			DWS, Local Municipality	Thriving Economic Engines	4.4	High	2024-2025





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
87	Wegdraai Sewer Reticulation	ZF Mgcawu DM	Dawid Kruiper				DWS, Local Municipality	Thriving Economic Engines	3	High	2024-2026

In addition to the infrastructure (hard) projects, the following list of projects may need to be considered to strengthen the Provincial Spatial Development Framework (PSDF) in the Northern Cape:

No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
1	Development of Guidelines for Community-Based Tourism in the Northern Cape	Province-wide	All LMs	N/A	N/A	R 1 000 000	DAERL, DALRRD, OTP	Supporting Sustainable Tourism Development	-	Medium	2025-2026
2	Creation of Land Use Planning Guidelines for Rural Areas in the Northern Cape	Province-wide	All LMs	N/A	N/A	R 1 500 000	DALRRD, OTP, COGHSTA	Enhancing Rural Spatial Planning	-	Medium	2025-2026
3	Establishment of SOPs for Provincial Advisory Committee on Matters of Provincial Interest	Province-wide	N/A	N/A	N/A		OTP	Strengthening Governance and Coordination	-	High	2025-2026
4	Development of SOPs for Registering Catalytic Projects Aligned with PSDF,	Province-wide	N/A	N/A	N/A		OTP, Treasury	Facilitating Strategic Project Implementation	-	High	2025-2026





No	Project Name	District	Local Municipality	Town	No Units (BNG)	Project Value	Department Responsible	Driver	NCPS Score	Priority	Time Frame
	NCPS, and MTD										
5	Review and Adoption of the Provincial SPLUM	Province-wide	N/A	N/A	N/A		COGHSTA	Aligning with Updated Spatial Planning Frameworks	-	High	2025-2026
6	Delineation of Coastal Management Lines (CML) in line with the Integrated Coastal Management Act (ICMA)	Namakwa DM	Kamiesberg Nama Khoi Richtersveld	Alexander Bay Port Nolloth Kleinsee Hondeklip Bay	N/A		DAERL	Enhancing Coastal Management and Planning	-	High	2025-2026
7	Development of Infrastructure Master Plans for Local Municipalities	Province-wide	All LMs	N/A	N/A	R 50 000 000	COGHSTA	Guiding Infrastructure Investment and Planning	-	Medium	2025-2027







*Enhancing our Future*

## **MONITORING AND EVALUATION**







# 6 MONITORING AND EVALUATION

The Northern Cape Provincial Spatial Development Framework (PSDF) is a cornerstone for the alignment of planning, budgeting, and implementation activities across all provincial actors and stakeholders. Monitoring and Evaluation (M&E) of the PSDF are essential to manage its implementation effectively, ensuring that spatial transformation objectives are realized. The Office of the Premier, in collaboration with COGHSTA Northern Cape as the custodian of Provincial SPLUM, will play a leading role in overseeing M&E activities. DALRRD, through its oversight function, will support the monitoring of SPLUMA compliance, ensuring alignment with national priorities.

The Northern Cape Planning System (NCPS) will serve as a facilitating and supporting mechanism for monitoring and aligning projects, plans, and initiatives to the PSDF, enabling the province to achieve integrated spatial planning. This process will be closely linked to the Medium-Term Development Plan (MTDP) of the province and will be embedded in the performance plans of sector departments.

## 6.1 SPATIAL PERFORMANCE MANAGEMENT

Effective spatial performance management requires a structured and systematic approach to integrating M&E into all phases of planning and implementation. This involves:

- Leveraging GIS via the NCPS to enhance the collection, analysis, and presentation of spatial performance data, ensuring user-friendly reporting and planning.
- Establishing geographically measurable baselines, performance indicators, and targets that align with the PSDF and the broader PGDP of the province.

- Promoting integrated planning through structured dialogues between provincial departments, municipalities, and stakeholders.
- Ensuring that municipal SDFs and IDPs align with the PSDF and provincial investments, thereby promoting horizontal and vertical integration across spheres of government.

## 6.2 SPATIAL TRANSFORMATION

To achieve spatial transformation and align with the strategic objectives of the Northern Cape Provincial Spatial Development Framework (PSDF), targeted interventions are required within the Provincial Spatial Action Areas (PSAAs) and along the Spatial Transformation Corridors. These spatially-targeted interventions will act as catalysts for development, driving inclusive economic growth, enhancing service delivery, and addressing historical spatial inequalities.

The PSAAs and Spatial Transformation Corridors represent critical areas where concentrated and coordinated action can unlock development potential, mitigate provincial challenges, and advance the Northern Cape towards its ideal spatial development pattern.

## 6.3 REPORTING, AMENDMENT, AND REVIEW

The PSDF implementation progress will be reported to the Provincial Advisory Committee (PAC) periodically. Section 15(5) of SPLUMA mandates that the Executive Council reviews the PSDF at least once every five years, with amendments as necessary to maintain alignment with evolving priorities. **Toolkit 14** of the PSDF provides detailed guidance on aligning spatial transformation with SPLUMA principles and must inform future prioritization and planning.

### Coordination and Roles:

- Office of the Premier: Responsible for M&E oversight, ensuring integration and alignment of spatial investments and plans.

ALSO REFER TO TOOLKITS 14  
– MONITORING AND  
EVALUATION







- COGHSTA Northern Cape: Custodian of the Provincial SPLUM, supporting municipalities in aligning local plans with the PSDF.
- DALRRD: Oversight role to ensure SPLUMA compliance and support provincial M&E efforts.
- Sector Departments: Required to incorporate the PSDF into their annual performance plans, ensuring spatial objectives are central to departmental priorities.
- NCPS: Facilitates the alignment of projects and initiatives, ensuring cohesion between planning and implementation.

### **Spatially Integrated Monitoring and Evaluation Framework**

The M&E Framework must be read together with the PGDP and will focus on:

- **Spatial Targeting:** Aligning expenditures and project implementation with the PSDF's spatial logic.
- **Collaboration and Synergy:** Encouraging joint implementation of projects across departments and municipalities.
- **Impact Measurement:** Evaluating the spatial performance of financial and non-financial activities to ensure outcomes meet transformation objectives.

A Provincial Advisory Committee (PAC) will facilitate spatial performance monitoring and evaluation. This forum, chaired by the Office of the Premier in partnership with Provincial Treasury, DALRRD and COGHSTA, will convene twice yearly to assess draft APPs, budgets, and project alignment with the PSDF. Outputs will include technical reports with actionable recommendations for the Medium-Term Development Plan (MTDP)

The successful implementation of the PSDF relies on an integrated approach to M&E, ensuring **accountability, improved decision-making, and sustained spatial transformation**. Through the NCPS, the Northern Cape will ensure that its development trajectory remains aligned with the principles of SPLUMA and the strategic objectives of the PSDF.







## 7 CONCLUSION

In conclusion, the Northern Cape Spatial Proposal provides a comprehensive and strategic framework for regional development, integrating economic, social, and environmental objectives. This proposal recognizes the unique challenges and opportunities within the region, aiming to balance growth with sustainability and resilience. By leveraging the identified drivers—Thriving Economic Engines, Transforming Spaces & Livelihoods, Conservation of Resource Production Areas, and Effective Spatial Governance—the framework addresses the multifaceted needs of the Northern Cape's diverse communities.

The spatial structuring elements, including corridors, nodes, and zones, ensure that development is strategic and adaptable to changing circumstances and localized needs. Linkages and Integration emphasize the importance of connectivity within the region and with external markets, fostering economic integration and access to opportunities. Clustering Analysis provides a nuanced understanding of development hotspots and areas requiring more attention, facilitating targeted interventions. Planning Adaptation ensures that strategies remain relevant and effective, accommodating shifts in demographic, economic, and environmental conditions.

By focusing on the specific needs of each Spatial Action Area, the proposal ensures that interventions are tailored and impactful. The Coastal Spatial Action Area (CSAA) prioritizes sustainable coastal development, enhancing marine ecosystems, and boosting tourism and maritime industries. The Douglas to Kakamas Spatial Action Area (DKSAA) focuses on maximizing agricultural potential, improving water management, and linking rural communities to broader markets. The Gamagara Spatial Action Area (GSAA) aims to enhance the mining sector's contributions while mitigating environmental impacts and fostering community development. The Kalahari Spatial Action Area (KHSAA) addresses the unique arid environment, promoting renewable energy projects and community

resilience. The Karoo Spatial Action Area (DSAA) emphasizes sustainable land use, biodiversity protection, and economic diversification through agri-tourism and arid innovation. The Rural Spatial Action Area (RSAA) focuses on improving rural infrastructure, services, and economic opportunities, ensuring balanced regional development. The Vaalharts Spatial Action Area (VHSAA) stands out for its diversified economy, emphasizing agriculture, agro-processing, mining, and renewable energy, while protecting natural resources and enhancing infrastructure.

Ultimately, the Northern Cape Spatial Proposal aims to create a sustainable, prosperous, and resilient Northern Cape. By integrating economic growth with social well-being and environmental stewardship, the proposal envisions a future where the Northern Cape can thrive while preserving its unique natural and cultural heritage. The strategic focus on spatial structuring elements and specific action areas ensures that development is inclusive and forward-thinking, paving the way for a robust and vibrant regional economy.







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