



NC PSDF | PROVINCIAL SPATIAL ACTION AREAS (PSAAs)



Province of the
Northern Cape
REPUBLIC OF SOUTH AFRICA



NORTHERN CAPE PROVINCE PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK

NC PSAAs | PROVINCIAL SPATIAL ACTION AREAS

PREPARED FOR:



Province of the
Northern Cape
REPUBLIC OF SOUTH AFRICA

PREPARED BY:



PLEASE NOTE that this document is an excerpt from the larger PSDF and has been provided separately for convenience. It serves as the Provincial Sector Plan specifically targeting sectors responsible for Spatial Governance in the Northern Cape Province. However, it should be read in conjunction with the complete Northern Cape Provincial Spatial Development Framework, as it references concepts, strategies, and actions that may be interconnected with other programs, actions, and strategies from different sectors.

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1 PROVINCIAL SPATIAL ACTION AREAS

1.1 INTRODUCTION

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.

1.2 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.

1.2.1 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.

1.2.2 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.

1.2.3 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.





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
- Violisdrift 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 1: Northern Cape Provincial Spatial Action Areas (PSAAs)

Source: NCPSDF2024, NCPSDF2019





1.2.4 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.

1.2.5 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.

1.2.6 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.

1.2.7 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.

1.3 ALIGNMENT TO THE NSDF SPATIAL ACTION AREAS

Table 1: Alignment to the NSDF Spatial Action Areas

Alignment	The focus of Actions and Interventions	Key Actions
Coastal PSAA		
Part of the western section of the Arid Innovation Region	<ul style="list-style-type: none"> → Consolidate settlement development → Develop small harbours for fishing, tourism, and maritime economy 	<ul style="list-style-type: none"> → 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		
Douglas to Kakamas PSAA		
Supports the Arid Innovation Region	<ul style="list-style-type: none"> → Consolidate settlement development 	<ul style="list-style-type: none"> → Expand and improve irrigation systems → Support agri-innovation → Promote water-efficient practices → Consolidate settlement development
The central part supports the Northwestern NSTETR		
Gamagara PSAA		
Supports the Arid Innovation Region	<ul style="list-style-type: none"> → Support settlement development and new cities → Develop small-scale farming, 	<ul style="list-style-type: none"> → Strengthen environmental management → Support economic diversification → Improve service delivery → Invest in social infrastructure





Alignment	The focus of Actions and Interventions	Key Actions
Supports the Northwestern NSTETR	agri-industrialization, and tourism	→ Support settlement development
Kalahari PSAA		
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
Karoo PSAA		
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
Rural PSAA		
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

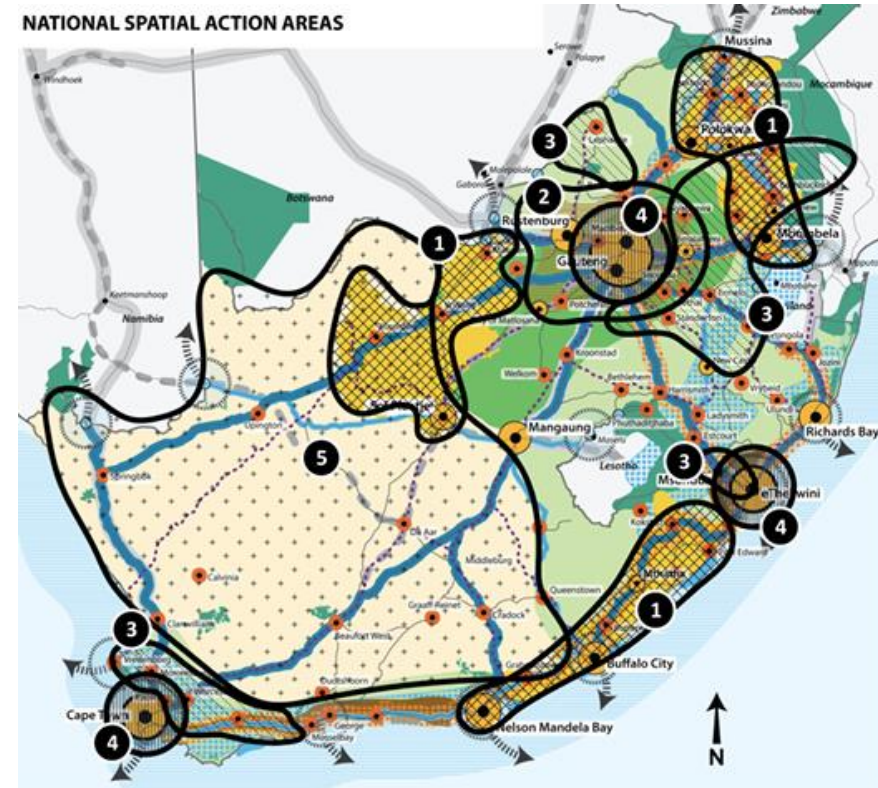


Figure 1: NSDF Spatial Action Areas (1 - Northwestern Transformation Corridor, 5 - Arid Innovation Region)





2 SPATIAL ACTION AREA DIRECTIVES

2.1 COASTAL SPATIAL ACTION AREA (CSAA)

2.1.1 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.

2.1.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE COASTAL SPATIAL ACTION AREA

Table 2: Key Development Nodes - Coastal Spatial Action Area

Settlement	Role	Interventions
National Urban Nodes		
CAPE TOWN	Various larger and specialist Services are acquired via Cape Town via the N7	→ Logistics Services
Regional Development Anchors / Centres		

Settlement	Role	Interventions
Springbok	Regional Development Centre	→ EV Support Development → Weighbridge Development → Public Transport → Regional Shopping Centre Development at Springbok (N7/N14 intersection) → Truck Stop → Agrihub Development → Airport Upgrading → SMART School Development
Large Service Towns		
Calvinia	Tourism and Local Service Node	→ Basic services infrastructure optimisation → Small Town Regeneration → Tourism Centre Upgrading → Karoo Lamb Value-Adding
Small Service Towns		
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
Small towns		
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





Settlement	Role	Interventions
		→ Agriculture Value Adding and Processing – FPSU development
Alexander Bay	Tourism Node	→ Tourism Development → Small Harbour Development → Agriculture Value Adding and Processing – FPSU development

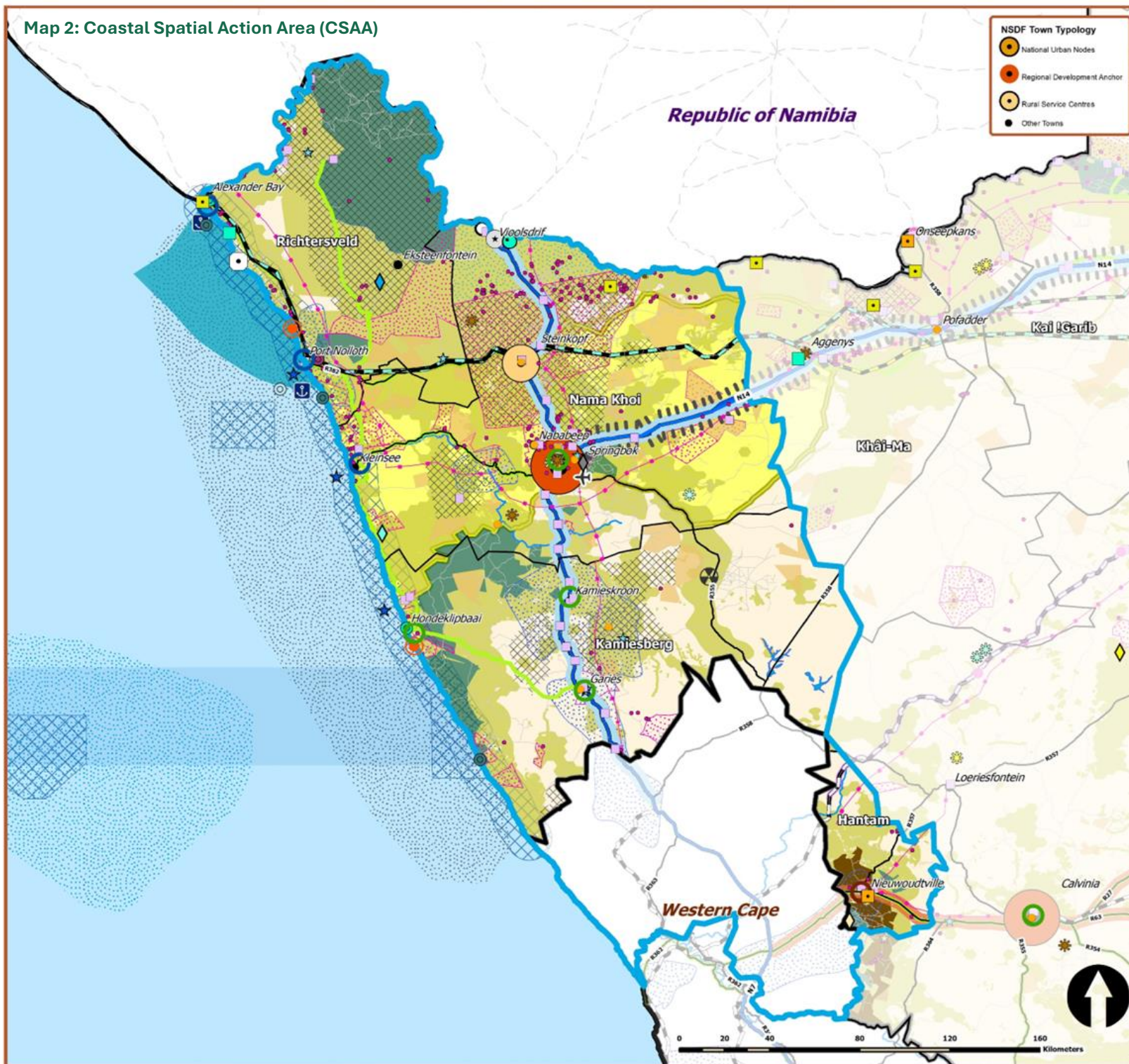
Table 3: Key Development Zones and Corridors - Coastal Spatial Action Area

Structuring Element	Towns Affected	Interventions
Corridors		
N7	CAPE TOWN Springbok Garies Kamieskroon Steinkopf Vioolsdrift Namibia	→ EV charging station → Gateway Development
N14	Springbok Pofadder Aggeneys	→ EV Charging Station Development → Northern Cape Development Corridor → Railway Upgrading/Development
R382	Steinkopf Port Nolloth Sasolburg	→ Local Corridor → Road maintenance → Upgrading would be required with the development of Boegoebaai Harbour
R27	Vredendal Niewoudtville Calvinia Brandvlei	→ Proposed trade route Cape Town (via Vanrhynsdorp N7) – Upington (via Kakamas and Calvinia) Corridor Development
R63	Williston	→ Karoo Clear Night Skies, SARAO/SALT → Tourism Link Road between Westcoast and Central South Africa (N10 and N12) → Road maintenance
Zones		

Structuring Element	Towns Affected	Interventions
Coastal Development	Westcoast – Coastline and affected towns	→ Protection against overfishing → Limiting and rehabilitating harmful extraction activities → Protecting the natural environment for eco-tourism activities → Supporting aquaculture developments → Strictly regulate offshore drilling and exploration



Map 2: Coastal Spatial Action Area (CSAA)



Regional Spatial Action Areas Coastal Spatial Action Area (CSAA)





2.2 DOUGLAS TO KAKAMAS SPATIAL ACTION AREA (DKSAA)

2.2.1 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.

2.2.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE DOUGLAS SPATIAL ACTION AREA

Table 4: Key Development Nodes – Douglas to Kakamas Spatial Action Area

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

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





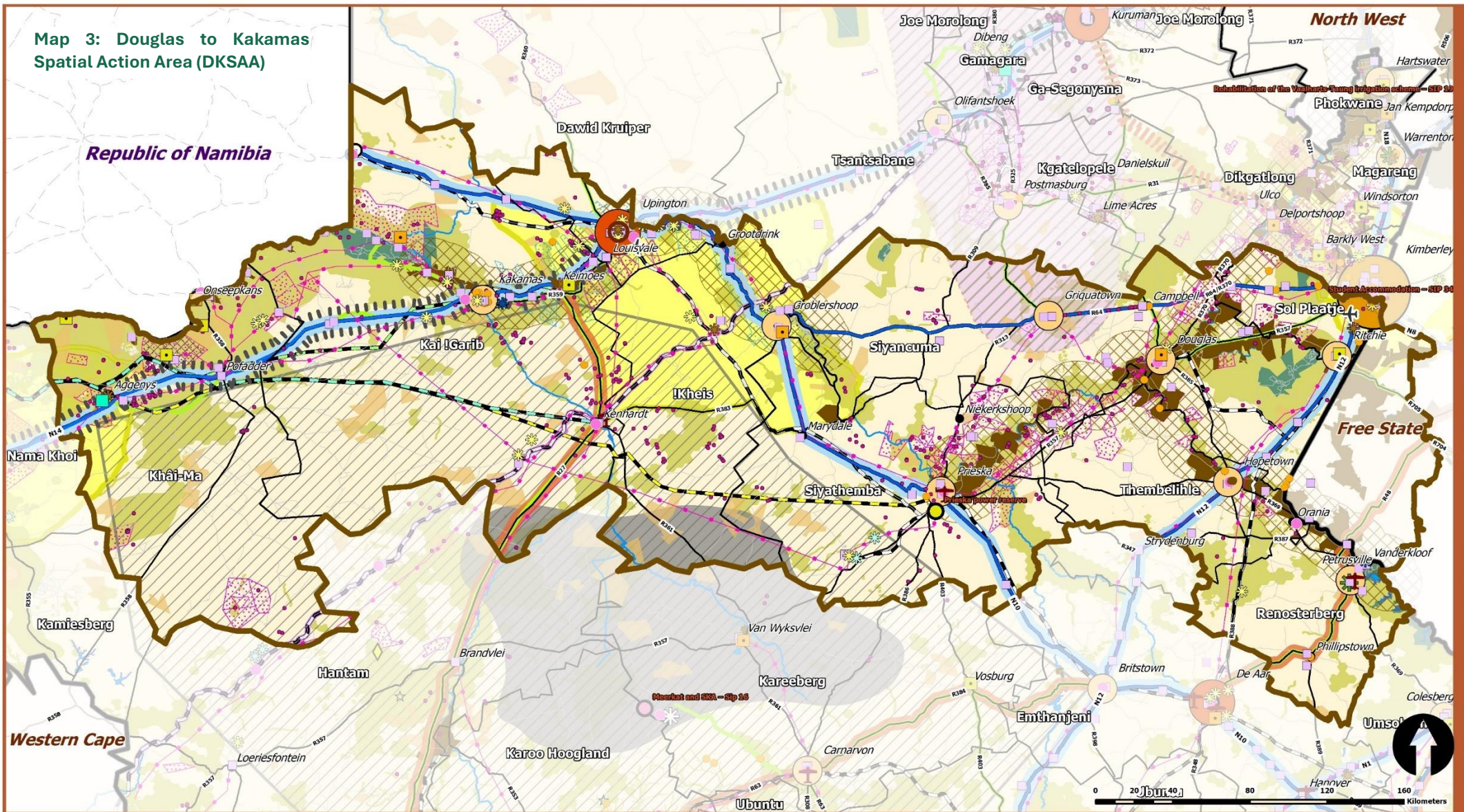
Table 5: Key Development Zones and Corridors -Douglas to Kakamas Spatial Action Area

Structuring Element	Towns Affected	Interventions
Corridors		
N14	Upington Vryburg Aggeneys Pofadder Kakamas Keimoes	<ul style="list-style-type: none"> → Northern Cape Development Corridor → EV Charging Station Development → Railway Upgrading/Development → Road Upgrading (N14) → Develop Multi-Modal Transport Hubs → Support access to Industrial Parks and Zones
N10	Upington Nxuba (Cradock) Groblershoop Prieska De Aar	<ul style="list-style-type: none"> → EV Charging Station Development → Railway Upgrading/Development → Northern Cape Development Corridor Development → International Trade Route Development with Namibia → Gateway Development
N12	KIMBERLEY Ritchie Hopetown Western Cape and Northwest Province Linkage	<ul style="list-style-type: none"> → EV Charging Station Development → Cross-border corridor coordination with North West
R27	Keimoes Kenhardt Calvinia	<ul style="list-style-type: none"> → Proposed trade route → Cape Town (via Vanrhynsdorp N7) – Upington (via Kakamas and Calvinia) Corridor Development → Tourism corridor development
N8	KIMBERLEY BLOEMFONTEIN Groblershoop Griquatown Campbell	<ul style="list-style-type: none"> → Northern Cape Development Corridor linkage → Tourism Route Development
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"> → Regional Trade Route Development → Tourism Route Development → Road Maintenance → Cross Border Coordination with Free State
R359	Upington Keimoes Kakamas	<ul style="list-style-type: none"> → Alternative Route Development → Tourism Route Development
Zones		
Agriculture Development Zone	Upington Keimoes Kakamas Groblershoop Ritchie Hopetown Douglas	<ul style="list-style-type: none"> → Protection of High Potential Agricultural Land (PAAs) → Agro-processing → Agripark Development → Rural Road Maintenance → Implement Precision Agriculture and climate-smart agriculture → Develop Water Storage Solutions and upgrading of Irrigation Schemes → Enhance Market Access → Enhance Rural Infrastructure → Support and Prioritise Rural Development Projects
Renewable Energy Development Zone	Upington Groblershoop Kenhardt Keimoes	<ul style="list-style-type: none"> → Upgrading of Electricity Transmission Networks → Enhance Access Roads → Support Large-Scale Solar Farms → Promote Hybrid Energy Systems → Develop Local Supply Chains → Support Green Technology Innovation → Develop Community Benefit Programs → Training of the Local Workforce



Map 3: Douglas to Kakamas Spatial Action Area (DKSAA)



Regional Spatial Action Areas

Douglas-Kakamas Spatial Action Area (DKSAA)

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





2.3 GAMAGARA SPATIAL ACTION AREA (GSAA)

2.3.1 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) PHSFDA 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 PHSFDA 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.

2.3.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE GAMAGARA SPATIAL ACTION AREA

Table 6: Key Development Nodes - Gamagara 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"> → Mineral Value Adding and Financial Services Support → Diversifying Industries → Knowledge and Innovation support. → Support for Small and Medium Enterprises (SMEs) → Skills and Business Incubators
Regional Development Anchors / Centres		
Kuruman	Regional Development Centre	<ul style="list-style-type: none"> → Service and General Industries support → Knowledge and Innovation support. → Human Resources Development
Small Service Towns		
Olifantshoek	Small Mining Node	<ul style="list-style-type: none"> → Industrial Corridor Support → Basic services infrastructure optimisation → Mining Development
Postmasburg		<ul style="list-style-type: none"> → Basic services infrastructure optimisation → Mining Development → PHSFDA Development
Kathu		<ul style="list-style-type: none"> → Basic services infrastructure optimisation → IDZ Development → PHSFDA Development
Delporthoop		<ul style="list-style-type: none"> → Basic services infrastructure optimisation → Agriculture Value Adding and Processing – FPSU Development → Mining Development





Table 7: Key Development Zones and Corridors - Gamagara Spatial Action Area

Structuring Element	Towns Affected	Interventions
Corridors		
N14	Kuruman Olifantshoek Kathu	<ul style="list-style-type: none"> → EV Charging Station Development → Northern Cape Development Corridor Development → Railway Upgrading/Development
R31	Kuruman Delportshoop Postmasburg Danielskuil Ulco	<ul style="list-style-type: none"> → Proposed Regional Trade Route Development → Route Upgrading and Maintenance – Link to N8
R385	Olifantshoek Postmasburg Lime Acres Campbell	<ul style="list-style-type: none"> → Road Maintenance → Route Upgrading and Maintenance – Link to N8
R325 / R383	Postmasburg Griquatown	<ul style="list-style-type: none"> → Road Maintenance → Link Road to N8
Zones		
Mining-agri trade-off Zones	All areas within the Gamagara Mining Corridor	<ul style="list-style-type: none"> → 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	<ul style="list-style-type: none"> → Prioritise investment in economic diversification.



[illegible]

Nodes

- 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

Zones

- Land Reform Farm
- Gamagara Mining Corridor
- 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





2.4 KALAHARI SPATIAL ACTION AREA (KHSAA)

2.4.1 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.

2.4.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE KALAHARI SPATIAL ACTION AREA

Table 8: 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>

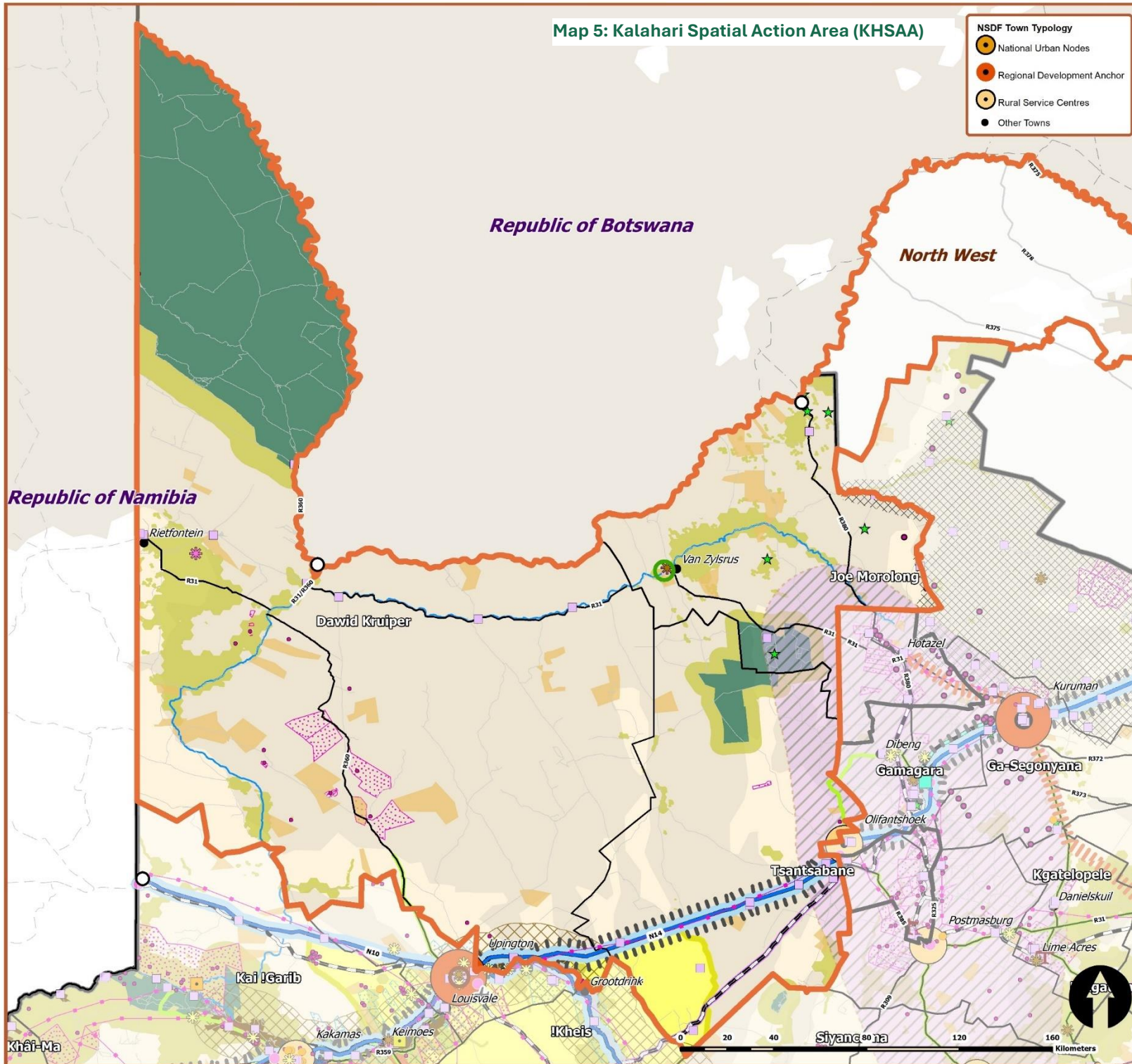
Rietfontein	Small Cultural Village	<ul style="list-style-type: none"> → Border Post Optimisation & Support → Basic services infrastructure optimisation
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Table 9: Key Development Zones and Corridors - Kalahari Spatial Action Area

Structuring Element	Towns Affected	Interventions
Corridors		
N10	Upington Olifantshoek	<ul style="list-style-type: none"> → EV Charging Station Development → Railway Upgrading/Development → International Trade Route Development with Namibia
R31	Hotazel	<ul style="list-style-type: none"> → Tourism Development Route towards Kgalagani Transfrontier Park
Zones		
Renewable Energy Development Zone	Upington	<ul style="list-style-type: none"> → 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 5: Kalahari Spatial Action Area (KHSAA)



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

Regional Spatial Action Areas Kalahari Spatial Action Area (KHSAA)

- Nodes**
- 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
 - Bloodhound Initiative
 - Agri Hubs
 - SKA Core Site
 - Tourist Attractions
 - Non-Priority FPSU
 - Priority Farmer FPSU
- 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
 - Dams
 - Trancraa Area
 - Protected Agricultural Areas
 - REDZ
 - Kalahari Basin
 - Extensive Agriculture
- 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

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





2.5 KAROO SPATIAL ACTION AREA (KSAA)

2.5.1 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.

2.5.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE KAROO SPATIAL ACTION AREA

Table 10: Key Development Nodes - Karoo Spatial Action Area

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





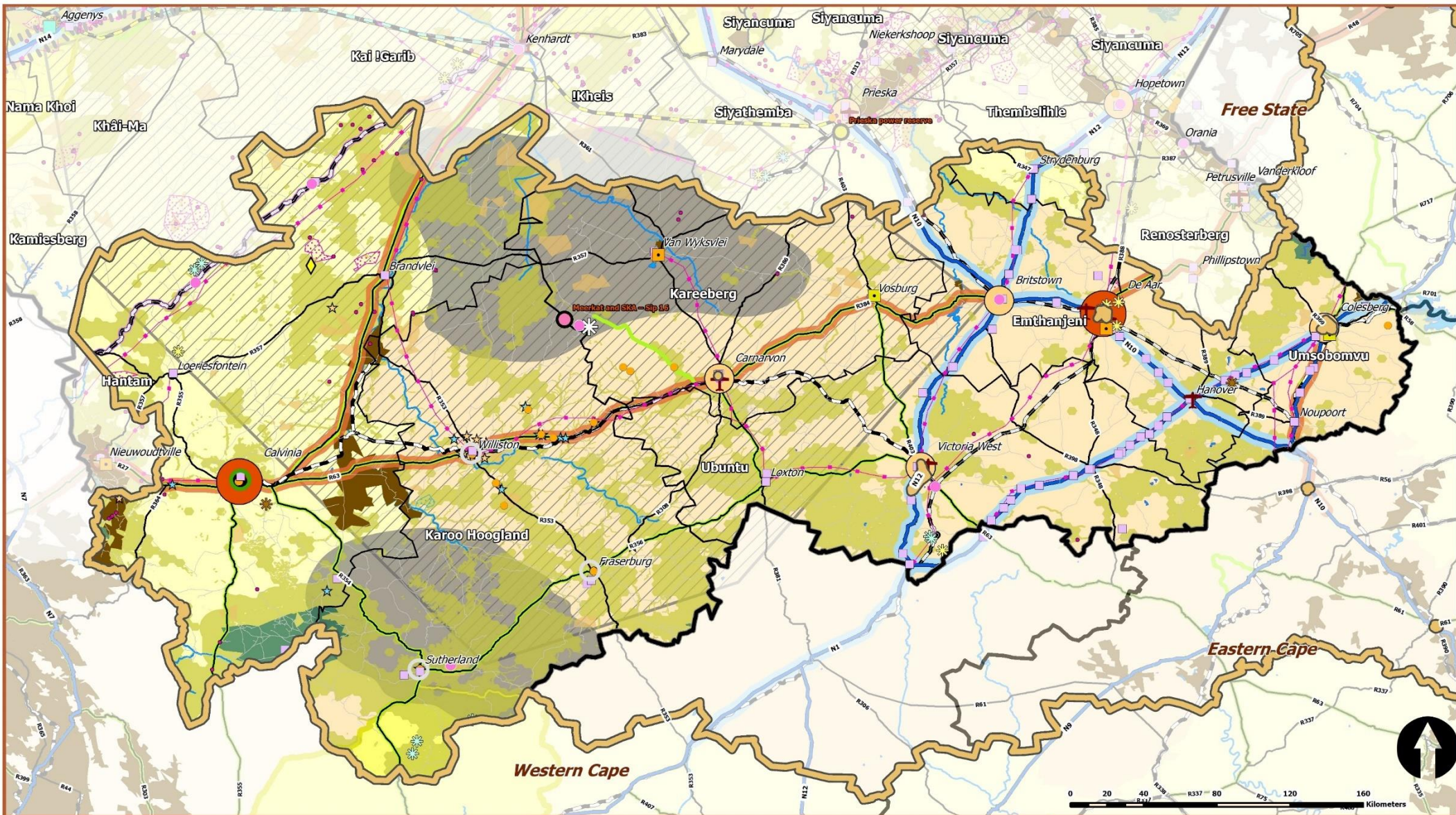
		<ul style="list-style-type: none"> → Basic services infrastructure optimisation → Logistics Support
Small Service Towns		
Carnarvon	Small Service Node	<ul style="list-style-type: none"> → Basic services infrastructure optimisation
Britstown		
Victoria West		
Colesberg	Tourism Node	<ul style="list-style-type: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

Table 11: Key Development Zones and Corridors - Karoo Spatial Action Area

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

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





Nodes SEZ/DZ 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 Meerkat and SKA Prieska Power Reserve	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 Transraa 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
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Map 6: Karoo Spatial Action Area (KSAA)

Regional Spatial Action Areas

Karoo Spatial Action Area (KSAA)

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



2.6 RURAL SPATIAL ACTION AREA (RSAA)

2.6.1 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 Mothibstad to service the action area.

2.6.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE RURAL SPATIAL ACTION AREA

Table 12: Key Development Nodes - Rural 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"> → Renewable Energy Developments → Logistics Interventions → Airport Upgrading → Heritage Tourism Development

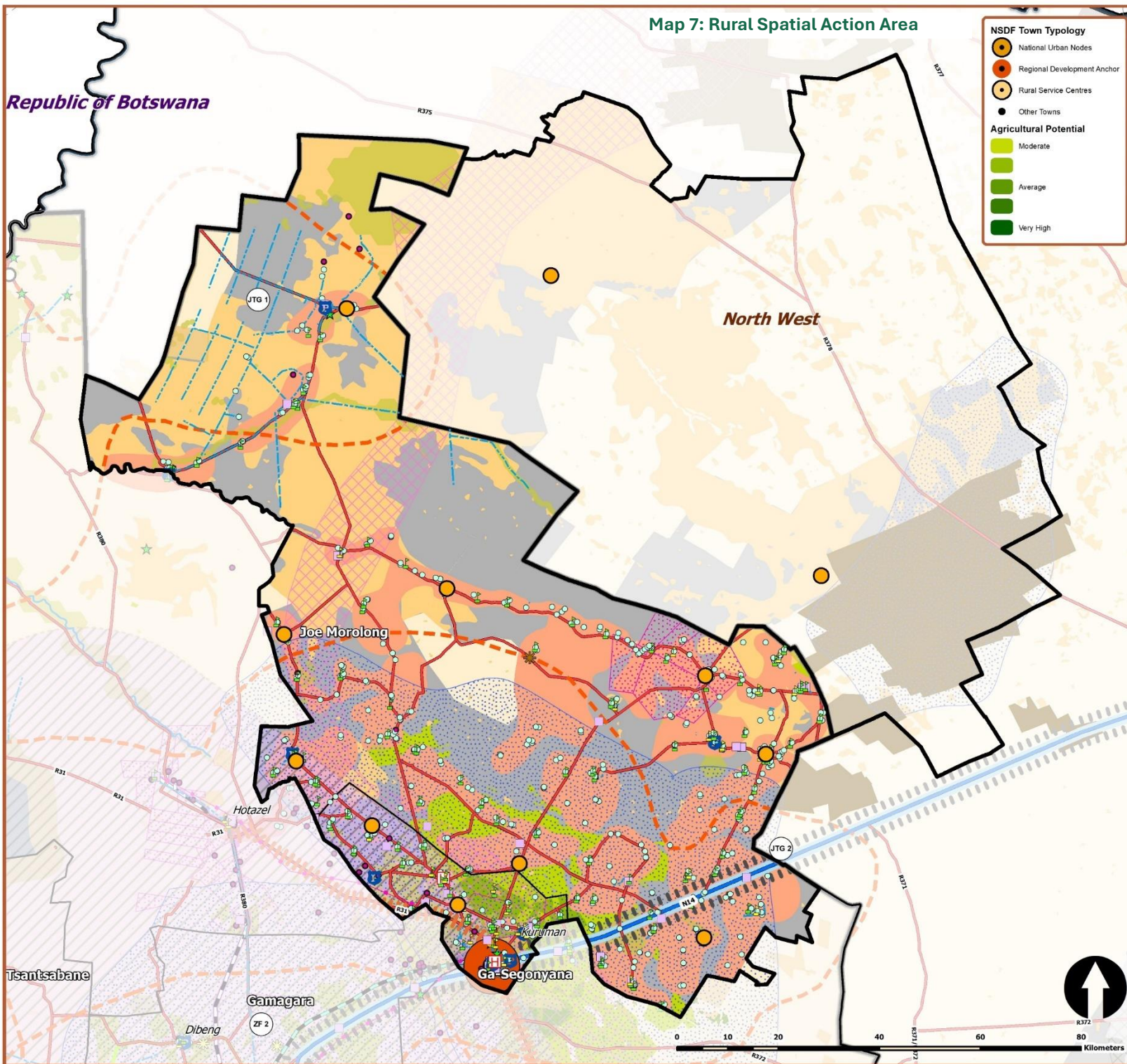
Regional Development Anchors / Centres

Kuruman	Regional Development Centre	<ul style="list-style-type: none"> → EV Support Development → Public Transport → Renewable Energy Development → Tourism Node and Information Centre Upgrading → Industrial Corridor Support → Logistics Interventions
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Table 13: Key Development Zones and Corridors: Rural Spatial Action Area

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





Regional Spatial Action Areas

Rural Spatial Action Area (RSAA)





2.7 VAALHARTS SPATIAL ACTION AREA (VHSAA)

2.7.1 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.





2.7.2 KEY SPATIAL STRUCTURING ELEMENTS FOR THE VAALHARTS SPATIAL ACTION AREA

Table 14: 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">➔ Renewable Energy Developments➔ Logistics Interventions➔ Airport Upgrading➔ Heritage Tourism Development➔ Knowledge and Innovation Development➔ Industrial Development (value-adding industries)➔ Government and Social Services Development
Small Service Towns		
Warrenton	Small Service Node & Agricultural Node	<ul style="list-style-type: none">➔ Agriculture Value Adding and Processing➔ Logistics Support➔ Basic services infrastructure optimisation➔ Agripark Development
Hartswater		<ul style="list-style-type: none">➔ Basic services infrastructure optimisation➔ Agriculture Value Adding and Processing – FPSU Development
Small towns		
Barkley West	Small Service Node & Agricultural Node	<ul style="list-style-type: none">➔ Basic services infrastructure optimisation➔ Heritage Tourism Development➔ Agriculture Value Adding and Processing
Jan Kempdorp		<ul style="list-style-type: none">➔ Basic services infrastructure optimisation➔ Agriculture Value Adding and Processing – FPSU Development
Windsorton	Small Service Node	<ul style="list-style-type: none">➔ Basic services infrastructure optimisation

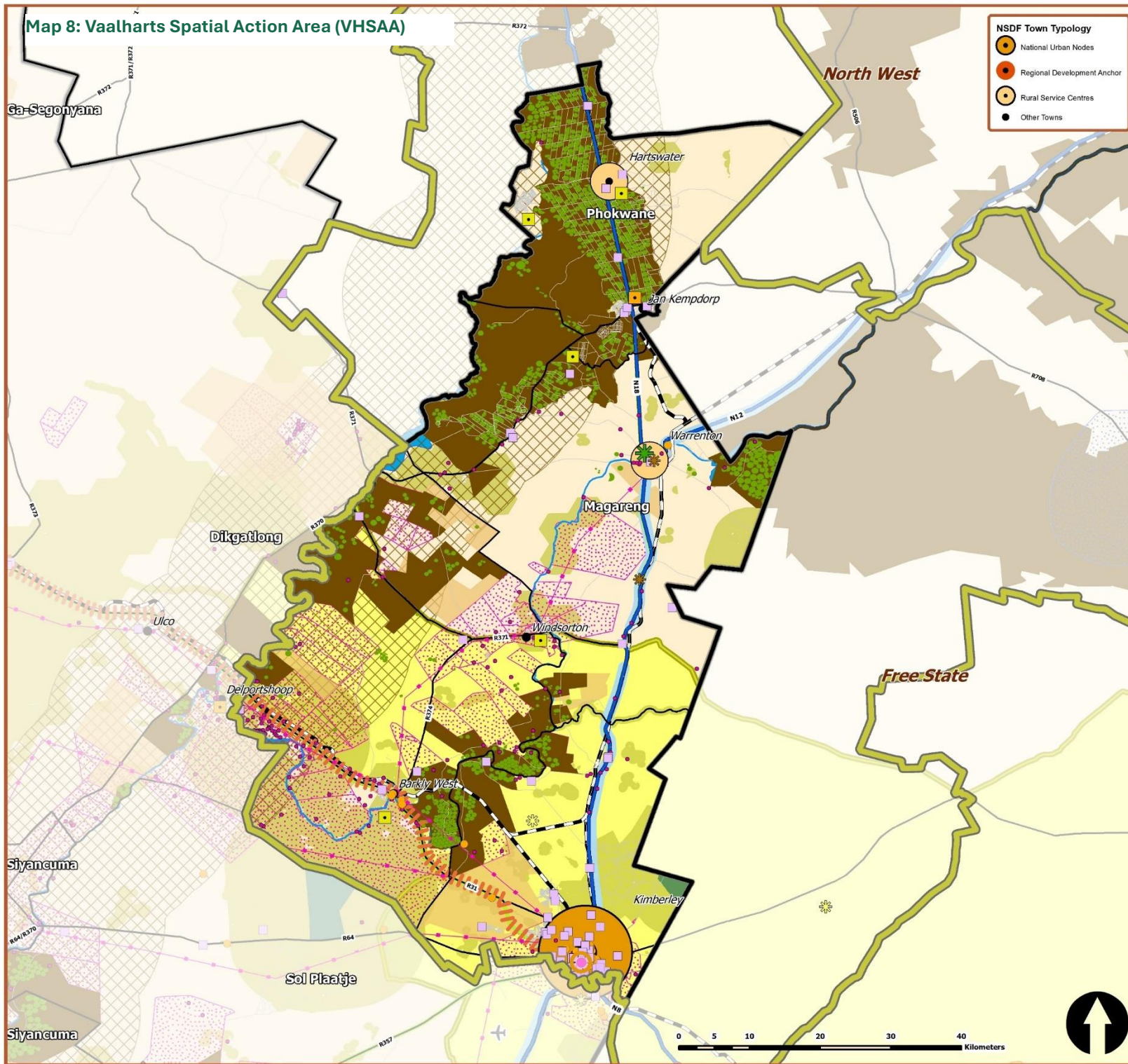
Settlement	Role	Interventions
		<ul style="list-style-type: none"> → Agriculture Value Adding and Processing – FPSU Development → Mining Development

Table 15: Key Development Zones and Corridors - Vaalharts Spatial Action Area

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



Map 8: Vaalharts Spatial Action Area (VHSAA)



Regional Spatial Action Areas Vaalharts Spatial Action Area (VHSAA)



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

