



MOPANI

DISTRICT MUNICIPALITY

# MOPANI DISTRICT MUNICIPALITY

SPATIAL DEVELOPMENT FRAMEWORK REVIEW  
2025



## EXECUTIVE SUMMARY

The *Mopani District Spatial Development Framework (SDF) 2025* presents a strategic, long-term plan to guide spatial development across the district in alignment with national and provincial frameworks such as SPLUMA, the National Development Plan 2030, National Spatial Development Framework 2022 and the Limpopo SDF 2025. Its purpose is to promote sustainable, inclusive, and coordinated growth that improves the quality of life for all residents while protecting the region's valuable natural and agricultural resources.

The SDF outlines a spatial vision for Mopani focused on:

- Enhancing regional connectivity through corridors and nodal development,
- Protecting biodiversity and agricultural land,
- Supporting economic diversification and job creation,
- Addressing spatial inequality, particularly in rural and underdeveloped areas, and
- Promoting climate-resilient infrastructure and settlements.

Key development strategies include:

- Strengthening urban-rural linkages,
- Consolidating infrastructure investment in strategic areas,
- Promoting agri-processing, tourism, and mining as economic drivers,
- Integrating traditional authority areas into formal planning processes, and
- Aligning land use with environmental and socio-economic objectives.

Implementation will be phased and requires coordination among all spheres of government, traditional leaders, private sector partners, and communities. The SDF is designed to be incorporated into Integrated Development Plans (IDPs), sector plans, and infrastructure investment programs, ensuring alignment of vision and resources.

Ultimately, the Mopani SDF 2025 aims to create a well-connected, inclusive, and economically vibrant district where spatial planning catalyses development, resilience, and equity.

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## ABBREVIATIONS

CBA – Critical Biodiversity  
COGHSTA - Department of Cooperative Governance, Human Settlements and Traditional Affairs  
DALRRD – Department of Agriculture, Land Reform and Rural Development  
DARD - Department of Agriculture and Rural Development  
DDM – Mopani District Development Model  
DFFF- Department of Forestry, Fisheries and the Environment  
DOT – Department of Transport  
DPWRI - Limpopo Department of Public Works, Roads and Infrastructure - Vhembe District  
DWS – Department of Water and Sanitation  
ESA – Ecological Support Areas  
GGM – Greater Giyani Municipality  
GLM – Greater Letaba Municipality  
GTM – Greater Tzaneen Municipality  
HDA – Housing Development Agency  
IDP – Integrated Development Plan  
KNP – Kruger National Park  
KPAs – Key Performance Areas  
LDP – Limpopo Development Plan  
LED - Local Economic Development  
LED – Local Economic Development  
LEDET - Department of Economic Development, Environment and Tourism Limpopo  
LEDET - Limpopo Economic Development, Environment & Tourism  
LMs – Local Municipalities  
LPLTF – Limpopo Province Transport Framework Final  
LSDF – Limpopo Spatial Development Framework

LTA - Limpopo Tourism Agency  
MDM - Mopani District Municipality  
MLM – Maruleng Local Municipality  
MSA - Municipal Systems Act  
NCCAS - The National Climate Change Adaptation Strategy  
NDHS – National Department of Human Settlements  
OCI -Overall Condition Index  
PPP – Public-Private-Partnerships  
PPPS – Private Public Partnerships  
RAL – Road Agency Limpopo  
RAL – Road Agency Limpopo  
SANRAL - South African National Roads Agency SOC Ltd  
SDF - Spatial Development Framework  
SDI – Spatial Development Initiative  
SMMES – Small, Medium, and Micro Enterprises  
SPLUMA - Spatial Planning and Land Use Management Act  
UN - United Nations  
VCI - Visual Condition Index  
WSA – Water Services Authority

# SECTION 1

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## 1 Introduction

### 1.1 Background

The majority of communities in South Africa are located far from employment opportunities, often lacking sustainable services and facing challenges in accessing social services and economic advantages. The National Development Plan (NDP) Vision for 2030 regarding human settlements advocates for a nation characterised by productive farms, well-managed villages, towns, and cities, with a commitment to preserving the natural environment and providing a variety of housing options to meet diverse needs.

Furthermore, the NDP emphasises the importance of municipalities creating specific land policies as part of their integrated development plans. These policies should outline strategies for developing and managing vacant and underutilised land to achieve broader socio-economic and environmental goals. Municipalities should also explore ways to facilitate access to land and housing for low-

income individuals and develop measures to support and formalise these processes, thereby enhancing security for residents.

The Mopani District Municipality encompasses a variety of towns and settlements of different sizes, ranging from small rural communities to development nodes. Within the context of developing rural South Africa, several challenges must be addressed, including the diversity of rural settlements, which encompass various types such as villages, towns, informal settlements in commercial farming areas, and former homelands.

Spatial conflicts in rural areas pose a potential risk of acute disputes arising from the scarcity of resources in the foreseeable future. In certain regions, issues related to tourism, agriculture, mining, and biodiversity may escalate into conflicts if adequate policies on spatial planning are not established.

The involvement of Traditional Authorities in land-use decisions within the spatial framework is a matter of concern. Efforts to address these

challenges will require the development of effective mechanisms.

Municipalities are therefore mandated to prepare Spatial Development Frameworks in terms of Section 26 of the Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) read in conjunction with Section 12 (1) of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) (SPLUMA).

### 1.2 Objective

The Mopani SDF will seek to guide the overall spatial distribution of current and desirable land uses within a municipality to give effect to the vision, goals, and objectives.

The main objective of the Spatial Development Frameworks in terms of section 12 (1) of SPLUMA must be to:

- Interpret and represent the spatial development vision of the responsible sphere of government and the competent authority;
- Be informed by a long-term spatial development vision statement and plan.

- Represent the integration and trade-off of all relevant sector policies and plans;
- Guide planning and development decisions across all sectors of government.
- Guide a provincial department or municipality in taking any decision or exercising any discretion in terms of this Act or any other law relating to spatial planning and land use management systems;
- Contribute to a coherent, planned approach to spatial development in the national, provincial, and municipal spheres;
- Provide clear and accessible information to the public and private sector, and provide direction for investment purposes.
- Include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums, and land holdings of state-owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social, and environmental objectives of the relevant sphere;
- Address historical spatial imbalances in development.
- Identify the long-term risks of particular spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks.
- Provide direction for strategic developments

and infrastructure investment, promote efficient, sustainable, and planned investments by all sectors and indicate priority areas for investment in land development.

- Promote a rational and predictable land development environment to create trust and stimulate investment.
- Take cognisance of any environmental management instrument adopted by the relevant environmental management authority;
- Give effect to national legislation and policies on mineral resources and sustainable utilisation and protection of agricultural resources; and
- Consider and, where necessary, incorporate the outcomes of substantial public engagement, including direct participation in the process through public meetings, public exhibitions, public debates and discourses in the media and any other forum or mechanisms that promote such direct involvement.

In terms of Section 21 of SPLUMA, the content of Municipal SDF must: Give effect to the development principles set out in Section 7 (a) to (e) of the Spatial Planning and Land Use Management Act, Act 16 of 2013, namely:

### **Spatial Justice**

Past spatial and other development imbalances must be redressed through improved access to and use of land by disadvantaged communities and persons.

### **Spatial Sustainability**

Spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability by; encouraging the protection of prime and unique agricultural land; promoting land development in locations that are sustainable and limit urban sprawl; considering all current and future costs to all parties involved in the provision of infrastructure and social services to ensure for the creation of viable communities.

### **Efficiency:**

Land development must optimise the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined to promote growth and employment.

### **Spatial Resilience**

Securing communities and livelihoods from spatial dimensions of socio-economic and environmental shocks through mitigation and



adaptability that is accommodated by flexibility in spatial plans, policies, and land use management systems.

### Good Administration

All spheres of government must ensure an integrated approach to land use and land development, and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendment of SDFS. This principle is the fulcrum of this framework largely because the implementation of the spatial planning vision and objectives is not only highly dependent upon a strong coordinating role of the Central Government but is also predicated upon good governance mechanisms, incorporating meaningful consultations and coordination to achieve the desired outcomes across the various planning spheres and domains.

- Include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality.
- Include a longer-term spatial development vision statement for the municipal area, which indicates a desired spatial growth and development pattern for the next 10 to 20 years.
- Identify current and future significant

structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines, and economic nodes where public and private investment will be prioritised and facilitated.

- Identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years;
- Identify the designated areas where a national or provincial inclusionary housing policy may be applicable.
- Include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high-potential agricultural land, and coastal access strips, where applicable.
- Identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable.
- Identify the designation of areas in which—
  - o More detailed local plans must be developed, and
  - o Shortened land use development procedures may be applicable, and land use schemes may be so amended.
- Provide the spatial expression of the

coordination, alignment, and integration of sectoral policies of all municipal departments;

- Determine a capital expenditure framework for the municipality's development programs, depicted spatially.
- determine the purpose, desired impact, and structure of the land use management scheme to apply in that municipal area; and
- include an implementation plan comprising
  - o sectorial requirements, including budgets and resources for implementation;
  - o necessary amendments to a land use scheme;
  - o specification of institutional arrangements necessary for implementation;
  - o specification of implementation targets, including dates and monitoring indicators; and
  - o specification, where necessary, of any arrangements for partnerships in the implementation process.

The primary objective is to establish and implement a Spatial Development Framework (SDF) covering the entire municipal area, including regions under traditional authorities, to

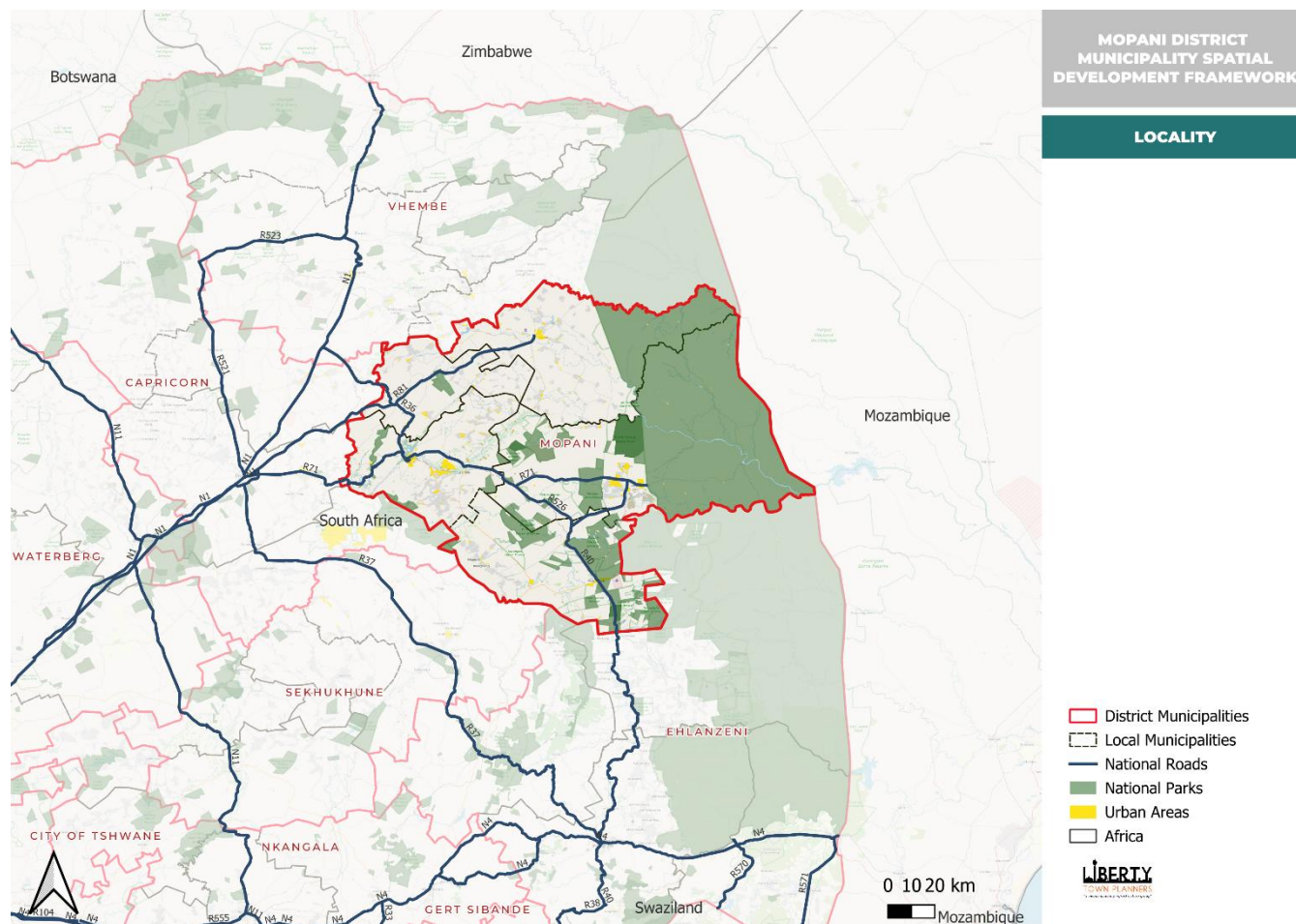
ensure compliance with legislative requirements. The SDF will align with policy and legislative parameters set by national, provincial, and local governments, such as SPLUMA, NEMA, bylaws, and regulations. It will delineate a Municipal Spatial Structure, offering guidelines for future growth, thereby fostering a conducive environment for socio-economic development.

### 1.3 Regional Context

The Mopani District Municipality is situated in the northeastern quadrant of Limpopo Province. It shares its northern border with the Vhembe District Municipality, while to the south lies Mpumalanga Province. In the southwest, it is bordered by the Sekhukhune District Municipality and to the east by Mozambique (Map 1-1).

The Mopani District Municipality is one of the five district municipalities in the Limpopo Province and consists of five local municipalities, namely: Ba-Phalaborwa, Greater Giyani, Maruleng, Greater Tzaneen and Greater Letaba Municipality.

The District has a land size of 20,011 km<sup>2</sup> and is made up of five towns, namely Tzaneen, Modjadjiskloof, Phalaborwa, Giyani and Hoedspruit.



Map 1-1: Mopani District Municipality Locality



## SECTION 2

### 2 Policy And Legislative Framework

#### 2.1 National Spatial Development Framework 2022

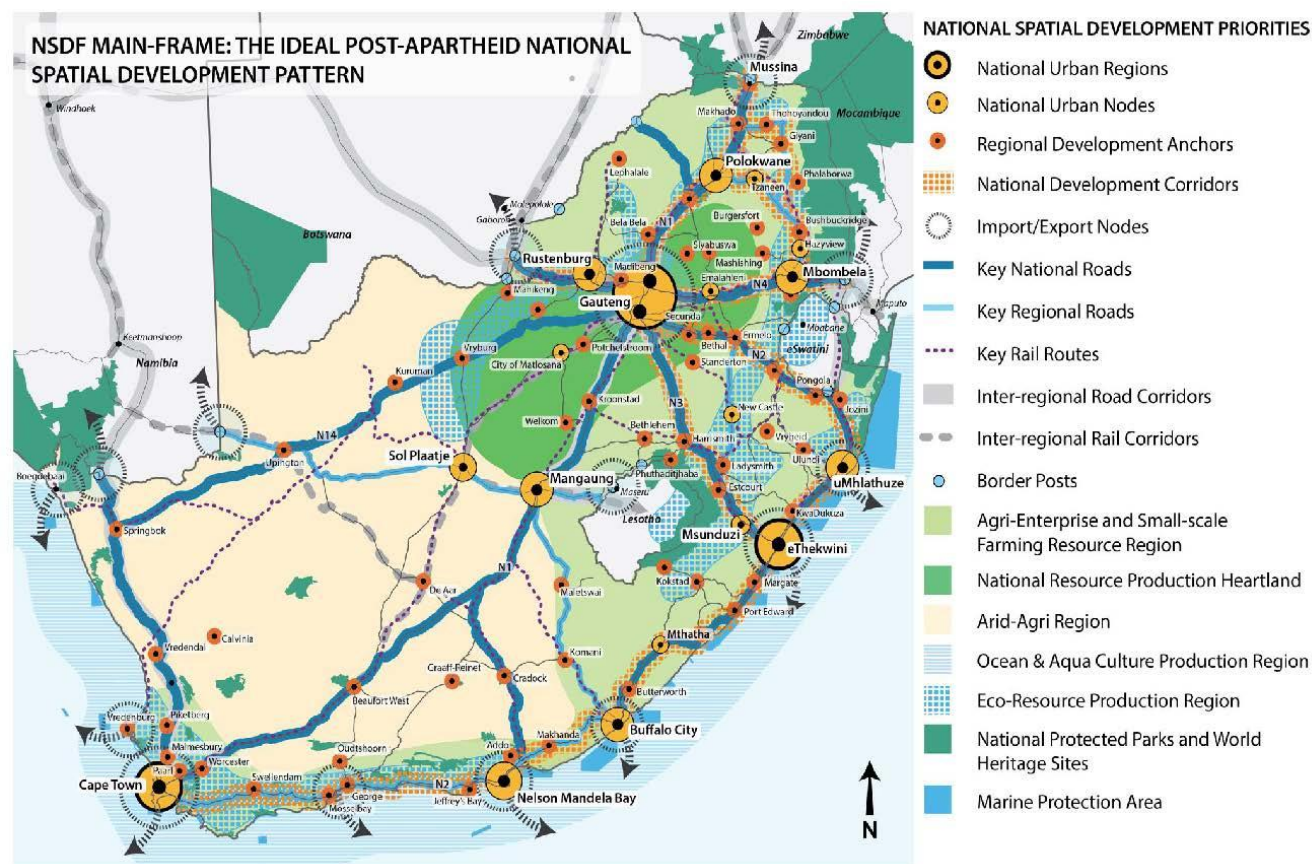
The National Spatial Development Framework (NSDF) is a strategic long-term spatial plan extending to 2050. It outlines five key components aimed at achieving South Africa's desired future spatial structure. These components include inter-regional connectivity, a network of nodes and corridors, national resource economy regions, infrastructure systems for movement and connectivity, and systems for ecological infrastructure and resources (Map 2-1).

The sub-frames aim to provide:

- A national spatial blueprint to inform and guide infrastructure development investment.
- Strategic spatial development and investment direction to shape the plans, budgets, and actions of both public and private sector entities.
- Identification of key places, connectors,

and areas of national importance to ensure coordinated and aligned investments.

- A clear outline of key stakeholders responsible for leading spatial transformation.
- A spatially targeted framework for assessing, monitoring, and evaluating all investment decisions made by the government and the private sector.



Map 2-1: National Spatial Development Framework

Mopani District Municipality key nodes are formed by Tzaneen, recognised as the National Urban Node and Phalaborwa and Giyani, characterised as Regional Development Anchors.

One of NSDF's priorities is to develop the envisaged national resource economy regions. Mopani District Municipality forms part of the eastern half of the country, which has moderate to high levels of agricultural production. The District, therefore, falls within the National Eco-resource production region and the National Resource Heartland.

Key regional roads within the District form part of the National Development Corridors of the NSDF.

Protecting the national ecological infrastructure network is a key spatial development priority. The aim is to manage and protect the ecological network to enable all life and activity in the country.

## **NSDF National System of Nodes: National Spatial Development and Investment Priorities**

### **National Urban Nodes**

- Within distressed and sparsely populated areas, and areas that are becoming increasingly more arid, consolidate settlement growth in (1) existing large urban nodes, and (2) emerging and fast-growing urban nodes.
- In addition to strengthening and consolidating expected population growth in urban regions, existing cities and intermediary cities proactively support the development and emergence of several new cities in identified densely populated and high-potential transformation corridors.

### **Regional Development Anchors**

- Prioritise and strengthen strategically located regional development anchors in productive rural areas and key national development, trade, and transport corridors. These anchors should provide a wide range of services to specific towns, cities, and their surrounding settlements and rural regions.
- Support and enhance these regional development anchors through targeted settlement planning and development, provision of higher-order social infrastructure, and focused support for small and medium-sized enterprises (SMES), industrialisation, and economic diversification.

## **National Resource Economy Regions: National Spatial Development and Investment Priorities**

### **Resource Production Heartland**

- Protect high-value agricultural land by establishing "rural edges" at the boundaries of functional rural and urban areas, ensuring the careful management of competing land uses.
- Safeguard and effectively utilise high-value agricultural land while managing development pressures on these areas to support:
  - o National Food Security,
  - o Economic growth, and
  - o Social stability.
- Manage the development of land with high agricultural production potential and promote small-scale agriculture and resource-based enterprise development.

### National Movement and Connectivity Infrastructure System: National Spatial Development and Investment Priorities

#### Inter-Regional and National Development Corridors

- Effectively plan for and promote SADC-focused trade by (1) prioritising SADC trade corridors and (2) improving cost efficiency and operations at border posts and port facilities to accommodate increased international and regional trade flows.
- Ensure that all roads in the core national network are properly surfaced, with key routes prioritised for regular maintenance.

### National Ecological Infrastructure Network: National Spatial Development and Investment Priorities

#### Protected Areas

- Maintain and expand the Full Range of Priority Protected Areas: National Parks, Nature Reserves and Protected Environments through, amongst others, biodiversity stewardship programmes; and

## 2.2 Integrated Urban Development Framework and Implementation Plan 2016-2019

The Integrated Urban Development Framework (IUDF) provides the policy foundation for transforming and restructuring South Africa's urban spaces. It envisions creating "liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive, and globally competitive, where residents actively engage in urban life."

The IUDF aims to guide urban growth towards a sustainable model, focusing on compact, connected, and coordinated cities and towns. It promotes a Transit-Oriented Development (TOD) approach, encouraging higher-density urban developments along mass transit corridors. This approach should shape investments in human settlements, improving access and inclusivity. Achieving these goals will require better alignment between transport, land use, human settlements, and integrated, resource-efficient infrastructure.

The nine policy levers inform key areas for intervention and action to achieve the strategic goals and objectives of the IUDF (Figure 2-1).



Figure 2-1: IUDF Strategic Priorities



## 2.3 Transforming Our World: The 2030 Agenda for Sustainable Development

The United Nations Sustainable Development Goals were created to achieve a better future as they aim to address global challenges, which include inequality, climate change, environmental degradation, and peace and justice. These goals are important and require the mobilisation of efforts to end all forms of challenges that global nations face. These goals include:

1. End poverty in all its forms everywhere.
2. End hunger, achieve food security and improved nutrition, and promote sustainable agriculture.
3. Ensure healthy lives and promote well-being for all at all ages.
4. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.
5. Achieve gender equality and empower all women and girls.
6. Ensure the availability and sustainable management of water and sanitation for all.
7. Ensure access to affordable, reliable, sustainable, and modern energy for all.

8. Promote sustained, inclusive, and sustainable economic growth, full and productive employment, and decent work for all.
9. Build resilient infrastructure, promote inclusive and sustainable industrialisation, and foster innovation.
10. Reduce inequality within and among countries.
11. Make cities and human settlements inclusive, safe, resilient, and sustainable.
12. Ensure sustainable consumption and production patterns.
13. Take urgent action to combat climate change and its impacts.
14. Conserve and sustainably use the oceans, seas, and marine resources for sustainable development.
15. Protect, restore, and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and biodiversity loss.
16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all, and build effective, accountable, and inclusive institutions at all levels.

17. Strengthen the means of implementation and revitalise the Global Partnership for Sustainable Development.

## 2.4 United Nations New Urban Agenda 2017

The United Nations New Urban Agenda envisages human settlements that,

- **Social and Ecological Function of Land:** Ensure land fulfils its social and ecological purposes, enabling the realisation of the right to adequate housing, access to safe drinking water and sanitation, and equal access to essential services such as food, health, education, infrastructure, transportation, energy, and livelihoods.
- **Participatory and Inclusive Communities:** Promote civic engagement and foster a sense of belonging by creating safe, inclusive, accessible, green public spaces. These spaces should enhance social interactions, cultural expression, and political participation while addressing the needs of vulnerable groups and fostering social cohesion.

- **Gender Equality and Women's Empowerment:** Achieve gender equality by ensuring women's full participation in leadership and decision-making, equal pay for equal work, and the prevention of all forms of discrimination, violence, and harassment against women and girls.
- **Economic Growth and Urbanisation:** Leverage urbanisation to drive structural transformation, and enhance productivity, resource efficiency, and value-added activities, while transitioning the informal economy toward sustainability.
- **Territorial Integration:** Fulfil territorial functions across administrative boundaries, acting as hubs for balanced, sustainable, and integrated urban and regional development.
- **Inclusive Urban Mobility:** Promote age- and gender-responsive planning for sustainable, safe, and accessible transportation systems that efficiently connect people, places, goods, and opportunities.
- **Disaster Risk Management:** Implement disaster risk reduction strategies, build resilience to natural and human-made

hazards, and foster climate change mitigation and adaptation.

- **Environmental Conservation:** Protect and restore ecosystems, water, biodiversity, and habitats while minimising environmental impact through sustainable consumption and production practices.

## 2.5 National Development Plan 2030

The National Development Plan seeks to eradicate poverty and reduce inequality by 2030. South Africa can achieve these objectives by harnessing the energy of its people, fostering an inclusive economy, building skills, strengthening the state's capacity, and promoting leadership and partnerships across society.

## 2.6 National Climate Change Adaptation Strategy 2019

The National Climate Change Adaptation Strategy (NCCAS ) 2019 provides a common vision of climate change adaptation and climate resilience for the country. The vision for the strategy is "To transition to a climate resilient South Africa, which will follow a sustainable development path, guided by anticipation,

adaptation and recovery from a changing climate and environment to achieve our development aspirations. The strategic objectives of the NCCAS are as follows:

- Objective 1: Build climate resilience and adaptive capacity to respond to climate change risk and vulnerability.
- Objective 2: Promote the integration of climate change adaptation response into development objectives, policy, planning and implementation.
- Objective 3: Improve understanding of climate change impacts and capacity to respond to these impacts.
- Objective 4: Ensure resources and systems are in place to enable the implementation of climate change responses.

The following interventions are key to implementing the strategic objectives to achieve the national climate vision.

- Intervention 1: Reduce human, economic, environmental, physical and ecological infrastructure vulnerability and build adaptive capacity.
- Intervention 2: Develop a coordinated Climate Services system that provides climate products and services for key climate-vulnerable sectors and geographic

areas.

- Intervention 3: Develop a vulnerability and resilience methodology framework that integrates biophysical and socio-economic aspects of vulnerability and resilience.
- Intervention 4: Facilitate mainstreaming of adaptation responses into sectoral planning and implementation.
- Intervention 5: Promote research application, technology development, transfer and adoption to support planning and implementation.
- Intervention 6: Build the capacity and awareness for climate change responses.
- Intervention 7: Establish effective governance and legislative processes to integrate climate change in development planning.
- Intervention 8: Enable substantial flows of climate change adaptation finance from various sources.
- Intervention 9: Develop and implement an M&E system that tracks the implementation of adaptation actions and their effectiveness

## 2.7 National Transport Master Plan

The National Transport Master Plan 2050 aims to develop an integrated, dynamic and sustainable framework for transport infrastructure in South Africa.

Socioeconomic development and poverty reduction through wealth generation and improved access to regional and global markets rely on the availability of efficient transportation and cost-effective infrastructure.

The NATMAP 2050 facilitates the implementation of the 18 Strategic Integrated Projects (SIPS) outlined in the NIP and NDP 2030 through a range of targeted transport interventions.



Act	Relevance
<b>The Constitution of South Africa Act 108 of 1996</b>	Provides for the establishment of one government consisting of three spheres, including the local government sphere. Sets out the powers and functions of the three spheres and introduces the notion of a more developmental role for local government. Provides for cooperative government and binds all three spheres of government in its pursuit. Includes a Bill of Human Rights, which needs to be respected and advanced in spatial development planning and which impacts an individual's use and enjoyment of his/her property
<b>The Spatial Planning and Land Use Act (SPLUMA) (No. 16 of 2013) -</b>	Regulates spatial planning and land use management across the three spheres of government. The Act seeks to address historical spatial injustices and promote sustainable development in planning while upholding principles of spatial justice, spatial sustainability, efficiency, spatial resilience and good administration.
<b>The Housing Act (No. 107 of 1997)</b>	Section 26 of the Constitution of the State speaks to the right to housing. As such, the Act provides the legislative framework for the National government to subsidise sustainable housing programmes and related principles. The Act compels spheres of government to compile housing strategies. The Act requires that there be a National Housing Code, which serves as a national housing guideline for all housing programmes.

Act	Relevance
<b>National Infrastructure Plan (NIP 2050), 2022</b>	The <b>NIP</b> provides background on the cabinet's decision to establish a body to integrate and coordinate the long-term infrastructure build known as the <b>Presidential Infrastructure Coordinating Council (PICC)</b> . The <b>PICC</b> presents the spatial mapping of infrastructure gaps, which analyses future population growth, projected economic growth and areas of the country which are not served with water, electricity, roads, sanitation, and communication. Based on this work, eighteen (18) Strategic Integrated Projects (SIPs) have been developed and approved to support economic development and address service delivery in the poorest provinces. Each SIP comprises many specific infrastructure components and programmes.
<b>Municipal Systems Act 32 of 2000</b>	Section 26(e) of the Municipal Systems Act, 2000 first introduced the concept of the Municipal Spatial Development Framework (MSDF) as a component of the mandatory Integrated Development Plan (IDP) that every municipality must adopt Local Government: Municipal Planning and Performance Management Regulations (MPPMR), 2001 further stipulates that all municipalities must prepare a Spatial Development Framework (SDF) as a core component of the Integrated Development Plan (IDP). The regulations provide for detailed content of the SDF reflected on the municipal IDPs.

Act	Relevance
<b>Municipal Structures Act 117 of 1998</b>	Provides for the establishment of different categories of municipalities and the allocation of powers and functions between them. Includes provisions around the preparation and approval of IDPs, which are of relevance to SDFs, as they are components of IDPs. Mandates every Local Municipality to (1) pursue the integrated, sustainable, and equitable social and economic development of their district areas, and (2) conduct integrated development planning for the local municipality, which includes the preparation of a framework for the IDPs (and hence the SDFs) of the Local Municipal area of jurisdiction.
<b>National Environmental Management Act (No. 107 of 1998)</b>	To provide for cooperative, environmental governance by establishing principles for decision-making on matters affecting the environment, institutions that will promote co-operative governance and procedures for coordinating environmental functions exercised by organs of state, and to provide for matters connected therewith.
<b>Act No. 39 of 2024: Reservation and Development of Agricultural Land Act, 2024</b>	To provide that the Act applies to all agricultural land within the Republic; to provide principles for the management of agricultural land; to provide for agricultural land evaluation and classification; to provide for the preparation, purpose and content of provincial agricultural sector plans; to provide for the declaration of protected agricultural areas; to provide for the general objectives of agro-ecosystem

Act	Relevance
	management, agro-ecosystem authorisations, the listing and delisting of activities or areas within agro-ecosystems and the identification of competent authorities; to provide for the establishment of committees and the appointment of technical and other advisers to advise the Minister, MECs and competent authorities; to provide for a performance assessment framework; to provide for the establishment and management of the national agro-eco information system; to provide for appeal procedures; to provide for the appointment and functions of inspectors; to provide for contravention directives and the investigation and gathering of data on property; to provide for the delegation of powers; to enable the Minister to make regulations and determine norms and standards; to provide for offences and penalties; to provide for the amendment of the Subdivision of Agricultural Land Repeal Act, 1998 (Act No. 64 of 1998); and to provide for matters connected therewith.
<b>The Conservation of Agricultural Resources Act 43 of 1983</b>	To provide for control over the utilisation of the natural agricultural resources of the Republic to promote the conservation of the soil, the water sources and the vegetation and the combating of weeds and invasive plants; and for matters connected therewith.

Act	Relevance
<b>The Rental Housing Act (No. 50 of 1999)</b>	Defines the responsibility of the State concerning rental housing and property. Mandated to promote the provision of rental housing properties and to promote access to adequate housing. It provides the general principles of governing conflict resolutions between tenants and landlords in the rental sector.
<b>National Climate Change Adaptation Strategy 2019</b>	a ten-year plan, reviewed every five years, that aims to build a climate-resilient South Africa. It provides a common vision for adaptation and outlines priority areas for achieving this vision. The NCCAS guides how development initiatives at all levels of government and business integrate climate change adaptation and how resources are allocated towards climate change resilience. The vision is to transition South Africa to a climate-resilient nation, guided by anticipation, adaptation, and recovery from a changing climate and environment.
<b>National Biodiversity Strategy and Action Plan</b>	A framework developed to guide and implement actions for conserving and sustainably using its biodiversity. It outlines national priorities, actions, and commitments to address biodiversity loss and align with global goals like the Global Biodiversity Framework.
<b>Agriculture Policy Action Plan 2015</b>	Outlines how to revitalise agriculture and the agro-processing value chain. It focuses on bringing underused land into full production and promotes growth in specific commodities like red meat, poultry, and fruit and vegetables, among others. The APAP

Act	Relevance
	aims to achieve national development goals by creating jobs, contributing to food security, and improving the trade balance.
<b>National Comprehensive Rural Development Programme</b>	Programmes aim at addressing poverty and improving the lives of people in rural communities. It focuses on creating vibrant, equitable, and sustainable rural areas by improving access to services, business opportunities, and land reform. The CRDP is a multi-faceted approach involving agrarian transformation, rural development, and land reform. The key focus areas are improving access to basic services, business development, decongesting overcrowded areas and expanding opportunities.
<b>Industrial Policy Action Plan 2014 - 2015</b>	Outlines actions to drive industrial development and diversification, focusing on sectoral interventions, cross-cutting initiatives, and an Industrial Upgrading Programme. The plan aimed to promote value-added production, diversify beyond traditional commodities, and strengthen South Africa's industrial base
<b>Breaking New Ground</b>	The Breaking New Ground Principles should form the basis for housing project prioritisation. Several key mechanisms have been incorporated in the new Comprehensive Plan or Breaking New Ground (BNG) Plan for the Development of Sustainable Human Settlement to achieve the objectives outlined above.

Table 2-1: National Acts and Policies

## 2.8 Limpopo Development Plan 2020-2025

The Limpopo Development Plan (LDP) 2020-2025 serves as the blueprint for socio-economic development in Limpopo Province. It details the province's role in supporting the National Development Plan (NDP) and offers a framework for the strategic planning of provincial government departments and municipalities. Additionally, the LDP establishes a foundation for active participation by private-sector businesses, organised labour, and citizens in achieving the province's growth and development goals.

The LDP 2020-2025 defines the provincial long-term vision as “Limpopo – Africa’s New Pride. A resilient, vibrant, prosperous Province inspired by its diverse and creative people and its environment.”

Nine development priorities were defined for the Province (Figure 2-2).



Figure 2-2: LDP 2020-2025 Nine development

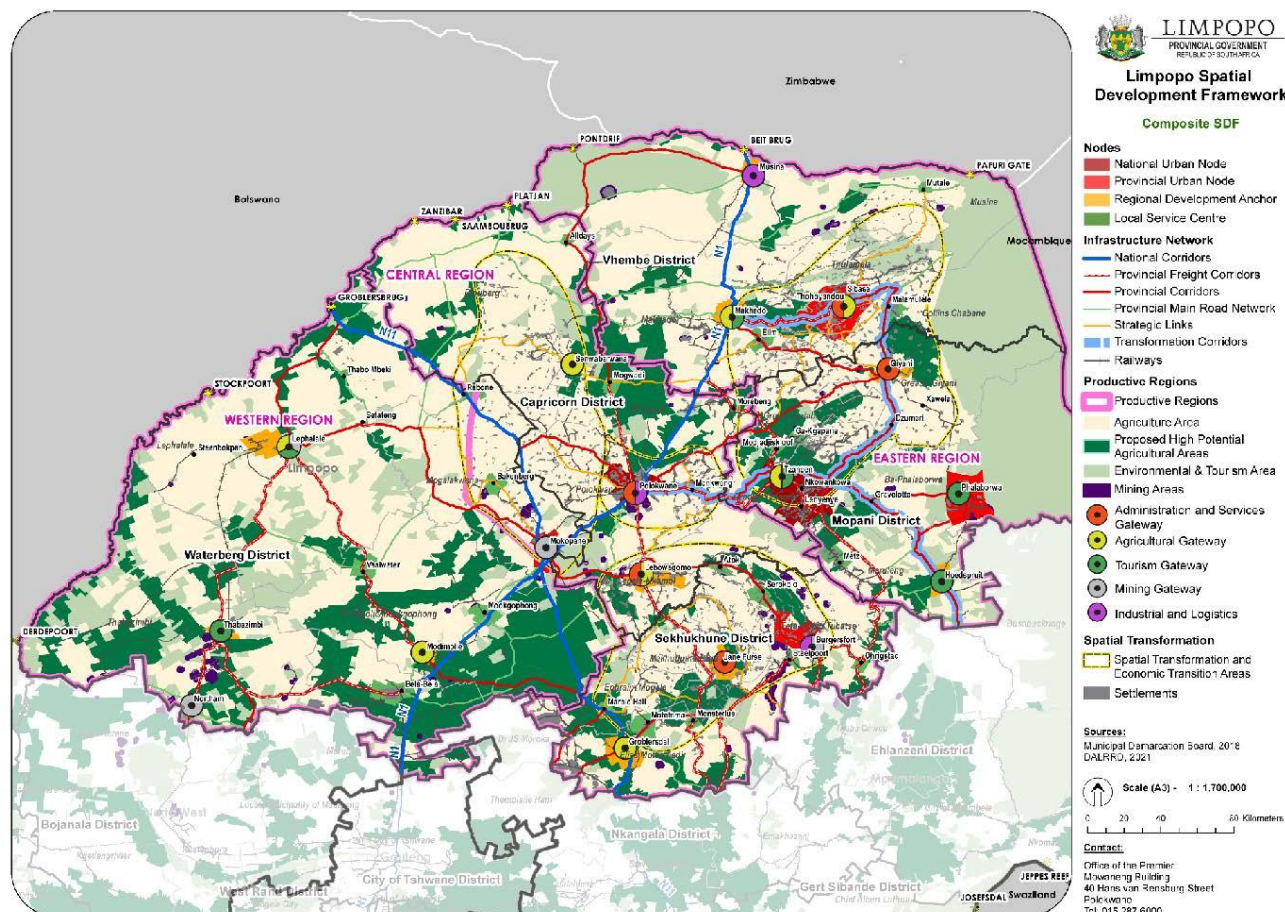


## 2.9 Limpopo Spatial Development Framework

The LSDF plays both a directive and coordinating role in planning and implementation in the Province. It sets the strategic direction for sector planning and municipal planning in the Province. The LSDF provides a strategic link between national and municipal spatial planning, contextualising the NSDF for the realities, aspirations and challenges of Limpopo. To facilitate alignment of planning and implementation, it is a tool to guide the spatial targeting of investment and spending in the Province (Map 2-2).

The vision for the LSDF is

*The Limpopo PSDF The Limpopo Spatial Development Framework envisions a provincial spatial structure where the natural environment and valuable agricultural land are protected for future generations, with a strong, diverse and growing economy, and that offers its residents high-quality living environments and good job opportunities.*



Map 2-2: Limpopo SDF

The Development Objectives of the LSDF are.

- Capitalise on the Province's strategic location within the SADC region to facilitate trade links and regional cooperation on resource sharing;
- Capitalise on and improve regional and local connectivity to establish a connected network of nodes



and settlements;

- Provide a strategic and coherent rationale for public sector investment, including engineering, community and economic infrastructure, to optimise service delivery;
- Encourage urban and rural spatial restructuring to address spatial injustice and facilitate climate change mitigation and adaptation.
- Aggressively protect and enhance the province's natural resources, including scarce freshwater sources and high biodiversity landscapes;
- Guard valuable agricultural land as a scarce resource and national asset.
- Consolidate and enhance the province's ecotourism product;
- Encourage and institutionalise the sustainable development of its massive mineral potential and encourage diversification and industrialisation through green economy initiatives; and
- Create an enabling environment for both large- and small-scale business development (retail, office, commercial, industrial).

#### Provincial Spatial Outcome One

A network of consolidated, transformed and well-connected urban nodes, regional development anchors and rural service centres that enable Limpopo to derive maximum transformative benefit from urbanisation and concentrated rural settlements, enabling climate change adaptation, inclusive economic development and equal, effective and efficient access to social services in support of equitable and inclusive provincial human capital development.

#### Provincial Spatial Outcome Two

Provincial-scale corridors and productive rural regions enable sustainable livelihoods supported by economic diversification through green industrialisation and participation in the Fourth Industrial Revolution, mutually beneficial urban-rural linkages, and wise management, nurturing and conservation of ecological assets and ecosystem services.

#### Provincial Spatial Outcome Three

Provincial connectivity and movement infrastructure systems are strategically located, extended, and maintained, to support a diverse, ecologically sustainable, adaptive, regenerative and inclusive economy, and a set of key provincial, national and regional gateway cities and towns.

#### Provincial Spatial Outcome Four

Productive regions are supported by sustainable resource economies, and strong and resilient regional development anchors provide effective, efficient and equitable access to people living in rural areas to the provincial, national and global economy.

#### Provincial Spatial Outcome Five

The provincial ecological infrastructure and natural resource foundation are well-protected and managed, to enable climate change mitigation and sustainable and equitable access to water, high-potential agricultural land, minerals and other natural resources, both for current and future generations.

## **2.10 Provincial Nodal Strategy and Growth Point Programme**

The programme applies the spatial nodal hierarchy in the allocation of public investment. Ten provincial growth points were identified, but due to a lack of implementation over the last ten years, five priority provincial growth points for the current administration were identified. These include Lephalale in the Waterberg District, Polokwane in the Capricorn, Musina-Makhado Corridor in the Vhembe District, Fetakgomo Tubatse in the Sekhukhune District and Tzaneen in the Mopani District.

## **2.11 Limpopo Multi-year Human Settlements Development Plan 2019-2024**

The plan is a spatial and fiscal planning document that is reviewed annually and aligned to the MTSF. The plan makes a unique proposal, namely, to align human settlement development with other national and provincial initiatives related to spatial targeting, consolidation and prioritised investment for asset poverty alleviation.

## **2.12 Limpopo Revitalisation of Agriculture and Agro-processing Value Chain Plan 2021**

The goal of the Limpopo Revitalisation of Agriculture and Agro-processing Value Chain (RAAVC) Plan is an increase agricultural production, which should increase jobs, improve food security and rural livelihoods, job creation, foreign exchange earnings through increased exports, as well as overall contribution to the provincial socio-economic recovery.

## **2.13 Limpopo Industrial Masterplan 2020-2030**

The plan aims to guide strategic infrastructure integration and prioritisation planning in the Province, including the institutionalisation support thereof.

## **2.14 Limpopo Industrial Master Plan, 2020 - 2030**

The plan contains very specific, focused economic growth proposals, recognising the Growth Points and supporting industrial clusters to be implemented in pursuit of increasing manufacturing activities.

## **2.15 Limpopo Tourism Growth Strategy and Implementation Plan 2018/19-2023/24**

The strategy is a holistic and integrated tourism strategy that is narrowly aligned with the Revised National Tourism Sector Strategy, 2016-2026, while addressing current issues specifically related to the Limpopo Province tourism sector environment. The objective of the strategy is to guide tourism growth and development in Limpopo, diversify the provincial tourism sector, strengthen its economic position and expand the competitiveness of Limpopo as a tourist destination in Southern Africa.

## **2.16 Limpopo Green Economy Plan**

The plan centres on local production and consumption, efficient use of energy and water, and care of natural and created resources, giving everyone the opportunity to participate in economic activities. It offers socially and environmentally just solutions to economic exclusion and resource degradation.

## **2.17 Mopani District Development Model**

As implementation progresses, the District Development Model (DDM) functions as an

intergovernmental relations (IGR) program that emphasises collaborative investment and service delivery within metropolitan and district areas. The primary tool of the DDM is the One Plan, an intergovernmental plan tailored for each district or metropolitan area. This plan establishes a long-term strategic framework to direct investment and service delivery, developed and approved collectively by all levels of government.

There are several opportunities identified for economic development in the Mopani District Municipality. These include:

#### **Agro-processing:**

- Mopani worms are a key commodity in the intervention area, though marketing remains a challenge.
- Tzaneen serves as the district's agro-processing hub, producing a significant amount of citrus, sub-tropical fruits, and vegetables, creating opportunities for value addition in fruit production.
- Agri-parks offer a transformative opportunity for agricultural development and rural economic growth in Mopani and beyond.

#### **Small-Scale Mining:**

- The Ba-Phalaborwa corridor is rich in mining

deposits, with several mining operations underway.

- Opportunities also exist for reviving old mines in Giyani.

#### **Tourism:**

- The Ba-Phalaborwa corridor has strong eco-tourism and game farming potential due to its proximity to Kruger National Park, positioning the Mopani District as a gateway for tourism via the Giriondo Border post.
- Maruleng Municipality has large game farms that can support the local tax base and enhance tourism growth.

## **2.18 Mopani District Municipality Public Transport Plan (PTP)**

The policy Goals of the Mopani District Municipality Public Transport Plan (PTP) of the Mopani Public Transport Goals are adopted from the Limopo in motion document, which are.

- To develop, coordinate, implement and manage an integrated, multimodal transport system
- To support the process of democratisation, reconstruction and development in the province

- To act as a catalyst for social upliftment and economic growth
- To ensure that the system is balanced, equitable and non-discriminatory
- To ensure that the system is also reliable, effective, efficient, safe, accessible, affordable and environmentally friendly.

These are to be achieved through the following **objectives**.

- To develop, coordinate, implement and manage an integrated, multimodal transport system
- To support the process of democratisation, reconstruction and development in the province
- To act as a catalyst for social upliftment and economic growth
- To ensure that the system is balanced, equitable and non-discriminatory
- To ensure that the system is also reliable, effective, efficient, safe, accessible, affordable and environmentally friendly.

As highlighted in the Public Transport Plan (PTP), one key initiative to enhance public transport has been the establishment of the “Mopani Transport Forum,” which serves as an effective platform for engaging all public transport stakeholders. This

forum provides a valuable opportunity for participants to contribute to the development of the public transport system within the Mopani District Municipality (MDM) area.

However, there is a critical need for improved communication structures among government officials at various levels to ensure effective coordination and implementation of these plans. According to section 7.1.5 of the MDM PTP, the plan of action includes both short-term and long-term strategies, outlining specific projects aimed at promoting public transport within the MDM area.

- Provide multimodal facilities for public transport at the main nodes of commercial activities in the respective local municipalities.
- Provide public transport transfer facilities along the respective corridors and at other strategic points.
- Provide loading and off-loading facilities for public transport at strategic points in the villages.
- Support the Arrive Alive campaigns organised by the national and provincial governments.
- Provide a subsidised bus transport service for all worker groups
- Provide the required public transport

facilities at major job providers

- Maintain the MDTF and build the capacity of the role players attending the forum
- Support the taxi recapitalisation project initiated by the National Government
- Implement route colour coding at the provincial level
- Train public transport drivers, as well as operators and administrators
- In the long term, develop and improve the public transport facilities in rural areas.

## 2.19 Mopani Spatial Development Framework 2020

The vision of the Mopani SDF 2020 is based on the need to attend to the spatial restructuring of the district to allow for equitable access to engineering and social infrastructure networks and resources, providing an environment conducive to human resource development and sustainable livelihoods. The vision is as follows.

“Communities living in transformed urban and rural places supported by an integrated, inclusive and sustainable space economy having equitable access to economic, engineering and social infrastructure networks and the responsible use of natural resources providing sustainable livelihoods for all“

A series of interrelated spatial development strategies form the basis for the spatial development plan of Mopani District Municipality, supporting the Spatial Development Concept (Map 2-3. Five strategic objectives have been identified, which outline the Strategic Focus Areas (areas of intervention) at the national, provincial, district, and local municipal levels (Figure 2-3).

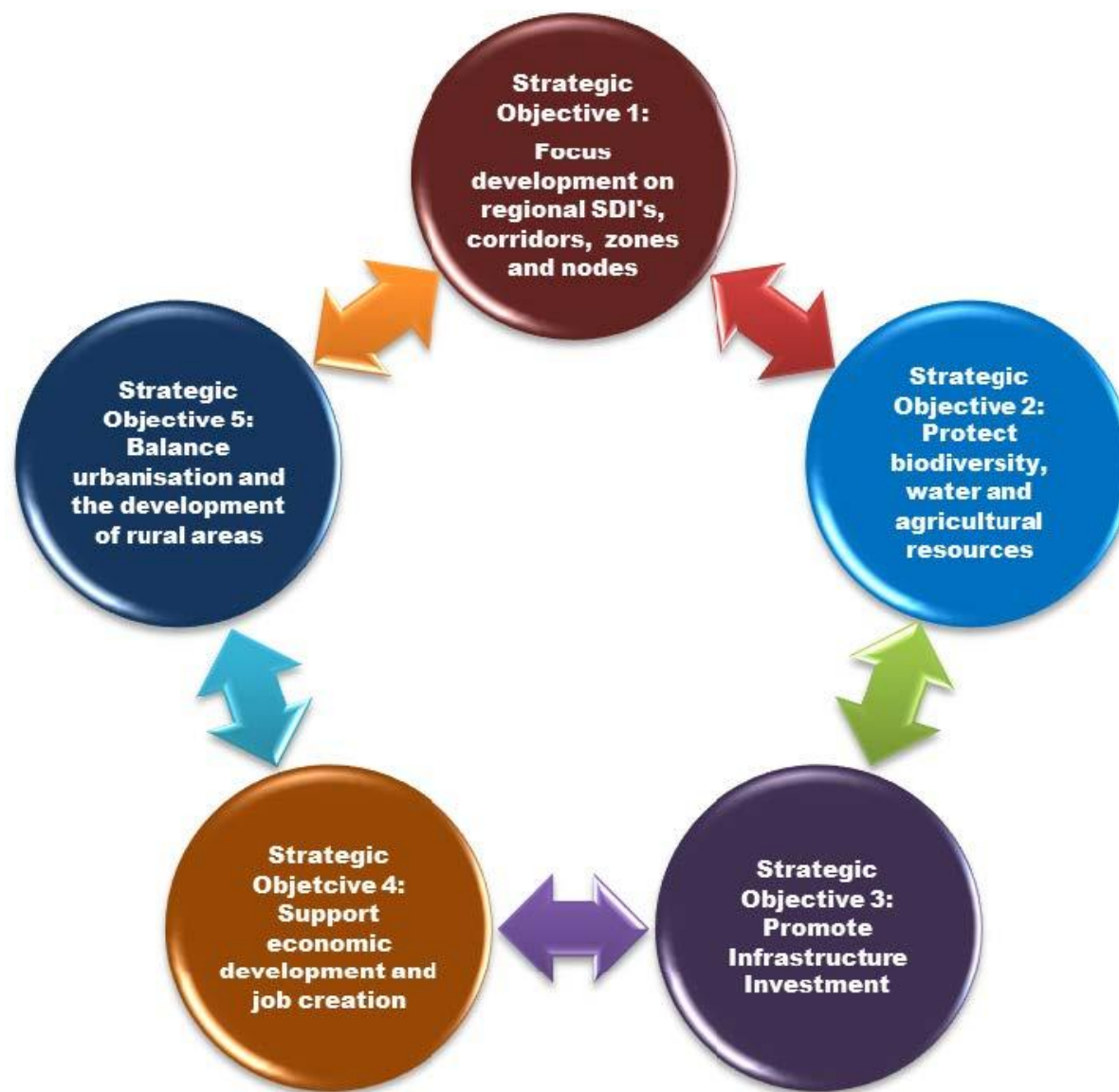


Figure 2-3: MDM SDF 2022 Spatial Objective



## Strategic Objective 1

Focus development on regional spatial development initiatives, development corridors, development zones and nodes.

### Supportive spatial development initiatives on a regional and subregional scale include:

- The Greater Limpopo Transfrontier Park.
- Kruger to Canyons (K2C) Biosphere Reserve.
- The Phalaborwa SDI (R40) is linked with the Maputo Development Corridor (N4).

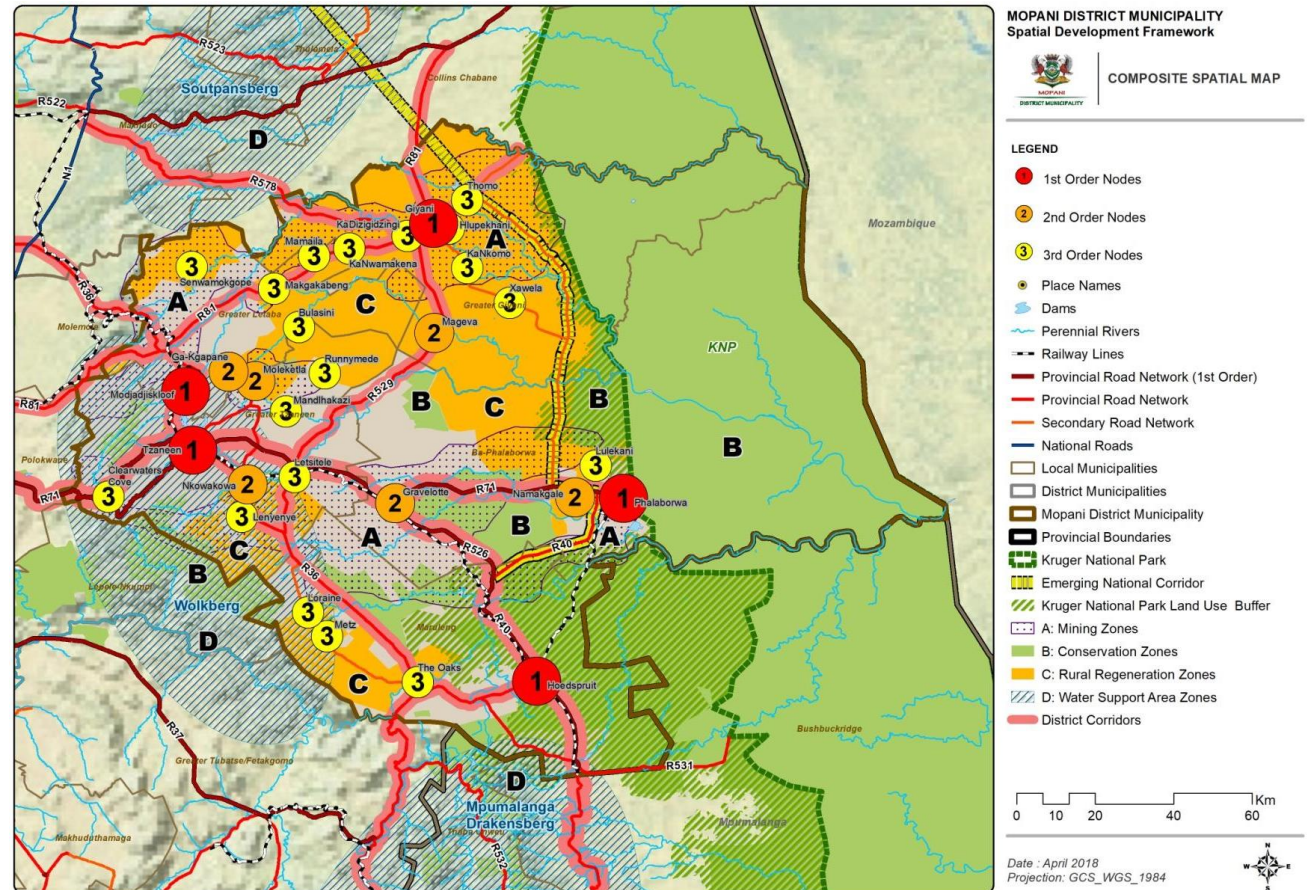
### Integrating growing urban clusters and corridors within the Mopani District Municipality.

The long-term development of Mopani District Municipality needs to consolidate development in future growth regions, nodes and a corridor network linking with high-order nodes, supported by a system of urban and regional growth centres that includes:

- The First Order Nodes of Tzaneen, Phalaborwa, Hoedspruit, Giyani and Modjadiskloof
- The Second Order Nodes of Namakgale,

Ga Kgapane, Moleketla, Nkowakowa, Gravelotte, and

- Third Order Nodes



Map 2-3: Mopani SDF 2020

## **Strategic Objective 2:**

### **Protect and manage biodiversity, water and agricultural resources.**

The protection and management of biodiversity, water and agricultural resources need to support the following interventions, which involve:

- Protecting and managing the protected national and provincial parks.
- Furthermore, the establishment of the Protected Areas Network
- Protecting Water Source Areas
- Management of Water Resources
- Inter-Regional Resource Management
- Critical Biodiversity Areas (CBA)
- Ecological Support Areas (ESA)
- Protect high-potential and unique agricultural resources.

## **Strategic Objective 3**

### **Infrastructure Investment**

The strategic development strategy includes the provision of an environment conducive to the establishment of sustainable communities needs to be spatially targeted within the urban and rural areas through the provision of

sustainable basic, social, and economic infrastructure.

## **Strategic Objective 4**

### **Economic development and job creation, supporting and guiding the spatial development pattern of the Mopani District.**

- Promoting synergy among agriculture, mining, manufacturing, tourism, and cultural industries to drive urban and rural growth.
- Adopting tailored strategies for managing municipal growth.
- Minimising conflicts between industrial activities and biodiversity.
- Strategically distributing economic activities along development corridors, nodes, and activity hubs.
- Supporting industrial areas to bolster corridor and node economies.
- Addressing urban decay in cities and towns.

## **Strategic Objective 5**

### **Balancing urbanisation and the development of rural areas within the Mopani District**

- Creating functionally integrated and vibrant urban settlements and townships where

people, jobs, services, and opportunities are aligned.

- Enhancing urban-rural integration by strengthening linkages and resource flow to maximise economic and social benefits.
- Transforming rural areas into equitable, vibrant, and sustainable communities.

## **2.20 Greater Letaba Integrated Development Plan 2024-2026**

The Greater Letaba Municipality (GLM) is situated in the north-eastern quadrant of the Limpopo Province within the Mopani District Municipality. Greater Letaba is bordered by Greater Tzaneen to the south, Greater Giyani to the east, Molemole to the west, and Makhado to the north. The “gates” to the municipal area are considered to be Sekgopo in the west, Modjadjiskloof in the south, Mamaila Kolobetona in the North, and Makgakgapatse in the East.

The land area of Greater Letaba Municipality extends over approximately 1891km<sup>2</sup>. The Greater Letaba Municipality incorporates the proclaimed towns of Modjadjiskloof and Ga-Kgapane, situated in the extreme south of the municipal area, and Senwamokgope towards the northwest of the area of jurisdiction. There are also 132 rural villages within the municipal area.

The municipality consists of 30 wards.

The vision for the municipality is “To be the leading municipality in the delivery of quality services for the promotion of socioeconomic development”

According to the Greater Letaba IDP, these are the Municipal plans:

- Ensure that all communities have access to clean portable water by 2024/2025.
- Integrated Human Settlement in Ga-Kgapane and Mokgoba;
- Effectively deal with communicable and non-communicable diseases;
- Strengthen community participation and IGR;
- Integrated planning and service provision in rural areas.
- Increase revenue base.
- Facilitation of economic activities in both urban and rural areas;
- Provide access to housing.
- Provide infrastructure that is conducive to economic development and growth.
- Create job opportunities and reduce poverty.
- Ensure that all communities have access to electricity and
- Acquire more resources to provide and

maintain the existing and proposed infrastructure.

- Provide universal waste removal to all communities.

The above plans stated, current specific plans are, but not limited to the following:- Spatial Development Consideration (Subject to Land Availability)

The following human settlement areas have been planned for future development:

- The proposed establishment of extensions 11,12, and 13 of Kgapane
- Township establishment (286 sites) on the farm Vrystaat, covering 67 hectares: Portion 14;
- Township Establishment (600 sites) on farm Nooigedatcht 342-LT;
- Township Establishment (279 sites): Modjadjiskloof Extension 1 and 2
- Township Establishment (4900 sites): Makhabeni Extension 1 on the farm Altydmooi 379-LT;
- Township Establishment (1000 Sites) Uitspan 172-LT
- Shopping Centre/ Mall on the farm Schoongelegen: Portion 01;

- Shopping centre/Mall in Khumeloni (Developers Approved)
- Shopping Centre/Mall in Senwamokgope;
- Extension of Ga-Kgapane Shopping Centre

Some of the challenges faced by the Greater Letaba municipality are:

<b>Environmental</b>	<ul style="list-style-type: none"> <li>- <b>Environmental Risks and Degradation:</b> Environmental risks and threats contribute to degradation, and national legislation, along with international protocols, guide the municipality to foster a safer, more sustainable environment for residents.</li> <li>- <b>Sustainable Development Considerations:</b> To ensure sustainable development, the Greater Letaba Municipality's Integrated Development Plan (IDP) incorporates environmental and socio-economic considerations in an integrated approach to decision-making, project planning, and implementation.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>- <b>Informal Settlement Challenges:</b> There is one informal settlement with 2,792 dwellings lacking basic services such as waste removal and proper sanitation, posing environmental risks.</li> <li>- <b>Environmental Impact of Informal Settlements:</b> Informal settlements negatively impact the environment, as structures are often built without regard to the land's environmental potential.</li> <li>- <b>Affected Areas and Causes:</b> Areas impacted by informal settlements include Mokgoba in Modjadjiskloof and Meshasheng in Ga-Kgapane. Key drivers of informal settlement growth are poverty, unemployment, population increase, and urbanisation. These factors lead to environmental issues, including unregulated building patterns and vegetation loss, where structures are erected.</li> </ul>
<b>Engineering Services</b>	<ul style="list-style-type: none"> <li>- <b>Sanitation Deficiencies:</b> According to the 2022 Census, about 71% of households within the municipality lack adequate sanitation facilities, relying on substandard options like non-ventilated, bucket-system, and chemical toilets.</li> <li>- <b>Stormwater Drainage Backlog:</b> The municipality faces a significant stormwater drainage backlog across all gravel streets and roads, totalling approximately 696 km, including necessary drainage systems.</li> <li>- <b>Street Upgrades:</b> Efforts to upgrade internal streets from gravel to concrete paving blocks are ongoing in various villages and townships.</li> <li>- <b>School Infrastructure Needs:</b> There is an infrastructure backlog in both high and primary schools, particularly in water and sanitation facilities.</li> </ul>
<b>Social Services</b>	<ul style="list-style-type: none"> <li>- The following areas, among others, are affected by the Backlog for new schools, including Mandela Park, Nkwele-motse, Hlohlokwe, Makaba, Mothobeki, Modjadjiskloof (Secondary) and Mahuntsi, Shamfana (High School), and Goudplass High School.</li> <li>- Classroom backlog is also prevalent in most of the schools in the Greater Letaba Municipality.</li> </ul>

## 2.21 Ba-Phalaborwa Municipality Integrated Development Plan

According to the BPM IDP “Ba-Phalaborwa Municipality comprises of Phalaborwa Town bordering the Kruger National Park to the east of the municipal area, separate developments that still maintains the hallmarks of the apartheid spatial developments in Namakgale, Lulekani and Ben-Farm, all situated within an average of 15km radius from each other, to the west of Phalaborwa Town.

Phalaborwa town accommodates 9.3% of the population in the urban complex, Namakgale and Lulekani accommodate 25% of the population, with the remaining 65% living in the rural areas and the five traditional settlements.

It has the highest concentration of minerals in the Mopani District; hence, mining is the largest economic sector in the Municipality, and it is also the largest employer, given the current economic outlook and the dwindling commodity prices. Fears of retrenchments are on the rise, and the sector faces economic uncertainties.

These are some of the challenges faced in the municipality.

<b>Employment</b>	- The municipality still has an alarming unemployment rate of 37,4%, which surpasses the national standards.
<b>Infrastructure Services</b>	<ul style="list-style-type: none"> <li>- <b>Infrastructure Backlog:</b> Significant infrastructure backlogs limit the potential for economic infrastructure development in rural areas.</li> <li>- <b>Inadequate Economic and Social Infrastructure:</b> Insufficient economic infrastructure, social facilities, water and electricity services, and limited water supply capacity, combined with low payment rates for services, impact municipal revenue and undermine sustainable service delivery.</li> <li>- <b>Ageing Water Infrastructure in Phalaborwa:</b> The water infrastructure in Phalaborwa Town is outdated and requires replacement. High rates of illegal water losses occur in areas such as Lulekani and Namakgale, and the municipality lacks recent data on these losses. Information on water losses is provided by Lepelle Northern Water, the primary bulk water supplier for the area.</li> <li>- <b>Unbilled Water Losses:</b> The municipality incurs substantial water losses in areas where residents are not billed, such as Majeje Sections A, B, and C, and there is no cost recovery for services provided in rural areas, including Majeje.</li> <li>- <b>Landfill Site Development:</b> The municipality lacks funding for a new landfill site. To address this, a Landfill Development Forum has been established to collaborate with key stakeholders, including local mining companies, to expedite the development process.</li> <li>- <b>Road Network and Maintenance:</b> The municipality manages a road network of 802.1 km, of which 533.5 km are unpaved streets within the Ba-Phalaborwa jurisdiction. A Road Master Plan is in place, but is due for review.</li> </ul>
<b>Land Ownership</b>	- There are major obstacles in terms of achieving the objectives of urban development, compounded by land claims that take a long time to settle.



Housing	- The housing backlog in the municipal area is estimated at 5,779. Two hundred (200) units have been allocated for the 2023/24 financial year.
Social Facilities	<ul style="list-style-type: none"> <li>- Shortage of health facilities, coupled with low staff retention and high staff overload.</li> <li>- Shortage of police personnel and ineffective community policing are critical challenges.</li> </ul>

Below are some of the programmes which were set up to achieve sustainable, integrated infrastructure and services.

#### **Land acquisition**

- The identified outcome to be achieved with Land Acquisition is to identify and acquire suitable land for mixed-use integrated human settlements.

#### **Integrated Land Use**

- The identified outcome to be achieved with Human Settlements is to facilitate the acquisition of RDP housing units.

#### **GIS**

- The identified outcome to be achieved with GIS is an effective GIS system. This means

utilisation of the municipal GIS to guide planning and decision-making. To measure the contribution and progress made in achieving the above-mentioned outcome.

#### **Electrical Network (New Infrastructure)**

- The identified outcome to be achieved with the Electrical Network (New Infrastructure) is to provide access to electricity. This means having an electrical network that can supply sustainable electricity to the whole municipal area.

#### **Roads and Storm Water –Maintenance and Upgrading**

- The identified outcome to be achieved with Roads and Stormwater – New Infrastructure is improved quality of road surfaces. This means having well-maintained public roads for safe transport.

#### **Job Creation**

- The identified outcome to be achieved with Job Creation is the alleviation of poverty. This means to facilitate, coordinate and monitor developmental programmes to ensure job creation within communities.

## **2.22 Greater Giyani Municipality Integrated Development Plan 2023 - 2024**

The Greater Giyani Municipality is one of five (5) local municipalities falling within the Mopani District Municipality in the Limpopo Province. The other four local municipalities are Greater Tzaneen (+/-120km), Greater Letaba (+/-90km), Ba-Phalaborwa (+/-160km) and Maruleng (+/-195km). The town is located +/- 185km from Polokwane, +/-100km from Thohoyandou and +/-550km from Tshwane. The municipality covers approximately 2967 27km<sup>2</sup>, with only one semi-urban area being Giyani.

The municipality is demarcated into 31 wards and has 62 councillors. It has 12 traditional authorities that are in the process of being recognised by the Office of the Premier. Areas comprising +97 villages. Giyani town is the largest centre of population concentration, employment opportunities, shopping and recreational facilities.

Some of the challenges faced by the Greater Giyani municipality are:

<b>Engineering Services</b>	<ul style="list-style-type: none"> <li>- The high number of households without electricity</li> <li>- There is a challenge about most schools in rural areas, which are dilapidated, with no proper sanitation or water.</li> <li>- Illegal development and connection to services</li> <li>- Inadequate road infrastructure</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>- The Greater Giyani municipality has two solid waste disposal sites. The legal status of the old site is challenged since it does not adhere to the requirements of the Department of Environmental Affairs and Tourism. The site is located at the confluence of the Murhongolo and Klein Letaba rivers, and waste material overflows</li> </ul>

	and contaminates rivers, causing health hazards.
<b>Facilities</b>	<ul style="list-style-type: none"> <li>- Poor public transport infrastructure, eg lack of a proper bus rank</li> <li>- Inadequate public transport by law enforcement</li> </ul>

The implementation plan was prepared to address the above challenges.

- The Scheme has been developed within the framework of the Development Facilitation Act, Spatial Development Framework, Development and Planning Act, the Municipal Systems Act, National Environmental Management Act, and may be more as outlined in the Scheme.
- Challenges impacting service delivery are mainly financial viability (lack of revenue) and Institutional Development (lack of integration of HR systems with Financial Systems). However, strategies have also been developed to address challenges in all key performance areas.

- Projects that are developed emanate from the identified challenges and needs identified during public participation, strategic planning sessions and AG queries.
- The IDP also demonstrates planning through the five-year financial plan and long-term strategies. Due to financial constraints, the municipality has developed a five-year project plan to ensure that there is continuity and that gaps and backlogs are addressed accordingly.
- There is also a need to improve in five Key Performance areas and sustain Key Performance areas, Good Governance and Public Participation.

## 2.23 Greater Tzaneen Municipality Integrated Development Plan 2024-25

Greater Tzaneen Municipality comprises of land area of approximately 3240 km<sup>2</sup> and extends from Maribethema in the West to Rubbervale in the East, and from the South of Modjadjiskloof in the North to Trichardsdal /Julesburg in the South.

The municipality is predominantly rural, with vast areas of land, the state land on the Trust of Traditional Authorities, thus: Modjadji Traditional Authority, Baloyi Traditional Authority, Nyavana Traditional Authority, Bakgaga Traditional Authority, Mokgoboya Traditional Authority, Bankuna Traditional Authority, and part of Mmamabolo Traditional Authority.

The space-economy land of the Greater Tzaneen Municipality is dominated by the five proclaimed towns, which include Tzaneen Town, Nkowankowa, Letsitele, Lenyenye and Haenertsburg. In addition to the aforementioned towns, approximately 125 settlements of varying sizes are scattered system. These are mainly concentrated within the North-Eastern and South-Eastern extents

of the Municipality.

Below are some of the challenges faced by the GTM ;

<b>Land</b>	<ul style="list-style-type: none"> <li>- There is an increased number of Land invasions.</li> <li>- People invade land which is not occupied.</li> <li>- Most of the land falls within the jurisdiction of the state under the trust of traditional leaders.</li> <li>- Some of these areas are wetlands, some are earmarked for business development.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>- The municipality housing backlog is standing at eleven thousand, seven hundred and forty-five (11,745), pending the review of beneficiaries on the national housing needs register.</li> <li>- The middle-income backlog is standing at one thousand five hundred and sixty-three (1,630),</li> <li>- The untouched blocked project is standing at 78 units &amp; touched blocked project is standing at 135 units.</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>- Water &amp; Sanitation Issues: The Greater Tzaneen Municipality (GTM) does not serve as a Water Service Authority, faces challenges with outdated and deteriorating infrastructure, relies on outsourced basic services, and has insufficient preventative maintenance practices.</li> <li>- Roads &amp; Stormwater Challenges: These include aged and worn infrastructure, dependency on outsourced basic services, inadequate preventative maintenance, a shortage of heavy equipment, limited internal funding for infrastructure projects, and an inability to upgrade certain provincial roads through the Municipal Infrastructure Grant (MIG).</li> <li>- Electrification Program Challenges: Rapid population growth from new housing developments puts pressure on limited budgets. There is an inability to connect these new areas due to electricity shortages, especially in regions supplied by Eskom. Additionally, a lack of support from Eskom causes project delays, and there is no established process for registering and prioritising backlogged projects, leading to conflicts in project selection.</li> </ul>

## Infrastructure

- **Cemetery Expansion and Facilities:** There is a critical need for budget allocations to extend cemeteries, install fencing, construct ablution facilities, and develop new cemeteries to meet ongoing community demands, which are submitted almost every month.
- **Solid Waste Management Challenges:** These include inadequate waste collection services in rural areas, limited implementation of waste hierarchy strategies to extend landfill lifespan, insufficient public toilet facilities at urban and bus stop locations according to annual statistics, and an ageing fleet that frequently breaks down.

The Greater Tzaneen Municipality has the following priorities to make service delivery to the communities:

- LED Support
- Land Acquisition
- Township Establishment
- Roads & Stormwater
- Electricity Capacity
- Low-Level bridges
- IT Equipment
- Furniture and Equipment
- Renewal, Repairs and Maintenance
- Sport and Recreation Facilities
- Apollo and Streetlights
- Buildings, Ablution Facilities

### 2.24 Maruleng Local Municipality Integrated Development Plan

According to the Maruleng IPD, the following are identified as municipal priorities:

- Create a conducive environment for job opportunities and reduce poverty rate through infrastructure development, service delivery, procurement and support for SMMEs and Broad-Based Black Economic Empowerment (BBBEE)
- Provide infrastructure that is conducive to economic development and growth.
- Provide universal waste removal to all communities
- Acquire more resources to provide and maintain the existing and proposed

infrastructure

- Integrated planning and service provision in rural areas
- Integrated human settlement in Hoedspruit
- Strengthen community participation and IGR
- Facilitation of economic activities in both urban and rural areas.
- Increase revenue base.

The Maruleng municipality, as per their 2024-2025 REVIEWED IDP, has, during its strategic planning session and consultative processes, agreed on the following priorities, which align with NDP, MTSF, LDP and Mopani District Municipality objectives:

- Build a capable institution and administration
- Promote integrated human settlement and agrarian reform
- Improve community well-being through accelerated service delivery
- Sound financial management
- Develop partnerships
- Promote local economic development
- Putting people first

The municipality has the following challenges.

Infrastructure	<ul style="list-style-type: none"> <li>- <b>State-Owned Land and Traditional Authority Custodianship:</b> Most state-owned land falls under traditional authorities, often held under leasehold or Permission to occupy. This lack of secure ownership hinders development potential.</li> <li>- <b>Bulk Water Supply Issues:</b> Bulk water supply remains a major challenge. However, Mopani District Municipality, the Water Service Authority, is constructing a water purification plant in The Oaks, expected to serve nearly all villages and support major developments.</li> </ul>
Human Settlements	<ul style="list-style-type: none"> <li>- <b>Scattered Settlements:</b> The dispersed layout of settlements makes it costly to provide services efficiently.</li> <li>- <b>Accessibility of Hoedspruit:</b> Hoedspruit, as the economic centre, is situated far from villages, limiting accessibility for low-income residents.</li> <li>- <b>Privately Owned Land in Hoedspruit:</b> Large areas of land in Hoedspruit are privately owned, restricting access for potential development.</li> <li>- <b>Hoedspruit Air Force Base:</b> The base occupies significant land that cannot be developed due to state security restrictions.</li> <li>- <b>Legacy of Apartheid-Era Spatial Planning:</b> The legacy of apartheid is still visible, with rural villages in traditional authority areas located far from job opportunities, making it expensive for residents to commute.</li> <li>- <b>Distance from Economic Hub:</b> The majority of Maruleng's residents live far from Hoedspruit, the municipality's economic hub, which is surrounded by privately owned land that limits new development. Additionally, there is a shortage of technical skills within Maruleng, and many residents work in Tzaneen and Phalaborwa, stimulating economic activities outside the municipality.</li> </ul>

The government does not have sufficient resources to address all issues identified by communities. Prioritisation assists the government, and in this case, primarily the municipality, in allocating scarce resources. The following informed the municipality in determining municipal-wide priorities:

- Greatest needy area
- The impact the service will make.
- The potential for poverty alleviation, cost recovery and job creation
- Revenue generation

2024- 2025 REVIEWED IDP further concludes that Maruleng Local Municipality addressed gaps that were identified by adopting a developmental approach and by ensuring that it can respond to and meet the challenges it faces as an organisation. The municipality has developed its strategic focus within its integrated developmental processes with programs based on both national KPAS and municipal strategic priorities.



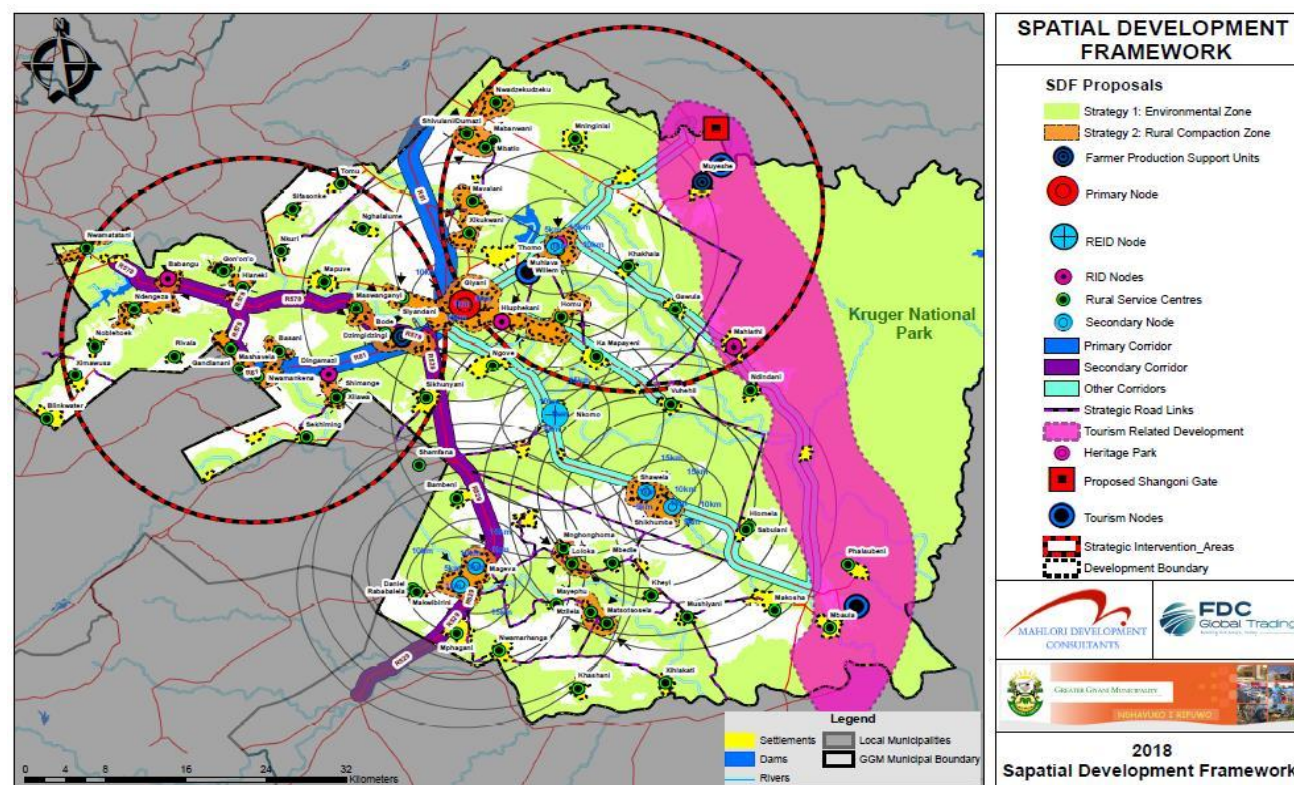
## 2.25 Greater Giyani Spatial Development Framework 2021

The vision for the Greater Giyani Spatial Development Framework is to have “A municipality where environmental sustainability, tourism and agriculture thrive for economic growth.” Six key spatial strategies have been identified to help the municipality realise its spatial vision: sustainable development across its entire jurisdiction that fosters growth for people, the economy, and the environment.

- Strategy 1: Protect, enhance and manage the natural environment. The municipality must actively work to protect the natural environment by directing growth towards areas suitable for development while avoiding crucial resource areas, sensitive natural environments, and hazard-prone zones.

- Strategy 2: Promote the compacting of rural settlements. This strategy prioritises development within existing built-up areas of rural settlements and emphasises growth around a strong central core. High-density development is defined primarily by the concentration of jobs, businesses,

and housing units in these areas.



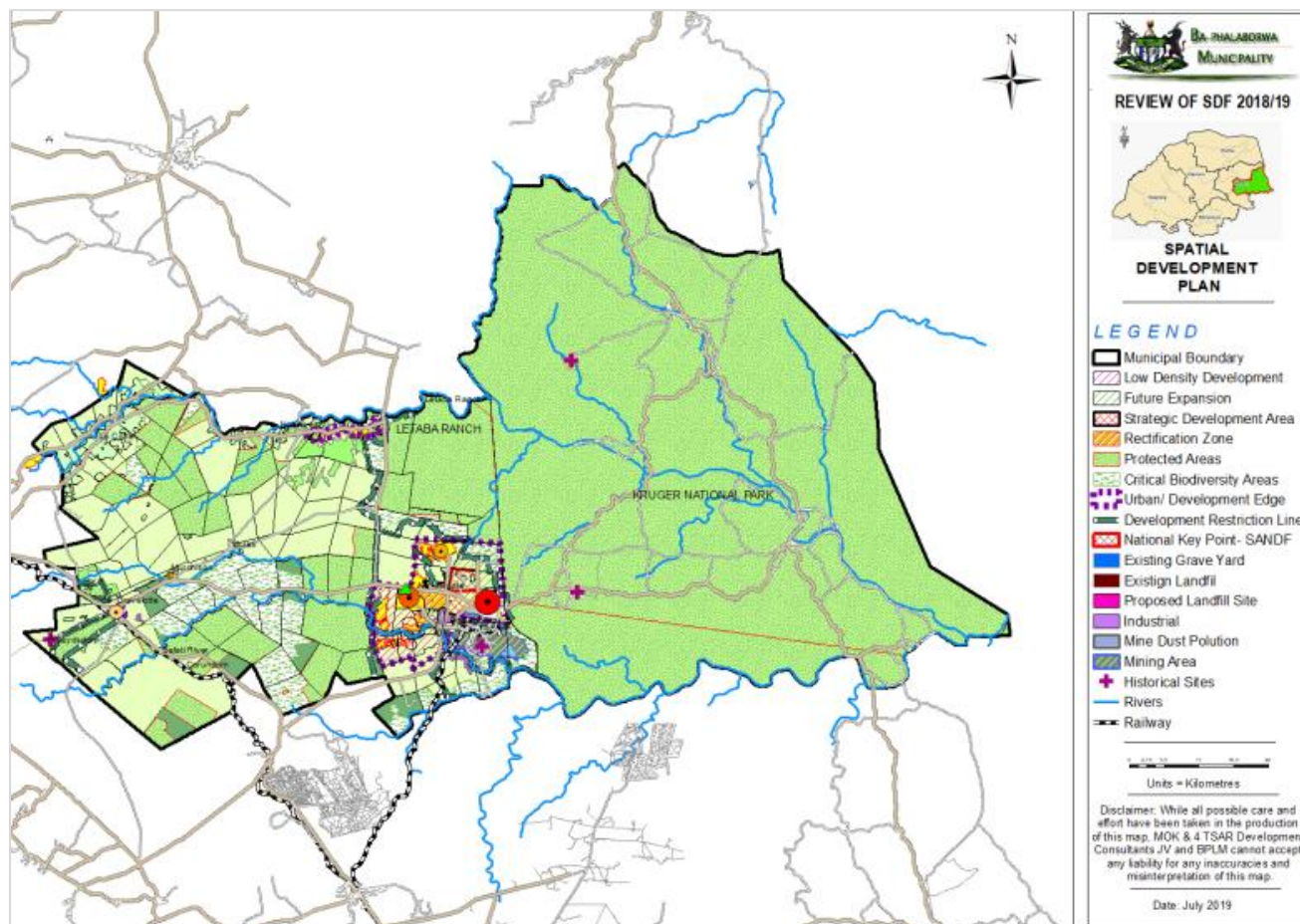
Map 2-4: Greater Giyani Spatial Development Framework

- Strategy 3: Establish a functional hierarchy of nodes to promote equal access to social infrastructure and activities. The goal is to attract both private and public investments to these areas to boost economic and social opportunities, support regional and sub-regional growth, and deliver effective services to a larger region. Giyani plays a key role as a primary node for the municipality. It is encouraged that investment be prioritised in the area, as well as residential densification and mixed land uses.

- Strategy 4: Establish an efficient and integral movement network promoting channels for the flow of goods and services that are vital for economic growth. The R81 Provincial Route is identified as a Primary Transport Corridor within the municipality. The R81 provides accessibility to and from Polokwane (the Capital City of Limpopo) and further plays a great role in linking Limpopo and Mpumalanga.
- Strategy 5: Promote the municipality as a gateway to the surrounding tourism destinations and promote tourism.
- Strategy 6: Support the Mopani District Rural Development Plan.

## 2.26 Ba-Phalaborwa Spatial Development Framework

The spatial vision of Ba-Phalaborwa Municipality is to ‘Spatially transform the municipality for enhanced economic development transformation through sustainable spatial planning and service delivery’. The vision is achieved through a set of the following objectives.



Map 2-5: Ba-Phalaborwa Spatial Development Framework 2019

### **Economic Growth and Planning**

- Create community, benefit and empowerment opportunities through networking for increased employment and poverty alleviation.
- Create a stable economic environment by attracting suitable investors.
- Address community needs through developmental, spatial and integrated planning.

### **Social, Environmental Sustainability and Infrastructure Development**

- Improve access to sustainable, quality and affordable service
- Provide environmentally sound practices and social development.
- Optimise infrastructure investment and services
- Maintain and upgrade municipal assets

### **Good Governance (Public Participation, Financial Viability, Administration and Institution Development)**

- Develop effective and sustainable stakeholder relations.
- Increase financial viability by identifying revenue generation mechanisms and improving budget management.
- Develop and improve systems, processes, procedures and policies by practising sound governance.

- Develop and build a skilled and knowledgeable workforce
- Attract and retain the best human capital to become an employer of choice.

The Ba-Phalaborwa SDF has developed spatial tools and concepts to achieve its objectives and realise its proposed vision (Map 2-5). These tools include.

### **Nodes**

- The Primary Activity Node (P1): Central Business District (CBD) of Phalaborwa, which should be the main focus for specialised goods and services, including office development, tourism facilities, restaurants, and hotels.
- The Secondary Activity Nodes (S): This network will serve the local community in that specific area or neighbourhood, or within a specific recognised radius/ drive time.

### **Corridors**

- The Phalaborwa to Tzaneen/ Polokwane (R71) Development Corridor/route and the Phalaborwa to Hoedspruit (R40) Development Corridor/route are identified as key corridors that link critical growth points and are aimed at improving access to opportunities.

### **Infill densification**

- The SDF identified key areas for infill development and densification where proposals are aimed at achieving the spatial vision, especially in areas such as Namakgale and Phalaborwa.
- Containment
- Development in the municipality will be contained within the development edge.

### **Protection**

- The SDF aims to protect the natural environment and heritage resources such as agricultural land, wetlands, and ecological points. The main resource is the Kruger National Park; therefore, conservation efforts should be aimed at ensuring development follows the clear guidelines of the SDF.

### **Growth areas**

- Strategic development areas have been identified for future residential development growth opportunities, and priority areas for upgrading services in neglected areas have been identified. These play an important role in ensuring the strategic growth of the municipality, aligned with all objectives and concepts of the SDF.



## 2.27 Greater Tzaneen Spatial Development Framework 2024 -25

The spatial vision developed for the Greater Tzaneen Spatial Development Framework is that the municipality seeks to ensure a functional and sustainable development that satisfies community needs. These will be achieved through the implementation of various strategies, which are as follows.

Strategic Objective 1: Economic Development And Job Creation, Supporting And Guiding Development.

Strategic Objective 2: Accommodation Urbanisation and Transforming Human Development

Strategic Objective 3: Promote The Development Of The Rural Areas Within Greater Tzaneen That Can Support Sustainable Economic, Social And Engineering Infrastructure.

Strategic Objective 4: Protect Biodiversity, Water and Agricultural Resources

The key structuring elements underpinned by the objectives and strategies include the hierarchy of nodes, corridors and the establishment of

growth points.

- **Nodes** – Tzaneen is identified as the primary node of the municipality, where it plays a role at all levels, including economic activity, social facilities and high residential densities. The secondary node is Nkowankowa, which services the regional economy and provides various services. Tertiary node areas such as (Lenyenye, Mandlakazi/ Nwamitwa, Relela/ Moleketla/Motupa, Rita /Maake / Burgersdorp) are intended to provide services at a community level. Mavele is characterised as a satellite node that operates at a neighbourhood level.
- Corridors are classified into three tiers: movement, primary and secondary corridors. R71, portions of R36, and R529 are movement corridors which connect the municipality. R36 between Tzaneen and Nkowamkowa is described as a primary corridor as it acts as a development anchor between the two nodes. R36 between Nkowamkowa

## 2.28 Maruleng Spatial Development Framework 2024

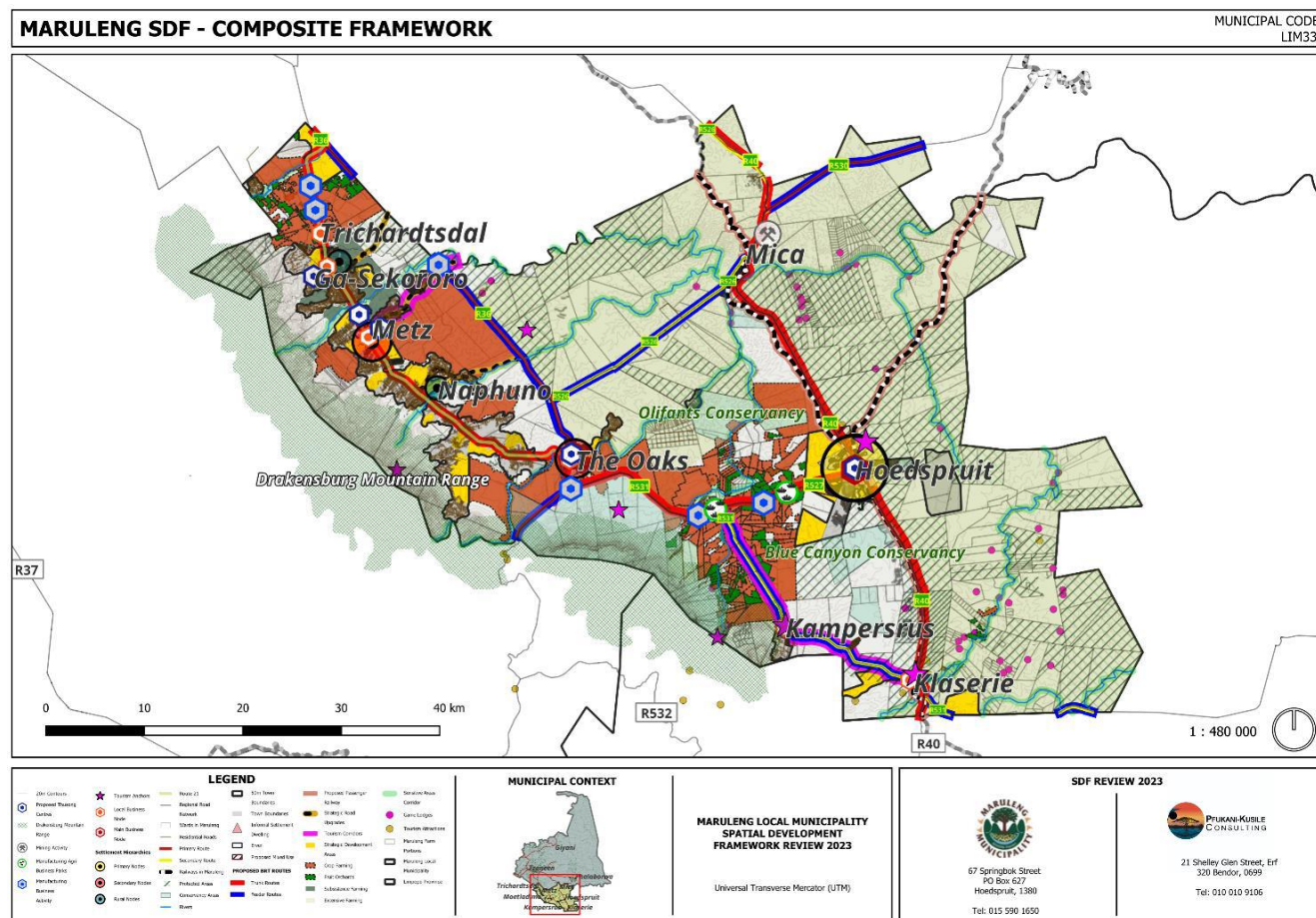
The vision for the Maruleng Spatial Development Framework 2024 is aimed at creating sustainable environments with integrated rural and urban communities that have sufficient access to social and economic activities. The municipality strives to achieve the following goals,

- Optimising the agricultural development and creating an Agro-processing hub.
- Enhancing the existing international attraction to natural resources
- Enforcement of land development policies
- Prevent the dispersed settlement that prohibits infrastructure provision
- Address poor infrastructure and basic service provision
- The introduction of an Inclusionary Housing Policy

The development objectives intended to achieve the spatial vision of the SDF include (Map 2-6):

- **Environmental Sustainability** - Achieve a sustainable balance between conservation of the natural environment and urban and rural development.
- **Corridor Development** - Maintain and

improve regional and local linkages to establish a network of connected nodes and settlements. Development corridors are to be established with specific themes to strengthen connectivity and provide opportunities for development between nodes of economic activity and routes of greater importance.



Map 2-6: Maruleng Spatial Development Framework 2024



- **Functional Nodal Hierarchy** - Establish a functional hierarchy of primary, secondary, and rural activity nodes in the MLM to enhance spatial efficiency. Additionally, nodes of specific economic activity, namely agriculture, business (formal and informal), and tourism, should be consolidated.
- **Urban & Rural Edge** - Delineate urban and rural development edges around settlements and identified nodes to direct future growth, limit urban sprawl, promote optimum use of land and infrastructure, and conserve environmentally sensitive areas and agricultural land.
- **SDAs and UIAs** - Consolidate the urban structure of the MLM around the identified activity nodes by way of residential infill development in Strategic Development Areas (SDAs) and upgrading or services and land use control in identified Upgrading Intervention Areas (UIA).
- **Basic Service Clusters** - Optimise service delivery by providing a full range of social services at identified activity nodes, per the nationally approved Thusong Centre concept. Ensure that all areas in the MLM (urban and rural) are at least provided with the constitutionally mandated minimum levels of service. This Objective is focused on addressing infrastructure gaps, promoting balanced development and supporting spatial justice.
- **Agriculture and Mining Resources** - Consolidate and optimally develop the agricultural and mining resources of the Maruleng Local Municipality sustainably.
- **Agro-industries & Manufacturing** - Establish an Agro-processing Corridor along route R527 between Diphuti/The Oaks and Hoedspruit, and encourage resource-based manufacturing at activity nodes. The introduction of Agro-Industry and Manufacturing will facilitate the diversification of economic activities in Maruleng LM.
- **Tourism** - Support the development of local tourism assets, particularly eco-tourism and adventure tourism-related precincts and activities.

## 2.29 Greater Letaba Spatial Development Framework 2020

The spatial vision for Greater Letaba is “A Greater Letaba with all people living in a transformed, integrated and sustainable rural environment taking ownership and accountability of a viable and equitable living environment that takes cognisance of its natural, economic, agriculture, social, infrastructure and human resources potential, thereby building resilient and viable space that also considers its rich cultural history in planning its future”

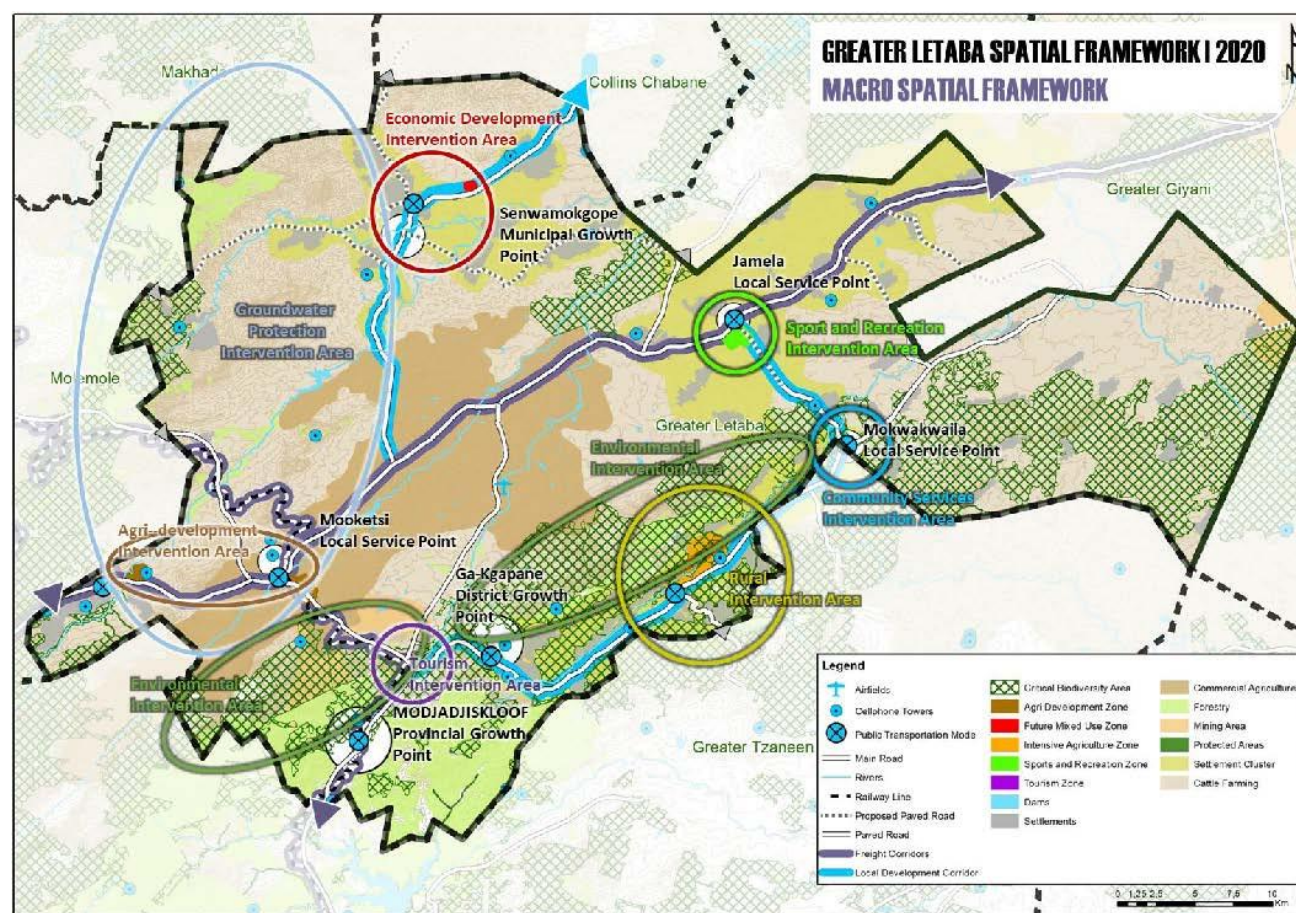
Four key development strategies have been developed to encapsulate the vision and provide a conceptual framework for the SDF (Map 2-7).

### Strategy 1: Enhance Local Connectivity

The region aims to become a hub for rural regeneration and economic development by reinforcing its role within the regional distribution network. This will be achieved by reducing the ecological impact of logistics through intermodal freight and transport systems, promoting green economic initiatives, and strengthening local economic

supply chains.

The opportunity identified is to strengthen the connectivity through R36 from Tzaneen and R81 from Polokwane- Giyani. Promoting densification along key corridors by developing feeder infrastructure to expand the corridor's catchment area and benefit more communities. Enhancing tourism potential through links identified in the African Ivory Tourism Route. Concentrating economic activities at strategic points within development corridors, thereby strengthening local and regional economic growth.



Map 2-7: Greater Letaba SDF

### **Strategy 2: Protecting and conserving local resources**

Acknowledging and enhancing the role of natural and cultural assets in ecosystem functioning, the provision of ecosystem goods and services, the local and regional economy, and the livelihoods of Greater Letaba's residents. Additionally, it focuses on managing and reducing the risks posed by natural, ecological, and human-made disasters.

### **Strategy 3: Urban and Rural Development**

Encouraging smart, sustainable, and focused growth of settlements based on their role and potential. This includes advancing social and economic development and improving community livelihoods and safety through the sustainable and effective provision of social facilities, public open spaces, recreational opportunities, and well-planned human settlements.

### **Strategy 4: Infrastructure Development**

Leveraging existing transportation, utilities, and civil infrastructure to diversify the local economy while addressing service backlogs and fostering an environment where all communities receive at least adequate services.

# SECTION 3

## 3 DEMOGRAPHICS

### 3.1 Population

Mopani District Municipality had a population of 1372820 in 2022, according to Stats SA. The population growth rate is 1.2% every year from 2016 to 2022. Greater Tzaneen accounts for the majority of the population in the municipality, which is 35%, followed by Greater Giyani at 23%, and the lowest is Maruleng Municipality (Figure 3-1).

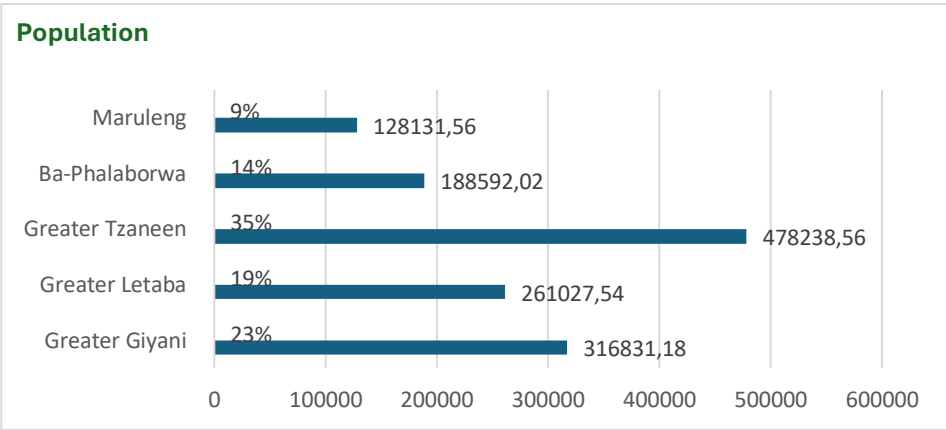


Figure 3-1: Mopani Local Municipalities Population (Stats SA 2022)

### 3.2 Population Group

The black population accounts for most of the population in the municipality, followed by white, then Indian or Asian groups (Figure 3-2).

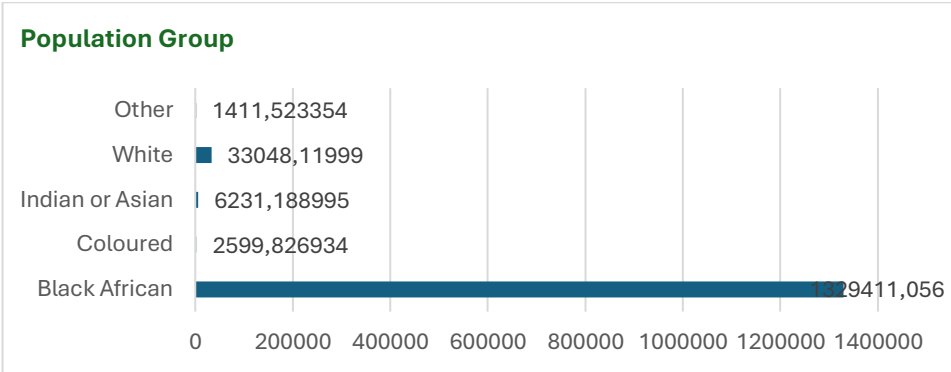


Figure 3-2: Population Group in MDM (Stats SA 2022)

The population distribution by race in the Mopani District Municipality reflects the diversity of the community. The Black population is the largest, comprising the majority at 1,329,411 individuals. This suggests that the area is predominantly Black. The Coloured population is much smaller, with approximately 2,600 individuals, while the Indian or Asian group comprises 6,231 people. The White population stands at 33,048 individuals, representing a smaller segment of the community. Lastly, there are 1,411 individuals categorised under other, which likely includes various mixed-race or other ethnic groups. This data highlights the racial composition, indicating a predominantly Black population, with smaller representations from other racial and ethnic groups (Table 3-1).

	Black African	Coloured	Indian or Asian	White	Other	Unspecified
<b>Greater Letaba Municipality</b>	257350,1743	391,8026182	568,5156235	2386,649082	337,2881224	4
	98,59%	0,15%	0,22%	0,91%	0,13%	0,00%
<b>Greater Giyani Municipality</b>	312803,4132	457,8165089	2816,532787	414,5709804	272,9830211	76
	98,73%	0,14%	0,89%	0,13%	0,09%	0,02%
<b>Greater Tzaneen Municipality</b>	464489,3885	1011,366949	1993,705135	10333,61418	392,4312483	33
	97,12%	0,21%	0,42%	2,16%	0,08%	0,01%
<b>Ba-Phalaborwa Municipality</b>	175850,6349	402,1138866	494,5668968	11600,21517	214,0763911	41
	93,24%	0,21%	0,26%	6,15%	0,11%	0,02%
<b>Maruleng Local Municipality</b>	118917,4446	336,726971	357,8685535	8313,070571	194,7445706	17
	92,81%	0,26%	0,28%	6,49%	0,15%	0,01%

Table 3-1 Population Groups in the Local Municipalities (Stats SA 2022)

### 3.3 Gender Profile

The demographic profile of Mopani District Municipality, as per the 2022 Census data, reveals a predominantly youthful population with a significant proportion of working-age individuals. The district's age distribution is as follows:

- **Children (0–14 years):** Approximately 33.2% of the population, totalling around 454,635 individuals.
- **Working-age adults (15–64 years):** Comprising about 60.4% of the population.
- **Elderly (65 years and older):** Making up roughly 6.4% of the population.

This distribution indicates a high dependency ratio, with approximately 66 dependents (children and elderly) for every 100 working-age adults. Such a ratio can place considerable pressure on resources and services tailored for these groups (Figure 3-3).

Gender-wise, the district exhibits a slightly higher female population, with a gender ratio of 85.9 males per 100 females. This suggests a marginally higher number of females compared to males in the district.

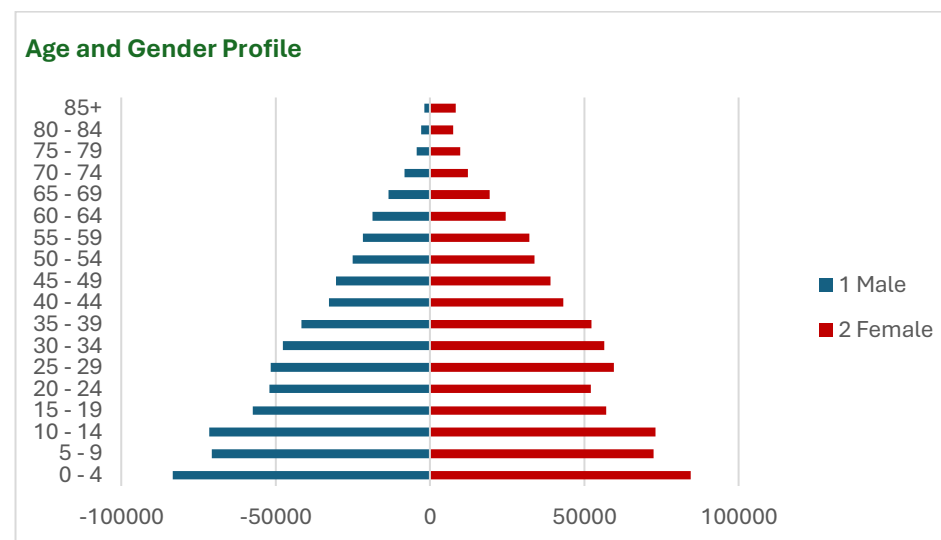


Figure 3-3: Mopani District Age and Gender Profile (Stats SA 2022)

### 3.4 Language

In the Mopani District of Limpopo Province, the languages spoken at home reflect the area's rich cultural diversity. According to the 2022 Census, Sepedi is the most commonly spoken language, used by about 54.7% of the population. Other widely spoken languages include Tshivenda and



Xitsonga. This pattern aligns with the overall trends in the province, where Sepedi is spoken by 55.5% of the people, Tshivenda by 17.4%, and Xitsonga by 17.3%. This mix of languages highlights the vibrant cultural landscape of the Mopani District, with Sepedi being the dominant language among its residents (South African Population Statistics, 2022).

### 3.5 Education

The educational profile of Mopani District Municipality, based on the available data, reveals a mix of educational attainment levels among the population. A substantial portion of the population (24.84%) has received no formal education, indicating a significant barrier to education in the area. Additionally, 18.81% have attended some primary school but did not complete their education, while 4.13% have completed primary education (South African Population Statistics, 2022).

On the secondary education front, a larger group (25.34%) has attended some high school without completing it, and 16.94% have completed secondary education. However, only 4.55% of the population has attained higher education, such as tertiary qualifications, highlighting a need for more opportunities for further studies (South African Population Statistics, 2022).

The 5.4% of people in the "Other or Unknown" category suggest some uncertainty or lack of data regarding their educational background. Overall, the statistics indicate a strong need for educational improvements and greater access to secondary and higher education in the Mopani District to address the significant portion of the population with limited education (South African Population Statistics, 2022).

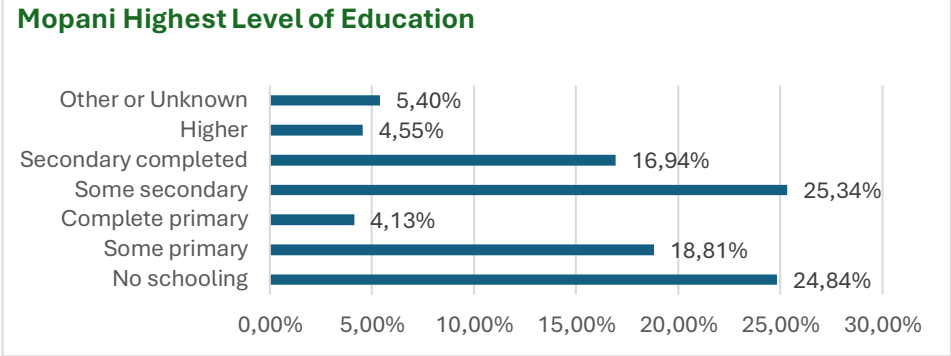


Figure 3-4: Mopani Highest Level Education (Stats SA 2022)

In the Mopani District, a significant portion of the population has limited education. A large number of people, specifically 340,967 individuals, have received no schooling at all. This is especially prevalent in Greater Giyani and Greater Letaba, where around 26% to 27% of the population has no schooling (South African Population Statistics, 2022).

For those with some education, 258,214 people in Mopani have attended some level of primary school but did not complete it. This category is spread fairly evenly across the regions, with around 18% to 20% of the population in each area having attended but not finished primary school. When it comes to completing primary education, only 56,644 people in the district have completed their primary schooling. The completion rate is low across the regions, ranging from about 3.81% to 4.47% in the different areas (South African Population Statistics, 2022).

Secondary education is somewhat more common, with 347,936 people having attended some secondary school without completing it. In this category, Greater Letaba and Maruleng have the highest percentages, with around 26% of their populations having attended but not finished secondary school. The number of people who have completed secondary education is

232,506 in Mopani, with completion rates ranging from 3.81% to 20.32% in different regions. Ba-Phalaborwa has the highest percentage of completed secondary education, at 20.32 % (South African Population Statistics, 2022).

Finally, higher education completion is the least common, with 62,426 people in Mopani having completed tertiary education. The completion rates across regions range from 3.47% to 5.99%, with Ba-Phalaborwa having the highest percentage of higher education graduates (South African Population Statistics, 2022).

In summary, the Mopani District shows a notable gap in education, with many individuals not completing primary or secondary education, and even fewer achieving higher education. The numbers highlight the need for improved educational opportunities and access in the region.

Highest level of education	No schooling	Some primary	Complete primary	Some secondary	Secondary completed	Higher
Mopani	340967,96	258214,54	56644,97	347936,19	232506,12	62426,82
Greater Giyani	84932,1	64379,1	14154,91	78937,44	49145,44	12239,57
	26,81%	20,32%	4,47%	24,91%	15,51%	3,86%
Greater Letaba	71901,26	49851,03	10482,59	68140,26	38175,73	9052,59
	27,55%	19,10%	4,02%	26,10%	14,63%	3,47%
Greater Tzaneen	109953,9	87292,69	19817,83	120471,62	85353,06	23556,53
	22,99%	18,25%	4,14%	25,19%	17,85%	4,93%
Ba-Phalaborwa	42890,04	33482,11	7312,36	46371,4	38314,75	11303,01
	22,74%	17,75%	3,88%	24,59%	20,32%	5,99%

Maruleng	31290,66	23209,61	4877,28	34015,47	21517,14	6275,12
	24,42%	18,11%	3,81%	26,55%	16,79%	4,90%

Table 3-2: Highest Level of Education (Stats SA 2022)

### 3.6 Household growth

The distribution of household growth across the municipalities in the Mopani District reveals varying levels of urbanisation and development within the region. Greater Tzaneen Municipality has the highest percentage of households, with 36.18%, indicating that it is the most urbanised and densely populated area. This reflects the demand for housing driven by urban development, economic activity, and migration, as people move to the area for jobs and services. Greater Giyani Municipality follows with 22.26% of households, suggesting a significant population increase, possibly due to local economic development, agricultural activities, and improved access to services. Greater Letaba Municipality accounts for 18.21% of households, showing moderate growth. This area may be less urbanised than Greater Tzaneen and Greater Giyani, and its population growth could be slower, with a more rural character (South African Population Statistics, 2022).

Ba-Phalaborwa Municipality, with 14.42% of households, experiences growth influenced by mining activities. While it has fewer households than the other municipalities, growth is likely centred on mining towns and industries, which attract workers and their families. Finally, Maruleng Municipality has the lowest percentage at 8.93%, indicating slower household growth. Its rural nature, with a focus on agriculture or natural resources, likely contributes to its slower pace of development. Overall, the data highlights Greater Tzaneen as the most urbanised and rapidly growing municipality, while Maruleng remains more rural. The other municipalities,

such as Greater Giyani, Greater Letaba, and Ba-Phalaborwa, represent a mix of urban and rural growth, shaped by local economic factors and available infrastructure (South African Population Statistics, 2022).

The housing distribution in Mopani District shows significant variation across its municipalities. Greater Tzaneen leads with the highest percentage of housing at 36.18%, reflecting its urbanisation and economic activity. Greater Giyani follows with 22.26%, indicating growth and development. Greater Letaba has 18.21%, showing moderate housing demand. Ba-Phalaborwa, influenced by mining, accounts for 14.42%, while Maruleng has the lowest at 8.93%, reflecting its rural nature. These percentages highlight differing levels of urbanisation and housing needs across the district (South African Population Statistics, 2022)(Figure 3-5).

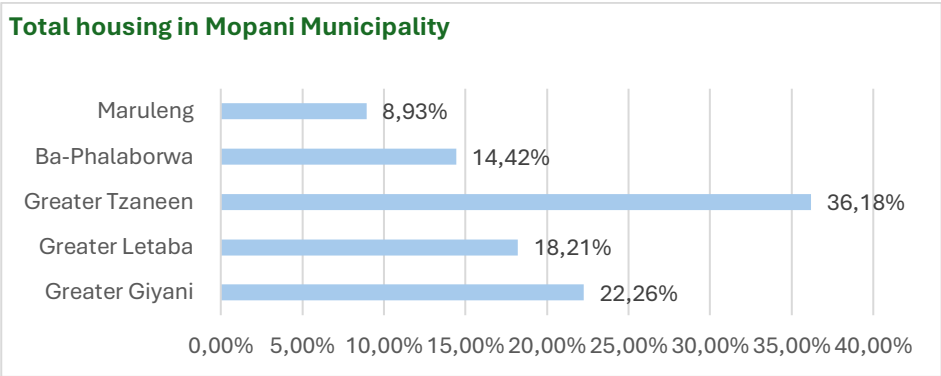


Figure 3-5: Total Number of housing (Stats SA, 2022)

### 3.7 Employment and Unemployment

The data on employment and unemployment in Mopani District from 2021 to 2023 highlights some key trends in the local labour market. In 2021, the district had 197,603 people employed (both formal and informal sectors), while 110,526 individuals were unemployed. A significant portion of the population, 506,675 people, was not economically active. In 2022, the number of employed people increased to 208,372, indicating some growth in job opportunities. However, unemployment also rose to 134,211, reflecting a growing gap between job creation and population growth. The number of people not economically active decreased slightly to 486,595 (Figure 3-6).

By 2023, the number of employed people had further increased to 218,629, showing continued job growth. However, the unemployment rate remained high, with 133,918 unemployed individuals. The number of those not economically active rose again to 491,489, suggesting that a significant portion of the population is still not participating in the labour force. Overall, the data suggests that while there is an increase in employment, particularly in formal and informal sectors, unemployment remains a significant issue. The number of people not economically active also points to challenges in fully engaging the working-age population in the economy (Figure 3-6).

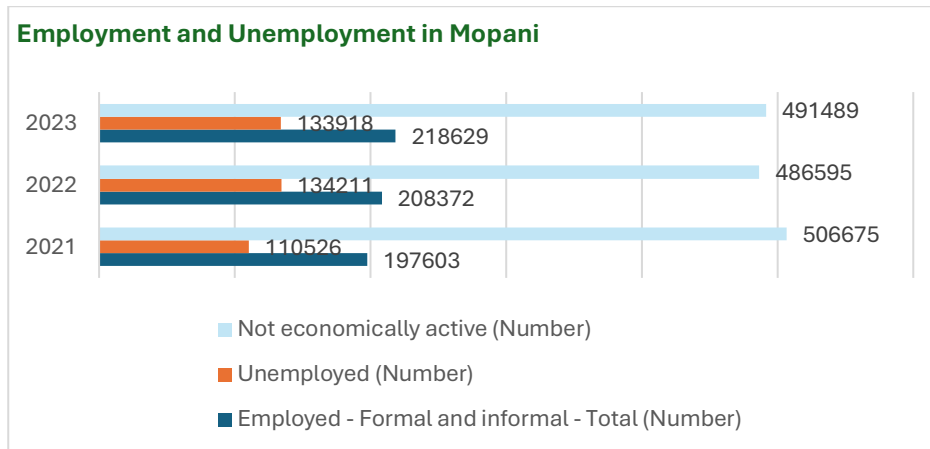


Figure 3-6: Employment and Unemployment in MDM (Quantec Research 2024)

The unemployment rate in Mopani District has shown some fluctuation over the past few years. In 2021, the unemployment rate was 35.87%, which increased to 39.18% in 2022, indicating a rise in joblessness. However, in 2023, the rate slightly decreased to 37.99%, suggesting some improvement but remaining relatively high. This trend reflects ongoing challenges in the local economy, with unemployment being a significant issue for the district. The fluctuation indicates that while there may be some attempts to address the problem, the job market in Mopani is still struggling to meet the demands of the population (South African Population Statistics, 2022).

	2021	2022	2023
<b>Unemployment rate (Percentage)</b>	35,87	39,18	37,99

Table 3-3: Unemployment Rate in MDM (Quantec Research 2024)

### 3.8 Poverty

Stats SA employed an internationally recognised approach - the cost-of-basic-needs approach - to produce three poverty lines, namely the food poverty line (FPL), the lower-bound poverty line (LBPL), and the upper-bound poverty line (UBPL). These lines capture different degrees of poverty and allow the country to measure and monitor poverty at different levels.

The FPL is the Rand value below which individuals are unable to purchase or consume enough food to supply them with the minimum per-capita-per-day energy requirement for adequate health. The LBPL and UBPL are derived using the FPL as a base, but also include a non-food component. Individuals at the LBPL do not have enough command over resources to purchase or consume both adequate food and non-food items, and are therefore forced to sacrifice food to obtain essential non-food items. Meanwhile, individuals at the UBPL can purchase both adequate levels of food and non-food items (Quantec, 2024) (Figure 3-7).

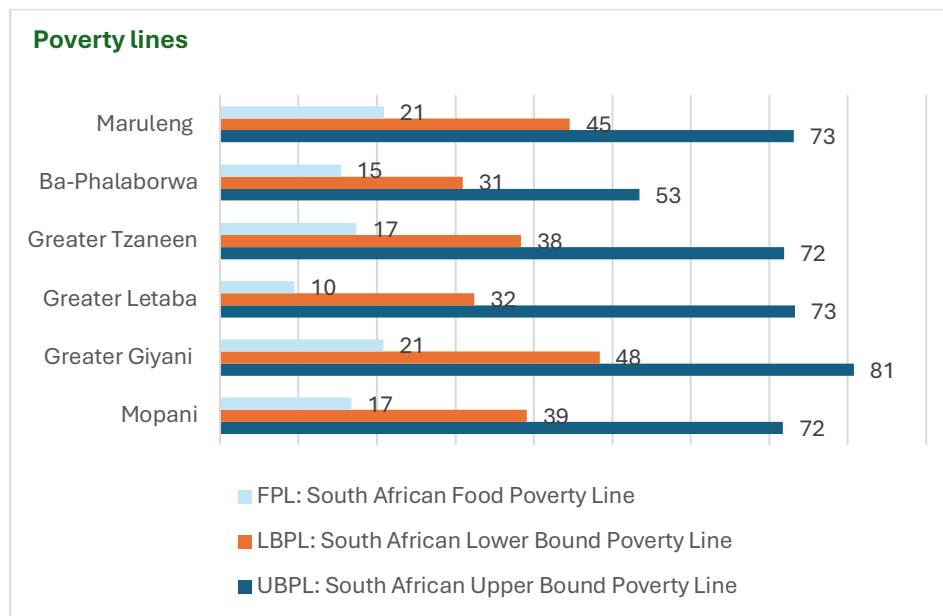


Figure 3-7: Poverty lines

### 3.9 Gini Coefficient

The Gini coefficient measures income inequality, with higher values indicating greater inequality. In Mopani District, the Gini coefficient has remained largely stable between 2019 and 2023. Ba-Phalaborwa has the highest inequality at 0.7, while Greater Tzaneen and Maruleng both have relatively high levels of inequality at 0.62 and 0.63, respectively. Greater Letaba saw a slight increase in inequality, from 0.54 to 0.55, while Greater Giyani experienced a slight improvement, from 0.58 to 0.57. Overall, income inequality in the district remains persistent, with minimal changes in the last few years (Quantec, 2024) (Figure 3-8).

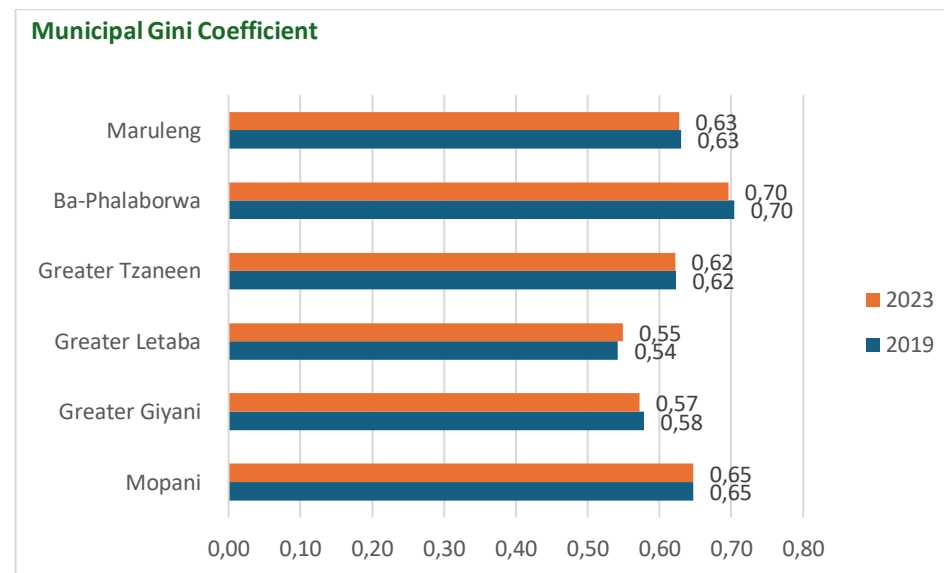


Figure 3-8: Gini Coefficient (Quantec 2024)

### 3.10 Sectors of Employment

The Mopani District has a significant portion of its workforce, with 55,429 people engaged in community, social, and personal services. This sector is typically one of the largest in most regions, covering essential services like healthcare, education, public administration, and social welfare. These services play a crucial role in maintaining the well-being of the population.

In particular, the public administration sector involves local government services and administrative roles. The healthcare sector encompasses jobs in hospitals, clinics, and other healthcare facilities. Education includes positions such as teachers, school staff, and workers in educational institutions. Personal services cover social services, welfare, and community support roles.



The large number of workers in these fields suggests that the district places a strong emphasis on meeting the basic needs of its population, including education, healthcare, and safety. It also indicates that the local government is a key provider of services, likely driving the local economy (Quantec, 2024)(Figure 3-9).

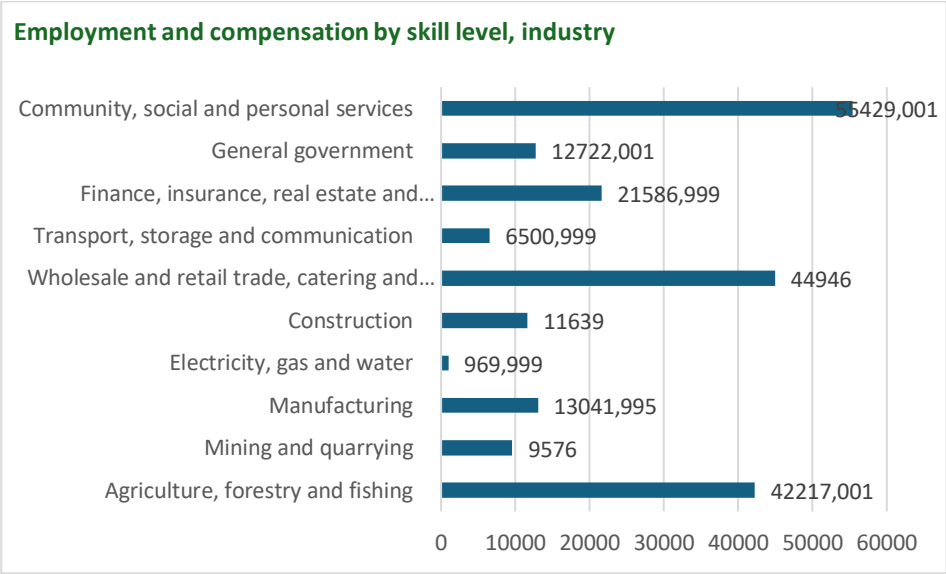


Figure 3-9: Sectors of Employment (Quantec 2024)

### 3.11 Regional Output and GVA

The data shows the regional output and GVA for each municipality in the Mopani District for 2023. Ba-Phalaborwa has the highest output at R64,532.06 million, likely due to its mining industry. Greater Tzaneen follows with R55,616.31 million, indicating its strong economic role. Maruleng, with R1,156.56 million, contributes less, while Greater Letaba and Greater Giyani have outputs of R21,662.80 million and R19,452.20 million, respectively, suggesting more rural or less industrialised economies. This

highlights the economic disparities across the district (Quantec, 2024)(Figure 3-10).

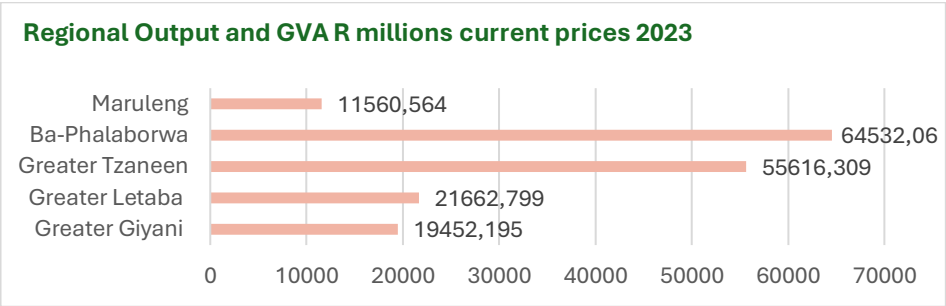


Figure 3-10: Regional Output and GVA (Quantec, 2024)

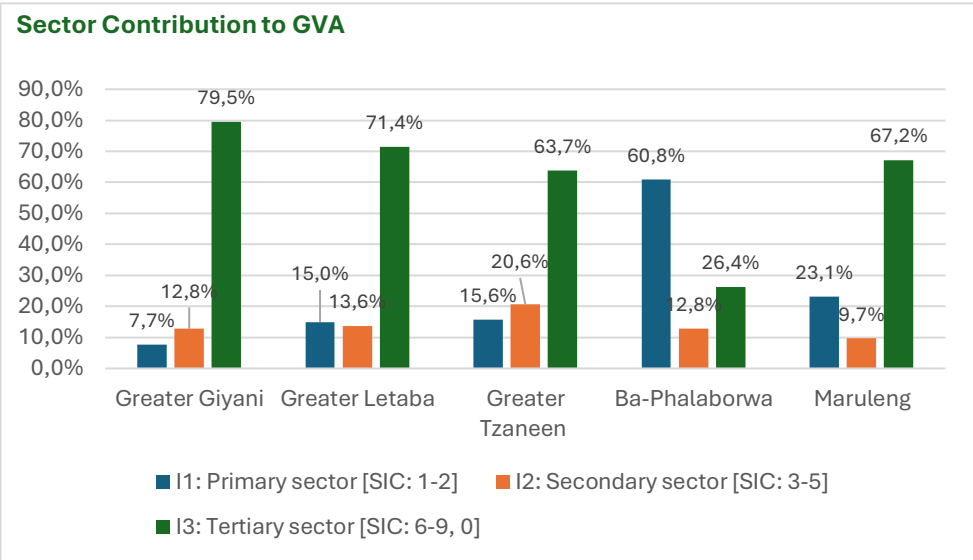


Figure 3-11: Sectors Contribution to GVA (Quantec 2024)

The data provides an overview of how different economic sectors contribute to the Gross Value Added (GVA) in various municipalities within the Mopani District for 2023 (Figure 3-11, Figure 3-10). In Greater Giyani, the economy is predominantly driven by the tertiary sector, contributing 79.5% of the GVA. This indicates that services such as retail, healthcare, and education dominate the local economy, with minimal involvement in agriculture or manufacturing. In Greater Letaba, the economy is more diversified, with the primary sector contributing 15%, the secondary sector at 13.6%, and the tertiary sector at 71.4%. This suggests that while services remain dominant, there is also a significant role played by agriculture and other primary industries.

Greater Tzaneen shows a similar trend, where the primary sector contributes 15.6% and the secondary sector, particularly manufacturing, accounts for 20.6%. The tertiary sector still holds the largest share at 63.7%, indicating a healthy service sector with a notable contribution from processing industries. Ba-Phalaborwa, on the other hand, is heavily reliant on the primary sector, particularly mining, which accounts for 60.8% of the economy. The secondary sector, at 12.8%, and the tertiary sector, at 26.4%, are considerably smaller in comparison. Finally, Maruleng's economy is marked by a significant contribution from the tertiary sector (67.2%), despite having a more moderate contribution from the primary sector at 23.1%.

Overall, the data highlights the diverse economic structure across the Mopani District. Some municipalities, like Greater Giyani and Greater Letaba, have a service-oriented economy, while others, such as Ba-Phalaborwa, are more dependent on natural resource extraction, particularly mining. The economic diversity within the district shows varying levels of industrialisation and service development across its

municipalities.

### 3.12 Household income

The majority of people in the district fall into lower-income brackets. A very small percentage (0.28%) earn between R0 and R400, and slightly higher (0.97%) earn between R400 and R1600. There is a noticeable portion (3.61%) in the R1600 to R3200 category.

The largest group (19.22%) falls into the R3200 to R6400 range, which is still relatively low but represents a more stable income level for many. Smaller percentages of people earn higher wages: 6.52% earn between R6400 and R12800, and 6.18% earn between R12800 and R25600.

Income earners in the R25600 to R51200 range make up 10.15% of the population, while smaller percentages (2.44%) earn between R51200 and R102400, and 0.27% earn between R102400 and R204800. Very few people earn higher amounts: 0.03% earn between R204800 and R409600, 0.01% in the R409600 to R819200 range, and only 0.01% make between R819200 and R1638400.

Overall, the income distribution shows that most households in Mopani District earn relatively low wages, with a few earning middle-range salaries, while only a small percentage of households earn high incomes. This highlights economic challenges in the district, with the majority of residents potentially facing financial difficulties (Figure 3-12).

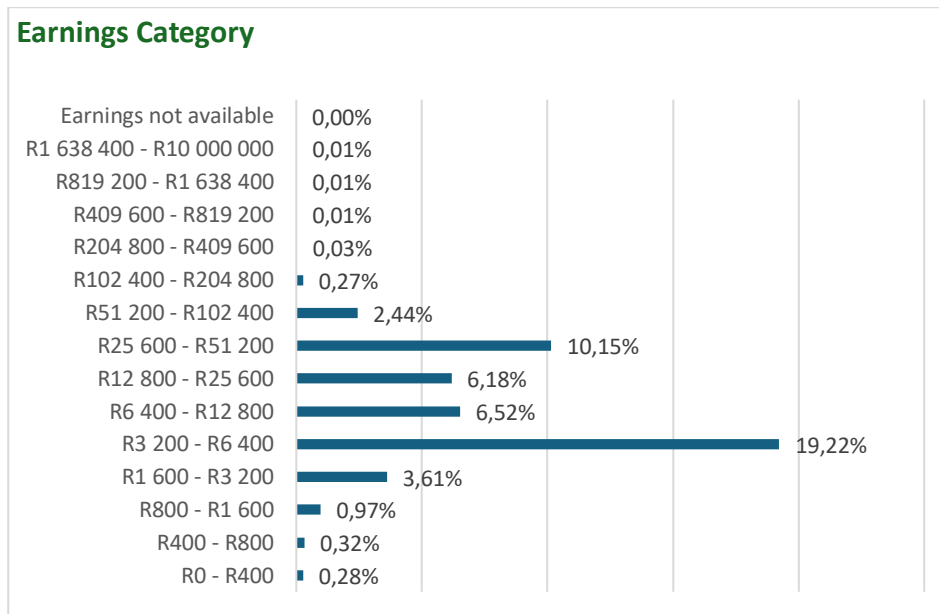


Figure 3-12: Household Income (Quantec 2024)

### 3.13 Household Services

#### 3.13.1 Electricity

The electricity data for the Mopani District highlights that the vast majority of households, 99.5%, have access to electricity, reflecting a high level of electrification in the area. A small portion of households rely on alternative energy sources, with 0.21% using generators, 0.07% using gas, and 0.04% each using paraffin or candles for lighting. Solar energy is used by 0.03% of households, and other sources account for 0.05% (Table 3-4).

This data shows that while electricity coverage is overwhelmingly high, there is still a small proportion of the population relying on more traditional and

potentially less reliable or more expensive sources of energy. The district has made significant progress in electrifying its population, though efforts can continue to address the few remaining gaps.

Energy	Percentage
Electricity from the mains	99,50%
Other sources of electricity (e.g. generator, etc.)	0,21%
Gas	0,07%
Paraffin	0,04%
Candles	0,04%
Solar	0,03%
Other	0,05%
None	0,06%

Table 3-4: Energy table (Quantec 2024)

#### 3.13.2 Refuse Removal

Refuse Removal provides an overview of waste disposal methods in the Mopani District. It shows that a significant portion of the population (58.06%) manages their waste through private refuse dumps. In contrast, a smaller percentage of residents (25.81%) may rely on various methods, including local authorities, private companies, or community members for waste removal, though the specifics are unclear (Figure 3-13).

Other common methods include the use of communal refuse dumps (2.85%) and communal containers or central collection points (3.88%). However, there is a concern that 6.57% of the population improperly dispose of their waste by dumping it or leaving it in inappropriate places. Additionally, 1.57% of individuals use unspecified methods for refuse removal.

This data indicates the need for improved waste management strategies in the Mopani District, focusing on reducing improper waste disposal and encouraging more effective, environmentally friendly practices.

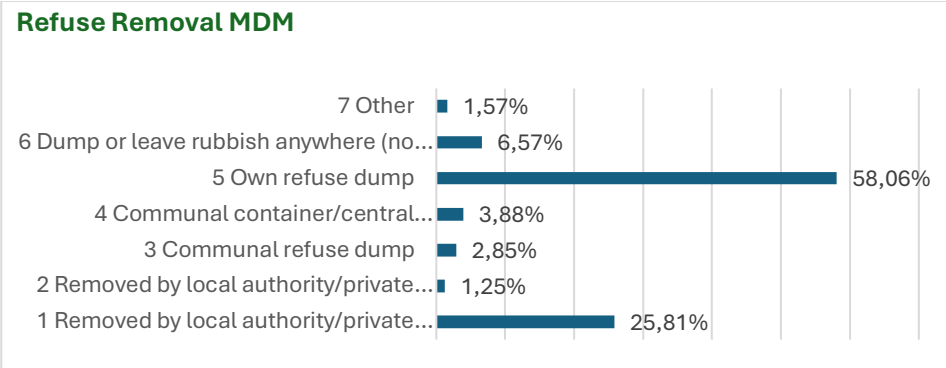


Figure 3-13: Refuse removal (Quantec 2024)

### 3.13.3Sanitation

The data shows the distribution of different types of toilet facilities used in the Mopani District. A significant portion of households (28.78%) have flush toilets connected to a public sewerage system, indicating access to proper sanitation. However, 25.84% of households use pit latrines with ventilation pipes (VIP), which are commonly used in areas where sewerage infrastructure is unavailable. Another 34.24% use pit latrines without ventilation pipes, which are more basic but still widely used in rural areas.

A small portion of the population (1.69%) uses flush toilets connected to a septic tank or conservancy toilet, while another 1.69% rely on chemical toilets. Ecological toilets, such as urine diversion systems or Enviroloops, are used by 0.61%, indicating a focus on more sustainable sanitation practices.

There are also a few households that still use bucket toilets, with 0.31% having buckets that are collected by the municipality, and 1.06% having buckets emptied by the household itself. The "none" category represents 2.34% of households, which suggests a lack of sanitation facilities, potentially pointing to severe challenges in waste management and hygiene in some areas.

Overall, while a large portion of the population has access to sanitation systems, there is still a significant reliance on basic and informal sanitation methods like pit latrines and bucket toilets, highlighting areas where improvements in sanitation infrastructure are needed (Figure 3-14).

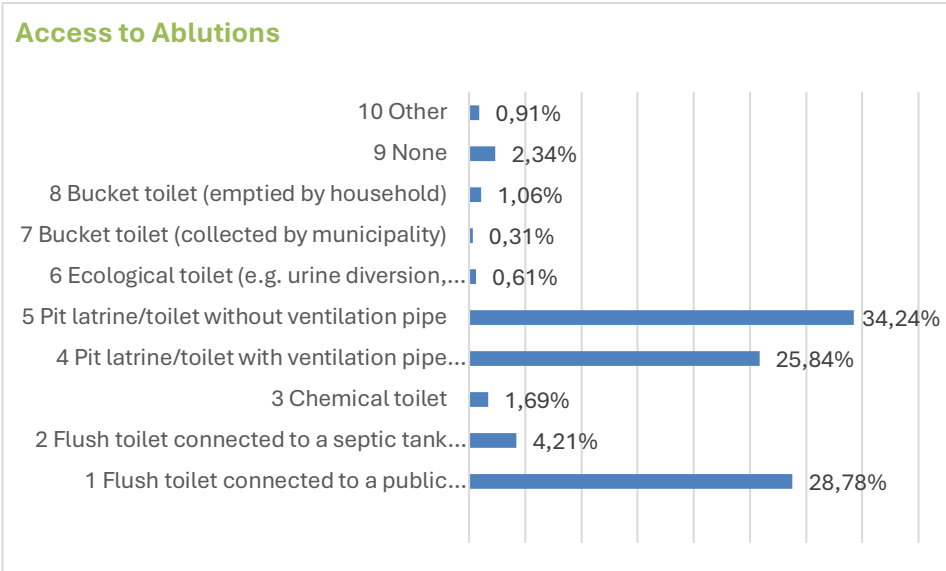


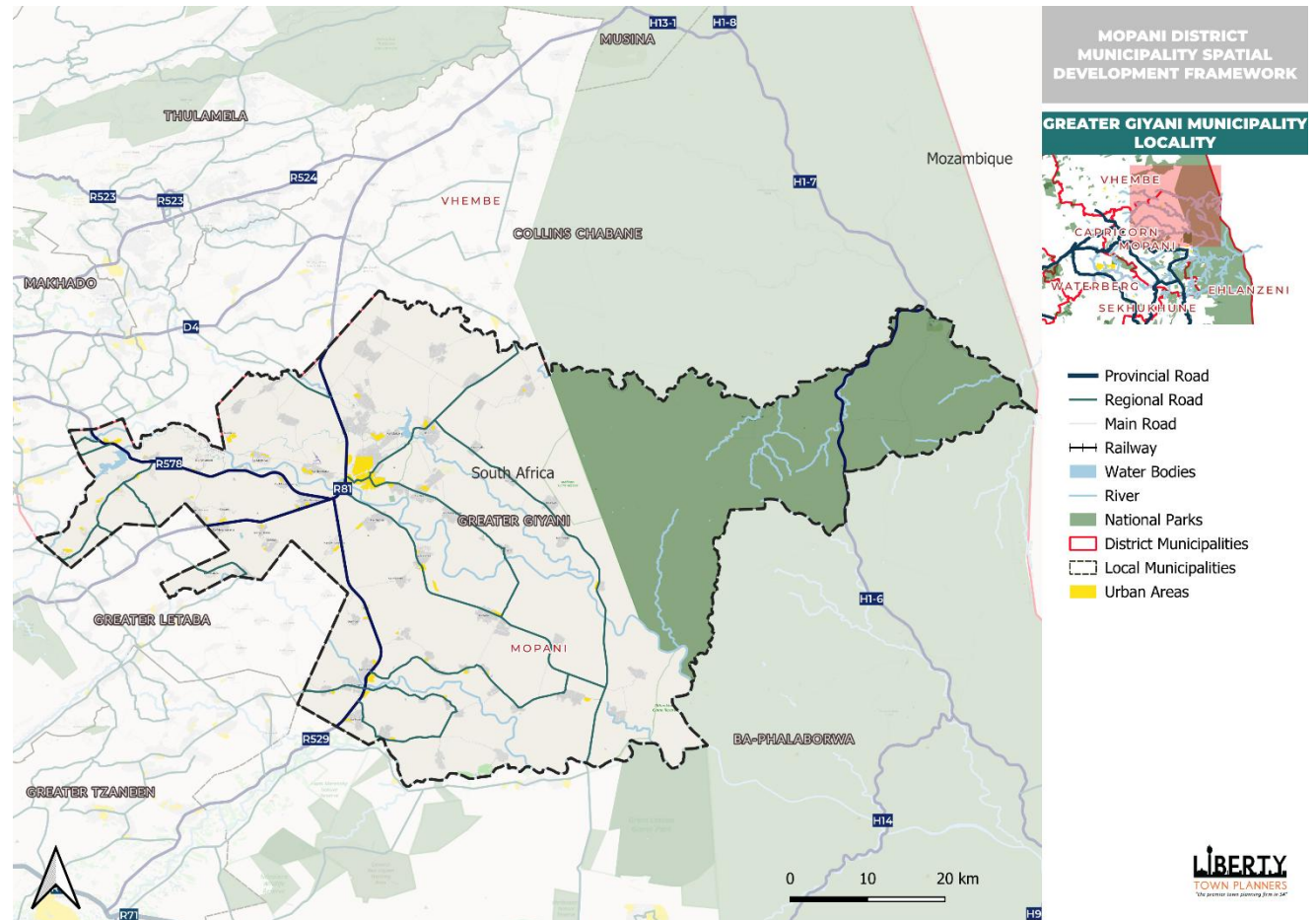
Figure 3-14: Access to Ablutions (Quantec 2024).





## Greater Giyani Municipality

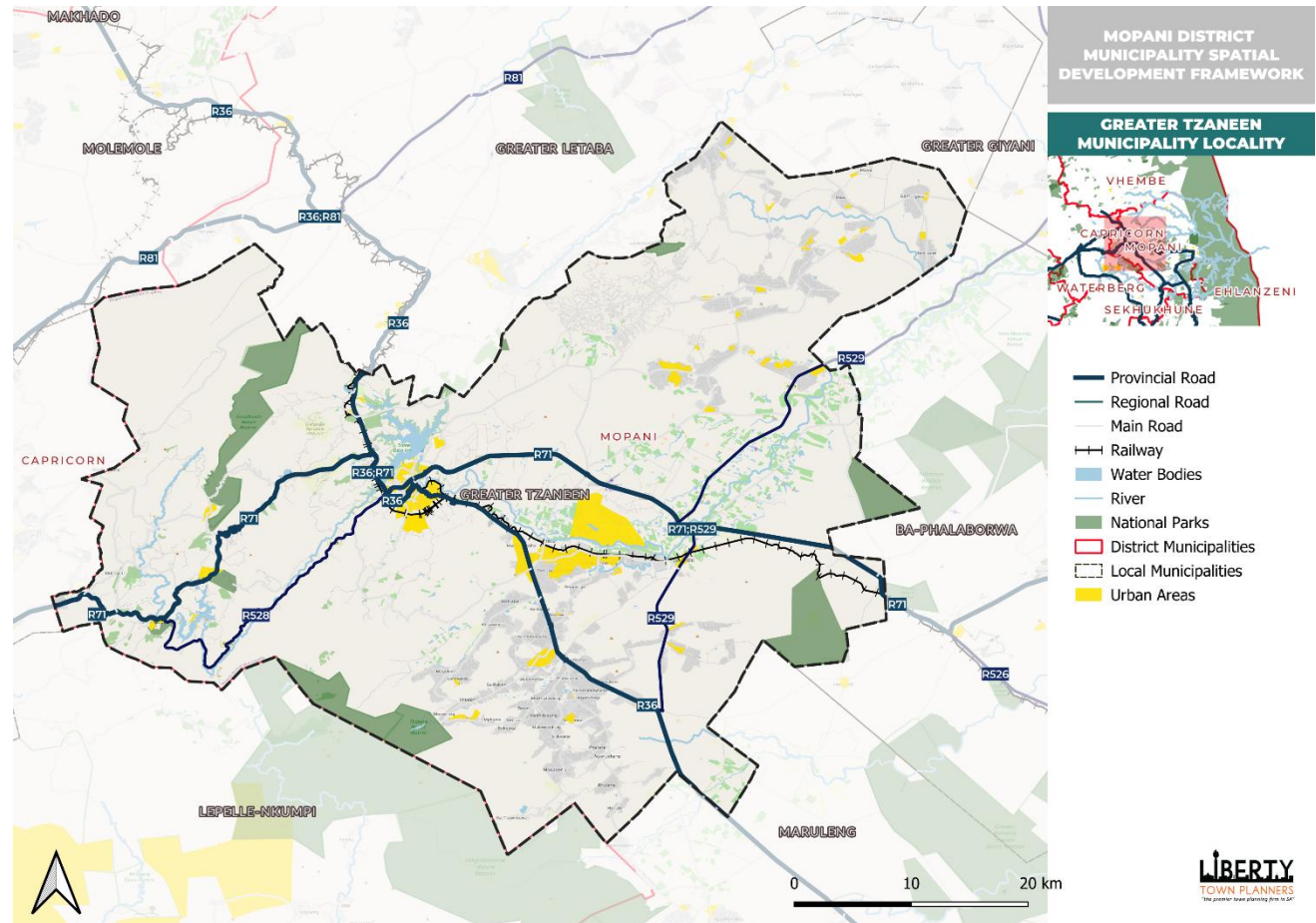
Greater Giyani Municipality is situated on the northern side of the Mopani District Local Municipality. It is bordered by Collins Chabane Local Municipality to the north, Greater Letaba to the east and Baphalaborwa Local Municipality to the south (Map 4-2).



Map 4-2: Greater Giyani Local Municipality Locality

## Greater Tzaneen Municipality

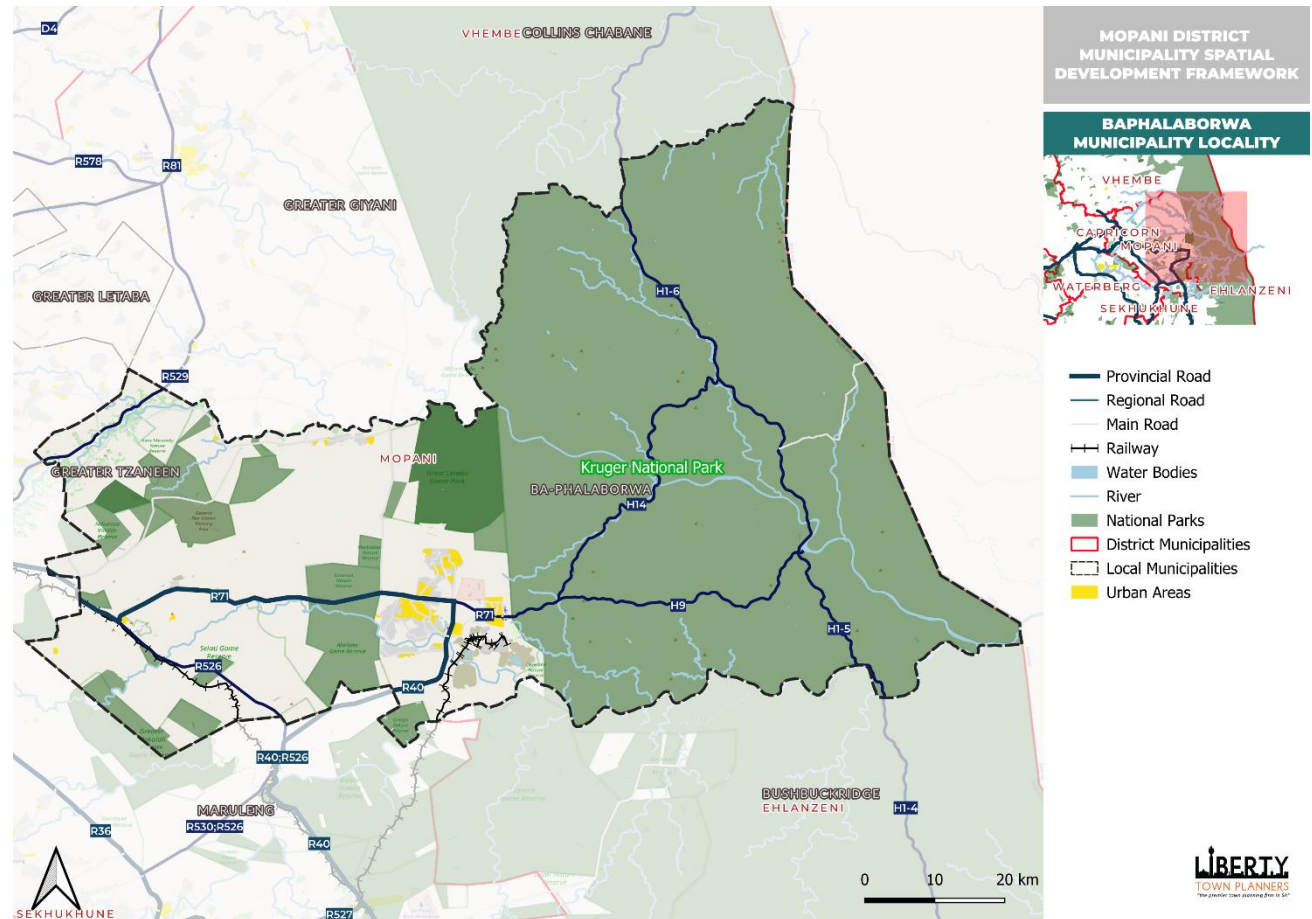
Greater Tzaneen Municipality is situated on the western side of the District. The municipality extends from Maribethema in the West to Rubbervale in the East, and from the South of Modjadjiskloof in the North to Trichardsdal /Julesburg in the South (Map 4-3).



Map 4-3: Greater Tzaneen Local Municipality Locality

## Baphalaborwa Municipality

Baphalaborwa Municipality is situated on the north-eastern side of the Mopani District Municipality. It is bordered by Greater Giyani to the north and Bushbuckridge to the south. It consists of villages and towns (namely Gravelotte, Namakgale, Lulekani and Phalaborwa). Located 220 km from both Polokwane and Mbombela, it serves as a key gateway to the Greater Limpopo Transfrontier Park via the Gariyondo Border. This area also acts as an entry and exit point to the Mozambican Xai-Xai beaches (Map 4-4).

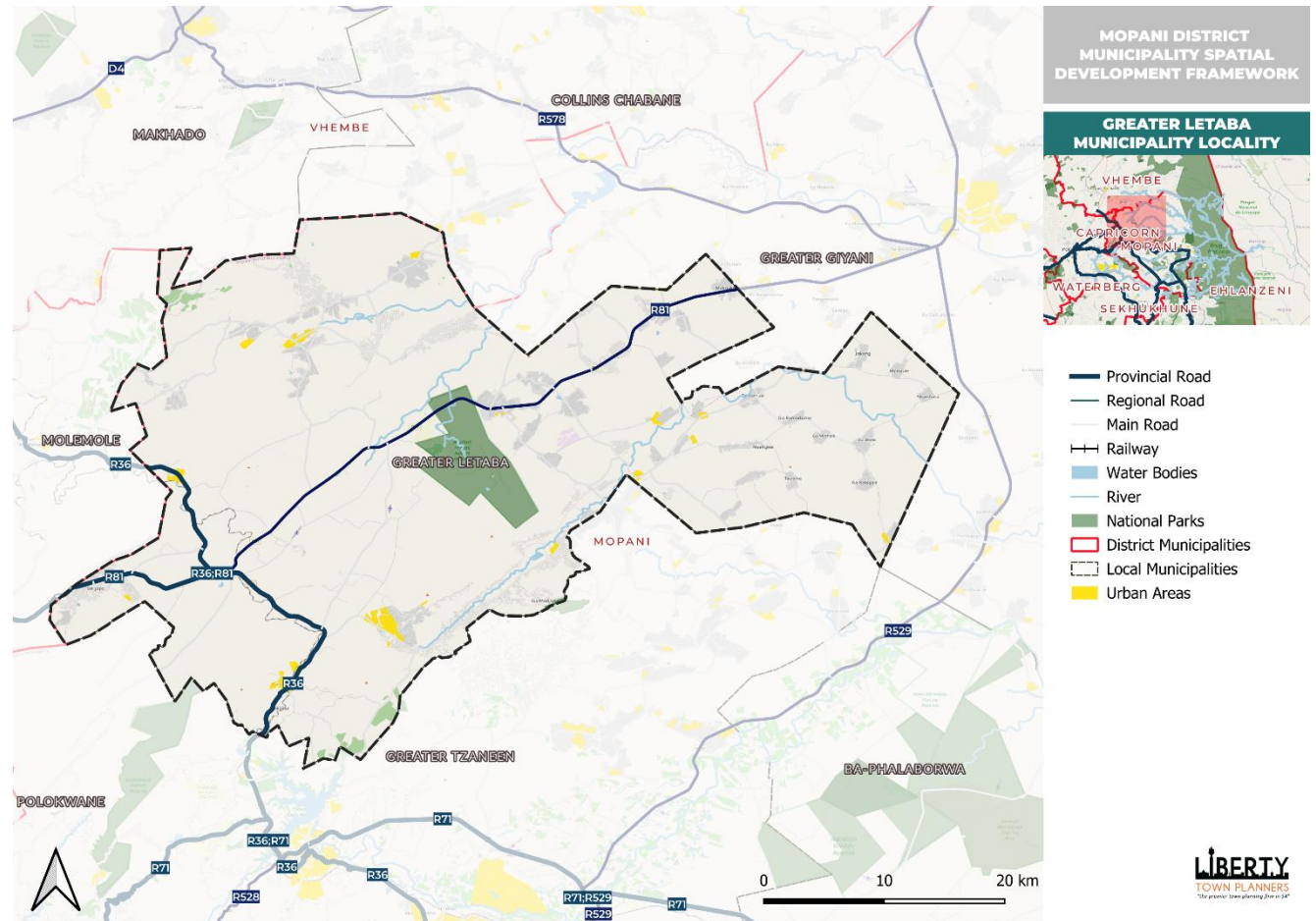


Map 4-4: Baphalaborwa Local Municipality Locality



## Greater Letaba Municipality

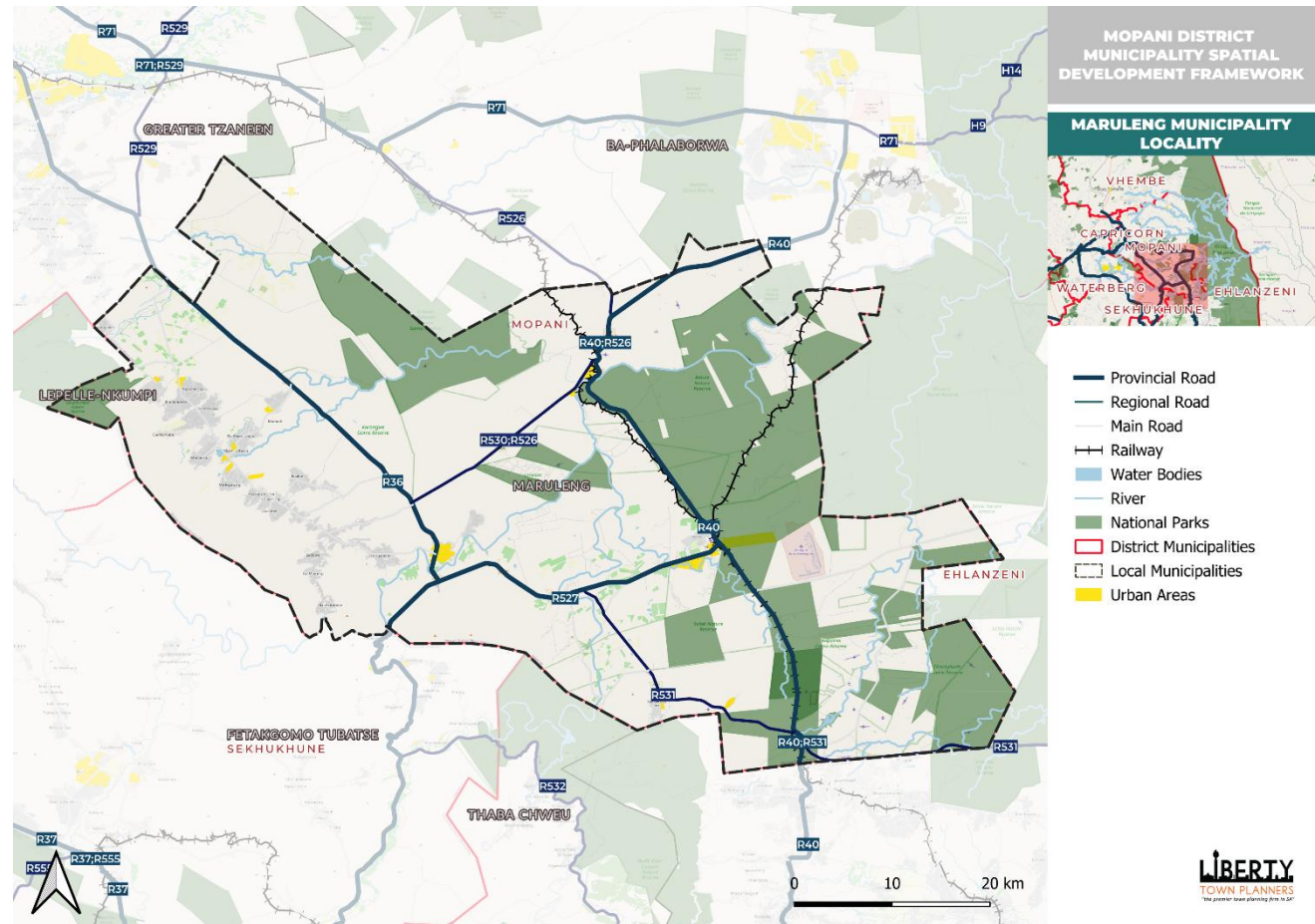
Greater Letaba is situated in the north-eastern quadrant of the Limpopo Province within the Mopani District Municipality. Greater Letaba is bordered by Greater Tzaneen to the south, Greater Giyani to the east, Molemole to the west, and Makhado to the north. The “gates” to the municipal area are considered to be Sekgopo in the west and Modjadjiskloof in the south, Mamaila Kolobetona in the North and Makgakgapatse in the East (Map 4-5).



Map 4-5: Greater Letaba Municipality Locality

## Maruleng Local Municipality

Maruleng Local Municipality is situated in the Southeastern quadrant of the Limpopo province within the Mopani District Municipal Area of jurisdiction. The Maruleng Municipality is bordered by the greater Kruger National Park to the east, the Ba-Phalaborwa and Tzaneen municipalities to the north, the Lepelle Nkumpi municipality to the west, and Fetakgomo Tubatse and Bushbuckridge to the south. Maruleng is characterised by typical lowveld vegetation (Map 4-6).



Map 4-6: Maruleng Local Municipality Locality



## 4.2 Movement Network

The Limpopo road network consists of national roads, provincial roads, and a supporting municipal road network. Different entities at various levels own and manage these roads, including SANRAL with National Roads, Road Agency Limpopo (RAL), Provincial Roads, and local roads managed by District municipalities and Local Municipalities.

According to the Limpopo Provincial Land Transport Framework Final Report 2023 (LPLTF 2023), Mopani has the lowest road network in the province, which consists of 1600km of unpaved roads and 1247 km of paved roads.

The following are national roads under the custodianship of the South African National Roads Agency Limited (SANRAL):

- R81: From Munnik to Giyani (Klein Letaba river)
- R36: From outside Morebeng to junction R71 & R36 (junction Magoebaskloof & Modjadjiskloof roads)
- R71: From Haenertzburg to Gravelotte (junction R40 & R71 roads)
- R40: From Gravelotte to Klaserie (to Nelspruit to Barberton).

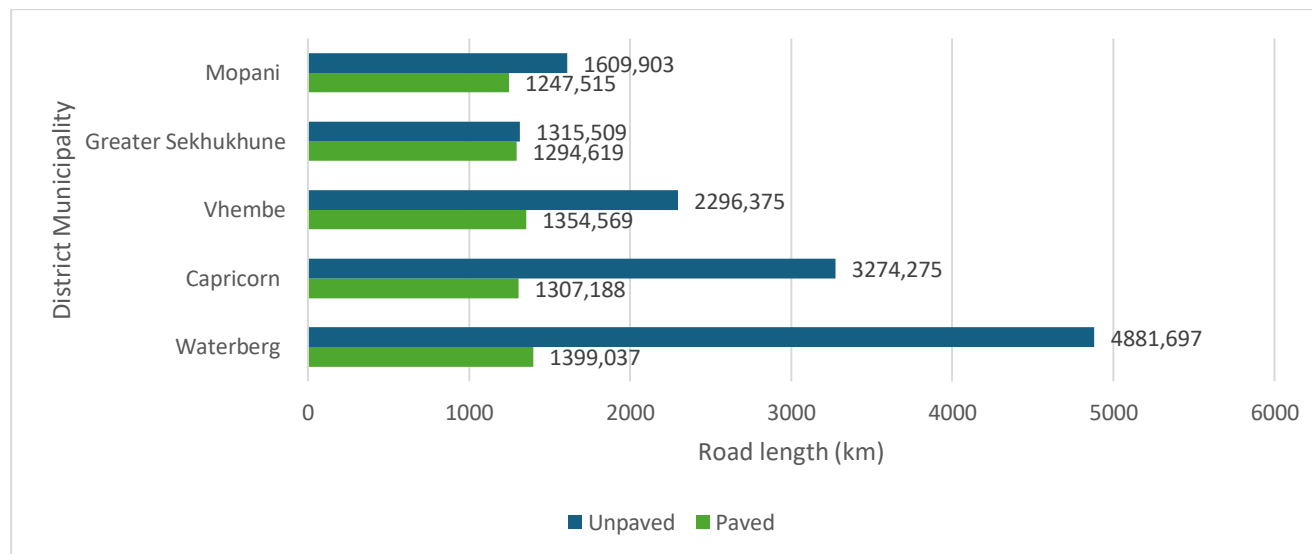


Figure 4-1: Road Network Length in the Districts (LPLTF, 2023)

Name of local municipality	Paved road network	Unpaved Road Network	Total road network per LM
Greater Tzaneen	256.49 KM	2834.87 KM	3091.36 KM
Ba-Phalaborwa	254.65 KM	243.85 KM	798.5 KM
Greater Letaba	587 KM	626 KM	1213 KM
Greater Giyani	314,6 KM	3200.08 KM	3510.36 KM
Maruleng	89.50 KM	1310.71 KM	1400.21 KM

Table 4-1: Road Network Length by Municipality (Mopani DM IDP 2025)

### 4.2.1 Road Conditions

According to the Limpopo Provincial Land Transport Framework Final Report 2023 (LPLTF 2023), pavement conditions were determined for SANRAL and RAL roads in the province. The following

categories were used as per the TMH 22 Road Asset Management Manual (2013) guides for conditional and functional indices (Table 4-2).

An assessment of SANRAL roads was conducted, which includes Roads R36, R37, R40, R71, R81, R529, R531 and R578.

The results indicate that the majority of roads are very good and in good condition. The R37 is the only road with 4.5% poor condition, however, 87% of the road is still considered to be in good condition (Table 4-3).

R81 from Polokwane to Giyani and Gasekgopo to Munnik has the highest percentage of good condition.

The results of the road assessment by RAL indicated that within Mopani DM, 7,77% of the paved roads were in very good condition, and the majority of the paved roads, which accounted for 37,13%, were in fair condition.

The assessment also indicated that 54% of the unpaved roads were regarded as fair, and around 28.93% were in poor condition (Table 4-4).

Condition category	Index range	Condition category description
Very good	85-100	The asset is still like new, and no problems are expected.
Good	70 -<85	The asset is still in a condition that only requires routine maintenance to retain its condition.
Fair	50 - <75	Some clear deterioration and would benefit from preventative maintenance, or require renewal of isolated areas.
Poor	30 - <50	The asset needs significant renewal or rehabilitation to improve its structural integrity.
Very poor	0-<30	The asset is in imminent danger of structural failure and requires substantial renewal or upgrading with less than 10% of the expected useful life (EUL) remaining.

Table 4-2: OCI and VCI condition categories

Road description	Very good	Good	Fair	Poor
R36 from the Mpumalanga-Limpopo boundary to N1 Bandelierkop	0%	62.6%	37.4%	0%
R37 from Polokwane to the Limpopo Mpumalanga boundary	0.6%	87.0%	7.8%	4.5%
R40 from the Mpumalanga-Limpopo boundary to R71 Phalaborwa	0.0%	66.7%	33.3%	0%
R71 from Polokwane to Phalaborwa	11.4%	65.9%	22.7%	0%
R81 from Polokwane to Giyani and Gasekgopo to Munnik	0%	100%	0%	0%
R529 from R71 to Giyani	55.1%	44.9%	0%	0%
R531 from R40 to Kruger National Park	25.0%	75.0%	0%	0%
R578 from Makhado to Giyani	0%	6.6%	93.4%	0%

Table 4-3: Road Conditions SANRAL (LPLTF, 2023)

DM municipality	(km)	Very good	Good	Fair	Poor	Very poor
Paved roads						
Mopani	1,234	7.77%	14.49%	37.13%	31.36%	9.25%
Limpopo	6,513	8.91%	23.02%	36.91%	22.27%	8.89%

Unpaved roads						
Mopani	1,568	2.54%	54.04%	7.62%	28.93%	6.88%
Limpopo	13,067	1.06%	47.79%	11.49%	34.88%	4.78%

Table 4-4: Paved and unpaved road conditions RAL (LPLTF, 2023)

### 4.3 Rail Network

According to the Limpopo Provincial Land Transport Framework Final Report 2023 (LPLTF 2023), the total length of the Limpopo Rail network is approximately 1,135 km, consisting of mainlines and branch lines. Within the MDM, the rail network consists of the mainline (coreline) Groenbult – Tzaneen – Hoedspruit (and Phalaborwa) – Kaapmuiden (Mpumalanga) line.

The line forms part of the northeastern system and is approximately 319 km long. The section of the line from Kaapmuiden to Phalaborwa is electrified at 3 kv and operated by CTC. The section from Tzaneen to Groenbult is diesel-operated. This line is a single track with crossing loops designed to carry 20t/axle loads and can accommodate 65 wagon trains. The framework states that while portions of the line experience congestion, the slot capacity is underutilised due to operational inefficiencies (Map 4-7).

### 4.4 Public Transport

Public transport in the Mopani District includes buses, taxis, bakkies, bicycles, private cars, trains, and limited aircraft use. In Greater

Tzaneen, there are 24 taxi facilities, but only two are formal. Ba-Phalaborwa has 11 taxi facilities, with just one being formal. Greater Letaba also has 11 facilities, of which four are formal, located in Modjadjiskloof, Ga-Kgapane, Sekgosese, and Mokwakwaila. Greater Giyani has 18 taxi facilities. Overall, more than 85% of all taxi facilities in the district are informal and lack proper infrastructure.

### 4.5 Non-motorised transport.

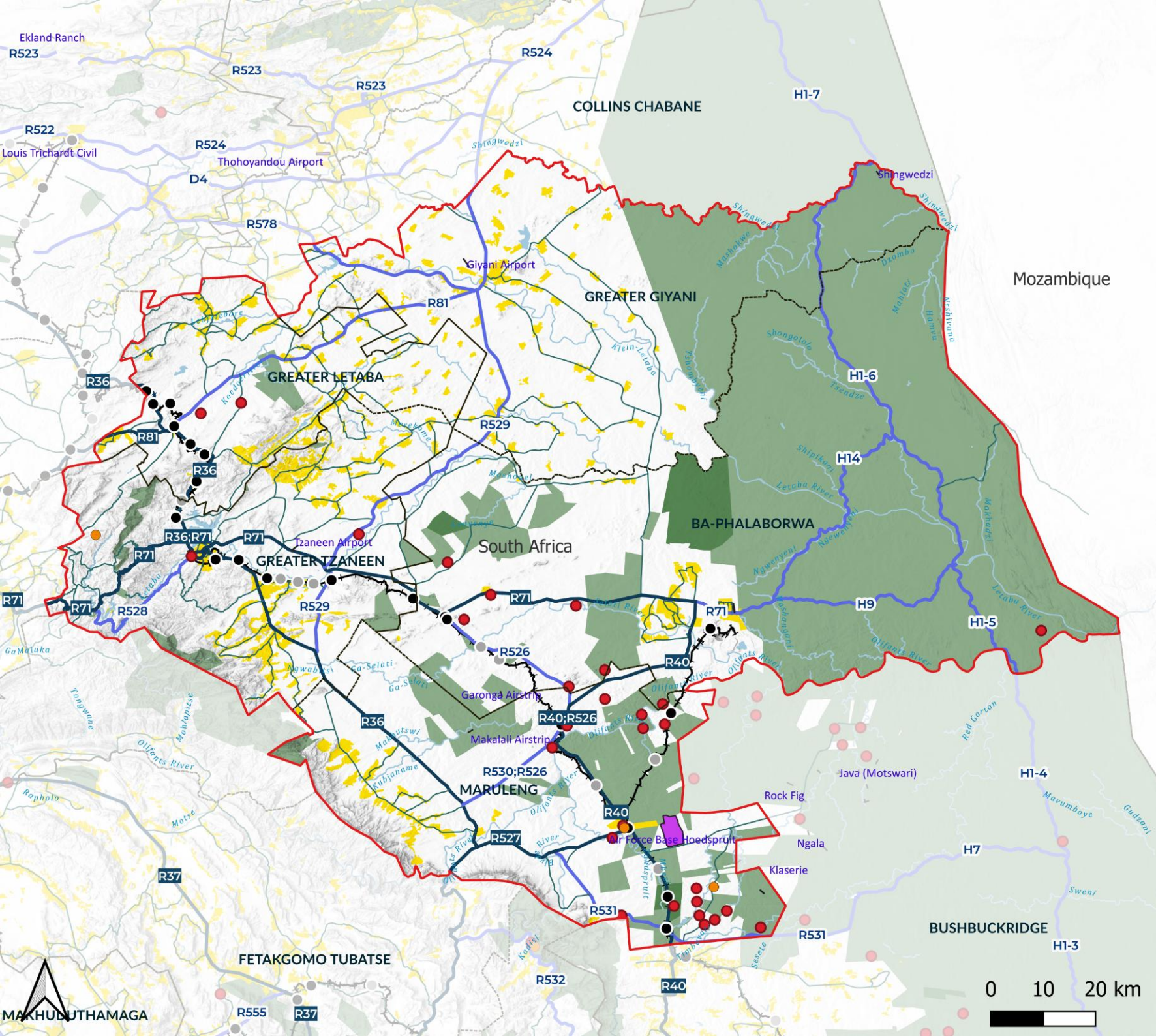
Public Transport in the district is concentrated along the main roads. Passengers often must walk from their homes to the main roads to access Public Transport. There is little to no provision of NMT infrastructure to complement this activity.

### 4.6 Airports and landing strips

- Tzaneen: Supports agricultural activities.
- Siyandani (Giyani): Government-owned landing strip that supports shopping, mining, and agriculture, but is poorly maintained and affected by roaming animals.
- The municipality, with district support, is working to obtain an international air license for Hoedspruit Airport.
- Airport and landing strips, originally military, now commercial, serve flights to Gauteng and Cape Town; used by the public and game-hunting tourists.
- In Greater Letaba, there is a landing strip that primarily supports agricultural produce such as ZZ2.
- Most landing strips are privately owned and not suitable for commercial use.



**ROADS AND TRANSPORT**



- Local Municipalities
- Mopani District Municipality
- Settlements
- Movement**
  - Provincial Roads
  - Regional Roads
  - Major Roads
  - Railways
  - Rivers
  - National Parks
  - Airport
  - Helipad
  - Railway halt
  - Railway station

Map 4-7: Roads and Transport

0 10 20 km



4.7 Biodiversity

Within the region of Mopani District in Limpopo Province, there are several diverse environmental landscapes ranging from pristine protected areas to regions where natural habitat has been completely lost. Each of the five local municipalities exhibits unique ecological characteristics and priorities of conservation (Map 4-8).

The Ba-phalaborwa area is made up of National Parks and Protected areas, forming a vital stronghold for biodiversity conservation. These areas are formally conserved and managed for their ecological value, contributing significantly to the protection of wildlife and natural habitats, particularly within or near the Kruger National Park.

Greater Giyani is notable for its high conservation importance, containing Critical Biodiversity Area 1 and Critical Biodiversity Area 2. These classifications indicate the presence of ecosystems and species that are threatened or irreplaceable. The area also includes Ecological Support Area 1, which plays a crucial role in supporting ecological processes, maintaining habitat connectivity, and buffering critical areas.

Maruleng hosts areas of Critical Biodiversity 2 and Ecological Support Area 1, making it an important contributor to regional biodiversity. While not as critical as Critical Biodiversity Area 1, these zones still require careful management to preserve their ecological value and support the health of surrounding landscapes.

Greater Letaba presents a more varied environmental picture. It includes sections of Critical Biodiversity Area 2 and Other Natural Areas, which still retain some natural features and ecological value. However, part of the area of Greater Letaba has been heavily altered, with no natural habitat remaining, indicating areas that have been transformed by agriculture, settlement, or infrastructure development.

Greater Tzaneen includes Ecological Support Areas 1 and 2, which are essential for sustaining broader ecological functions such as water regulation, species movement, and landscape resilience. Like Greater Letaba, some parts of this area also show no remaining Natural Habitat, highlighting the need for restoration or careful land-use planning.

In conclusion, the Mopani District hold both highly protected and ecologically sensitive

areas as well as significantly transformed landscapes. Effective conservation efforts, especially in municipalities like Greater Giyani and Maruleng, their essential to maintaining the region’s rich biodiversity and ecological health.

Table 4-: 5:Biodiversity Categories (Mopani Bioregional Plan)

Protected Areas
It is a defined geographical space that is recognised, dedicated, and managed through legal or other effective means to achieve the long-term conservation of nature, along with associated ecosystem services and cultural values.
Critical Biodiversity Area 1
It is a designation used in conservation planning, particularly in South Africa, to identify areas of highest priority for biodiversity conservation.
Critical Biodiversity Area 2
It is a conservation planning category used primarily in South African biodiversity frameworks. These areas are important for biodiversity conservation, though they are considered slightly less irreplaceable or threatened than CBA 1 areas.
Ecological Support Area 1

It is a land-use planning category used in South African conservation planning frameworks. These areas are not critical biodiversity areas themselves, but they support the ecological functioning of Critical Biodiversity Areas (CBAS) and the broader landscape.

#### Ecological Support Area 2

It is a category in conservation planning, especially within South Africa's biodiversity frameworks, that refers to moderately to highly modified areas which still retain some ecological function and can play a role in supporting broader ecosystem health and biodiversity.

#### No Natural Remains

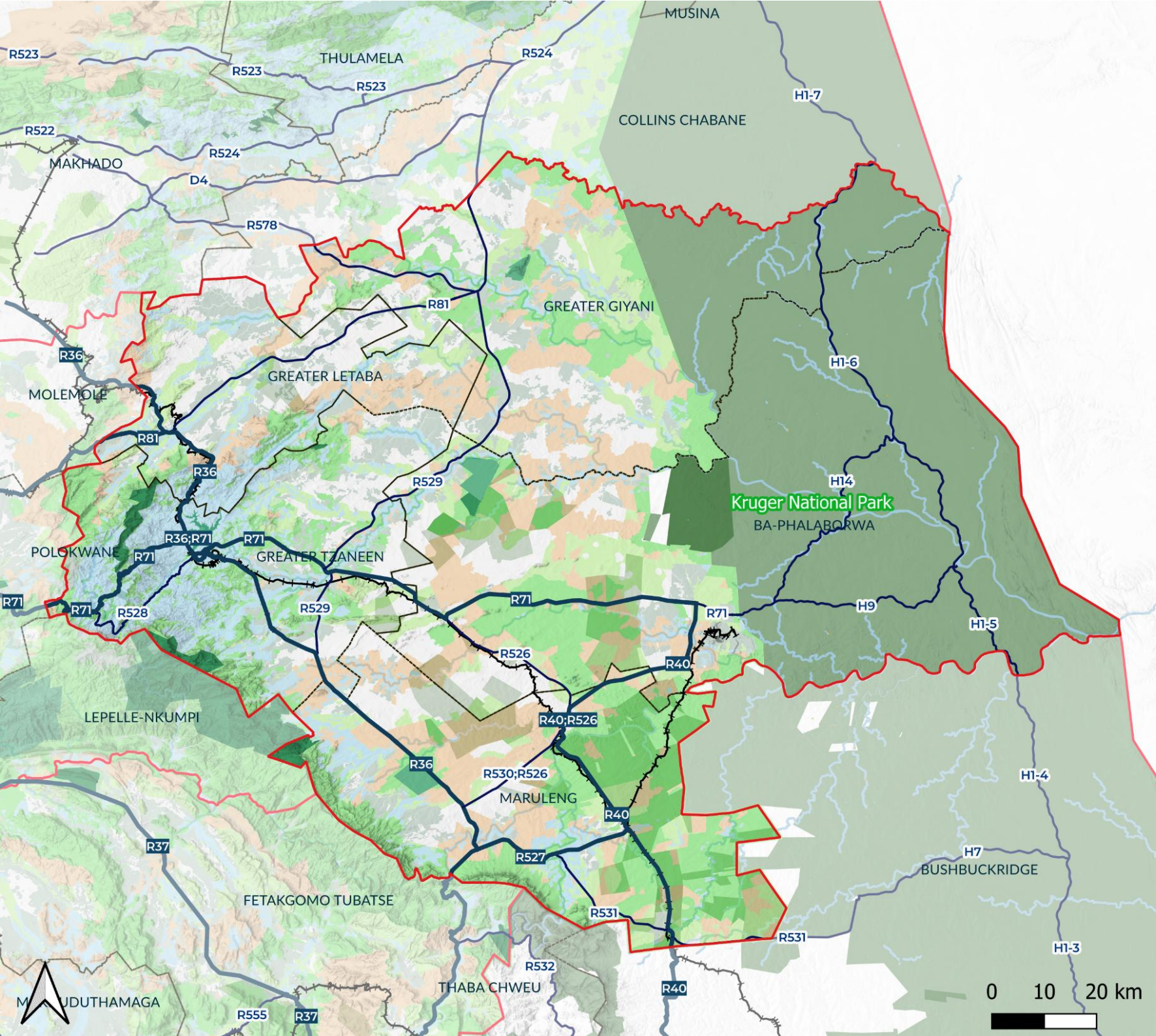
**"No Natural Remaining"** is a land-use category used in conservation and biodiversity planning, especially in South African biodiversity assessments, to identify areas where natural ecosystems have been entirely lost or irreversibly transformed.

#### Other Natural area

It is a land-use category used in biodiversity and spatial planning, especially in South African conservation frameworks, to describe areas that are still in a natural state but not currently prioritised for biodiversity conservation targets.



**BIODIVERSITY**



- District Municipalities
- Local Municipalities
- Movement**
- Regional Roads
- Major Roads
- Railways
- Rivers
- National Parks
- Limpopo Critical Biodiversity Areas**
- Protected Areas
- Critical Biodiversity Area 1
- Critical Biodiversity Area 2
- Ecological Support Area 1
- Ecological Support Area 2
- No Natural Remaining
- Other Natural Area

Map 4-8:  
Biodiversity



## 4.8 Kruger National Park

The Kruger National Park falls under these protected areas, and hence the Kruger National Park Management Plan is in line with and aimed at conserving and providing sustainable management of Kruger National Park. This is done in compliance with the National Environmental Management: Protected Areas Act (Act No. 57 of 2003). This act mandates that all Protected areas in South Africa have a management plan that is reviewed every decade.

The Kruger National Park Management Plan is a strategic framework aimed at conserving and providing sustainable management of Kruger National Park. This is done in compliance with the National Environmental Management: Protected Areas Act (Act No. 57 of 2003). This act mandates that all Protected areas in South Africa have a management plan that is reviewed every decade.

This strategic framework covers municipalities in both Limpopo and Mpumalanga provinces. When it comes to Limpopo, this strategic framework covers the Mopani Municipality, specifically the Maruleng Local Municipality, which hosts the Hoedspruit Area. A key area that

provides access to the park's western entrance. The Plan also covers the Thulamela Local Municipality, in the northern section of the park, including the Pafuri region near the Limpopo River.

In Mpumalanga province, the Kruger National Park Management Plan covers the Ehlanzeni District Municipality. Within this district, this plan covers the Bushbuckridge Local Municipality, which includes the southern parts of the park, such as Skukuza, the administrative headquarters of the Kruger National Park.

The primary focus and purpose of the Kruger National Park management plan is to ensure that there is a balance between conservation and ecological integrity with socio-economic development. This is done through a strategic and operational framework that ensures restoration of biodiversity, manages human-wildlife conflicts and integrates the park into the surrounding landscape and communities.

### Kruger to Canyons Biosphere Region

K2C is a designated biosphere reserve created by UNESCO, established in 2001. This K2C is in northeastern South Africa. The strategic location of K2C encompasses parts of Limpopo

and Mpumalanga Provinces and spans approximately 2.6 million hectares, including iconic sites such as the Kruger National Park and the Blyde River Canyon Nature Reserve.

K2C represents a key ecological significance, it is characterised by a diverse ecosystem including savannah, Afro-montane Forest, and grassland. Such diverse ecosystems include important plant endemism, particularly on mountaintops. The K2C region is also part of the Great Limpopo Transfrontier Conservation Area, linking South Africa, Mozambique, and Zimbabwe, covering approximately 3.5 million hectares.

Within this K2C region, there are approximately 1.5 million people residing within this biosphere. These communities are engaged in various land use practices such as agriculture, forestry, and mining. A main challenge within this region is the overutilisation of natural resources.

The balance between conservation and ecological integrity with socio-economic development has become a key part of K2C. There are key projects under K2C on expanding protected areas, enhancing environmental education, promoting sustainable agriculture, and addressing issues like water security and

invasive species management. These key projects are divided into zones to balance conservation, sustainable development, and coordination.

The first zone includes the core areas such as Kruger National Park and Blyde River Canyon. These are areas that are strictly protected for biodiversity and ecosystem conservation, with minimal human activity.

Surrounding Kruger National Park and Blyde River Canyon are buffer zones that have limited sustainable activities such as eco-tourism, research and environmental education that are permitted to support conservation efforts. The last zone is the transition zones, which include towns and rural communities such as Bushbuckridge and Hoedspruit. Bushbuckridge and Hoedspruit are key areas for sustainable development and livelihoods, such as agricultural development and community-based tourism. Agricultural development and community-based tourism are integrated with environmental stewardship.

## 4.9 Climate capability

Greater Letaba Municipality, including the Greater Tzaneen Municipality, has the highest

climate capability among the municipalities in the Mopani District. This is due to its high and reliable rainfall, fertile soil, and access to major water sources such as the Tzaneen and Ebenezer dams.

These factors support a strong and diversified agricultural sector, particularly in citrus, avocados, and macadamias, and are backed by well-developed irrigation and water infrastructure. The area also benefits from stronger institutional capacity and better integration of climate adaptation into local planning, although it faces some challenges related to infrastructure maintenance and occasional flooding.

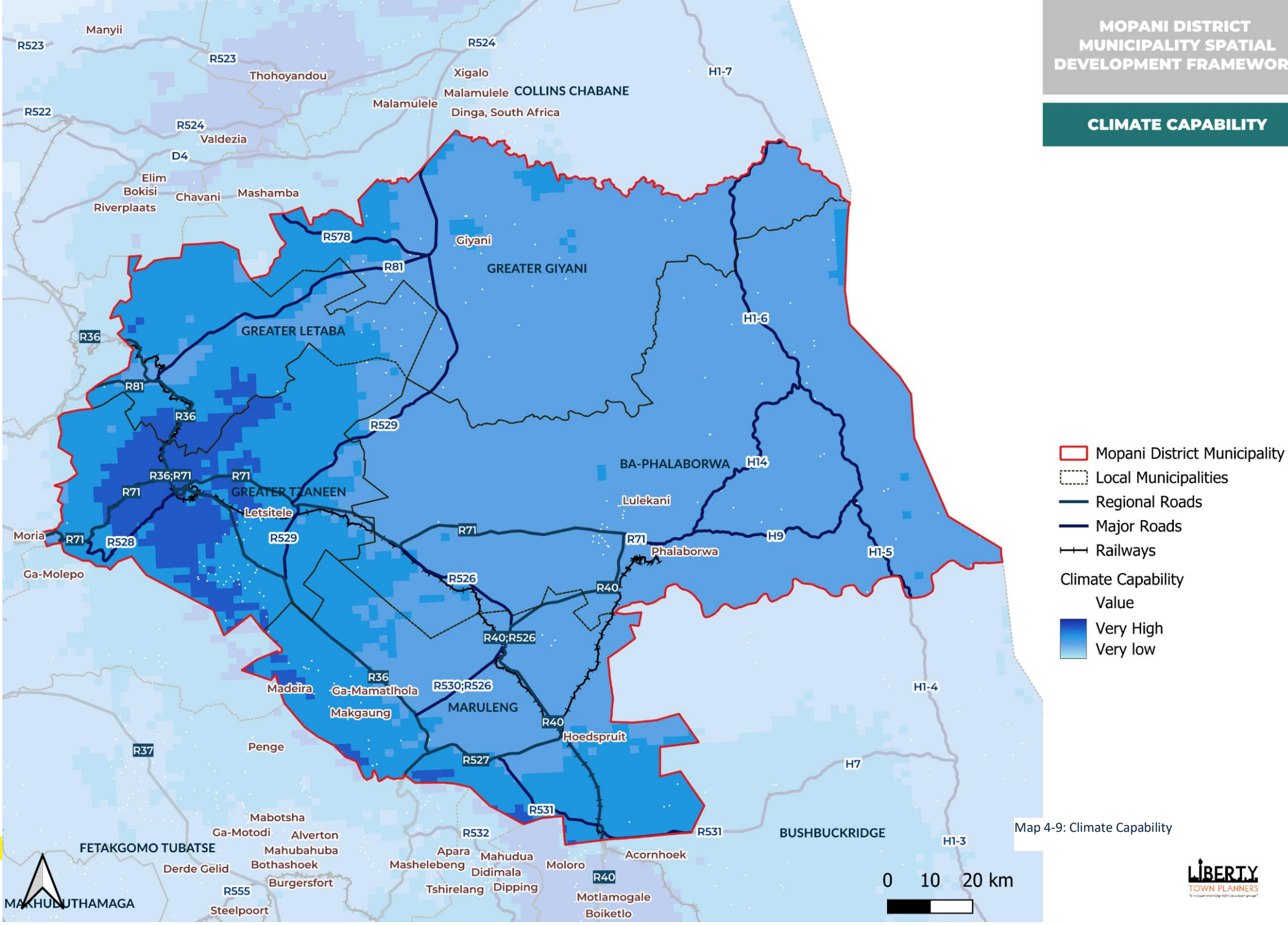
In contrast, Greater Giyani Municipality has a low to moderate climate capability. It receives less rainfall, which is often erratic, and it frequently experiences droughts. The municipality relies heavily on the Nsami and Middle Letaba dams, which often operate below capacity. Agricultural activity is mostly subsistence-based and highly vulnerable to climate variability. Limited water infrastructure, socio-economic vulnerability, and inadequate service delivery further weaken the area's climate resilience, despite some recent investments in water treatment works.

Ba-Phalaborwa Municipality has the lowest climate capability in the district. It is in one of the driest parts of Mopani, lacks perennial rivers, and has no major local reservoirs. The municipality is entirely dependent on external water sources, particularly from the Letaba River system via pipelines. Agricultural activity is limited due to water scarcity, and the local economy, while supported by mining, remains exposed to water-related risks. The lack of infrastructure for water storage and treatment makes Ba-Phalaborwa especially vulnerable to climate stress.

Maruleng Municipality has a moderate climate. It benefits from moderate rainfall and access to the Olifants River and local dams, which provide some support for irrigation and farming. The area has potential for both crop and livestock production. However, like other parts of the district, it faces infrastructure and distribution challenges, particularly during drought periods. While not as vulnerable as Greater Giyani or Ba-Phalaborwa, Maruleng still requires improved water governance and investment to strengthen its resilience.



**CLIMATE CAPABILITY**



#### 4.10 Land capability

The land capability of the districts in Limpopo Province, namely Greater Giyani Municipality, Greater Letaba Municipality, Ba-phalaborwa Municipality, Maruleng Municipality and Greater Tzaneen Municipality, varies significantly based on factors such as soil fertility, climate, terrain, and infrastructure.

Greater Giyani Municipality is characterised by a mix of arable land and forested areas, with fertile soil in some regions. The area has a tropical climate with high rainfall, supporting crops such as maize, beans and vegetables, as well as some fruit crops. However, its agricultural potential is limited by soil erosion and hilly terrain, particularly in the more rural areas. Farming here is small-scale and focused on subsistence agriculture, with poor infrastructure being a challenge.

Greater Letaba Municipality offers more fertile soil, especially in the valleys and along river floodplains. The region is suitable for a variety of crops, including maize, sugarcane, vegetables, and citrus, as well as some fruit farming. It has better infrastructure and irrigation systems compared to Greater Giyani, supporting both crop farming and livestock production. The

fertile soil and flat terrain allow for more intensive and large-scale farming in certain areas.

Ba-phalaborwa Municipality, by contrast, is more arid and less suitable for large-scale crop farming due to its sandy, dry soils. While agriculture does exist, it is not as prominent as in other districts, and irrigation is often necessary. The area is known for its mining activities, especially copper and phosphate, which dominate the local economy and influence land use. The presence of Kruger National Park also attracts tourism, adding another economic layer to the region.

Maruleng Municipality features a mix of fertile land and hill terrain, making it suitable for both crop and livestock farming, although the hilly areas are less ideal for large-scale agriculture. The region enjoys a subtropical climate, which supports crops like maize, tobacco, and citrus. While it has agricultural potential, soil erosion in the higher terrain poses a challenge. The area is also seen as an emerging hub for eco-tourism, in addition to farming.

Greater Tzaneen Municipality is the most agriculturally capable of all the districts. Its fertile soils, favourable climate, and advanced

irrigation infrastructure make it an ideal location for large-scale commercial farming, particularly in citrus production. It is known for producing a variety of fruits, including mangos, avocados, and bananas, making it one of the most productive agricultural regions in Limpopo. The area also benefits from robust infrastructure that supports both farming and export activities.







#### 4.11 Soil Capability

Approximately 70% of the land in Greater Giyani Municipality falls within the low to moderate land capability classes, indicating suitability for agriculture with proper management. The soil is deep, well-drained Oxisols with clay content usually less than 30%. These soils are suitable for various crops, including maize, vegetables, and fruits. Irrigation is commonly practised, utilising water from the Greater Letaba River, its tributaries, or groundwater sources.

Soil types in Greater Letaba Municipality vary across its landscape. In the northern and north-western parts of the municipality, land is characterised by marginal potential for arable and non-arable farming, as well as low to moderate grazing suitability. Conversely, the Groot Letaba sub-catchment is recognised as a highly productive agricultural area, supporting mixed farming practices, including cattle ranching, game farming, dryland crop production, and irrigated cropping.

Greater Tzaneen is renowned for its fertile soils and favourable climatic conditions, making it a significant hub for subtropical agriculture in South Africa. Soils are deep, well-drained, and fertile, with a mix of alluvial, sandy, and clay

soils. These soil types are conducive to high-value crops such as mangoes, avocados, citrus, macadamias, and bananas. The municipality's arable land is concentrated around Tzaneen town and along the Groot Letaba River, where soils exhibit the highest agricultural potential.

The Maruleng Municipality in Limpopo Province, South Africa, presents a diverse range of soil capabilities that influence its agricultural potential. The municipality's soil is primarily sandy loams, characterised by low clay content and high sand content, which can lead to excessive drainage and low nutrient retention.

The Ba-Phalaborwa in Limpopo Province, South Africa, encompasses a diverse range of soils that influence its agricultural potential. The municipality's soil is sandy loam, characterised by low clay content and high sand content, which can lead to excessive drainage and low nutrient retention (Map 4-11).

#### 4.12 Terrain capability

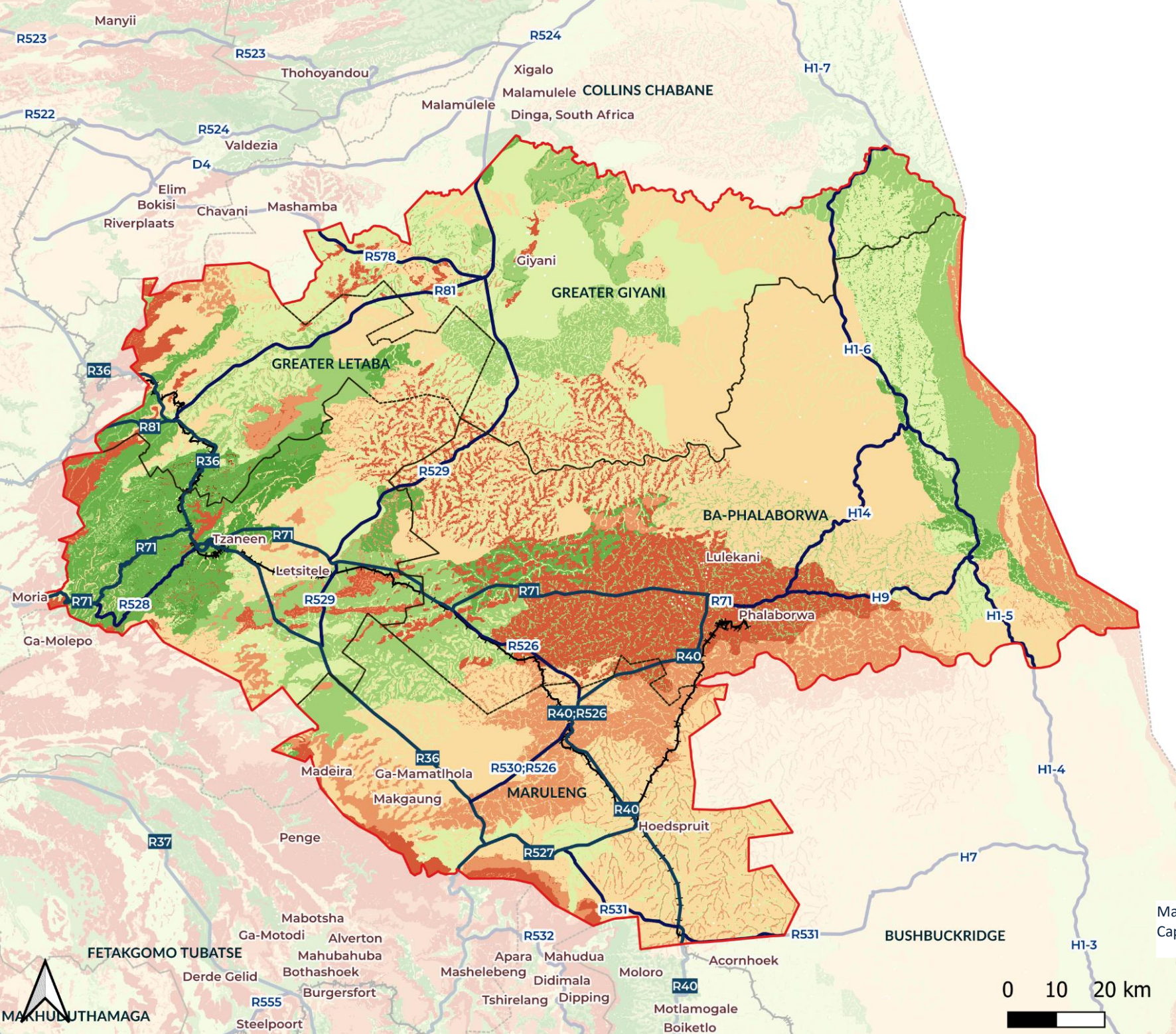
The Mopani region displays a diverse landscape, with each area offering distinct geographical and agricultural characteristics. Tzaneen stands out for its complex, hilly terrain that, despite the challenges, supports productivity thanks to

effective soil and water management. In Maruleng Municipality, the terrain varies, with flatlands well-suited for agriculture and the hilly areas better utilised for grazing and conservation purposes. Ba-Phalaborwa Municipality is characterised by its mostly flat topography, and holds potential for development, though its poor soil and arid conditions pose significant limitations (Map 4-12).

Greater Letaba Municipality features gently rolling landscapes and fertile valleys, making it ideal for both farming and infrastructure development. Meanwhile, Greater Giyani Municipality has undulating terrain with areas prone to erosion, where agricultural use is limited due to slopes and inadequate drainage.

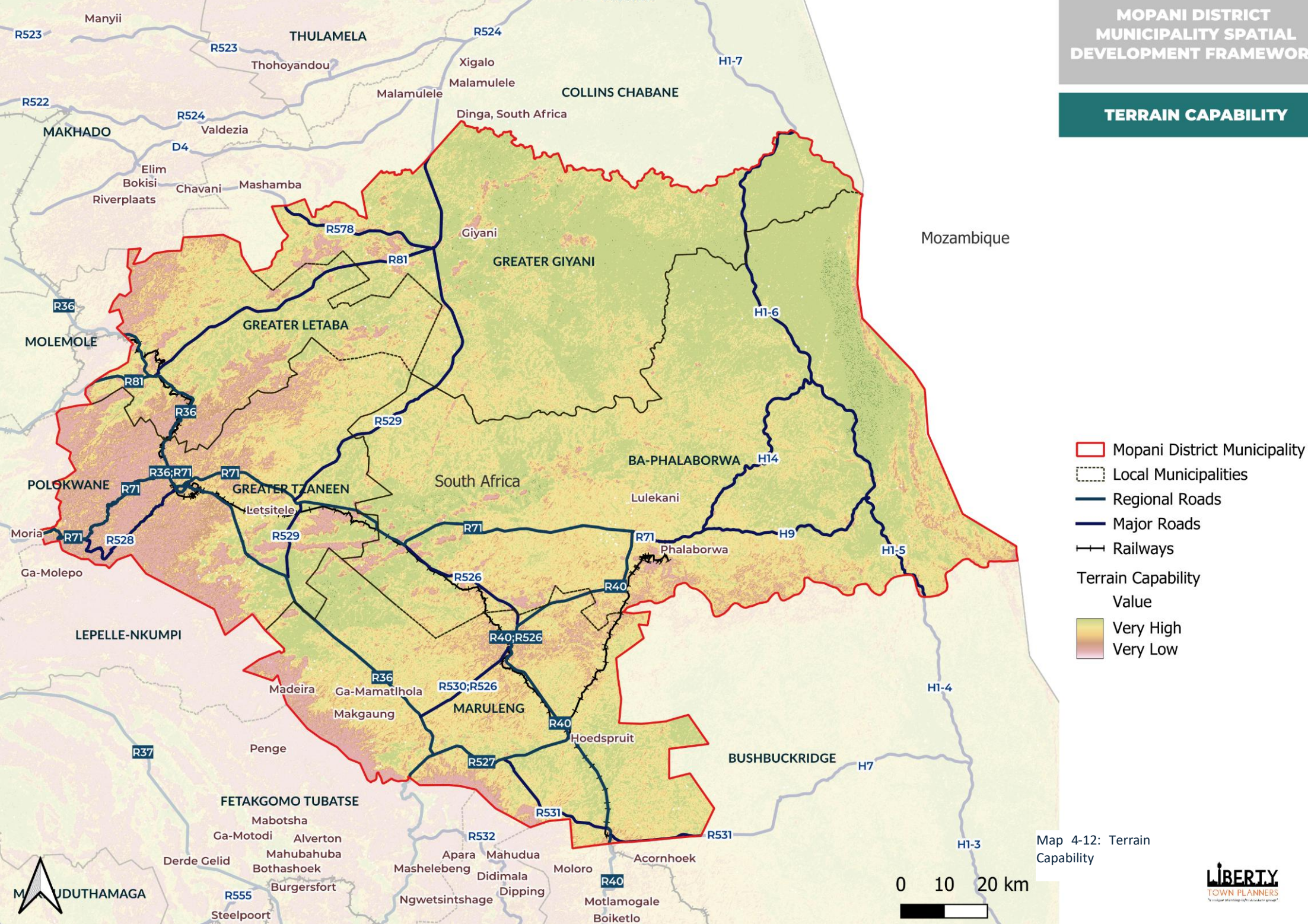


**SOIL CAPABILITY**





**TERRAIN CAPABILITY**





### 4.13 Soil Patterns

The Mopani District displays a diverse range of soil characteristics, which significantly influence land use potential across its local municipalities (Map 4-13).

Greater Giyani is marked by soils with strong texture contrasts and well-structured profiles that are rich in clay. It also contains red and yellow soils that are well-drained but tend to be either massive or weakly structured, which may limit their suitability for intensive agriculture without careful management.

Ba-Phalaborwa is characterised by sandy soils with little to no profile development. These soils exhibit limited pedological maturity and low natural fertility, making them unsuitable for agriculture unless supplemented by significant management interventions or irrigation.

Maruleng also has soils with limited development, but includes areas with red and yellow, well-drained soils that are either massive or weakly structured. These soils may support some agricultural activities, particularly certain crops or grazing, depending on localised conditions.

In Greater Tzaneen, the terrain includes rocky

areas as well as well-structured soils with high clay content. The presence of a plinthic horizon, an indicator of seasonal water saturation, suggests some limitations for root development and drainage. The soils in this region also exhibit strong texture contrasts, reflecting substantial variation between soil layers. With appropriate management, this area holds good potential for agricultural development.

Greater Letaba features a mix of red and yellow, well-drained soils with massive to weak structures. While the region has some rocky areas and limited soil development, its conditions offer moderate potential for farming and other land uses, though careful soil and land management are required to maximise productivity.

### 4.14 Geology

#### 4.14.1 Minerals

According to the MDM District Development Model, since 1996, mining has been the main industry in Mopani, particularly in Phalaborwa. Other key mineral areas include the Murchison Greenstone Belt (Gravellotte to Leeuwkop in Kruger National Park), the Giyani Greenbelt (southwest of Giyani), and the Rooiwater

Complex's northern flank. Small-scale gold mining projects also exist in Giyani and Murchison. The Phalaborwa Mineral complex, known for copper and phosphate, and the mineral-rich Murchison Range from Gravellotte to Nkowakowa/Tzaneen, hold significant potential.

### 4.15 Land Cover

The land cover across the municipalities of Mopani District Municipality reflects a mix of natural vegetation, cultivated land, urban development, and areas affected by degradation. These patterns are indicative of varying degrees of land use intensity, economic activity and environmental pressures (Map 4-14).

In Greater Giyani, the landscape is predominantly covered by forest and woodland. Significant portions are also used for temporary cultivation, primarily semi-commercial or subsistence dryland farming. Urban and built-up areas are present and often coincide with degraded forest and woodland. Additionally, there are smaller sections of land dedicated to permanent commercial dryland cultivation.

Ba-Phalaborwa is similarly characterised by

extensive forest and woodland areas. Much of the urban and residential development is located within regions of degraded natural vegetation. The municipality also includes significant mining activity, with land cover in and around mines consisting of rock outcrops and areas used for semi-commercial or subsistence dryland cultivation.

In Maruleng, large sections of the municipality are dominated by degraded forest and woodland, as well as degraded thicket and bushland. However, in the southern region, there are areas utilised for temporary commercial irrigation, reflecting localised agricultural activity.

The Greater Tzaneen municipality exhibits a diverse and intensive agricultural land use pattern. It contains cultivated areas designated for permanent commercial irrigation, alongside temporary semi-commercial or subsistence dryland farming and temporary commercial irrigation. Urban residential zones are also present, and the cultivated areas are largely surrounded by thickets and bushland, providing a buffer of natural vegetation.

Lastly, Greater Letaba is characterised by a combination of degraded forest and cultivated

land. Agricultural practices include both temporary commercial dryland and semi-commercial or subsistence dryland farming. The Greater Letaba also contains significant coverage of thicket and bushland, along with established forest plantations, indicating both natural and managed vegetation cover.

#### **4.16 Agriculture**

Agriculture and forestry are dependent on natural and ecological resources, and as a result, agriculture and forestry should be aligned with the principles of sustainable development to ensure that agricultural and forestry-related activities do not adversely impact the natural environment (Map 4-15).

According to the Department of Rural Development and Land Reform Agrihub Toolkit, several forestry plantations in the Mopani District around Tzaneen and Greater Letaba Local Municipality consist primarily of exotic plant species such as pines, eucalyptus, and mahoganies. The foothill zones of the mountainous ranges contain tea estates. The Tzaneen and Letsitele regions of the Letaba catchment areas support the cultivation of citrus fruits, mangoes, and bananas. The Klein Letaba, Molototsi, and Nsama river catchments

are largely inhabited by rural populations engaged in cattle, goat rearing, and subsistence farming. Mopani District Municipality is a major producer of tomatoes in Limpopo and South Africa, specifically in an area known as Mooketsie, which falls under Letaba Local Municipality.

Mopani District Municipality is one of Limpopo's richest agricultural areas. Agriculture is one of the prevailing economic activities in terms of employment and land use in the region. Abundant orchards of subtropical fruit and nuts form the basis of a thriving agri-industrial sector. Large-scale commercial agriculture exists mainly in citrus, mangoes and vegetables for the export market. In rural settlements, agriculture remains largely at the subsistence or small-scale food production level. Agriculture and forestry also play an important role in economic growth in Mopani District Municipality. There are pockets of land in the district with soil conducive to agricultural production.

##### **4.16.1 Agri-hub**

This initiative is a local economic development plan aimed at transforming rural economies through a networked system of agro-production, processing, logistics, marketing, training and

extensive services (Map 4-16).

### **Farmer Production Support Unit**

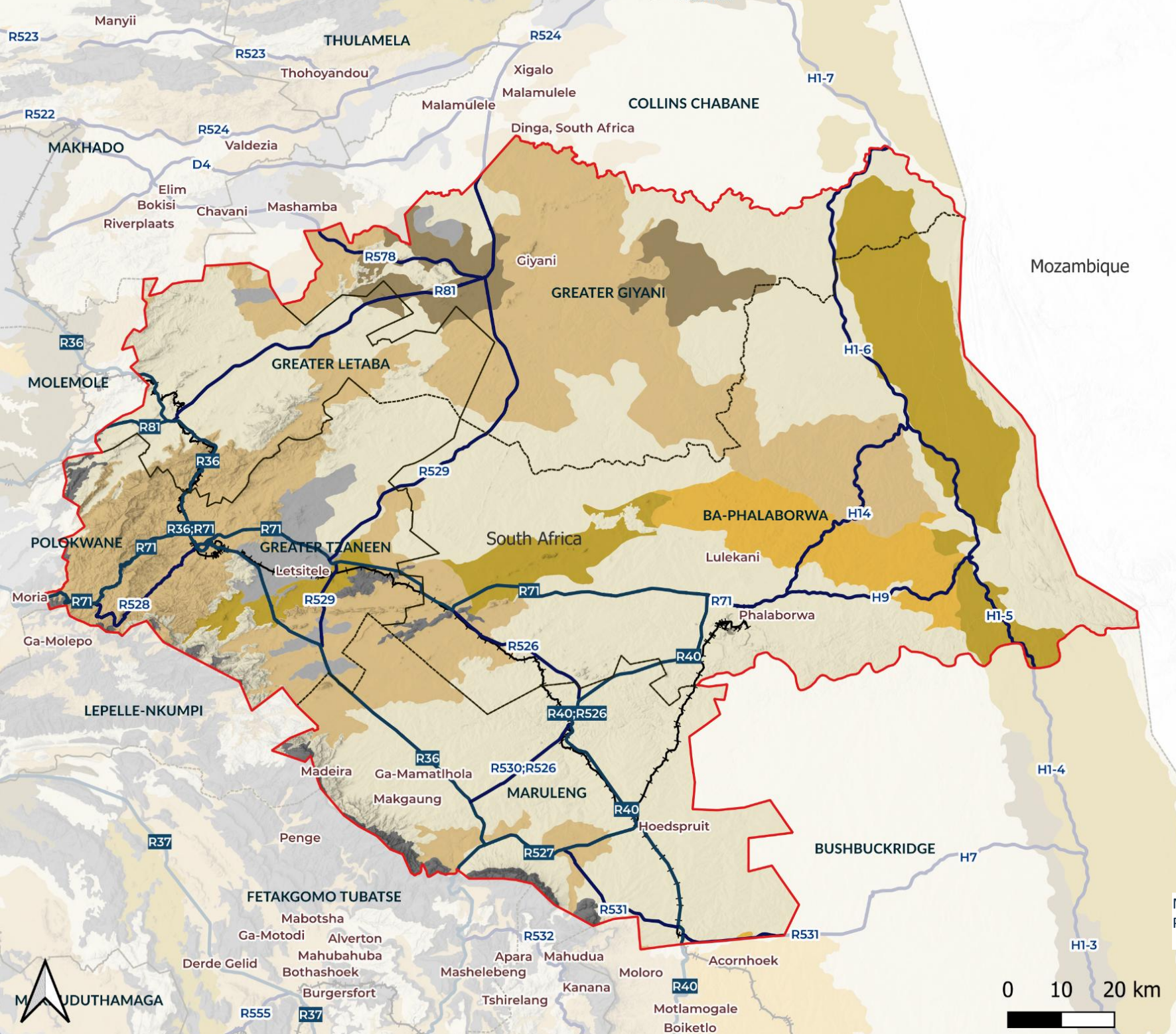
The Farmer Production Support Unit (FPSU) strategy serves as a localised support centre designed to assist farmers in enhancing their productivity, accessing essential agricultural services, and integrating more effectively into agricultural value chains. This approach primarily aims to strengthen smallholder and emerging farmers by offering a comprehensive set of support functions, including:

- Input supply management
- Technical extension services
- Mechanisation support
- Post-harvest handling and storage solutions
- Market access and aggregation
- Financial linkages and recordkeeping
- Data management and monitoring
- Governance and Farmer Engagement
- Sustainability and climate resilience
- Strategic partnerships and integration into broader agricultural networks



**SOIL PATTERNS**

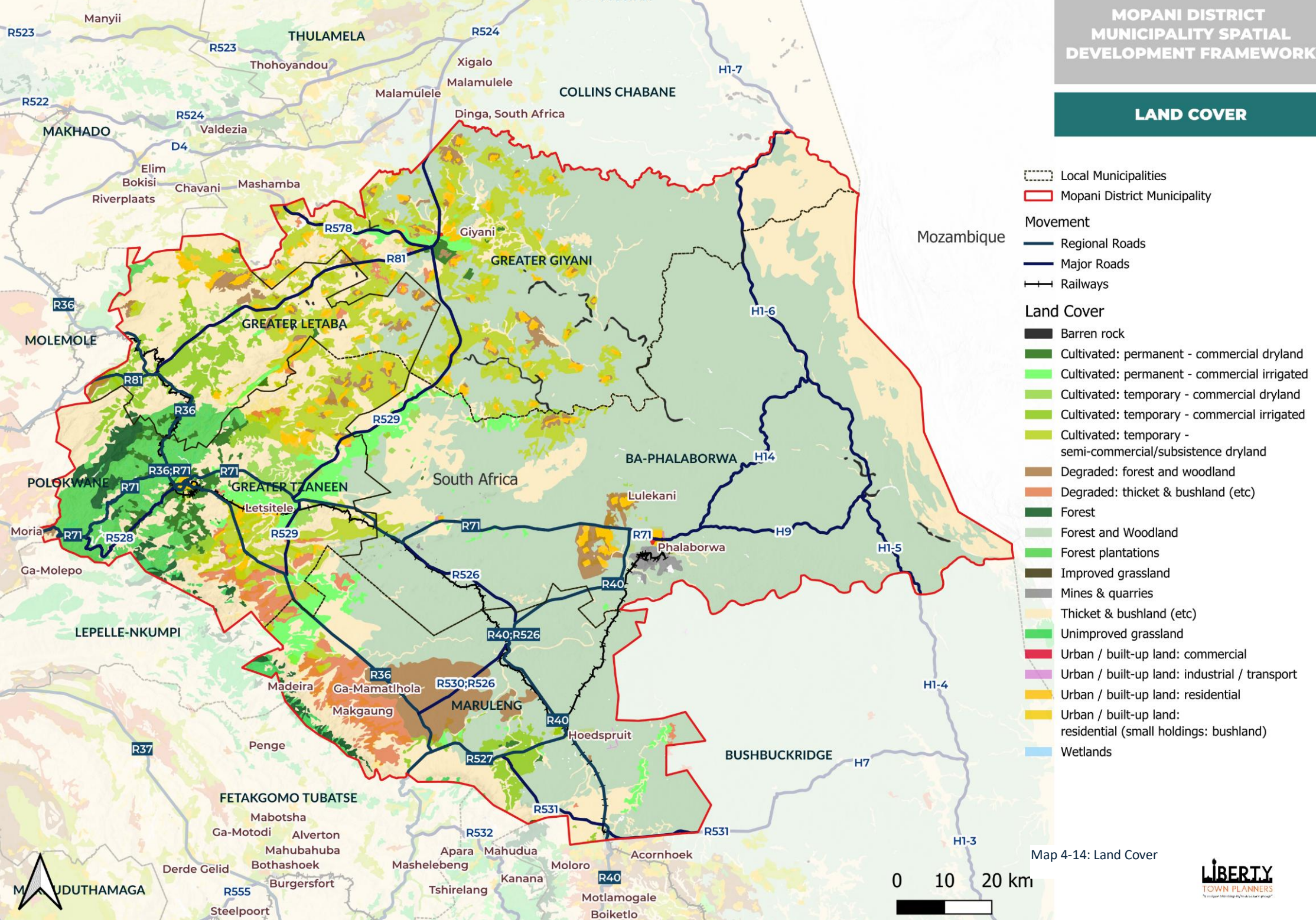
- Mopani District Municipality
- Local Municipalities
- Regional Roads
- Major Roads
- Railways
- Soil Patterns**
- RED-YELLOW WELL DRAINED, MASSIVE OR WEAKLY STRUCTURED SOILS
- ROCKY AREAS
- SANDY SOILS WITH LITTLE OR NO PROFILE DEVELOPMENT
- SOILS WITH A PLINTHIC HORIZON
- SOILS WITH A STRONG TEXTURE CONTRAST
- SOILS WITH LIMITED PEDOLOGICAL DEVELOPMENT
- WELL STRUCTURED SOILS GENERALLY WITH A HIGH CLAY CONTENT



Map 4-13: Soil Patterns



**LAND COVER**



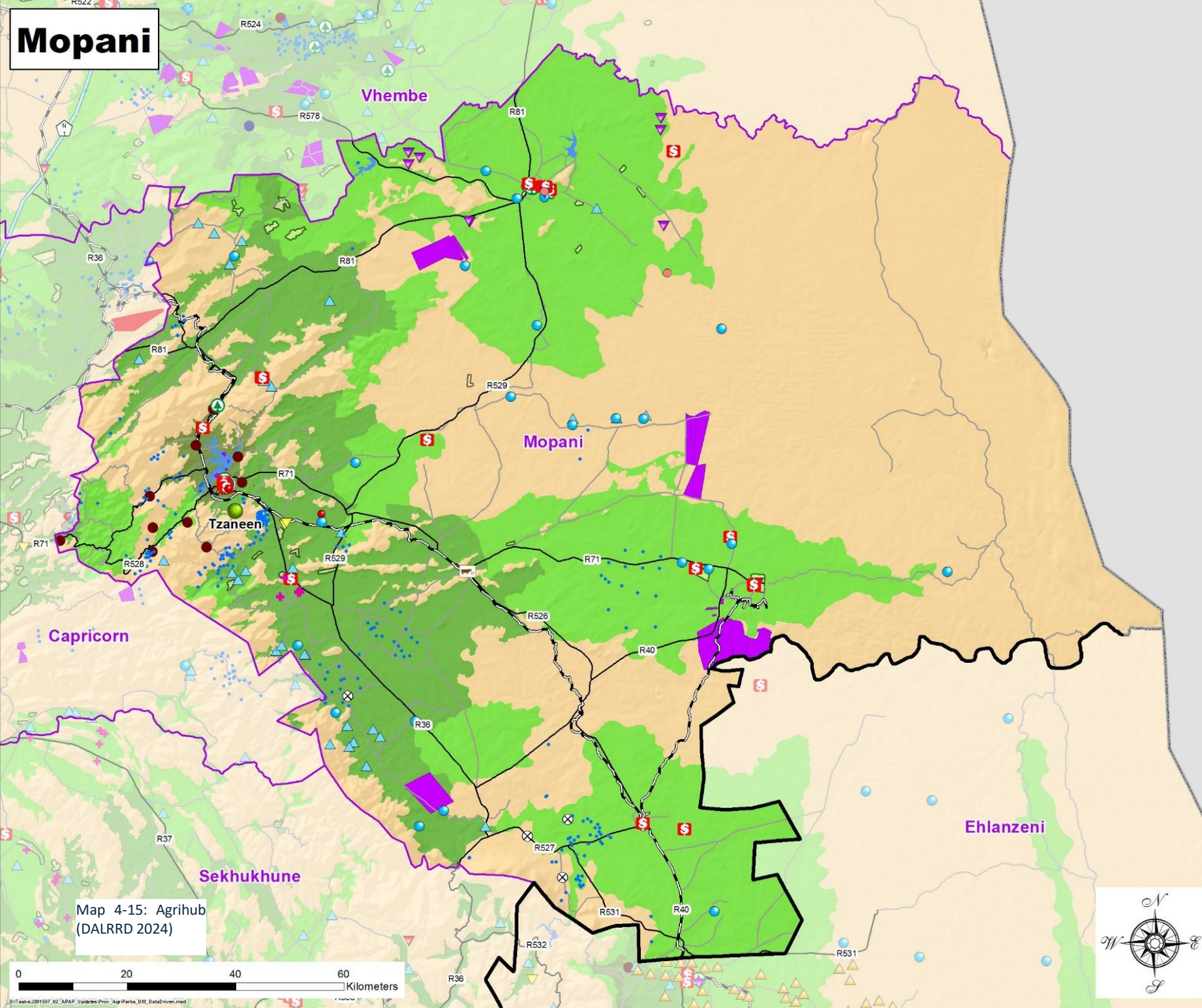


# Mopani



**rural development  
& land reform**  
Department:  
Rural Development and Land Reform  
REPUBLIC OF SOUTH AFRICA

- Agri-Hubs
- SIP11 Anchor Projects
- Special Projects
- Social Relief
- RID Projects
- Restitution Claims
- Ilima / Letsema
- CASP
- Shoprite / Checkers Stores
- Pick 'n Pay Stores
- Spar Stores
- Abattoirs
- SAGIS Processors
- Cooperatives
- Feedlots
- Smallholder Irrigation Schemes
- Sawmills
- Millers
- Silos
- Special Economic Zones
- District Municipalities
- International Boundaries
- Provincial Boundaries
- Railways
- National Roads
- Main Roads
- Secondary Roads
- Towns
- AVMP Farms
- Vacant State Land
- Land Capability (Summary)**
  - High potential arable land
  - Moderate potential arable land
  - Marginal potential arable land
  - Non-arable
  - Water

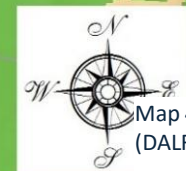
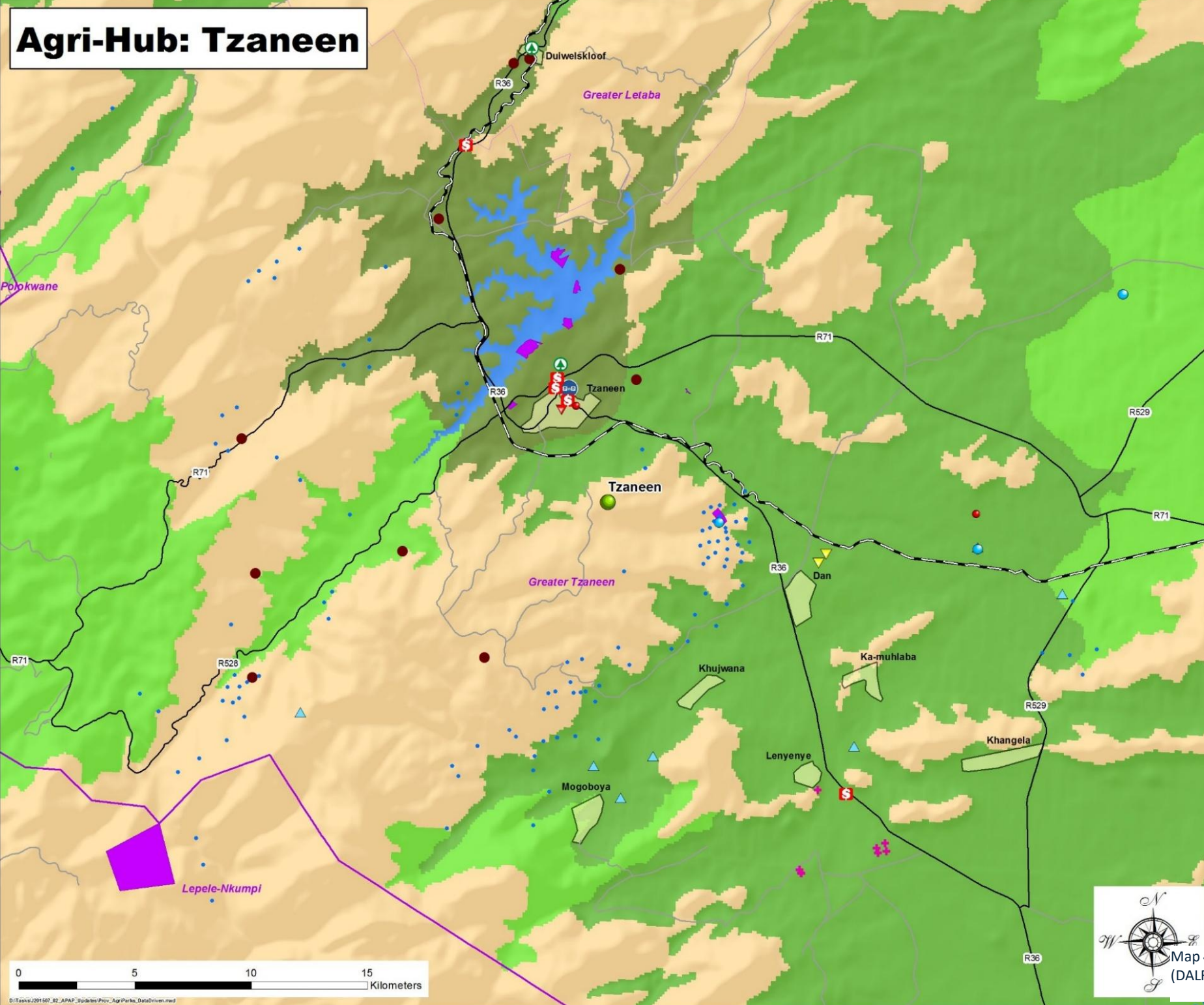


Map 4-15: Agrihub  
(DALRRD 2024)



# Agri-Hub: Tzaneen

-  Agri-Hub
-  Special Projects (2)
-  Social Relief (8)
-  Restitution Claims (123)
-  CASP (4)
-  Shoprite / Checkers Stores (7)
-  Pick 'n Pay Stores (1)
-  Spar Stores (3)
-  Abattoirs (1)
-  SAGIS Processors (2)
-  Smallholder Irrigation Schemes (7)
-  Sawmills (11)
-  Millers (1)
-  Silos (1)
-  District Municipalities
-  Local Municipalities
-  Railways
-  Main Roads
-  Secondary Roads
-  Towns
-  Vacant Stateland
- Land Capability (Summary)**
  -  High potential arable land
  -  Moderate potential arable land
  -  Marginal potential arable land
  -  Non-arable
  -  Water



Map 4-16: Tzaneen Agri-hub  
(DALRRD, 2024)

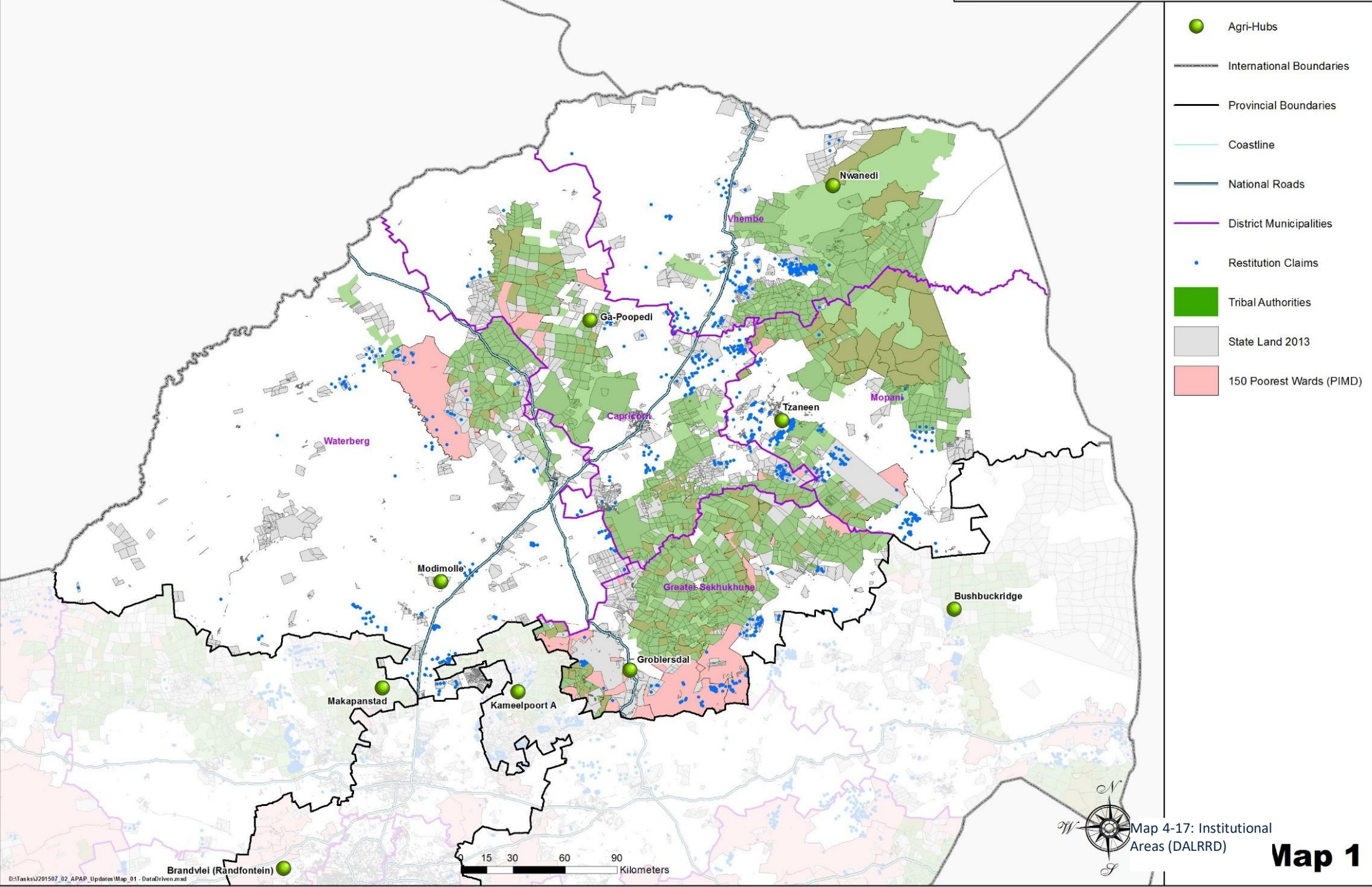
#### 4.17 Traditional Areas

Mopani District Municipality has various traditional areas under traditional authorities. These are not limited to the following.

- Greater Tzaneen
  - Modjadji Traditional Authority
  - Bahlabine Traditional Authority
  - Bakgakga Traditional Authority
  - Valoyi Traditional Authority
  - Nkuna Traditional Authority
  - Nyavana Traditional Authority
  - Mmamabolo Traditional Authority
  - Bahanawa-Ba-Kiwi Traditional Authority
- Greater Letaba
  - Sekgosese Traditional Authority
  - Mamaila Traditional Authority
  - Sekgopo Traditional Authority
  - Pheeha Traditional Authority
  - Phooko Traditional Authority
  - Raphahlelo Traditional Authority
  - Balobedu Traditional Authority of Mamaila, Modjadji, Rakwadu
- Greater Giyani
  - Mabunda Traditional Authority
  - Homu Traditional Authority
  - Mahumani(Nkomo) Traditional Authority
- Authority
  - Nkuri Traditional Authority
  - Hlaneki Traditional Authority
  - Ndengeza Traditional Authority
  - Shiviti Traditional Authority
  - Khomanani Traditional Authority
  - Msengi Traditional Authority
  - Dzumeri Traditional Authority
  - Makhuva Traditional Authority
  - Mabunda Traditional Authority
- Ba-Phalaborwa
  - Ba-Phalaborwa Traditional Authority
  - Maseke Traditional Authority
  - Selwane Traditional Authority
  - Majeje Traditional Authority
  - 215
  - Selwane Traditional Authority
- Maruleng
  - Banareng Ba Sekororo Traditional Authority
  - Mamietja Traditional Authority
  - Banareng-Ba-Letsoalo Traditional Authority



# Institutional Areas: Limpopo



4.18 Facilities

4.18.1 Health Facilities

The district has many small, dispersed villages, which makes it challenging to provide health facilities to every settlement. Hospitals serve beyond local municipalities, including international refugees, so estimating the number of persons per hospital isn't accurate.

Accessibility issues such as distance, road conditions, and inadequate medication supplies are significant concerns. Poor infrastructure violates privacy rights, prompting those with the means to seek services in places like Polokwane, while the underprivileged face these challenges (Map 4-18).

4.18.2 Educational Facilities

According to the Department of Education Database, there are 712 education facilities in the District, of which the majority are situated in GTM and GLM. Most of the schools are public schools and primary schools. There are only a few combined schools and independent schools (Map 4-20).

4.18.3 Multipurpose Centres

In the district, ten Thusong centres—formerly known as MPCCS—have been established. Four of these centres are located in the Greater Tzaneen region, with one each in Ba-Phalaborwa, Greater Giyani, Greater Tzaneen, and Maruleng (Metz). While other centres continue to encounter various challenges, both the Greater Tzaneen and Maruleng Thusong centres are functioning efficiently. A significant responsibility for the district, local governments, and sector departments is to ensure that all MPCCS are operational and serve as effective channels for government-community interaction. Local governments and government organisations must delineate their roles in the management and utilisation of these centres to benefit the community.

4.18.4 Police Stations

There are police stations in each municipality to serve the local communities. The MDM IDP 2025 indicates the district is characterised by a high number of crimes. The South African Police Service (SAPS) is responsible for maintaining public security and safety in the area. While municipalities are legally mandated to provide security and safety services (municipal policing), the municipalities within the district cannot currently fulfil this requirement. All local municipalities have established Community Policing Forums (CPFS), which work in collaboration with the police to reduce crime (Map 4-19).

Area	Primary School	Secondary School	Combined School	Total
Greater Tzaneen	132	65	6	203
Greater Letaba	129	83	3	215
Ba-Phalaborwa	44	15	6	65
Greater Giyani	98	61	6	165
Maruleng	38	24	2	64
			Total	712

Table 4-6: Educational Facilities (Department of Education, 2025)

Area	Public	Independent
Greater Tzaneen	186	20
Greater Letaba	207	8
Ba-Phalaborwa	56	9
Greater Giyani	152	13
Maruleng	59	5

Table 4-7: Educational facility ownership type (Department of Education, 2025)

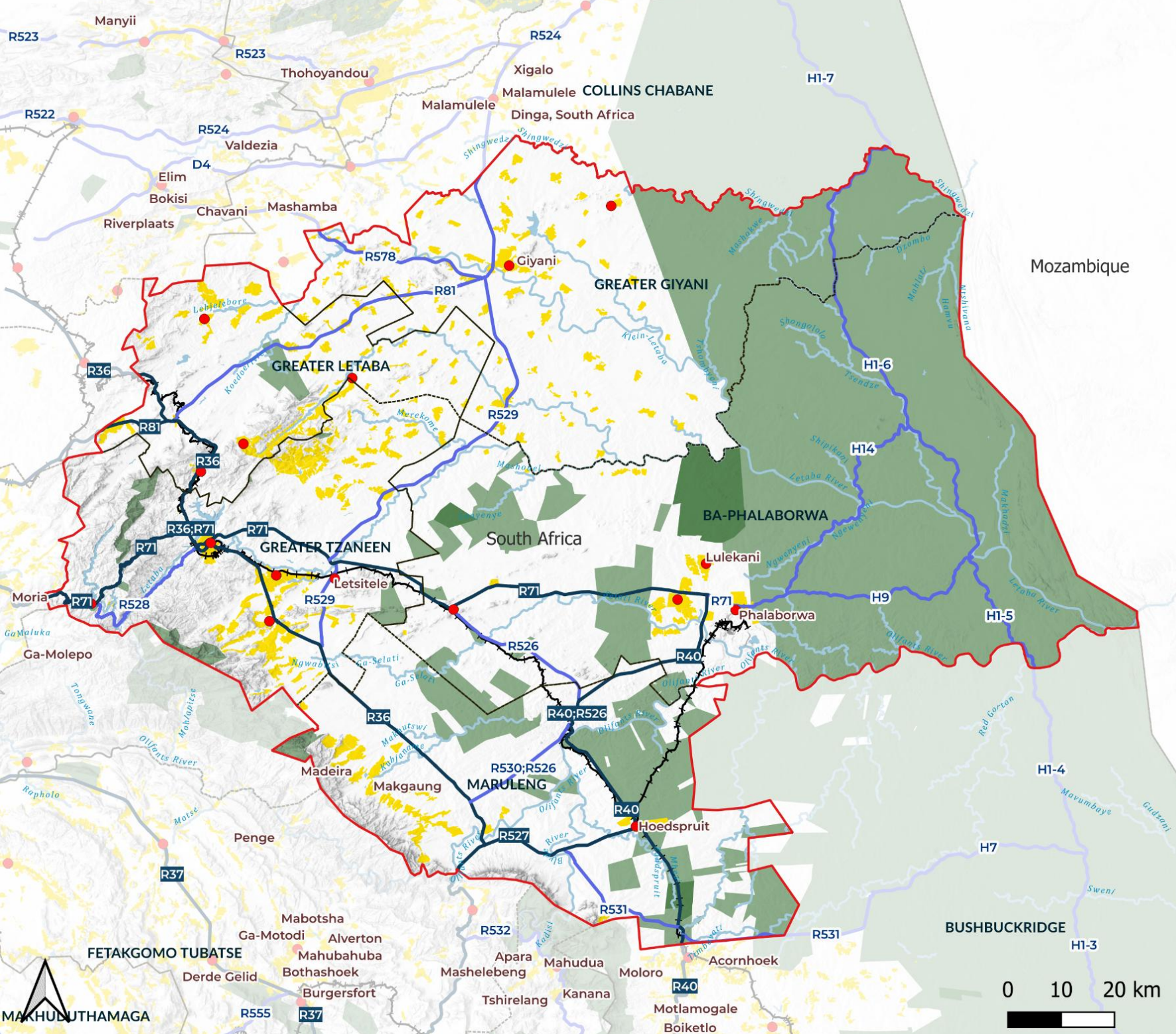






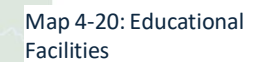
**FACILITIES**

-  Local Municipalities
-  Mopani District Municipality
-  Settlements
- Movement**
  -  Provincial Roads
  -  Regional Roads
  -  Railways
  -  Rivers
  -  National Parks
  -  Police Stations



Map 4-19: Police Stations







## 4.19 Infrastructure

### 4.19.1 Water

The bulk water supply in Mopani is characterised by a variety of surface water schemes that are at different stages of completion and interconnected with all consumer sites. The boundaries of the service areas and clusters of water supply schemes are clearly defined. Many locations require substantial renovation and upgrades. The current bulk supply systems need expansion to incorporate the Middle Letaba Sub Scheme and the Modjadji regions. Generally, the infrastructure for bulk water supply in the Mopani District is adequate. However, inadequate pipeline reticulation within settlements results in water supply falling below the RDP threshold of 25 litres per person per day (MDM, IDP 2025)(Map 4-21).

The Mopani District Municipality (MDM) sources bulk water from the Lepelle Northern Water Board, treats the water, and channels it to reservoirs in villages and settlements across five local municipalities. These local municipalities are responsible for the distribution network within villages. MDM operates 21 water schemes, 62 pump stations, 19 water treatment

facilities, over 1400 km of pipelines, more than 500 reservoirs, and numerous boreholes (MDM, IDP, 2025).

All municipalities within the district are providing free basic water services to some extent, specifically 6000 litres per household per month. However, almost none are offering free basic waste removal services. To address the water backlog, Mopani District, in its capacity as the water services authority, has prioritised water services above all other services. The Department of Water Affairs (DWA) is currently engaged in the establishment and construction of the N'wamitwa Dam, as well as raising the wall of the Tzaneen Dam to mitigate the water shortage issue in the district. In response to the severe drought experienced in 2009, plans have been implemented to prevent a recurrence of such conditions. Furthermore, a bulk water supply pipeline project has been initiated to channel water from the Nandoni Dam in Vhembe to the Nsami Dam in Greater Giyani (MDM IDP, 2025)

In Greater Letaba, Kgapanne Hospital is facing issues with its water reticulation system. In Greater Tzaneen, all nine boreholes at Grace Mugodeni are currently dry. Sekororo Hospital in

Maruleng uses a nearby dam for water, purifying it independently, although consultations with the municipality are ongoing. In Phalaborwa, Lulekani CHC relies on the municipal water line, while Mashishimale depends on unreliable boreholes.

### 4.19.2 Waste Water

Across the district, each settlement is also served by one or more wastewater treatment works (WTWS). These facilities are essential for managing sewage, protecting environmental health, and upholding public hygiene standards. The wastewater treatment infrastructure in Mopani is thus an integral part of the region's overall water management strategy.

### 4.19.3 Electricity

In Mopani, electricity is primarily supplied by ESKOM. Only two local municipalities (BPM and GTM) hold licenses to provide electricity. GGM, MLM, and GLM rely entirely on ESKOM. The four local municipalities in the district have signed service-level agreements with ESKOM for the distribution of Free Basic Electricity to low-income households in the district. Each qualifying household receives 50 kWh per



month. It has been observed that many people in rural areas and low-income households continue to use various energy sources, such as wood, to meet their needs, regardless of whether their homes are connected to the electrical grid (Map 4-22).

#### **4.19.4 Waste Management**

The Integrated Waste Management Plan (IWMP) for Mopani District Municipality (MDM) is a strategic framework designed to align local waste practices with the National Environmental Management: Waste Act (Act No. 59 of 2008). It aims to promote sustainable waste management by reducing environmental degradation, improving public health, and supporting socio-economic development. However, the district faces major challenges, including low waste service coverage, with only 18.7% of households having formal refuse removal, highlighting the urgent need for expanded waste collection, especially in rural and farming communities.

Despite the IWMP's intention to guide municipalities across the full waste management hierarchy, from minimisation and recycling to disposal, implementation remains

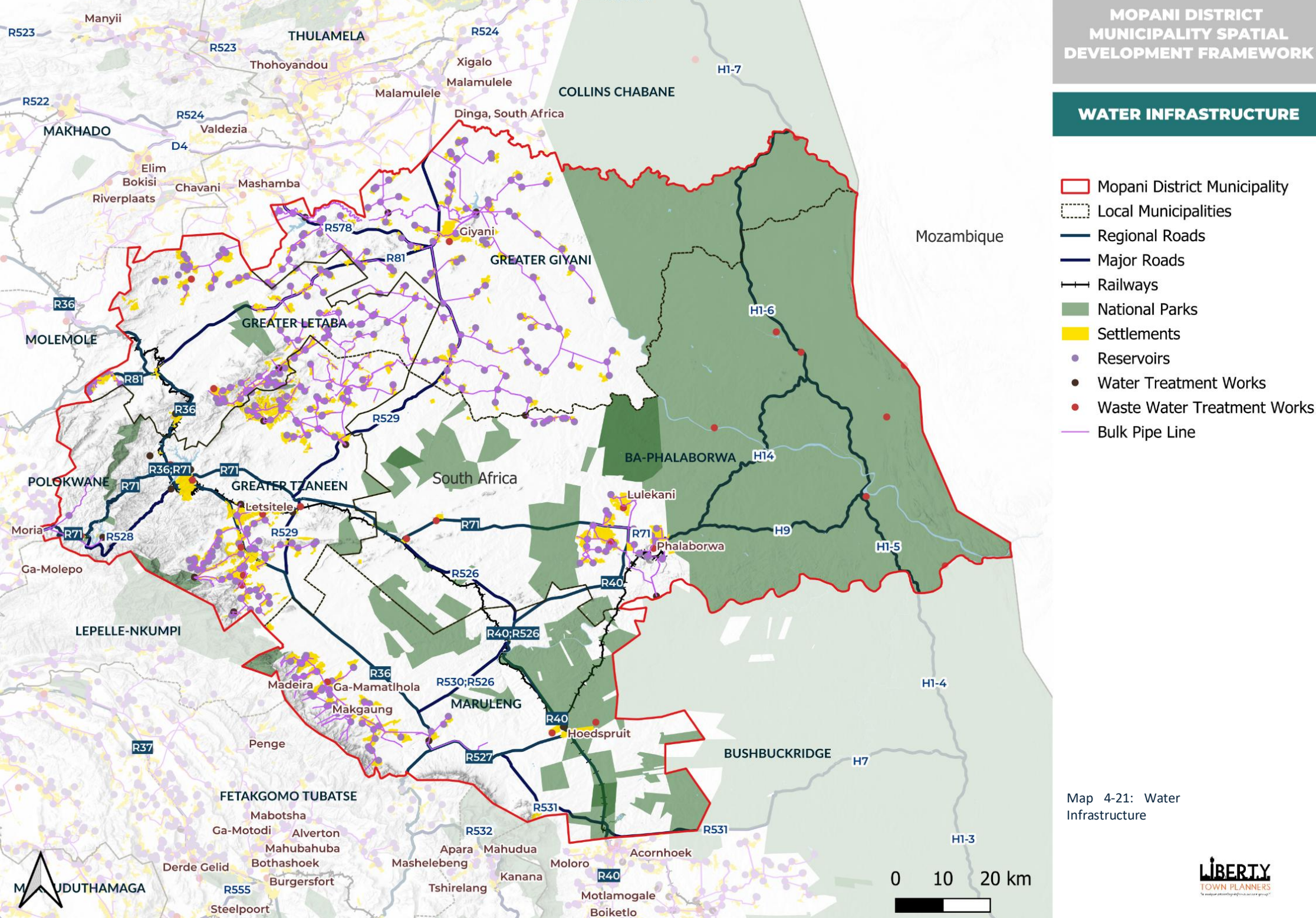
inconsistent. Several local municipalities, such as Ba-Phalaborwa and Greater Tzaneen, only have draft IWMPs, while others like Greater Giyani and Maruleng are working with outdated plans. Only Greater Letaba has a current, council-approved IWMP. Furthermore, few municipalities have formally appointed Waste Management Officers (WMOs), and most IWMPs are not integrated into municipal Integrated Development Plans (IDPs), which limits their effectiveness and access to resources.

Institutional and regulatory shortcomings further hinder progress. Many municipalities lack sufficient staffing, equipment, and training to carry out strategic waste planning, enforcement, and public education. Waste bylaws remain in draft form and un-gazetted in many areas, weakening enforcement efforts. Infrastructure at landfill sites is often inadequate, with a lack of weighbridges, fencing, and maintenance. Audit compliance is inconsistent, and Environmental Management Inspectors (EMIs) are either lacking or insufficiently trained. Recycling initiatives are minimal and rely heavily on informal reclaimers, who face challenges such as a lack of PPE, sorting space, and transport.

Financial and operational constraints persist,

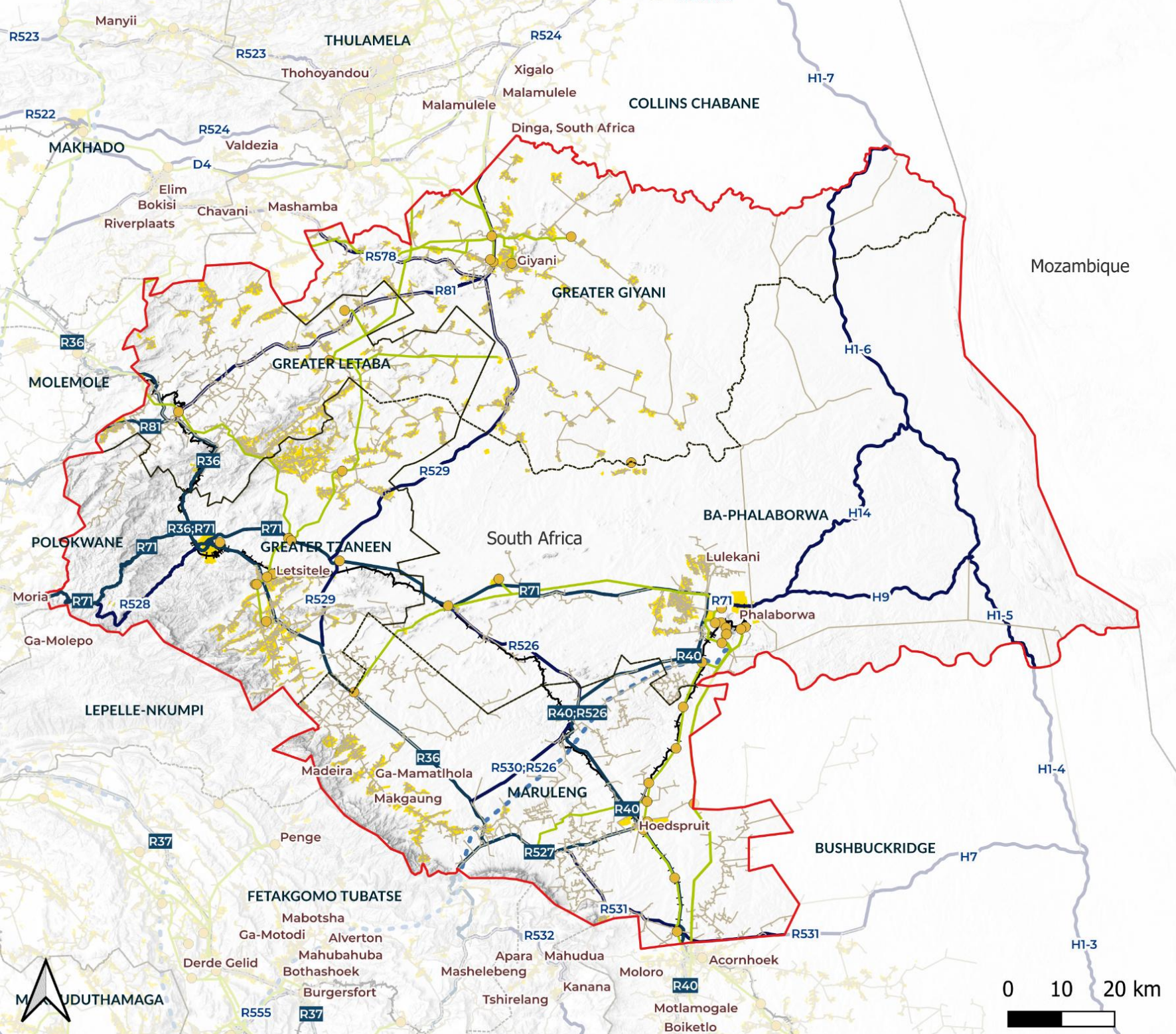
limiting the ability to expand services, maintain waste fleets, or improve infrastructure. Illegal dumping is widespread, driven by unreliable collection services and limited community awareness. Meanwhile, hazardous and healthcare waste is insufficiently monitored due to staffing shortages. Although some partnerships and equipment donations have helped extend services, efforts remain fragmented. For the IWMP to achieve its intended impact, it must be fully integrated into municipal planning processes, backed by institutional support, stronger regulatory compliance, public engagement, and targeted investment in infrastructure and human resources.

**WATER INFRASTRUCTURE**





**ELECTRICAL INFRASTRUCTURE**



- Mopani District Municipality
- Local Municipalities
- Regional Roads
- Major Roads
- Railways
- Settlements
- HV\_Lines
- MV\_Lines
- HV Station Position
- Planned Transmission Lines

Map 4-22: Electrical Infrastructure



## 4.20 Local Municipality Context

The settlement pattern in the Mopani district is influenced by the area's topography, high agricultural potential, presence of copper at Phalaborwa, and historical planning. Tzaneen serves as the dominant economic centre in the region and has been identified in the NSDF (2022) as a national urban node with the potential to develop into a city within the eastern escarpment's national spatial transformation and economic transition region. Settlements are predominantly located along the western parts of the district, while the central areas are sparsely populated (LSDF 2023).

The central and eastern regions are primarily used for commercial agriculture and conservation areas, including the Kruger National Park. Key economic hubs comprising clustered settlements or formal towns include Nkowankowa/Lenyenye, Phalaborwa and Namakgale/Lulekani, Giyani, and Ga-Kgapane. Additionally, medium-sized formal towns such as Modjadjiskloof, Letsitele, Hoedspruit, and Gravelotte serve local service functions linked to the agriculture or mining sectors. The largest conglomerate of scattered settlements is concentrated in and around Giyani,

Modjadjiskloof, and Ga-Kgapane on communally owned land extending into the Vhembe population concentration. From Nkowankowa/Lenyenye, there is a corridor of settlements along the south-western border, running parallel to the Drakensberg escarpment and R36, with another linear settlement formation extending from Metz to The Oaks (LSDF 2023).

## 4.21 Municipal Cadastre and Wards

The local municipalities within Mopani District are organised into 125 wards. Each ward elects one councillor to serve on the municipal council. This ward system forms the foundation for the Integrated Development Plan of the municipality. The distribution of wards among the local municipalities is as follows:

- Ba-Phalaborwa – 18
- Greater Letaba - 29
- Greater Giyani 30
- Greater Tzaneen – 34
- Maruleng – 14

Municipality	Movement and Corridors	Nodes
Greater Tzaneen	<ul style="list-style-type: none"> <li>- R71-R40-R36 routes support key national development corridors</li> <li>- R71-R40-R36 key routes as transportation corridors</li> </ul>	<ul style="list-style-type: none"> <li>- A First Order Node: (Regional Urban Node): Tzaneen</li> <li>- Second Order Nodes (Municipal Urban Nodes): Nkowankowa, Moleketla</li> <li>- Third Order Nodes (Service Centres): Lenyenye, Burgersdorp, Maake/Ritaskop Senakwe, Mandlakazi, Runnymede/Mavele, Haenertsburg</li> </ul>
Ba-Phalaborwa	<ul style="list-style-type: none"> <li>- The Phalaborwa to Tzaneen/ Polokwane (R71) Development Corridor/route; and</li> <li>- The Phalaborwa to Hoedspruit (R40) Development Corridor/route</li> </ul>	<ul style="list-style-type: none"> <li>- 1st Order: Ba-Phalaborwa Namakgale, Gravelotte, Lulekani A&amp;B, Matiko-Xisaka, Humulani, Kharula, Ben Farm</li> <li>- 2nd Order: Ga-Selwane, Mukhwanana, Nyakalane, Mashishimale, Makhushane, Maseke</li> <li>- 3rd Order, Nondweni, Prieska, Murchison</li> </ul>
Greater Giyani	<ul style="list-style-type: none"> <li>- Primary Corridors: The R81 Provincial Route is identified as a Primary Transport Corridor, a corridor for freight, commuters and tourists</li> <li>- Secondary Corridors: R578 and R529,</li> </ul>	<ul style="list-style-type: none"> <li>- Primary Node: Giyani</li> <li>- Secondary Nodes: Dzumeri : (2) Mageva and Ndambi, (3) Nkomo, Xikumba and Xawela as Municipal Growth Points, (4) Thomo as Local Service Point, Muyexe as Presidential Development Node</li> </ul>
Maruleng	<ul style="list-style-type: none"> <li>- Agrarian Transformation Corridor (route D21).</li> <li>- Agro-processing Corridor (route R527 between Diphuti/The Oaks &amp; Hoedspruit)</li> <li>- Regional Corridor (R40)</li> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>- Primary node: Hoedspruit</li> <li>- Secondary node: Metz and Oaks/Diphuti,</li> <li>- Rural service node: Lorraine and Naphuno</li> <li>- Tourism anchors: Kampersrus, Klaserie, and Hoedspruit</li> <li>- Cultural/rural tourism nodes: settlements along D21</li> </ul>
Greater Letaba	<ul style="list-style-type: none"> <li>- Public Transport Routes: Enhancing passenger transportation by providing a minibus/ taxi network on R81 and R36 routes</li> </ul>	<ul style="list-style-type: none"> <li>- Modjadjiskloof first-order node</li> <li>- Ga-Kgapane: Second-Order Node (National Rural Service Centre) And Secondary Economic Growth Point)</li> <li>- Senwamokgope/Sekgosese; Third Order Node (Tertiary Economic Growth Point)</li> <li>- Mooketsi, Mokuakwaila, and Jamela: Local Service</li> </ul>

Table 4-8: Local Municipalities Spatial Proposals



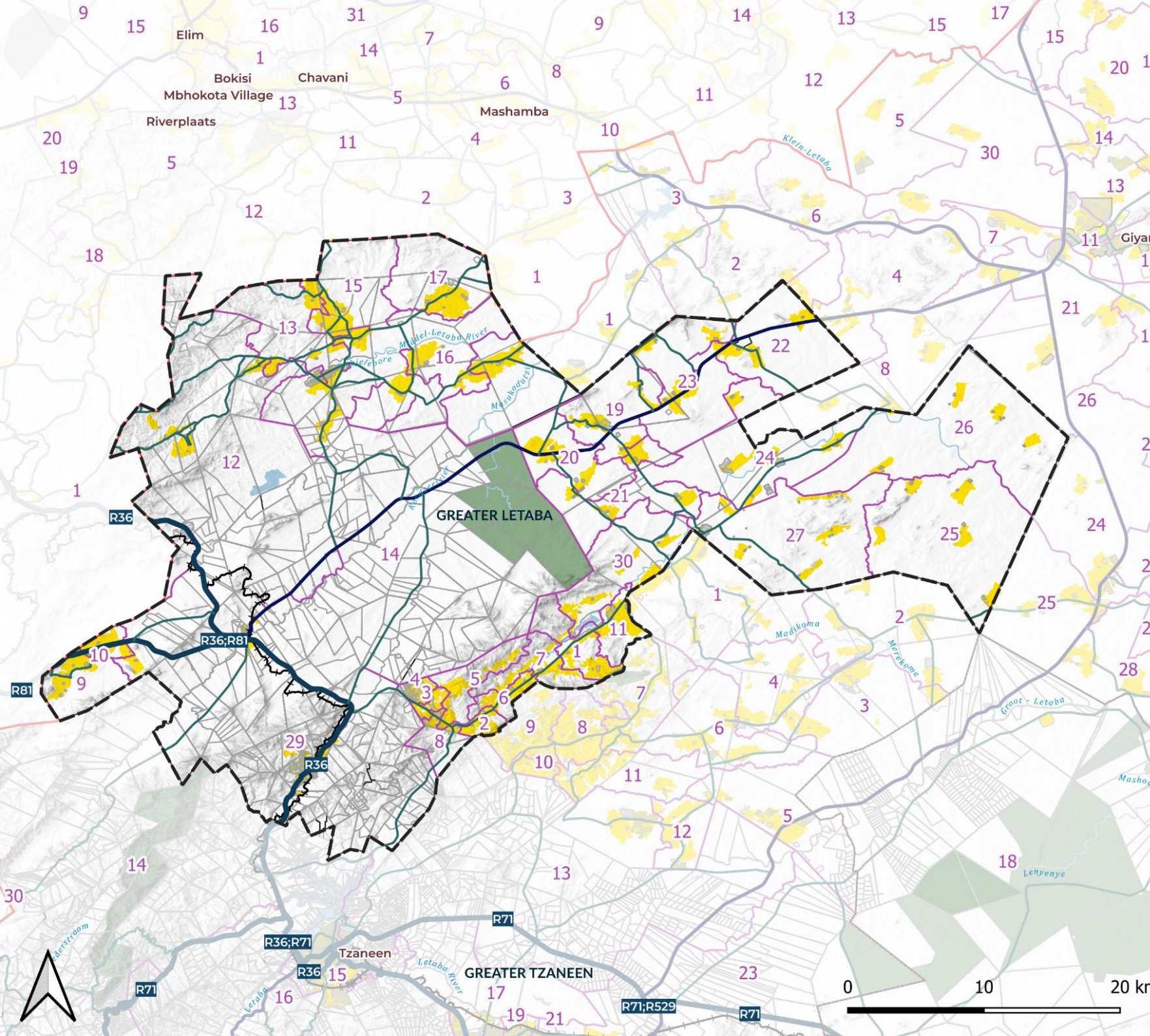
-  Provincial Road
-  Regional Road
-  Main Road
-  Railway
-  Water Bodies
-  River
-  National Parks
-  District Municipal
-  Local Municipality
-  Urban Areas
-  Wards
-  Erven
-  Farm portions
-  Parent farms

Map 4-23: Maruleng Municipality



# MOPANI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## GREATER LETABA MUNICIPALITY LOCALITY



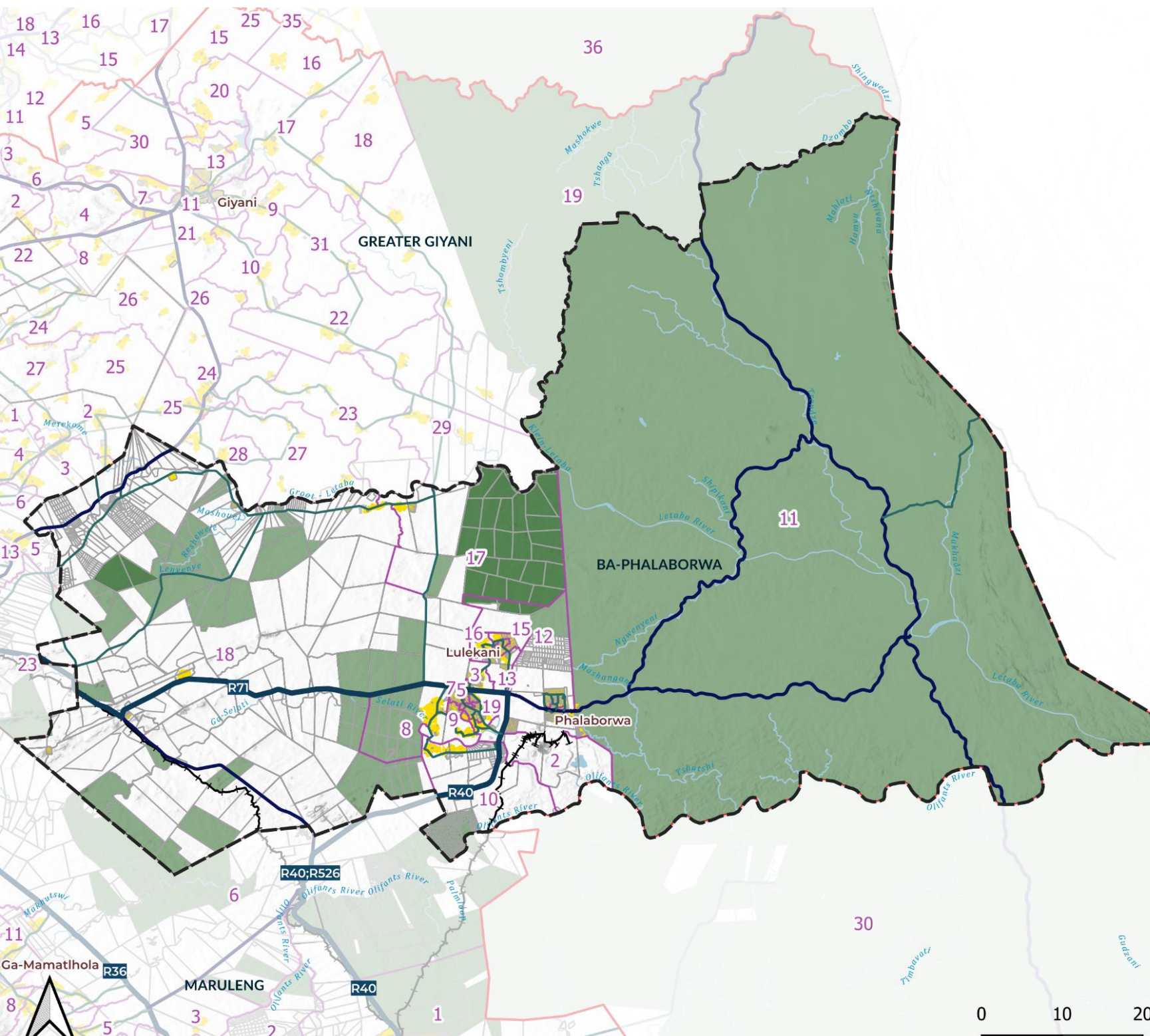
- Provincial Road
- Regional Road
- Main Road
- Railway
- Water Bodies
- River
- National Parks
- District Municipalities
- Local Municipalities
- Urban Areas
- Wards
- Erven
- Farm portions
- Parent farms

Map 4-24: Greater  
Letaba Municipality



# MOPANI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## BAPHALABORWA MUNICIPALITY



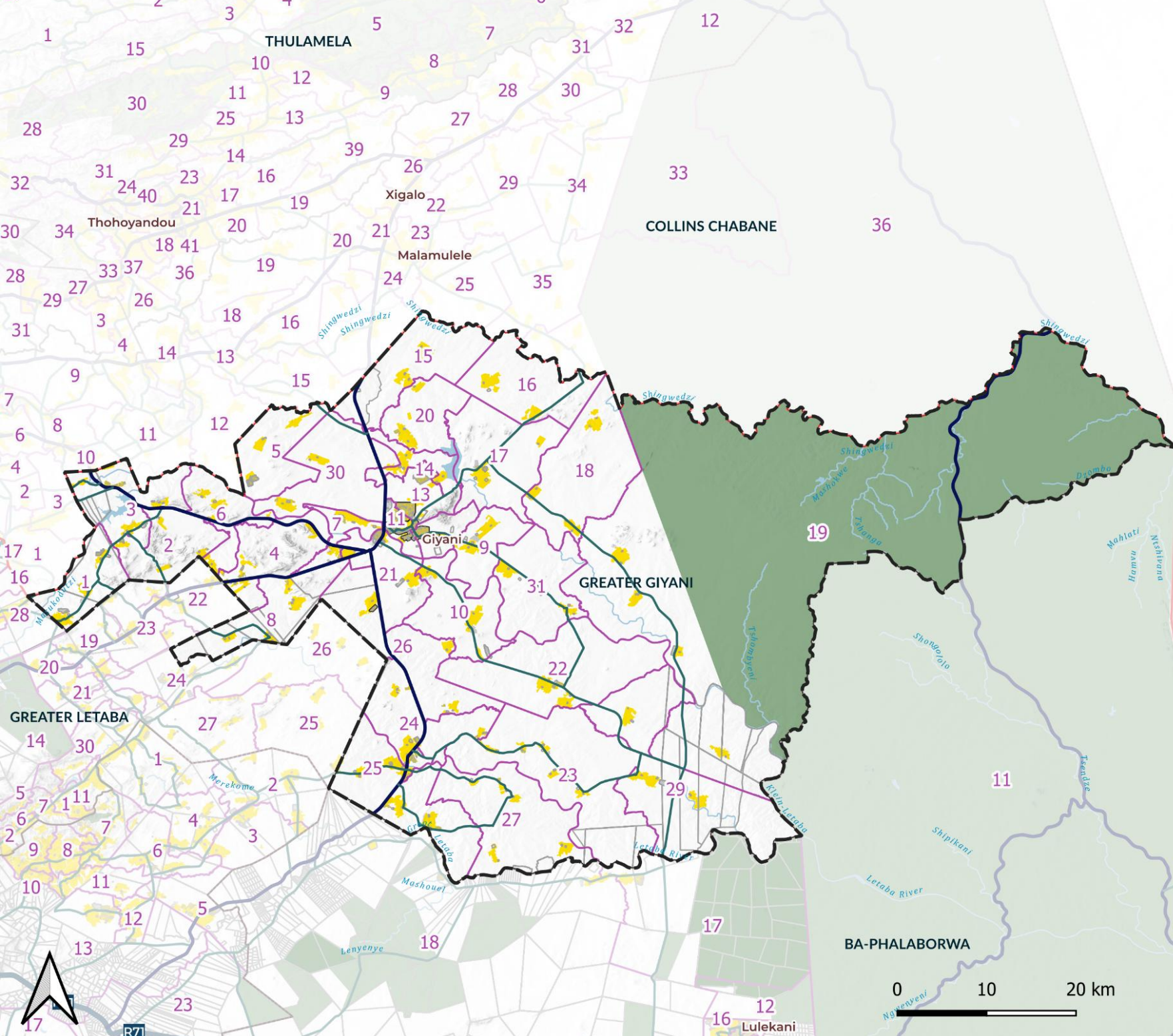
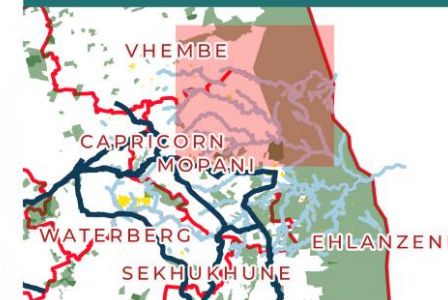
- Provincial Road
- Regional Road
- Main Road
- Railway
- Water Bodies
- River
- National Parks
- District Municipalities
- Local Municipalities
- Urban Areas
- Wards
- Erven
- Farm portions
- Parent farms

Map 4-25: Ba-phalaborwa  
Municipality

0 10 20 km



**GREATER GIYANI MUNICIPALITY**



- Provincial Road
- Regional Road
- Main Road
- +— Railway
- Water Bodies
- River
- National Parks
- District Municipalities
- Local Municipalities
- Urban Areas
- Wards
- Erven
- Farm portions
- Parent farms

Map 4-26: Greater Giyani Municipality

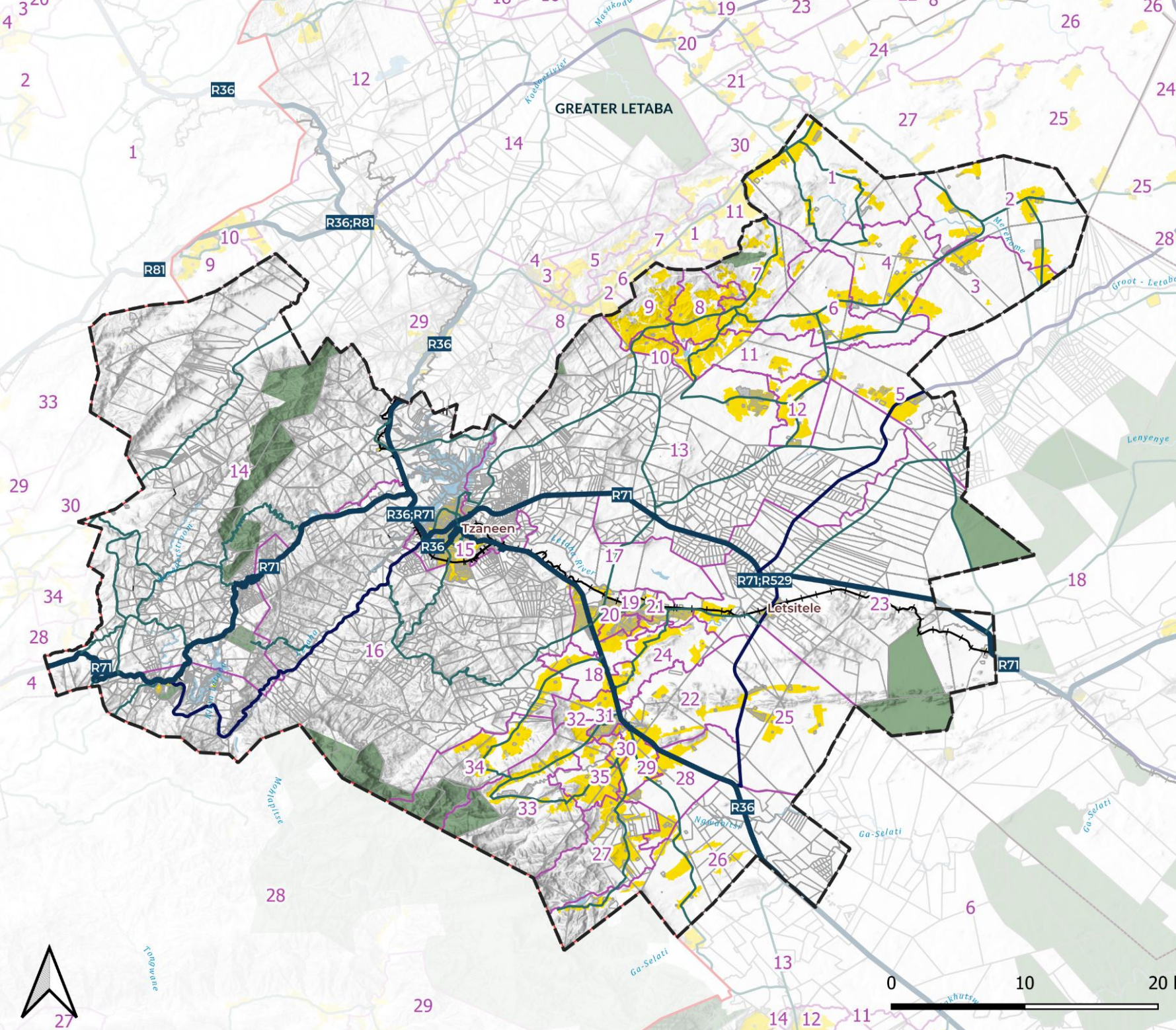


**GREATER TZANEEN  
MUNICIPALITY**



- Provincial Road
- Regional Road
- Main Road
- +— Railway
- Water Bodies
- River
- National Parks
- District Municipalities
- Local Municipalities
- Urban Areas
- Wards
- Erven
- Farm portions
- Parent farms

Map 4-27: Greater  
Tzaneen Municipality





## 4.22 Synthesis

### Strengths

- **Agricultural Potential:** High-value agricultural production areas, especially around Tzaneen, support citrus, subtropical fruits, and vegetables. The presence of agri-hubs enhances value addition and processing potential.
- **Tourism Assets:** Proximity to Kruger National Park and the presence of natural attractions support tourism, particularly in Ba-Phalaborwa and Maruleng.
- **Mining Sector:** Ba-Phalaborwa is rich in mineral deposits, supporting employment and economic output.
- **Strategic Nodes & Corridors:** Urban nodes (e.g., Tzaneen, Phalaborwa, Giyani) and strategic corridors like R40 and R81 enhance connectivity and development.
- **Traditional Leadership Involvement:** Offers local governance and land allocation structures in rural areas, fostering community legitimacy.

### Weaknesses

- **Ageing & Inadequate Infrastructure:** Common issues across municipalities include poor road conditions, outdated water systems (e.g., Ba-Phalaborwa), and lack of stormwater management (notably in Greater Letaba).
- **High Unemployment & Poverty:** All municipalities report unemployment rates significantly above national averages (e.g., 37.4% in Ba-Phalaborwa) and widespread poverty.
- **Service Delivery Backlogs:** Inadequate access to electricity, sanitation, and clean water, especially in rural villages and informal settlements.

- **Urban-Rural Disparities:** Spatial legacies of apartheid result in rural areas being far from economic opportunities and social services (notable in Maruleng and Greater Giyani).
- **Weak Revenue Collection:** Low payment rates and unbilled services weaken municipal financial health, especially in rural and informal areas.

### Opportunities

- **Agri-processing & Agro-industrialisation:** Expansion of agri-parks and support for SMMEs in food production can create jobs and enhance rural development.
- **Public-Private Partnerships (PPPs):** Leveraging PPPs in infrastructure (e.g., transport, waste management) and tourism can accelerate service delivery and economic development.
- **Land Development Projects:** Multiple township establishments and commercial centres are planned, particularly in Greater Letaba and Greater Tzaneen.
- **Spatial Integration:** The SDF supports the development of compact, inclusive, and sustainable human settlements, which can improve equity and efficiency.
- **Renewable Energy & Climate Resilience:** Potential to integrate solar and sustainable energy initiatives, especially in rural areas not connected to the grid.

### Threats

- **Climate Change & Environmental Degradation:** Increased vulnerability to droughts, poor waste management, and environmental risks from informal settlements and mining activities.
- **Informal Settlements Growth:** Rapid urbanisation without infrastructure support creates environmental and social stress (notable in Greater Letaba and Greater Tzaneen).

- **Land Ownership Conflicts:** Traditional and state-owned land without clear tenure complicates development, particularly in Maruleng and Giyani.
- **Economic Uncertainty in Mining:** Fluctuating commodity prices threaten jobs and revenue in Ba-Phalaborwa.
- **Institutional Capacity:** Limited technical skills and coordination across spheres of government hamper effective service delivery and project implementation.

Municipal-specific SWOT analysis is detailed as follows.

Ba-Phalaborwa Municipality	
S	<ul style="list-style-type: none"> <li>- Rich in mineral resources, mining is the largest economic sector and employer.</li> <li>- Proximity to Kruger National Park supports eco-tourism and game farming.</li> <li>- Good road infrastructure plan (Road Master Plan exists).</li> </ul>
W	<ul style="list-style-type: none"> <li>- Ageing infrastructure, especially water and electricity.</li> <li>- High water losses (unbilled areas like Majeje) and poor cost recovery.</li> <li>- Housing backlog.</li> <li>- Lack of new landfill sites and health facilities.</li> </ul>
O	<ul style="list-style-type: none"> <li>- Partnerships with mining companies for landfill development and infrastructure.</li> <li>- Land acquisition for integrated human settlements and mixed-use development.</li> <li>- Expansion of beneficiation in mining and eco-tourism.</li> <li>-</li> </ul>
T	<ul style="list-style-type: none"> <li>- Economic uncertainty due to fluctuating commodity prices and potential mine closures.</li> </ul>

	<ul style="list-style-type: none"> <li>- Land claims delay development.</li> <li>- High unemployment rate (37.4%) and increasing informal settlements.</li> <li>-</li> </ul>
Greater Giyani Municipality	
S	<ul style="list-style-type: none"> <li>- Central town (Giyani) serves as a population and service hub.</li> <li>- SDF supports the compact settlement and tourism/agriculture development.</li> <li>- Key regional roads enhance connectivity.</li> </ul>
W	<ul style="list-style-type: none"> <li>- Widespread service backlogs in electricity, sanitation, and schools.</li> <li>- Illegal developments and service connections.</li> <li>- Poor condition of public transport infrastructure.</li> </ul>
O	<ul style="list-style-type: none"> <li>- Leverage the R81 corridor for economic and transport development.</li> <li>- Upgrade legal waste facilities and explore recycling opportunities.</li> <li>- Promote eco-tourism and agricultural ventures near river systems.</li> </ul>
T	<ul style="list-style-type: none"> <li>- Environmental degradation due to unregulated waste disposal near rivers.</li> <li>- Financial constraints limit the implementation of planned infrastructure.</li> <li>- Institutional challenges</li> </ul>
Maruleng Municipality	
S	<ul style="list-style-type: none"> <li>- Eco-tourism potential due to large game farms and proximity to Hoedspruit.</li> </ul>



	<ul style="list-style-type: none"> <li>- Community-based development goals aligned with national policies</li> </ul>
W	<ul style="list-style-type: none"> <li>- Scattered rural settlements increase the cost of service delivery.</li> <li>- Limited access to land due to traditional authority and military base constraints.</li> <li>- Poor bulk water supply</li> </ul>
O	<ul style="list-style-type: none"> <li>- Construction of the Oaks water purification plant to address bulk water issues.</li> <li>- Strategic integration of rural communities through improved infrastructure.</li> <li>- Support for SMMEs and local economic development in tourism and agriculture.</li> <li>-</li> </ul>
T	<ul style="list-style-type: none"> <li>- Apartheid-era spatial legacy limits access to economic hubs.</li> <li>- Technical skill shortages and youth out-migration.</li> <li>- Limited land availability near Hoedspruit impedes development.</li> </ul>
<b>Greater Tzaneen Municipality</b>	
S	<ul style="list-style-type: none"> <li>- High agricultural productivity and presence of agri-hubs.</li> <li>- Established towns, including Tzaneen, a regional nodes.</li> <li>- Extensive road and urban infrastructure framework.</li> <li>-</li> </ul>
W	<ul style="list-style-type: none"> <li>- Electricity backlogs and reliance on Eskom's slow development.</li> <li>- Solid waste management is inadequate in rural areas.</li> <li>- Land invasions and informal settlement growth challenge land management.</li> </ul>
O	<ul style="list-style-type: none"> <li>- Develop new cemeteries, sports, and recreational facilities.</li> </ul>

	<ul style="list-style-type: none"> <li>- Leverage township establishment projects and mall developments to attract investment.</li> <li>- Improve electrification and rural service delivery through PPPs.</li> </ul>
T	<ul style="list-style-type: none"> <li>- Service delivery is affected by poor waste management and an ageing fleet.</li> <li>- Conflicts due to project prioritisation without public buy-in.</li> </ul>
<b>Greater Letaba Municipality</b>	
S	<ul style="list-style-type: none"> <li>- Proactive IDP with detailed human settlement and mall development plans.</li> <li>- Two proclaimed towns (Modjadjiskloof and Ga-Kgapane) with economic potential.</li> <li>- Strong focus on integrated rural planning</li> </ul>
W	<ul style="list-style-type: none"> <li>- Poor sanitation access (71% lacking proper facilities).</li> <li>- High stormwater drainage backlog (696 km).</li> <li>- Informal settlements and housing shortage</li> </ul>
O	<ul style="list-style-type: none"> <li>- Land earmarked for township development and shopping centres.</li> <li>- Improved access to clean water and waste removal with planned upgrades.</li> <li>- Increased revenue potential through expanded commercial activity.</li> </ul>
T	<ul style="list-style-type: none"> <li>- Environmental degradation due to informal housing and poor planning.</li> <li>- Limited infrastructure in schools hampers social development.</li> <li>- Backlogs in health, sanitation, and electricity infrastructure</li> </ul>

Table 4-9: SWOT Analysis

## SECTION 5

### 5 SPATIAL DEVELOPMENT FRAMEWORK

The development of a Spatial Development Framework (SDF) is crucial for regions like Mopani District Municipality, where significant disparities in development levels exist. These disparities manifest in highly developed urban nodes and underdeveloped rural settlements, which struggle with a lack of services, high poverty rates, and limited livelihood opportunities. To overcome these challenges and promote balanced growth, spatial themes play a vital role in achieving spatial objectives.

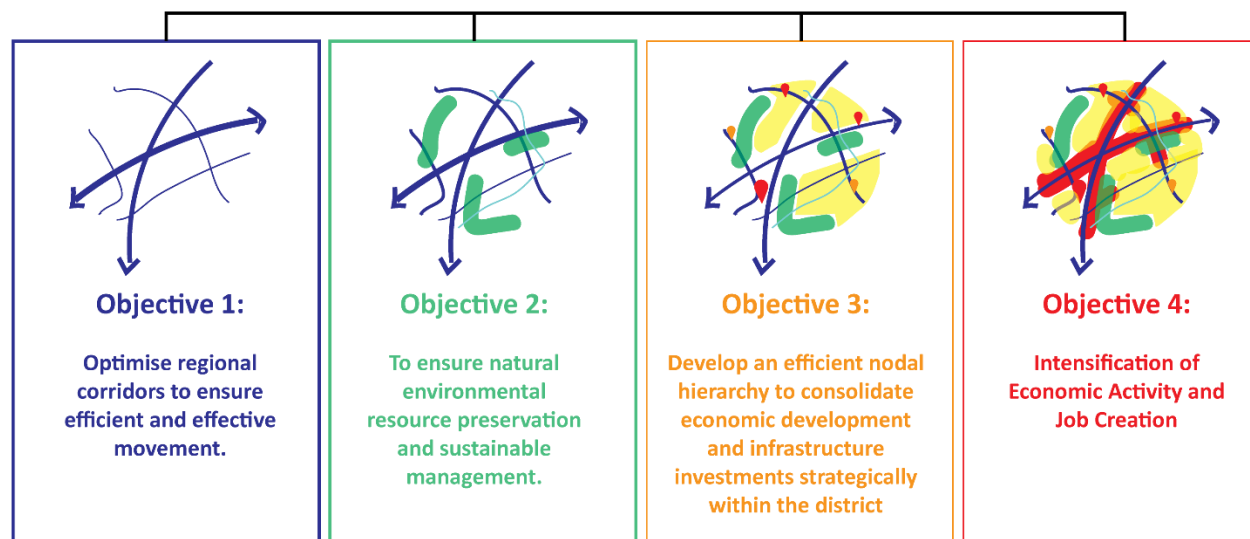
The future spatial vision for Mopani District is focused on restructuring the area to ensure equitable access to both engineering and social infrastructure networks. This vision aims to create an environment that supports human resource development and fosters sustainable livelihoods. By bridging the gap between the developed and underdeveloped areas, the district can achieve overall growth and prosperity.

#### 5.1 Spatial Vision

The vision for Mopani District is to create a balanced and inclusive development landscape that bridges the gap between urban and rural areas. By fostering equitable access to infrastructure, preserving natural resources, strategically enhancing regional corridors, leveraging tourism, intensifying agriculture, empowering communities, promoting sustainable livelihoods, and ensuring long-term prosperity for all residents.

The vision is *‘To serve as a tourism destination and a source of service, success and sustenance for the nation and beyond’*.

#### 5.2 Objectives



**Objective 1: Optimise regional corridors to ensure efficient and effective movement.**

- Strategy 1.1: Enhance the Road Hierarchy to a comprehensive network of inter-regional, district, and local development corridors and routes.
- Strategy 1.2: Expanding the role and function of the regional transportation corridors

**Objective 2: To ensure natural environmental resource preservation and sustainable management.**

- Strategy 2.1: Identification of Conservation Areas: Designate specific zones to protect biodiversity and natural habitats.

**Objective 3: Develop an efficient nodal hierarchy to consolidate economic development and infrastructure investments strategically within the district**

- Strategy 3.1: Classification of nodes for clustering of services and development.
- Strategy 3.2: Balancing urban and rural development in the Mopani District.
- Strategy 3.3: Promote a Functional

Municipal Land Use Management system to support development.

**Objective 4: Intensification of Economic Activity and Job Creation**

- Strategy 4.1: Intensification of Agriculture and Implementation of the Agrihub Strategies.
- Strategy 4.2: Strengthening of Tourism, Manufacturing and Trade

### 5.3 Spatial Themes

Spatial themes serve as guiding principles that help translate the spatial vision and objectives into actionable plans. These themes encompass various aspects of development, including environmental sustainability, densification and compact development, sustainable human settlements, and transit-oriented development.

Spatial themes are integral to achieving spatial objectives in regions with significant disparities in development levels. By focusing on environmental sustainability, densification, sustainable human settlements, and transit-oriented development, the spatial vision for the

Mopani District can be realised. These themes provide a comprehensive framework for promoting balanced growth, equitable access to resources, and overall prosperity within the district.

### Environmental Sustainability

The National Environmental Management Act 107 of 1998 (NEMA) mandates that environmental management should be integrated, recognising the interconnectedness and interdependence of all environmental elements. It requires consideration of the impacts of decisions on every aspect of the environment and on all individuals within that environment. This is achieved by striving to select the best practicable environmental option.

To achieve environmental sustainability, development should consider environmental constraints and aim to protect the environment through the implementation of the guidelines of the Mopani Bioregional Plan.

### Densification and Compact Development

The densification approach supports compact urban development. This strategy aims to enhance the urban environment and reduce urban sprawl. It encourages development near



existing infrastructure to ensure more efficient use of current services and facilities. The goal is to achieve higher density within defined urban boundaries while considering environmental constraints. Additionally, this approach focuses on areas within walking distance of major activity centres and transport services.

### Sustainable Human Settlements

Breaking New Ground (BNG) defined sustainable human settlement as "well-managed entities in which economic growth and the social carrying capacity of natural systems, on which they depend for their existence, result in sustainable development, wealth creation, poverty alleviation, and equity". The development of sustainable human settlements should encompass housing with mixed-use areas, enhanced environmental spaces, and reliable social services and infrastructure.

The Integrated Urban Development Framework emphasises that integrated sustainable human settlements will lead to improved quality of life through access to essential services, social, cultural, and economic opportunities, multifunctional spaces, locational and economic choices, and well-serviced, safe, and vibrant communities.

### Transit Development

Transit Development and Non-motorised Transport (NMT) contribute to enhancing mobility in urban areas and decreasing dependence on private vehicles. Moreover, strategic planning and development at crucial locations, such as transport hubs and economic centres, promote integration efforts.

#### 5.4 Objective 1: Optimise regional corridors to ensure efficient and effective movement.

Expand and upgrade transportation networks, regularly maintain roads, invest in high-speed ICT infrastructure, and improve connectivity between urban and rural areas. NSDF 2022

The priority of corridors is to ensure that all nodes within the Province are well connected (intra-regional connectivity) or to areas outside the Province (inter-regional connectivity). LSDF 2025

The objective aims to prioritise regional corridors to ensure the efficient movement of goods and services, thereby facilitating economic growth and development across the Mopani District Municipality. By enhancing

these corridors, the district can improve connectivity and access, benefiting various sectors including agro-processing, mining, and tourism. These improvements will support the creation of jobs, attract investment, and promote sustainable development within the region.

To realise the objective for movement and transport, the following corridors are proposed (Map 5-1).

**Strategy 1.1: Enhance the Road Hierarchy to a comprehensive network of inter-regional, national, district, and local development corridors and routes.**

#### 5.4.1 Provincial Corridors

Mopani District is formed by regions with dispersed settlements; therefore, strong linkages play a crucial role in ensuring connectivity.

Within the Mopani District, the following regional connectors need to be supported, improved, expanded and maintained:

- R81, linking Giyani and Mooketsi with Polokwane

- R71, linking Phalaborwa and Tzaneen with Polokwane
- R40, R526, linking Hoedspruit with Polokwane
- R36
- R529

These are essential for facilitating connectivity and promoting economic development. These corridors serve as the primary routes for transportation, linking various settlements and economic centres within the district. By improving and maintaining these corridors, the district municipality can ensure the efficient movement of goods and services, which is vital for sectors such as agriculture, mining, and tourism.

The optimisation of provincial corridors also supports the integration of transit-oriented development and sustainable human settlements. Corridors that connect activity spines and major activity centres provide residents with better access to essential services and opportunities, thereby enhancing the overall quality of life.

Strategic planning and development along these corridors can attract investment, stimulate local economies, and promote social and cultural

activities. Ultimately, well-developed regional corridors contribute to creating vibrant and accessible environments that support sustainable growth and community engagement. It is therefore recommended that;

- Encourage mixed-use developments around transit nodes.
- Strengthen Urban-Rural Linkages: Improve access between towns, villages, and regional centres.
- Infill Development: Reduce sprawl by optimising underused areas along corridors.

### **Cross-border integration**

The strategic approach of focusing on regional SDI, corridors, zones and nodes in Mopani District Municipality must be done in such a manner that enhances the impact of bilateral investment and promotes broader regional integration. This is done through the consolidation and strengthening of development corridors, zones and nodes to stimulate spatial and economic transformation. Prominent regional initiatives include the Greater Limpopo Transfrontier Park, the Kruger to Canyons Biosphere Reserve, the Phalaborwa Spatial Development Initiative (SDI) and the R40, which connects to the Maputo

Development Corridor via N4. These initiatives are intended to speed up cross-border cooperation.

This will be done through highlighting cooperation through the objective of increased sustainable economic growth in key sectors such as agriculture, trade and mining. This objective includes improved management of transboundary natural resources and tourism, as well as enhancing alignment with international agreements and developmental programs. Long-term goals of increased sustainable economic growth in key sectors of Mopani District by prioritising support, improvement, expansion and maintenance of critical development corridors to foster integrated regional development and economic integration.

### **5.4.2 Local Connectors**

Local connectors play a crucial role in enhancing the accessibility and connectivity of various villages within the district. The following have been classified as Local Connectors, and guidelines for their maintenance should be followed.

- R528

- R526
- R527
- R528

These connectors facilitate the efficient movement of people and local produce, thereby supporting the local economy and improving the quality of life for residents. By providing direct routes between villages, local connectors help to integrate smaller communities into the broader economic and social fabric of the district.

This integration is essential for ensuring equitable access to services and opportunities, reducing travel times, and fostering stronger community ties.

It is therefore proposed that these connectors should be well-maintained to attract small businesses and services to rural areas, promoting local entrepreneurship and self-sufficiency. Overall, local connectors are vital in creating cohesive, resilient, and thriving villages within the Mopani District.

### 5.4.3 Activity Spines

It is proposed that a more efficient urban structure should be promoted through high

mixed land uses at strategic nodes and along Activity Streets. Mixed-use development along Activity Streets to create investment opportunities.

Activity spines play a crucial role in the development of vibrant and sustainable villages. These corridors, typically lined with mixed-use developments, serve as the main arteries for economic, social, and cultural activities.

It proposed that various functions and services be concentrated along activity spines, so villages can create dynamic and accessible environments that promote community engagement and economic growth.

Businesses should be prioritised along activity spines, due to high foot traffic and accessibility, leading to increased opportunities for commercial and residential projects. This, in turn, stimulates local economies and provides residents with a wider array of services and amenities.

Key nodes such as transport hubs, schools, markets, and recreational spaces should also be located along activity spines to enhance connectivity within villages. Linking these corridors facilitates easy movement and

reduces reliance on private vehicles. This promotes the use of non-motorised transport options like walking and cycling, contributing to healthier lifestyles and reducing environmental impact.

The presence of public spaces, parks, and cultural centres along these corridors encourages residents to participate in communal activities, fostering a sense of belonging and shared identity.

In summary, activity spines are integral to the creation of well-rounded and sustainable villages. They drive economic growth, improve connectivity, and enhance social interactions, ultimately leading to more vibrant and resilient communities.

### 5.4.4 Transformation Corridors

The LSDF 2025 proposed a transformation corridor which connects R71, R529 and R526. The Transformation Corridor aims to drive national transformation in Limpopo's north-eastern region, aligning with the Eastern Escarpment Spatial Transformation and Economic Transition Region (STETR) in the National Spatial Development Framework (2022).



It supports the Eastern Escarpment STETR as per the Local Spatial Development Framework (LSDF), while also serving as a Provincial Corridor with broader connectivity functions, especially linking to Mpumalanga Province.

#### Strategic Transport Priorities

- Improve and maintain transport networks, especially roads, to enhance urban-rural and rural-rural connectivity.
- Provide road infrastructure to support:
  - o New and consolidated settlement development.
  - o Growth of cities and towns as service hubs.
  - o Rapidly growing formal and traditional settlements.
  - o Tourism, creative industries, and agri-eco production.
- Upgrade transport infrastructure focused on:
  - o Housing and basic services.
  - o Public transport.
  - o Stimulating enterprise development through better rural-urban connectivity.

### **Strategy 1.2: Enhancing the role and function of the regional transportation corridors**

#### **5.4.5 Public Transportation Corridors**

R578, R81, R40, R526, R531, R36 and R71 are classified as minibuses routes, which are intended to provide regional connectivity through the provision of public transport movement (Map 5-2)

Enhancing the role and function of the regional public transportation corridors is essential for fostering economic growth and improving the quality of life within the district. By prioritising integrated multimodal connectivity, districts can ensure that residents have access to a range of transportation options, facilitating easier and more efficient movement.

Public Transportation Corridors, such as R578, R81, R40, R526, R531, R36, and R71, are key minibuses routes intended to provide regional connectivity. These corridors should be developed to accommodate various modes of transport, including buses, trains, and bicycles, to create a seamless and cohesive transportation network.

To improve regional transportation, municipalities within the district should enhance their local transport integration by offering access to various modes of transport

and public transport systems. This necessitates the upgrade or development of clustered transport interchanges, which will facilitate smoother transitions between different transportation modes, reduce travel time, and improve overall efficiency.

#### **5.4.6 Freight Strategies**

Upgrading Freight Corridors is also crucial for supporting regional economic activities. Maintaining and upgrading the Rail Freight Corridor from Nelspruit to Polokwane, Musina, and Phalaborwa will ensure the efficient movement of goods and bolster trade.

Additionally, enhancing the Road Freight Corridors, including routes R526, R81, R71, R40, R526, and the link between R40 and R36, will provide reliable road networks for heavy-duty transportation.

Regional freight hubs at Hoedspruit and Tzaneen should be developed to support both rail and road freight operations. These hubs will act as central points for the aggregation and distribution of goods, reducing transportation costs and increasing logistical efficiency. Specifically:

- Rail freight hubs at Hoedspruit and Tzaneen
- A road freight hub at Tzaneen

The following strategies are proposed in the Limpopo Provincial Land Transport Framework 2023, which are crucial in supporting the freight movement and industry in the District.

### **Freight Security**

- Intelligent Transport Systems (ITS) enhance the management of security risk areas and strategic freight routes.
- Benefits include:
  - o Faster incident response times
  - o Improved monitoring through CCTV systems installed on key routes
  - o Centralised monitoring facilities with direct links to response teams
- Increased police presence at critical points further helps deter criminal activity.

### **Truck stops and travel comfort.**

- Truck stops offer a safe and secure environment for drivers.
- They help drivers comply with regulations on rest periods and breaks.
- Provide essential vehicle repairs and maintenance services.

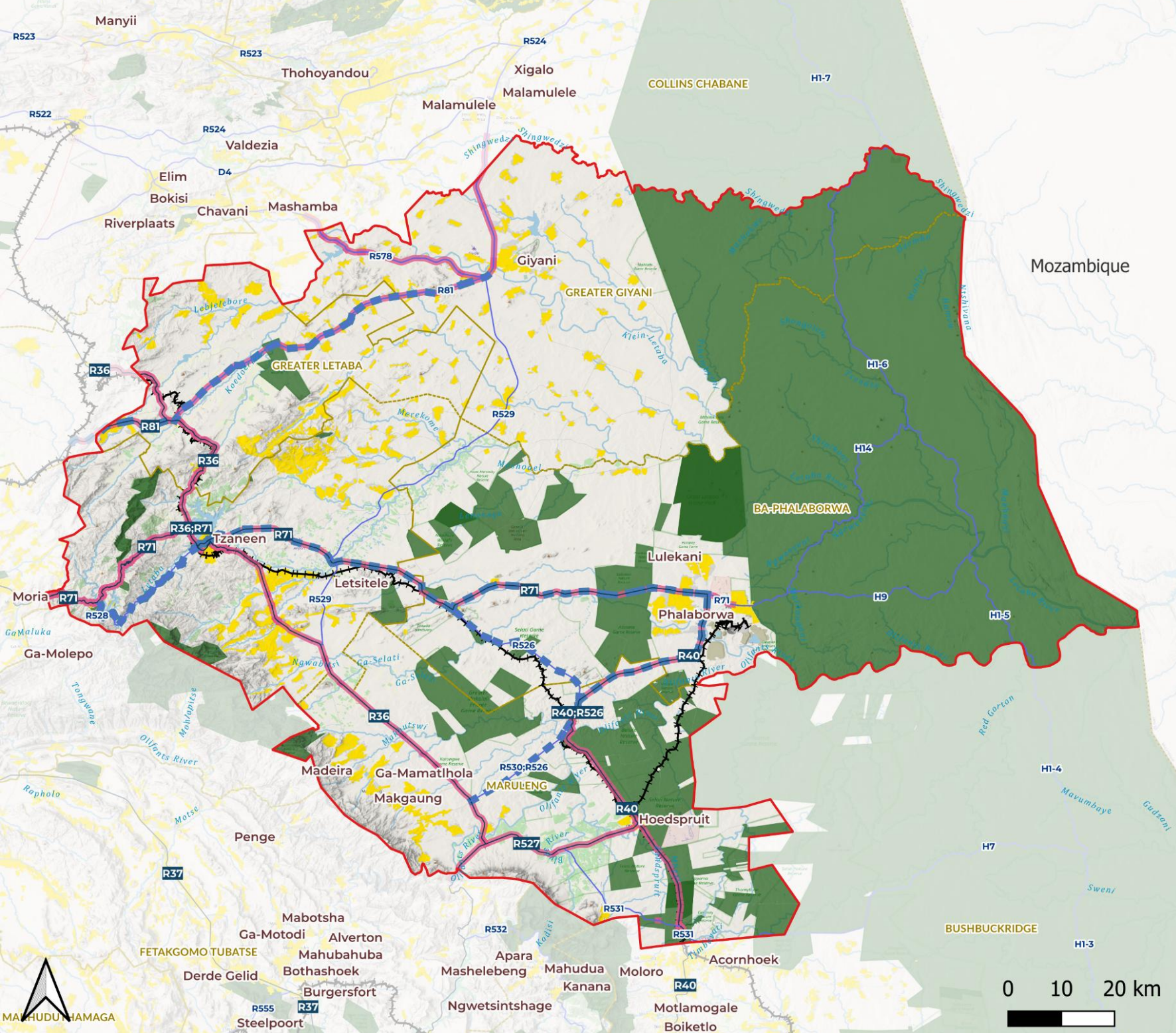


### Map 5-1: Proposed Corridors



**PROPOSED CORRIDORS**

- Local Municipalities
- Mopani District Municipality
- Settlements
- Railways
- Rivers
- National Parks
- Movement**
  - Provincial Roads
  - Regional Roads
  - Public Transportation Corridors
  - Road Freight Corridors



Map 5-2: Proposed  
Transport Corridors

## 5.5 Objective 2: To ensure natural environmental resource preservation and sustainable management.

Ensure the protection and management of ecological infrastructure, national resources and protected areas, including SWSAs and high-value agricultural land, by means of regional and municipal resource management and eco-agri-development strategies. NSDF 2022

All national, provincial or municipal implementation programmes or projects should recognise the sensitive and protected areas and heritage sites. LSDF 2025

To ensure the preservation and sustainable management of natural environmental resources. This includes implementing measures to protect biodiversity, such as establishing conservation areas and promoting sustainable land use practices. Collaboration with local communities and stakeholders is essential for the success of these initiatives. Furthermore, the integration of green infrastructure and the adoption of eco-friendly technologies will contribute to reducing the environmental impact and enhancing the resilience of the region's natural habitats.

### Strategy 2.1: Identification of Conservation Areas to designate specific zones to protect biodiversity and natural habitats.

#### 5.5.1 Conservations areas

The protection and management of biodiversity, water, and agricultural resources should support the interventions that strengthen economic and ecological connections between regional and national tourism areas, which include (Map 5-3).

##### A. Protected Areas and Nature Reserves

- Kruger National Park.
- Letaba Ranch Nature Reserve.
- Hans Merensky Nature Reserve.
- Wolkberg Wilderness.
- Lekgalameetse Nature Reserve.
- Modjadji Nature Reserve.
- Grootbosch Forest Reserve.
- Tzaneen Dam Nature Reserve.
- Ebenezer Dam Nature Reserve.
- Bulwer Nature Reserve.
- Man'Ombe Nature Reserve.
- Makalali Nature Reserve.
- Balule Nature Reserve.
- Thabina Nature Reserve.
- Nzalama Nature Reserve.
- The Thornybush and Balule Nature Reserves

as part of the Amalgamated Private Nature Reserve (APNR) area

- Madrid Private Reserve, Agatha Forest Reserve
- Kapama Private Reserve
- Karongwe Private Reserve
- Selati Private Reserve
- Blyde Olifants Conservancy

##### B. Protecting Strategic Water Source Areas

- The Wolkberg, the origin of the Great Letaba headwater streams,
- The Soutpansberg Strategic Water Source Area provides water to the district's northern river systems and the
- Drakensberg Strategic Water Source Area provides water to the district's southern river systems

##### C. Management of Water Resources

- Existing rivers and wetlands
- Dams

The Mopani District Bioregional Plan provides guidelines for land uses that align with management objectives on the Map of Critical Biodiversity Areas.



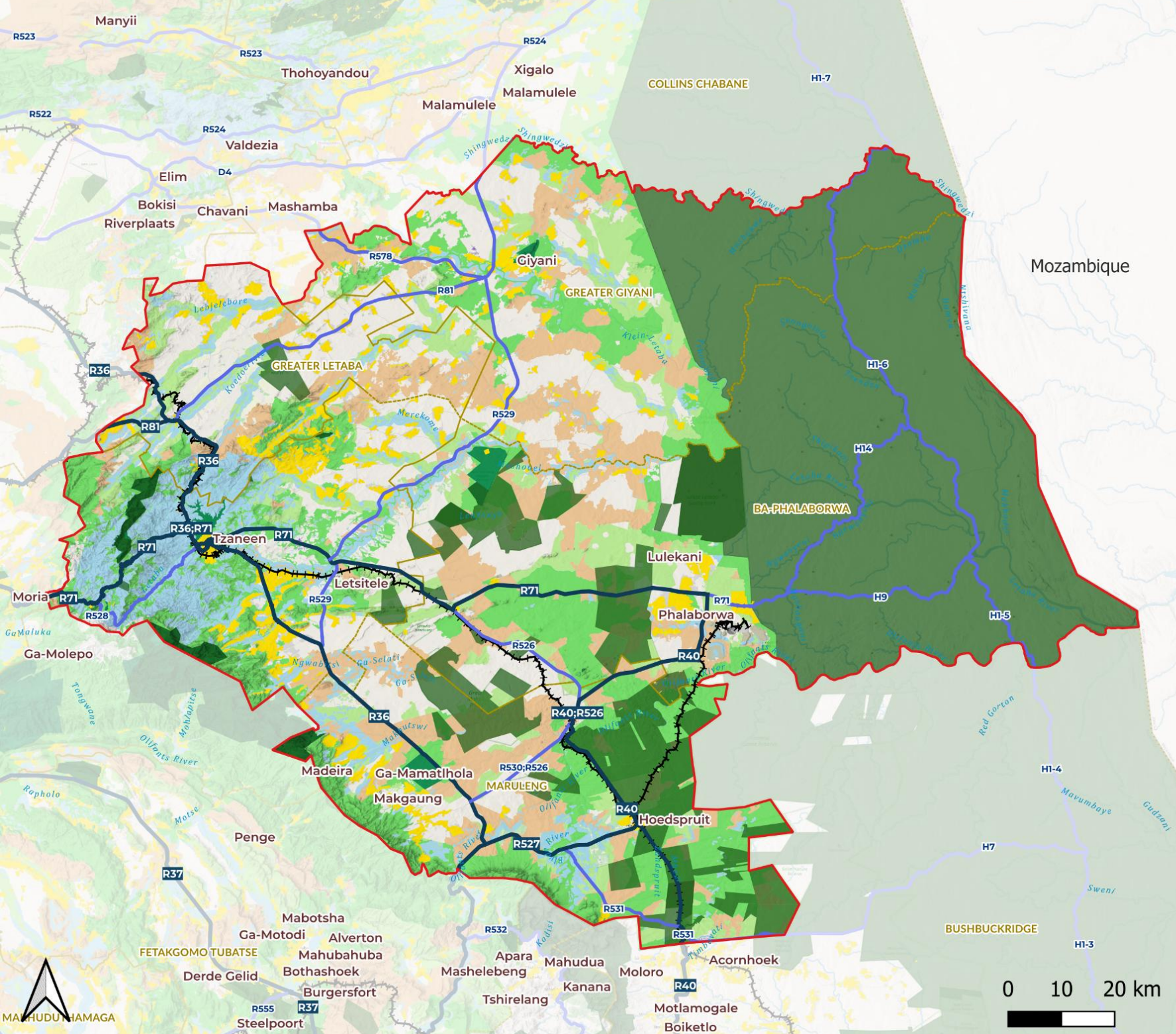
These guidelines help planners identify suitable zones and controls for CBAS or ESAS in strategic planning tools like SDFS, Land Use Management Schemes, and EMFS. They also assist Environmental Impact Assessment evaluators in determining appropriate land use within each category.

CBA Map Category	Land Management Objective
Protected Areas & Critical Biodiversity Area 1 (CBA1)	<p>Maintain natural conservation or production landscapes that maximise the retention of biodiversity patterns and ecological processes:</p> <ul style="list-style-type: none"> <li>- Ecosystems and species are fully intact and undisturbed</li> <li>- These are areas with high irreplaceability or low flexibility in terms of meeting biodiversity pattern targets. If the biodiversity features targeted in these areas are lost, then targets will not be met.</li> <li>- These are landscapes that are at or passed their limits of acceptable change.</li> </ul>
Ecological Support Area 1 (ESA1)	<p>Maintain ecologically functional landscapes that retain basic natural attributes (generally natural or near-natural areas):</p> <ul style="list-style-type: none"> <li>- The ecosystem is still in a natural or near-natural state and has not been previously developed.</li> <li>- Ecosystems are moderately to significantly disturbed but still able to maintain basic functionality.</li> <li>- Individual species or other biodiversity indicators may be severely disturbed or reduced.</li> <li>- These are areas with low irreplaceability concerning biodiversity pattern targets only.</li> </ul>
Ecological Support Area 2 (ESA2)	<p>Maintain ecologically partly functional landscapes that retain some natural attributes (generally cultivated areas):</p> <ul style="list-style-type: none"> <li>- Ecosystem NOT in a natural or near-natural state, which has been previously developed (e.g. ploughed).</li> <li>- Ecosystems are significantly disturbed but still able to maintain some ecological functionality.</li> <li>- Individual species or other biodiversity indicators are severely disturbed or reduced.</li> <li>- These are areas with low irreplaceability for biodiversity pattern targets only.</li> </ul>
Other Natural Areas & No Natural Remains	<p>Production landscapes: manage land to optimise sustainable utilisation of natural areas.</p>

Table 5-1: Land Use Management Objectives for Critical Biodiversity Areas (MDM Bioregional Plan, 2016)



CONSERVATION AREAS



- Mopani District Municipality
- Local Municipalities
- Settlements

**Movement**

- Provincial Roads
- Regional Roads
- Railways

**Conservation Areas**

- Protected Areas
- Critical Biodiversity Area 1
- Critical Biodiversity Area 2
- Ecological Support Area 1
- Ecological Support Area 2
- National Parks
- Rivers

Map 5-3: Conservation Areas

## 5.6 Objective 3: Develop an efficient nodal hierarchy to consolidate economic development and infrastructure investments strategically within the district

Develop a network of strong and vibrant existing and emerging cities and large towns to fulfil the role of fully-fledged national urban nodes, viable regional development anchors, and well-capacitated rural service centres, NSDF 2022

The provincial nodal network is the core structuring element of the provincial space. The nodes are concentration points for economic activity and human settlement and serve as gateways to the productive regions of the province. In some cases, the strengthening of nodes and associated settlement patterns is required to correct distorted spatial patterns and to ensure the optimal utilisation or provision of infrastructure and engineering services. LSDF 2025

This involves promoting the concentration of economic activities and services in specific nodes that are well-connected by transportation networks. Doing so will facilitate easier access to essential services and infrastructure, thereby improving the quality of life for residents and

ensuring more sustainable urban development.

### Strategy 3.1: Classification of nodes for clustering of services and development

#### 5.6.1 Hierarchy of Nodes

Creating a hierarchy of nodes to streamline economic development and infrastructure investments within the district.

Primary nodes serve as central hubs, providing the highest order and broadest range of goods and services to surrounding towns, settlements, and rural areas within the District. The primary nodes are classified as follows in terms of the Provincial nodal classification (LSDF 2025).

##### National Urban Node: Tzaneen

Represent urban core areas or nodes within the Province, which is also recognised in the national spatial context. They should be managed as compact, productive, sustainable, inclusive and well-governed urban areas.

##### Guidelines:

- Urban areas should be managed as:
- Compact

- Productive
- Sustainable
- Inclusive
- Well-governed

Future economic development will primarily be driven by the private sector. Public investment is necessary to support this development, particularly in:

- Quality engineering infrastructure
- Social services

Investment is essential to accommodate:

- Rapid urbanisation
- Population growth

Ongoing investment in infrastructure and social facilities is critical to:

- Maintain the status of these urban nodes
- Support their national role

##### Provincial Urban Node: Phalaborwa

Represent the fast-growing urban areas or nodes within the Province, both in terms of population growth and prospects for economic growth. Settlement growth should preferably be consolidated in the existing large, emerging and fast-growing urban nodes.

##### Guidelines:



Provincial Nodes require public sector intervention and investment to:

- Enable future economic development
- Ensure private sector participation in driving that development

### Regional Development Anchors: Hoedspruit Giyani

These nodes provide a range of services within the specific towns/cities and surrounding network of settlements and productive rural regions, most of which are very well positioned along the national and provincial movement networks and have a strong resource base.

#### Guidelines:

- Targeted settlement planning and development
- Higher-order social infrastructure provision

#### Focused support for:

- Small and medium-sized enterprise (SME) development
- Industrialisation
- Economic diversification
- Serve as residential areas for commuting labour, enabling them to contribute to the local economy rather than commuting daily, weekly, or monthly to larger towns or cities

- Create gateways and interchanges on the regional public transportation network, incorporating them into the planning of functional rural regions
- Connect traditional areas and rural settlements with higher-order urban settlements and economic systems using:
  - Road and rail networks
  - Regional corridor development
- Use investment and planning of social infrastructure to establish well-functioning, compact, and lively rural settlements and regional rural systems.

### Local Service Centre: Modjadjiskloof, Ga-Kgapane, Metz, Gravelotte

The emphasis should be placed on developing community infrastructure rather than solely on economic infrastructure. Rural development should be driven by a network of prioritised service centres that ensure effective delivery of municipal and social services, while also providing logistical and support functions essential for rural growth.

- Priority should be given to community infrastructure over economic infrastructure.
- Rural development should be supported by a network of key service centres.

#### These centres should:

- Provide accessible municipal and social services to rural communities.
- Serve as hubs for rural logistics and development support.
- Enable more efficient and equitable service delivery in rural areas and settlements.

### Strategy 3.2: Balancing urban and rural development in the Mopani District

#### 5.6.2 Strategic Development in Greater Tzaneen

The key strategic location for the Greater Tzaneen local municipality is the ongoing maintenance of the central business area (Tzaneen). This is crucial for local economic development, urban appeal and functionality. This will be done through the creation of an enabling environment relying on four key elements (GTM LED):

- Internal capacity, in this case, the Greater Tzaneen Local Municipality, has to have adequate, skilled staff who are essential for optimal municipal functions.



- Improving Service delivery and infrastructure will create an enabling environment if their proper, reliable provision of water, electricity, and sanitation supports development and attracts investment.
- Municipal planning, the Greater Tzaneen Local Municipality should identify policies that are going to be based on pro-growth and bylaws that are going to encourage public-private partnerships and private investment.
- Accountability and transparency, Greater Tzaneen Local Municipality has to implement policies and have professional ethics that are clear, honest and good governance that is going to build trust with communities, businesses and investors.

### **5.6.3 Strategic Development in Ba-Phalaborwa**

To strengthen the spatial strategy in Ba-Phalaborwa, it is essential to focus on continuous capacity building by offering training and support to entrepreneurs and community members to improve their skills and business knowledge. At the same time, investment in infrastructure such as reliable utilities and transport systems should be prioritised to support economic activities.

Enhancing access to broader markets through trade fairs, digital platforms, and strategic partnerships is also crucial for the success of local businesses. Effective implementation requires strong monitoring and evaluation systems to measure the impact and ensure accountability. Lastly, aligning the LED strategy with national and provincial development plans is important for securing funding and broader institutional support.

The municipality must prioritise infrastructure projects such as water reservoir construction, road rehabilitation, and electrification of underserved areas. For instance, the 2023/2024 Integrated Development Plan (IDP) highlighted the construction of water reservoirs, installation of streetlights to combat crime, and tarring of roads as key projects.

### **5.6.4 Strategic Development in Maruleng**

The municipality should focus on improving basic infrastructure, including roads, water, and electricity, to eliminate service backlogs in rural villages. This involves upgrading existing infrastructure and expanding services to underserved areas. Additionally, the development of affordable housing in urban nodes like Hoedspruit is prioritised to

accommodate the growing population.

### **5.6.5 Strategic Development in Giyani**

The strategic focus for the Greater Giyani includes fixing infrastructural deficiencies such as inadequate road maintenance and a lack of street lighting. Addressing these issues is crucial for stimulating rural tourism and ensuring sustainable development.

### **5.6.6 Strategic Development in Greater Letaba**

For the Greater Letaba Municipality, the Infrastructure Development and Service Delivery strategy serves as a critical enabler for economic development, social inclusion, and spatial transformation. This strategy prioritises the systematic upgrading of ageing infrastructure such as roads, water supply systems, electricity networks, and sanitation facilities to improve their efficiency and reliability.

It also focuses on extending these services to historically underserved rural villages and peripheral areas, thereby addressing spatial inequality and enhancing the quality of life for all residents. By aligning infrastructure investment with the municipality's population growth and

development needs, Greater Letaba aims to build a resilient and well-connected municipality that supports local enterprise growth, facilitates service delivery, and attracts public and private sector investment.

### 5.6.7 Human Settlements

#### Priority Human Settlement and Housing Development Areas

The Minister of Human Settlements, Water and Sanitation, by Section 3 of the Housing Act (No. 107 of 1997), Section 7(3) of the Housing Development Agency Act, 2008 (No. 23 of 2008), the Spatial Planning and Land Use Management Act (SPLUMA) (No. 16 of 2013), and the Infrastructure Development Act (No. 23 of 2014), declared Priority Human Settlements and Housing Development Areas (PHSHDAs).

These areas were created to drive spatial transformation and consolidation in human settlements and to restructure and revitalise towns and cities. Their objective is to improve the livelihoods of households and break down apartheid-era spatial patterns by promoting integrated urban development. The PHSHDAs are underpinned by the principles of the National Development Plan (NDP) and allied objectives of

the National Spatial Development Framework (NSDF) and the Integrated Urban Development Framework (IUDF).

The PHSHDA Programme represents a national spatial transformation initiative aimed at constructing new, integrated, functional, and inclusive settlements. It relies on cooperative and collaborative public sector investments, intending to mobilise private investment towards defined targets and objectives within designated geographical areas. Additionally, the program seeks to utilise housing delivery across a spectrum of housing typologies within integrated mixed-use developments in the declared PHSHDAs to address the following priority circumstances.

- Areas of urgent housing need with an established high demand and low supply of housing opportunities.
- Areas requiring upgrading and/or redevelopment for delivering housing choices, including subsidised housing; and
- Areas requiring improved access to infrastructure, amenities, and services.
- Areas that support the integration of different housing typologies, land uses, and economic development.

Within the Mopani District Municipality, there are 3 PHSHDA situated within the Greater Giyani Municipality as the Greater Giyani node and in the Greater Tzaneen Municipality as the Tzaneen Core and the Nkowankoa Node.

Aligned with the Limpopo SDF, Priority human settlement interventions in the PHSHDAs focus on social and rental housing, integrated residential development, informal settlement upgrades, and the enhanced People's Housing Process.

- Land assembly for human settlements is emphasised in these areas, in alignment with the provincial pipeline and PHSHDA Development Plans.
- The provision of bulk infrastructure and the planning and implementation of public transport must support human settlement development.
- Investment in human settlements within the PHSHDAs should catalyse broader economic growth.
- Such investments should also contribute to spatial restructuring and the transformation of development areas.

#### Informal Settlement Upgrading

Upgrading of informal settlements should be done through the Upgrading of Informal Settlements Programme (UISP) as outlined in the National Housing Code.

### Phase 1: Application

- Municipalities apply to the Provincial Government for funding via Interim Business Plans.
- Plans must include details from the municipality's Integrated Development Plan (IDP) and Housing Development Plan.
- Applications are evaluated by the MEC based on specific guidelines.

### Phase 2: Project Initiation

- Upon approval, municipalities receive funding for:
- Land acquisition (negotiated or expropriated).
- Socio-economic and demographic profiling.
- Provision of interim water and sanitation services.
- Pre-planning studies (e.g., geotechnical and environmental assessments).
- This phase typically lasts 8–12 months.

### Phase 3: Project Implementation

- Municipalities submit a Final Business Plan for approval.
- Funding covers:
  - Project and housing support services.
  - Planning and dispute resolution.
  - Land rehabilitation and relocation assistance.
  - Installation of permanent infrastructure.
  - Construction of social, economic, and community facilities.
- Must include plans for Phase 4.

### Phase 4: Housing Consolidation

- The final phase includes:
  - Township establishment and ownership registration.
  - House construction and any remaining social amenities.
  - Administered under the relevant National Housing Programme.
  - Housing options include:
    - People's Housing Projects
    - Contractor-built houses
    - Rental and medium-density housing
  - Residents are encouraged to participate in planning according to their needs and means.

All informal settlements should be assessed and categorised through the Rapid Assessment and

Categorisation. This will enable municipalities to take a holistic approach in embarking on the process of upgrading informal settlements.

### Rural Development Zone

To support growth in rural areas, land use management plays a key role in ensuring sustainable development. This region is part of the national Eastern Escarpment Spatial Transformation and Economic Transition Region, as outlined in the National SDF of 2022.

### Residential and facilities development

It is proposed that the Demarcation of sites in traditional council areas should be prioritised to reduce the impact of urban sprawl and environmental degradation. This will also ensure the installation of services.

Densities should, where feasible, increase near major access routes, strategic centres, or crossroads.

For residential purposes, applicants must follow the application procedures of the Traditional Council to obtain consent. For non-residential purposes, applicants must submit the Traditional Council's consent along with the



required application form and supporting documents to the relevant Traditional Leader or representative body for review and agreement.

Upon approval, the Traditional Leader or representative body will issue the applicant a lease diagram, which must be submitted to the municipality. The lease diagram and land use details will then be incorporated into the Scheme map. If the intended use requires special consent or is prohibited under the Scheme, the applicant must apply for special consent or a scheme amendment/rezoning per the Scheme and the SPLUMA By-law.

### **Agriculture**

Agriculture should remain the dominant land use in rural landscapes, with enforcement of relevant laws like the Subdivision of Agricultural Land Act, the Conservation of Agricultural Resources Act, and the National Water Act. Fragmentation of agricultural land, especially high-potential areas, should be restricted, and consolidation encouraged. Subdivisions require prior consent from the National Department of Agriculture, Forestry, and Fisheries.

Sustainable farming practices, such as maintaining natural corridors, avoiding

endangered species habitats, conserving vegetation, using organic inputs, rotational grazing, contour ploughing, and fire risk mitigation, should be promoted. Land use should focus on agriculture and tourism, supported by a municipality-approved Site Development Plan.

Small-scale farming and emerging farmer establishments should be prioritised near towns and along rural activity routes, while space-intensive or nuisance agricultural enterprises should be located near regional routes or railways. Environmental Impact Assessments (EIA) must be enforced for listed activities on agricultural land.

The size of Agri-villages should align with the agricultural potential of the land and the sustainability of the settlement, ensuring the provision of basic social and engineering infrastructure. Sustainable service technologies, such as solar power, rainwater harvesting, boreholes, and VIP latrines, should be adopted to minimise operational demands. The location of Agri-villages must prioritise accessibility to viable transportation options and main roads.

Land allocation within traditional council areas must adhere to indigenous laws and customs of

the relevant traditional council while aligning with the provisions of the Schemes and Local Spatial Planning and Land Use Management By-laws of the Local Municipalities. If land occupied informally by traditional communities or indigent households is included in the land use scheme, community-accepted land use patterns and management practices should not be disrupted, as outlined in the Bylaw.

### **Cemeteries**

An EIA and a geotechnical study are a prerequisite for the approval of a cemetery site.

Once preferred sites are identified, detailed studies must be conducted to assess their suitability based on topography, geology, and environmental constraints.

### **Taverns**

Taverns should preferably be located a healthy distance away from residential areas, churches, and schools.

## Strategic Actions to Improve Housing and Human Settlements in Mopani

### 1. Formalise and Upgrade Informal Settlements

- Conduct detailed audits to identify all informal settlements.
- Prioritise in-situ upgrades over relocations to preserve community networks.
- Provide basic services (water, sanitation, electricity) through short-term interventions.
- Introduce incremental housing approaches (e.g., serviced stands, starter units).

### 2. Promote Integrated, Sustainable Human Settlements

- Adopt the Breaking New Ground (BNG) policy to create inclusive, mixed-use, and mixed-income communities.
- Cluster housing near economic nodes and transport spines to reduce travel costs and improve access to jobs and amenities.
- Encourage public-private partnerships (PPPs) in township establishment and mixed-use developments.

### 3. Increase Affordable Housing Supply

- Develop well-located social housing in towns like Tzaneen, Giyani, and Hoedspruit, especially near CBDs and transport routes.
- Use municipal land banks or acquired state-owned land for affordable housing projects.
- Support rental housing models, especially for seasonal workers and youth.

### 4. Enable Land Access and Tenure Security

- Accelerate the demarcation of residential sites in Traditional Council areas.
- Formalise land rights by registering occupants and issuing long-term leases or title deeds.
- Ensure all land allocations follow SPLUMA and local planning by-laws to prevent illegal subdivisions.

### 5. Upgrade Bulk and Social Infrastructure

- Align housing delivery with upgrades to water, electricity, roads, and sanitation networks.
- Ensure every new development includes schools, clinics, parks, and recreational facilities to create complete communities.

## Strategy 3.3: Promote a Functional Municipal Land Use Management System

### 5.6.8 Enhancing the function of land use management and development in local municipalities

The following processes are proposed for each municipality within the District.

- Review and Development of Municipal-Wide Land Audit
- Processing of Land Claims
- Implementation of local SDF and Precinct Plans
- Procurement of Geographic information systems to monitor land use changes, ownership and environmentally sensitive areas
- Alignment of Infrastructure Projects



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[illegible]

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[illegible]

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- The map displays the Mankudu Hamaga area in Botswana, with various towns and regions labeled. The Mankudu Hamaga area is highlighted in yellow, green, and red. Key locations include Gijani, Dzumeri, @a-Kgapane, Modjadjiskloof, Tzaneen, Gravelotte, Metz, Maruleng, Hoedspruit, and Phalaborwa. The map also shows the Mankudu Hamaga area in yellow, the Mankudu Hamaga area in green, and the Mankudu Hamaga area in red. A scale bar indicates distances from 0 to 20 km, and a north arrow is present in the bottom left corner.

[illegible]



## 5.7 Objective 4: Intensification of Economic Activity and Job Creation

Optimise the agricultural opportunities in the regions and support the establishment of small-scale farming activities, agri-enterprises and agri-led industrialisation, to foster productive regional-rural development, enhance national food security, and strengthen national water security;

Develop the tourism sector and creative industries in the regions, with an emphasis on small and medium farming activities and agri-eco production; NSDF 2022

An integrated, regional approach to development is proposed, where specific development and investment guidelines are provided based on a productive regional development typology. LSDF 2025

### Strategy 4.1: Intensification of Agriculture and Implementation of the Agrihub Strategies

A total of 14 FPSUS have been established across various municipalities within the region. Of these, 3 are located in Greater Letaba, 3 in Greater Giyani, 3 in Greater Tzaneen, and 3 in Maruleng Municipality. Additionally, 2 FPSU sites have been identified within the Ba-Phalaborwa

Municipality. These units form part of a coordinated strategy to strengthen rural agricultural systems and ensure inclusive participation in the agri-food economy.

According to the Mopani District Municipality Agri-Parks Master Business Plan 2016, proposed opportunities, a specific focus has been placed on three commodity groups, such as mango, pepper and agroforestry products (notably marula). These products are abundant in the region and have significant market potential. The mango value chain can generate employment and stimulate local enterprise development. These include

- Chutney
- Atchar
- Dried mango
- Mango puree
- Mango slices
- Beverages
- Mango kernel processing
- Pepper production in the district also presents agro-processing potential
- Marula-based products support a wide range of high-value agroforestry products such as
- Juices
- Jams and jellies
- Ciders and alcoholic beverages
- Essential oils

- Roasted marula nuts
- Natural flavourings and additives

### Infrastructure requirements

To support efficiency and growth, key infrastructure requirements include pack houses, mechanisation equipment, transport and logistics, and facilities for weighing, storage, sorting, packaging, warehousing, and agro-processing. Additional needs encompass retail and training centres, housing for students and staff, administrative and quality control facilities, ICT solutions, electricity, and supportive buildings. Implementing these will lead to the next steps and unlock possible economic benefits through improved productivity, job creation, and value chain development.

### Possible economic benefits

This model aims to contribute to the economic development of the local development of Mopani by stimulating growth in employment opportunities, agro-processing, manufacturing and transport sectors.

- Estimated targeted hectares – 5000 hectares
- Number of smallholder farmers: 200 – 500 farmers

- Estimated number of jobs: 11000 jobs (direct and indirect)

### **5.7.1 Agricultural Zone**

#### **Agriculture Strategies in Greater Tzaneen**

##### **Agriculture Value Chain Development**

The strategy of agriculture value chain development is to increase local production. This can be done through supporting small-scale and emerging farmers by providing support to selected farmers, such as training, mentorship, attracting strategic partners, as well as financial support. Intensify the activities of agricultural zones.

#### **Agriculture Strategies in Greater Letaba**

For the Greater Letaba Municipality, the Environmental Protection and Open Space Systems strategy is aimed at safeguarding the region's natural assets while enhancing urban livability. This strategy focuses on conserving critical ecosystems such as wetlands, rivers, forests, and biodiversity-rich areas that are vital for ecological balance and climate resilience. It promotes sustainable land management practices that prevent degradation and ensure

long-term productivity of the land, particularly in rural agricultural zones. Additionally, the strategy integrates open and green spaces into urban development plans, such as parks, buffer zones, and community gardens, to improve environmental quality, provide recreational opportunities, and strengthen the connection between communities and nature. This approach not only supports environmental sustainability but also contributes to public health and a more attractive, resilient municipal landscape.

#### **Agriculture Strategy in Giyani**

The Greater Giyani Local Municipality aims to enhance food security by encouraging sustainable agricultural practices and boosting local food production. At the same time, it seeks to promote economic growth through the development of agricultural value chains and improved market access. The strategy also emphasises empowering local communities, especially women and emerging farmers, by building their capacity and providing access to necessary resources. Additionally, it focuses on building climate resilience by adopting climate-adaptive farming methods and improving the use of water in agriculture.

The municipality's strategy will include provisional support to emerging farmers through training programs and access to resources. However, challenges such as poor scheduling, lack of briefing sessions, and curriculum misalignment have been identified as factors negatively impacting the delivery of agricultural training programs.

#### **Climate-Resilient Agriculture**

The Greater Giyani strategy is to focus on implementing climate-adaptive agricultural practices to enhance water utilisation and improve food production. This includes the establishment of community water supply sites and support for agricultural cooperatives to bolster local food production and economic sustainability.

#### **Agriculture Strategy in Baphalaborwa**

Ba-phalaborwa Municipality, as a strategy, is introducing Farmer Field Schools in communities such as Benfarm in Ba-Phalaborwa, Maphalle in Greater Letaba, and Lorraine in Sekororo. These schools aim to promote food security by teaching elderly farmers sustainable farming practices, combining indigenous knowledge with scientific

techniques. Through peer-to-peer learning, these initiatives empower local farmers to improve their agricultural productivity.

### **Industrialisation of Marula Products**

Ba-Phalaborwa is leveraging its rich marula resources to promote agro-industrialisation. The municipality, as a strategy, can initiate efforts to produce marula-based products such as jam, peanut butter, soap, and body lotions. This initiative aims to create employment opportunities and reduce dependency on mining by diversifying the local economy.

### **Agricultural Strategy in Maruleng**

Maruleng aims to stimulate economic growth by promoting agro-processing activities such as juice processing and fruit drying. The municipality encourages private sector investment in agriculture value-added processing and provides incentives for such investments. This strategy aligns with the municipality's focus on agriculture as a key economic pillar.

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<sup>1</sup> FAO. 2018. Climate-smart agriculture training manual – A reference manual for agricultural extension agents. Rome. 106 pp.

### **5.7.2 Climate Smart Agriculture<sup>1</sup>**

Climate-Smart Agriculture (CSA), introduced by the Food and Agriculture Organisation of the United Nations in 2010, is a flexible, integrated approach to managing agricultural landscapes that aims to achieve sustainable development while addressing food security and climate change. It focuses on improving productivity, resilience, and reducing emissions through context-specific strategies supported by policies, investments, and stakeholder collaboration. CSA also promotes capacity building and social inclusion to ensure equitable and sustainable outcomes.

#### **Key Characteristics**

Climate-smart agriculture (CSA) is an approach introduced by the FAO to address the interlinked challenges of food security and climate change. Its key characteristics include the sustainable increase of agricultural productivity and incomes through innovative and efficient use of natural resources. CSA focuses on adapting agriculture to changing climate conditions by building resilience to climate-related shocks. It also aims

to mitigate climate change by reducing or removing greenhouse gas emissions. The approach integrates economic growth, social inclusion, especially gender equality and environmental sustainability. Furthermore, CSA emphasises resource efficiency and relies on supportive policies and investments to ensure its successful implementation.

#### **Current agricultural practices versus Climate-smart agricultural practices**

Current agricultural practices often expand into forests and grassland, overuse natural resources, depend on limited high-yield crops and heavily rely on chemical inputs and fossil fuels. In contrast, CSA focuses on intensifying production on existing or restored land, using diverse and locally adapted crops and breeds, applying sustainable inputs like compost and crop rotation, adopting energy-efficient technologies, and diversifying production and marketing to enhance resilience and reduce risks.

The following methods are proposed for local agricultural activity, from small-scale to large-



scale farming (Table 5-2).

- Integrated Systems
- Conservation Agriculture
- Soil and Water Conservation
- Switching species, varieties and breeds
- Water harvesting

Why is it climate-smart?	Approach
<p><b>INTEGRATED SYSTEMS</b></p> <p>This system is climate-smart because it diversifies income, reduces climate risks, improves soil health, conserves water and sequesters carbon. It also recycles nutrients through trees, mulch, and manure, enhancing resilience and sustainability.</p>	<p>Diverse and multifunctional agricultural approaches.</p> <p>Combine elements such as:</p> <ul style="list-style-type: none"> <li>- Crops</li> <li>- Livestock</li> <li>- Forestry</li> </ul> <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>- Improve productivity</li> <li>- Enhance environmental sustainability</li> </ul> <p><b>Scalability:</b></p> <ul style="list-style-type: none"> <li>- Can be applied to individual farms or larger regional areas</li> </ul> <p><b>Design Focus:</b></p> <ul style="list-style-type: none"> <li>- Enhance resource efficiency by linking different agricultural components</li> </ul> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>- Deliver social, economic, and environmental gains</li> <li>- Well-suited for sustainable agriculture in the face of climate change</li> </ul>
<p><b>CONSERVATION AGRICULTURE</b></p> <p>This approach is climate-smart because it enhances soil health, reduces erosion and improves water retention, making farms more resilient to climate impacts like droughts and heavy rains. Minimising soil disturbance helps preserve soil structure and biodiversity. Using mulch or cover crops increases organic matter, which improves soil fertility and stores carbon, contributing to climate change mitigation. Crop rotations maintain long-term soil productivity and reduce the need for chemical inputs, promoting sustainability. These practices reduce dependency on external resources, lower greenhouse gas emissions, and</p>	<p><b>Core Principles:</b></p> <ul style="list-style-type: none"> <li>- Minimum soil disturbance</li> <li>- Maintaining soil cover (with mulch or cover crops)</li> <li>- Crop rotations</li> </ul> <p><b>Application Methods:</b></p> <p><b>Manual:</b></p> <ul style="list-style-type: none"> <li>- Farmers leave crop residue as mulch.</li> <li>- Use of cover crops.</li> <li>- Animal-drawn tools create narrow planting furrows.</li> </ul> <p><b>Mechanized:</b></p> <ul style="list-style-type: none"> <li>- Use of specialised equipment (e.g., tractor-drawn ripper and planter).</li> <li>- The equipment handles crop residue and sows seeds simultaneously.</li> <li>- It may involve herbicide use for weed control.</li> </ul>

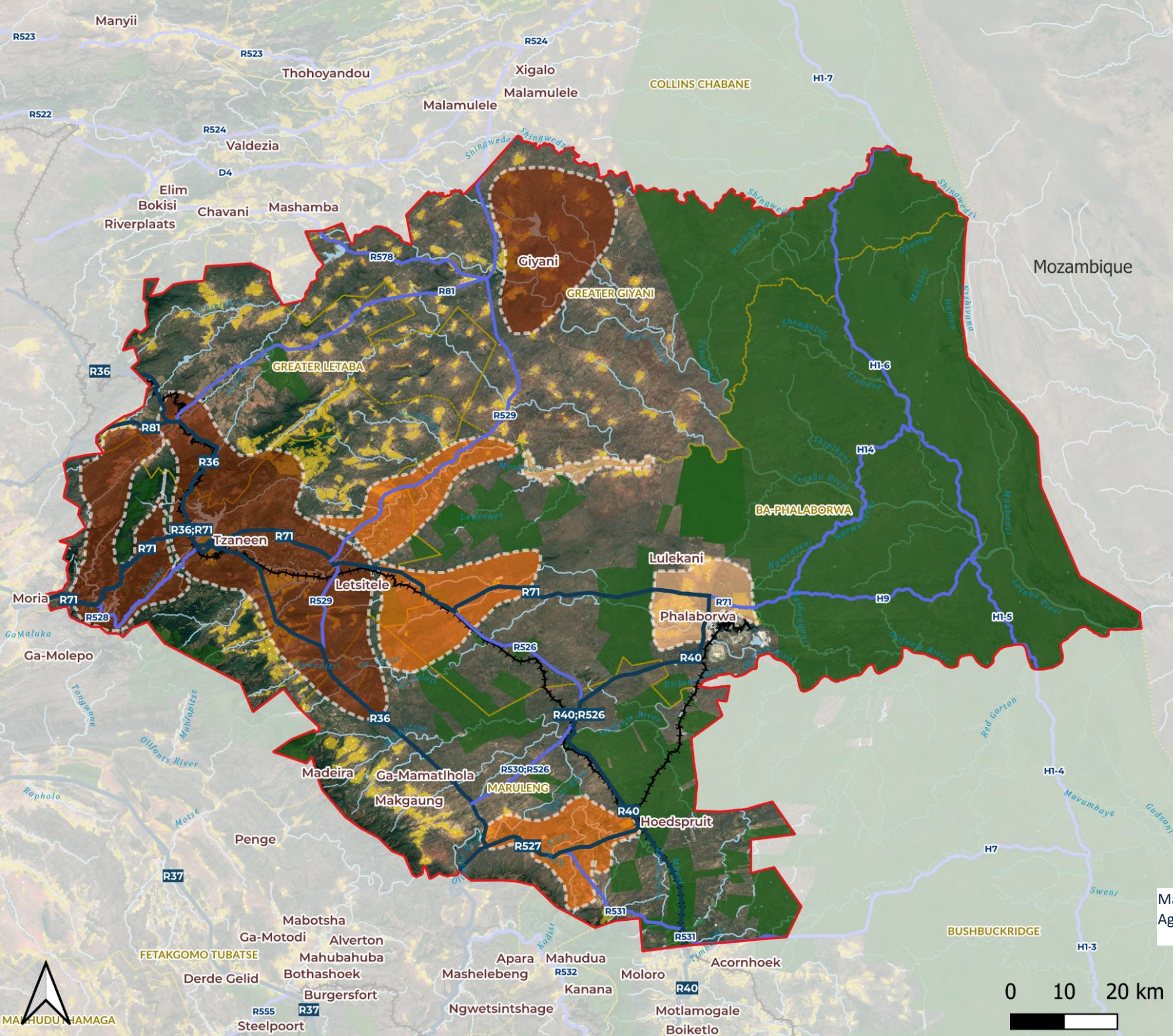
support agricultural adaptation to changing climate conditions.	<b>Benefits:</b> <ul style="list-style-type: none"> <li>- Maintains <b>soil fertility</b></li> <li>- Enhances <b>sustainability</b></li> </ul>
<b>SOIL AND WATER CONSERVATION</b> <p>Soil and water conservation is climate-smart because it helps farms adapt to climate change by reducing soil erosion, retaining moisture during dry periods, and improving soil fertility, which supports consistent crop yields. These practices also enhance the land's ability to absorb rainfall, reducing flood risk and promoting groundwater recharge. Additionally, biological methods like planting trees and legumes sequester carbon and enrich the soil, contributing to climate change mitigation while strengthening long-term agricultural resilience.</p>	<b>Soil and Water Conservation Techniques:</b> <p><b>Physical Measures:</b></p> <ul style="list-style-type: none"> <li>- Terraces, bunds, and check dams.</li> <li>- Control water flow and promote infiltration.</li> </ul> <p><b>Biological Measures:</b></p> <ul style="list-style-type: none"> <li>- Use of trees, grass, and leguminous crops.</li> <li>- Prevent erosion and improve soil health.</li> </ul> <p><b>Agronomic Measures:</b></p> <ul style="list-style-type: none"> <li>- Contour planting, intercropping, and mulching.</li> <li>- Focus on crop management to protect soil and boost productivity.</li> </ul>
<b>SWITCHING SPECIES, VARIETIES AND BREEDS</b> <p>As the climate changes, traditional high-yielding crops and livestock may no longer perform well. Climate-smart agriculture promotes using specially developed or regionally adapted varieties and breeds like salt- or flood-tolerant rice for coastal areas, and drought- or heat-tolerant crops for dry regions to better cope with shifting environmental conditions.</p>	<ul style="list-style-type: none"> <li>- Involves using traditional and improved crop and livestock varieties. Focus on shifting to more <b>resilient options</b> to cope with climate change.</li> <li>- Examples: <ul style="list-style-type: none"> <li>- Drought-tolerant crops (e.g., sorghum).</li> <li>- Hardy livestock breeds are better adapted to harsh conditions.</li> </ul> </li> <li>- Enhances the ability of agricultural systems to withstand climate challenges.</li> </ul>
<b>WATER HARVESTING</b> <p>Water harvesting is climate-smart because it helps communities adapt to changing rainfall patterns by capturing and storing water for use during dry periods. It improves water availability for crops and livestock, enhances soil moisture,</p>	<p>Involves the collection and storage of rainwater or runoff.</p> <ul style="list-style-type: none"> <li>- Water is used for: <ul style="list-style-type: none"> <li>- Irrigation</li> <li>- Livestock</li> <li>- Domestic needs</li> </ul> </li> </ul> <p><b>Types of catchments:</b></p>



and reduces the risk of crop failure during droughts. By storing runoff and recharging aquifers, it also supports long-term water security and reduces dependency on unreliable rainfall, making agricultural systems more resilient to climate change.	<p><b>Micro catchments:</b></p> <ul style="list-style-type: none"> <li>- Basins and terraces.</li> <li>- Retain water directly in fields.</li> </ul> <p><b>Macro catchments:</b></p> <ul style="list-style-type: none"> <li>- Dams and tanks.</li> <li>- Divert and store larger volumes of water.</li> </ul> <p><b>Storage options include:</b></p> <ul style="list-style-type: none"> <li>- Ponds</li> <li>- Cisterns</li> <li>- Recharging underground aquifers</li> </ul> <p><b>Benefits:</b></p> <ul style="list-style-type: none"> <li>- Enhances water availability</li> <li>- Improves resilience to drought</li> </ul>
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Table 5-2: Climate Smart Agriculture (reworked from FAO 2018)

**PROPOSED AGRICULTURAL  
ZONES**



- Mopani District Municipality
- Local Municipalities
- Settlements
- National Parks

**Movement**

- Provincial Roads
- Regional Roads
- Railways
- Rivers

**Agricultural Zone**

- High Intensity
- Medium Intensity
- Low Intensity

Map 5-5: Proposed  
Agricultural Zones

0 10 20 km



## **Strategy 4.2: Strengthening of Tourism, Manufacturing and Trade**

### **5.7.3 Tourism Zone**

#### **Greater Tzaneen Tourism**

Tourism potential needs to be developed into products that can create employment and generate income. This can be done through environmental sustainability, conservation and tourism development. Environmental sustainability will deal with promoting long-term economic growth by protecting natural resources that communities rely on (e.g., farming and tourism). Enhancing public health through cleaner environments. Attracts green investment and supports compliance with national and global sustainability goals.

Conservation will deal with veld management, sustainable farming methods and product development in protected areas to generate income.

Tourism development will deal with nature-based and cultural tourism. Have a tourism route development, create a Tourism website and marketing material, as well as product development.

#### **Maruleng Tourism**

Given the Maruleng municipality's proximity to the Kruger National Park and other natural attractions, tourism is a significant economic driver. The Maruleng Municipality will promote the development of game reserves, lodges, and tourism-related infrastructure. The strategy will also encourage the establishment of tourism-friendly policies and incentives to attract private-sector investment in the tourism sector. It proposed that Hoedspruit should be promoted as a major international tourist destination.

#### **Baphalaborwa Tourism**

The LED strategy 2019 of the Ba-phalaborwa LM emphasises the development of tourism-related infrastructure, including accommodation and recreational facilities, to capitalise on the municipality's proximity to the Kruger National Park and other natural attractions. Additionally, the framework supports the growth of sectors like agriculture and mining, ensuring that land use decisions align with economic objectives.

#### **Greater Giyani Tourism**

Tourism strategy in the Greater Giyani LM is

aimed at leveraging its rich cultural heritage and natural resources to stimulate local economic development.

Greater Giyani boasts several natural attractions that are integral to its tourism strategy. The Man'ombe Nature Reserve, located 6 km east of Giyani, is home to various wildlife species and offers guided tours. Additionally, the Nsami Dam provides opportunities for water sports, fishing, and picnicking. The municipality is also exploring the potential of the Flag Boshielo Dam and the conservancy from Schuinsdraai Nature Reserve to neighbouring game farms as part of its eco-tourism initiatives.

To support the growing tourism sector, Greater Giyani's strategy should develop a range of accommodation options, including lodges, guesthouses, and resorts. Notable establishments include Oasis Lodge, Baleni Camp, and Thomo Museum Lodge. The other strategy the municipality can apply is also work on improving infrastructure, such as roads and signage, to enhance accessibility to tourist sites.

#### **Shangoni Gate**

The Shangoni Gate should be established as an entrance point to the Kruger National Park. The



gate should enhance local tourism and experience within the Northern Region.

Development within the area should intensify activities that will support the growth of the area and take advantage of the position of the gate. This includes accommodation, retail and tourism activities.

#### **Accommodation Services**

- Eco-lodges and safari camps
- Budget guesthouses and hostels
- Homestays with local families

#### **Food and Beverage**

- Local restaurants or cafes
- Street food stalls
- Mobile food trucks near the gate
- Cultural dining experiences
- Transport and Logistics
- Shuttle or taxi services to/from nearby towns or airports
- Bike rentals
- Car hire with or without a driver

#### **Retail and Souvenirs**

- Craft shops and art galleries
- Souvenir stalls (e.g., wildlife-themed items)

#### **- Local produce and handmade goods**

### **Strategy 4.3 Mining and Manufacturing**

#### **5.7.4 Manufacturing**

The manufacturing potential in Greater Giyani lies in integrating it with agro-processing, such as processing Mopani worms and tomato products. Other viable opportunities include producing protective clothing, clay bricks, plastic water tanks, and traditional beadwork and jewellery. To realise these opportunities, the municipality must invest in skills development through training programs, mentorship, and the creation of a beneficiary skills database.

Existing local resources like the LIMDEV industrial area and unused educational buildings should be revitalised and repurposed for manufacturing to reduce startup costs. Furthermore, support structures must be established to assist new manufacturers, and organisations like SABS should be engaged to help ensure product quality and competitiveness.

The Greater Letaba Local Municipality (GLM) has actively engaged with timber plantations as a strategic component of its local economic development (LED) initiatives. These efforts align with the municipality's vision to be the leading provider of quality services that promote socio-economic development. The municipality's mission emphasises the promotion of local economic development and job creation, which are central to its approach to timber plantation management (Greater Letaba Municipality, n.d.).

GLM, in collaboration with the South African Forestry Company Limited (SAFCOL), supports agroforestry projects that integrate crops with commercial timber trees. These projects not only utilise land efficiently between planting cycles but also help in improving food security and stimulating local entrepreneurship through initiatives such as furniture manufacturing support (<sup>2</sup>The Citizen, 2023).

#### **5.7.5 Trade and Mining**

The local economic analysis of Greater Giyani

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<sup>2</sup> The Citizen. (2023, November 26). *Plantation intercropping gets support from the government*. Retrieved from <https://www.citizen.co.za>

revealed a need to prioritise the development of specific types of SMMEs and micro-enterprises, particularly in agro-processing, trade, service provision, and tourism. The area's unique economic structure and opportunities call for tailored, locally based SMME programs that align with the distinct economic and socio-economic conditions influencing business growth in the region.

There is an opportunity to expand the mining activities in Giyani. To expand mining activities in Giyani, the municipality and the private sector must undertake a series of strategic initiatives. The municipality should focus on creating a conducive regulatory environment that encourages investment in mining. This includes streamlining permitting processes, ensuring transparency in regulations, and providing incentives for sustainable mining practices.

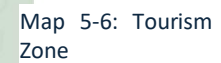
Furthermore, the municipality must invest in infrastructure development, such as improving road networks, electricity supply, and water access, which are critical for mining operations. Collaborating with educational institutions to offer specialised training programs will ensure a skilled workforce is available to support the sector's growth. Establishing a platform for dialogue between stakeholders, including local

communities, mining companies, and government entities, will facilitate the resolution of conflicts and promote collaborative efforts.

The private sector should focus on leveraging advanced technologies to enhance the efficiency and sustainability of mining operations. Investing in research and development will drive innovation and improve resource extraction methods. Companies should also prioritise corporate social responsibility by engaging with local communities, supporting environmental conservation efforts, and ensuring fair labour practices.

Partnerships between the municipality and the private sector can lead to the development of industrial hubs that support mining activities, including processing facilities and supply chain infrastructure. By aligning their strategies, both entities can create a robust mining sector that contributes to Giyani's economic growth and job creation while preserving the region's natural environment.







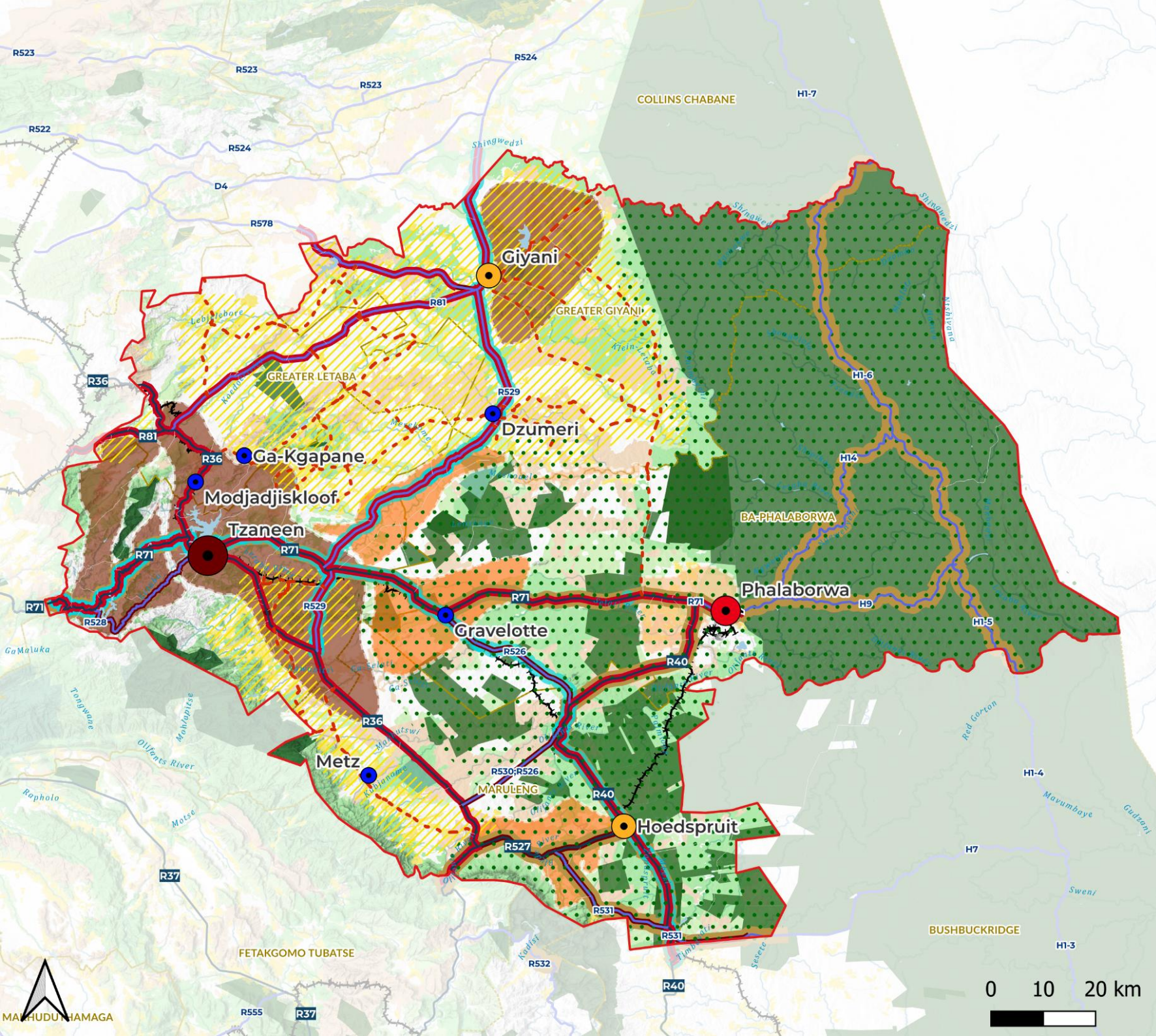
## 5.8 Composite map

As an initial step towards a comprehensive spatial development strategy for Mopani District Municipality, a Composite Spatial Map has been formulated. This map provides a model for directing and contextualising future developments within the district. The framework aims to promote, clarify, and refine the spatial development principles and priorities as supported by relevant policies and legislation, thereby defining the desired spatial form of Mopani District Municipality (Map 5-7).



# MOPANI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## COMPOSITE SDF



- Mopani District Municipality
- Local Municipalities
- Settlements

### Movement

- Provincial Roads
- Regional Roads
- Major Roads
- Railways

### Proposed District Corridors

- Provincial Corridors
- Local Connector
- Activity Spines

### Conservation Areas

- Protected Areas
- Critical Biodiversity Area 1
- Critical Biodiversity Area 2
- Ecological Support Area 1
- National Parks
- Rivers
- Dams

### Agricultural Zone

- High Intensity
- Medium Intensity
- Low Intensity

### Nodes

- National Urban Node
- Provincial Urban Node
- Regional Development Anchor
- Local Service Centres
- Rural Development Zone
- Tourism Corridors
- Tourism Zone

Map 5-7: Composite  
Map MDM SDF



**COMPOSITE SDF**

 TZANEEN MUNICIPALITY

 Local Municipalities

 Settlements

**Movement**


 Provincial Roads


 Regional Roads

 Major Roads

 Railways


**Conservation Areas**

 Protected Areas

 Critical Biodiversity Area 1

 Critical Biodiversity Area 2

 Ecological Support Area 1


 National Parks

 Rivers

 Dams


**Proposed District Corridors**

 Provincial Corridors

 Local Connector

**Agricultural Zone**

 High Intensity

 Medium Intensity


**Nodes**

 National Urban Node

 Local Service Centres

 Rural Development Zone

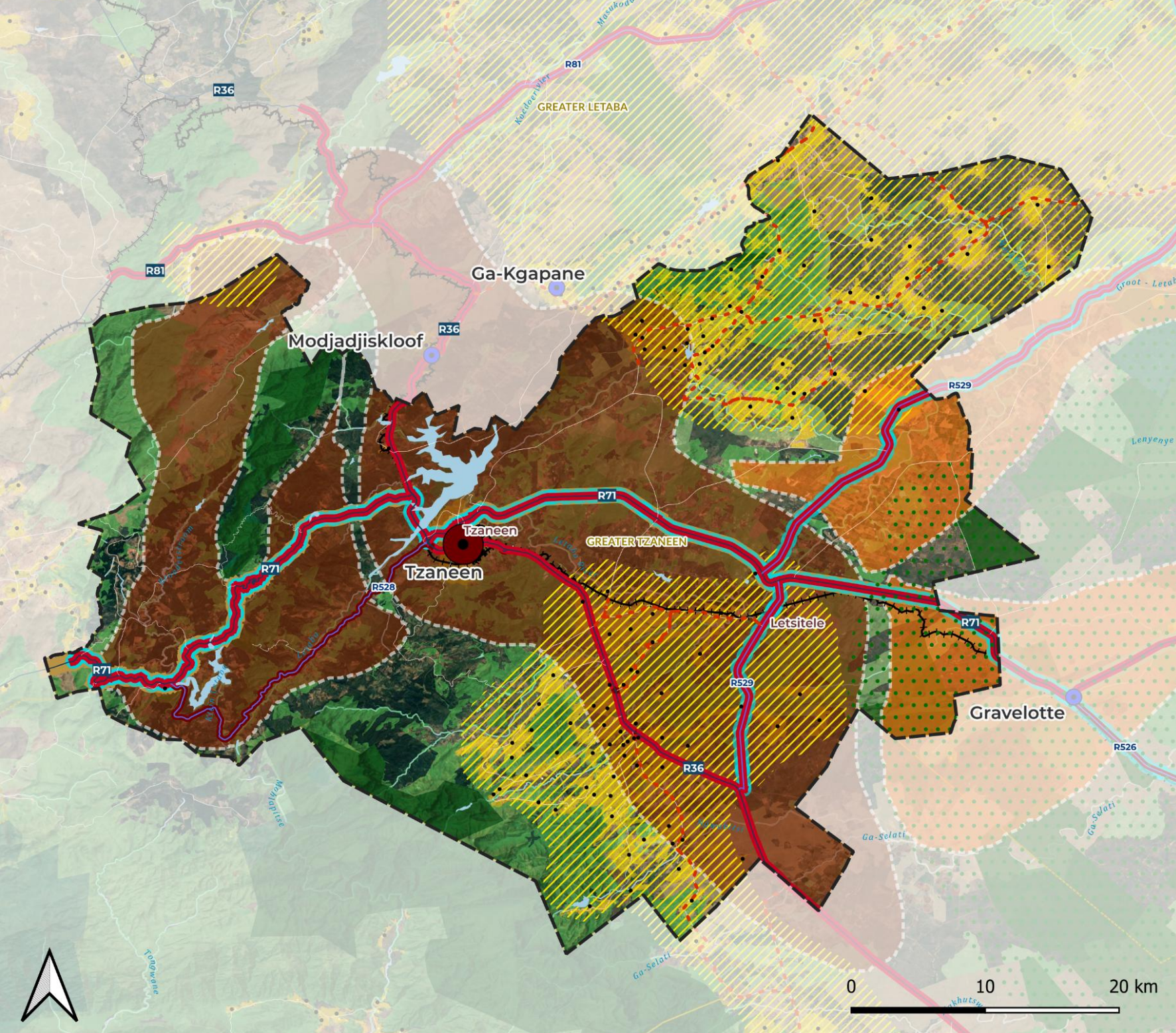
 Tourism Corridors

 Tourism Zone

Map  
Composite SDF  
Tzaneen

5-8:

SDF -





**COMPOSITE SDF**

-  BAPHALABORWA LOCALITY
-  Local Municipalities
-  Settlements

**Movement**

-  Provincial Roads
-  Regional Roads
-  Major Roads
-  Railways




**Conservation Areas**

-  Protected Areas
-  Critical Biodiversity Area 1
-  Critical Biodiversity Area 2
-  Ecological Support Area 1
-  National Parks
-  Rivers
-  Dams







**Proposed District Corridors**

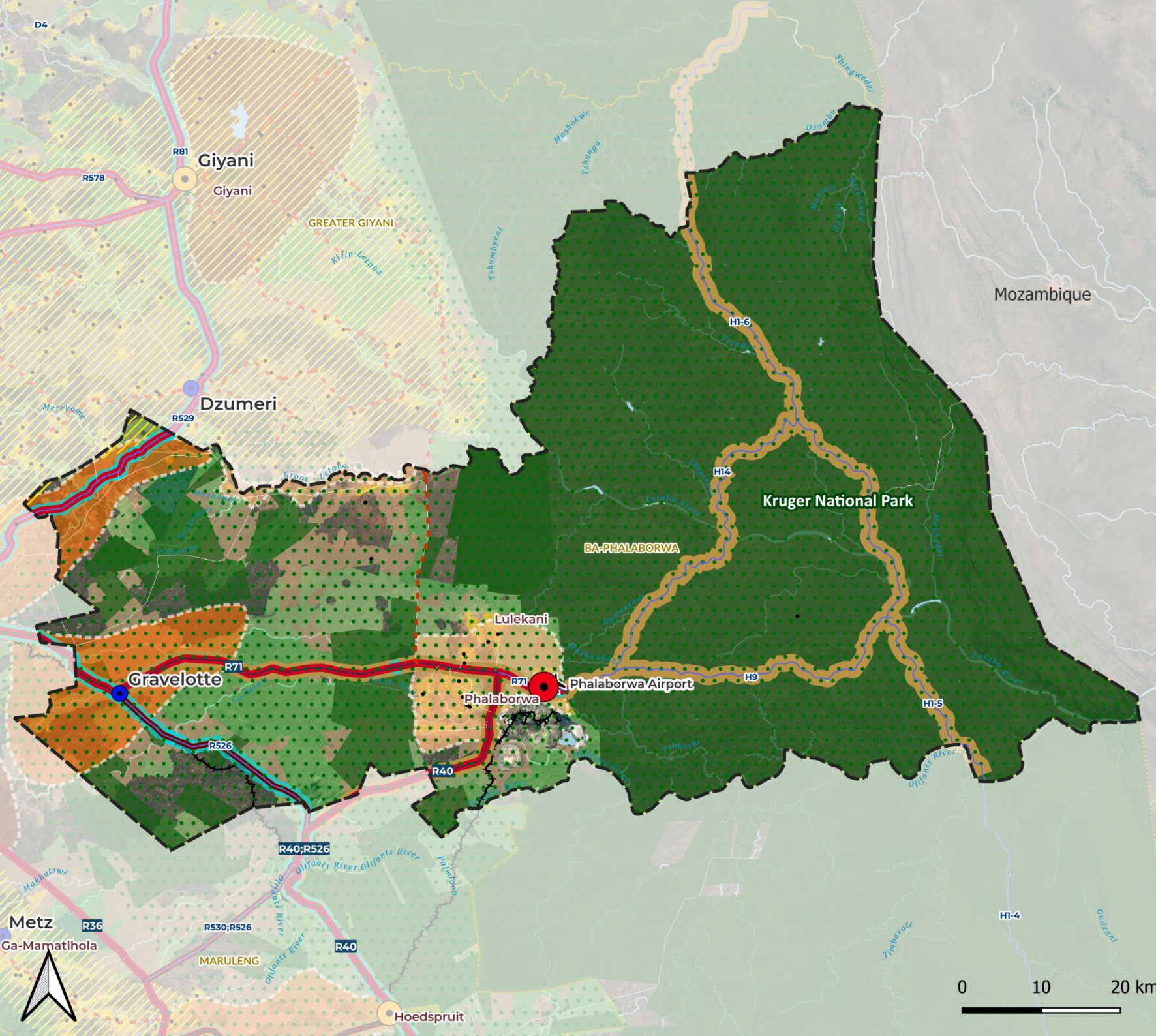
-  Provincial Corridors
-  Local Connector

**Agricultural Zone**

-  High Intensity
-  Medium Intensity
-  Low Intensity

**Nodes**




-  Provincial Urban Node
-  Regional Development Anchor
-  Local Service Centres
-  Rural Development Zone
-  Tourism Zone
-  Tourism Corridors





# MOPANI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## COMPOSITE SDF

-  GIYANI MUNICIPALITY
-  Local Municipalities
-  Settlements

### Movement

-  Provincial Roads
-  Regional Roads
-  Major Roads




### Conservation Areas

-  Protected Areas
-  Critical Biodiversity Area 1
-  Critical Biodiversity Area 2
-  Ecological Support Area 1
-  National Parks
-  Rivers
-  Dams

### Proposed District Corridors

-  Provincial Corridors
-  Local Connector

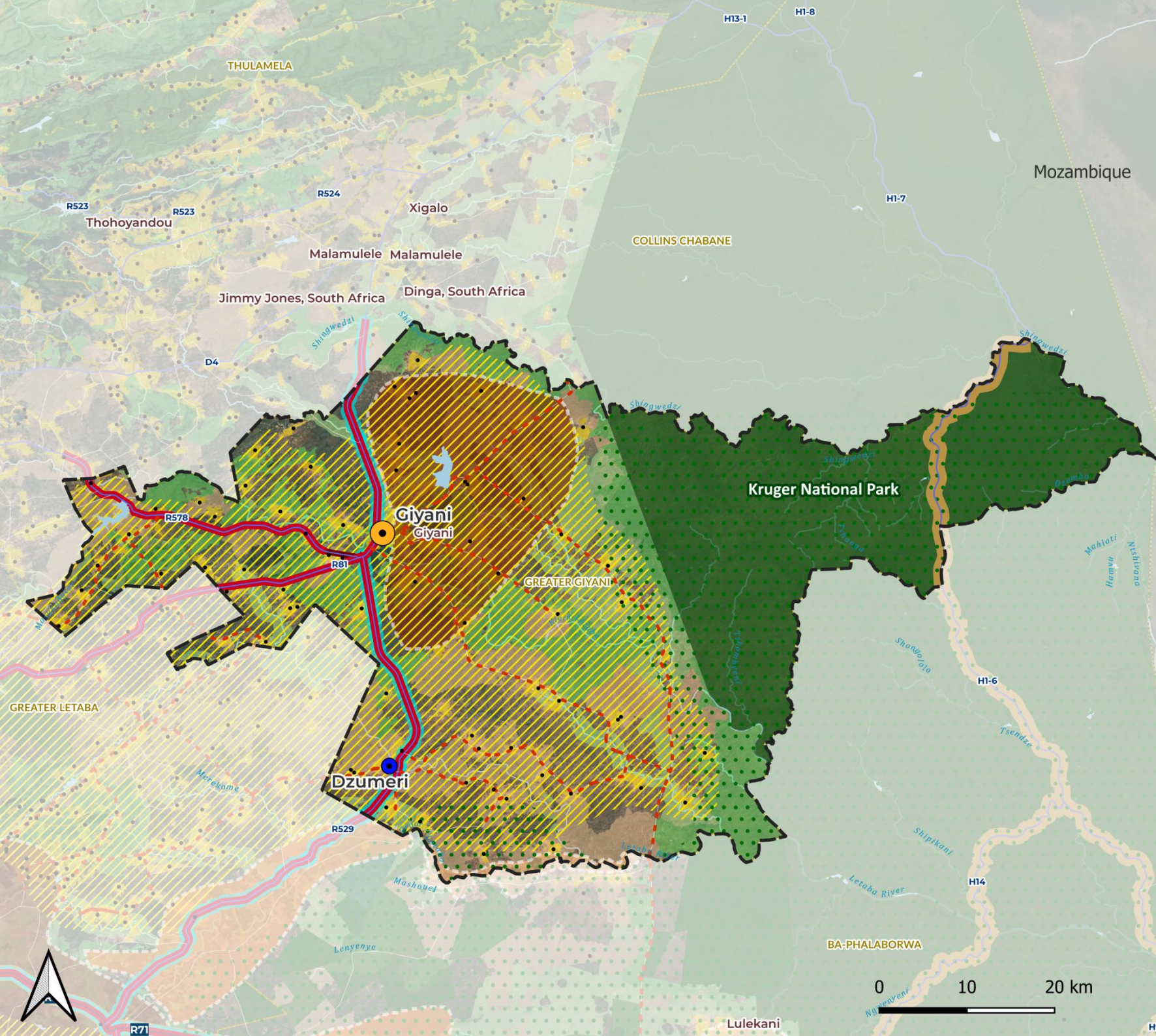
### Agricultural Zone

-  High Intensity
-  Medium Intensity
-  Low Intensity

### Nodes

-  Regional Development Anchor
-  Rural Development Zone
-  Tourism Corridors
-  Tourism Zone

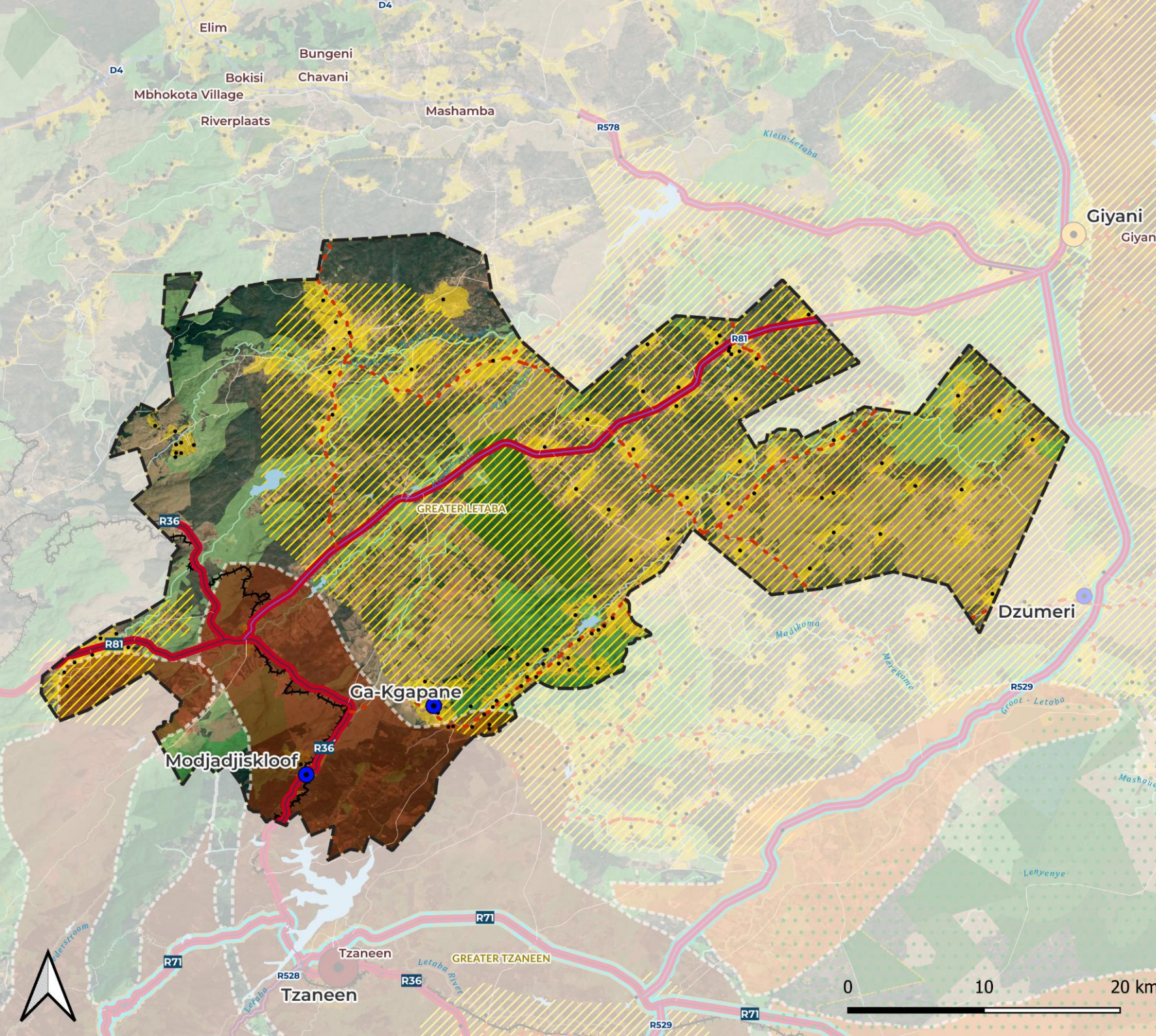
Map 5-10:  
Composite Map -  
Giyani





# MOPANI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## COMPOSITE SDF



- GREATER LETABA
- Local Municipalities
- Settlements

### Movement

- Provincial Roads
- Regional Roads
- Major Roads
- Railways

### Conservation Areas

- Protected Areas
- Critical Biodiversity Area 1
- Critical Biodiversity Area 2
- Ecological Support Area 1
- National Parks
- Rivers
- Dams

### Proposed District Corridors

- Provincial Corridors
- Local Connector

### Agricultural Zone

- High Intensity
- Medium Intensity
- Low Intensity
- Rural Development Zone
- Tourism Corridors
- Tourism Zone

### Nodes

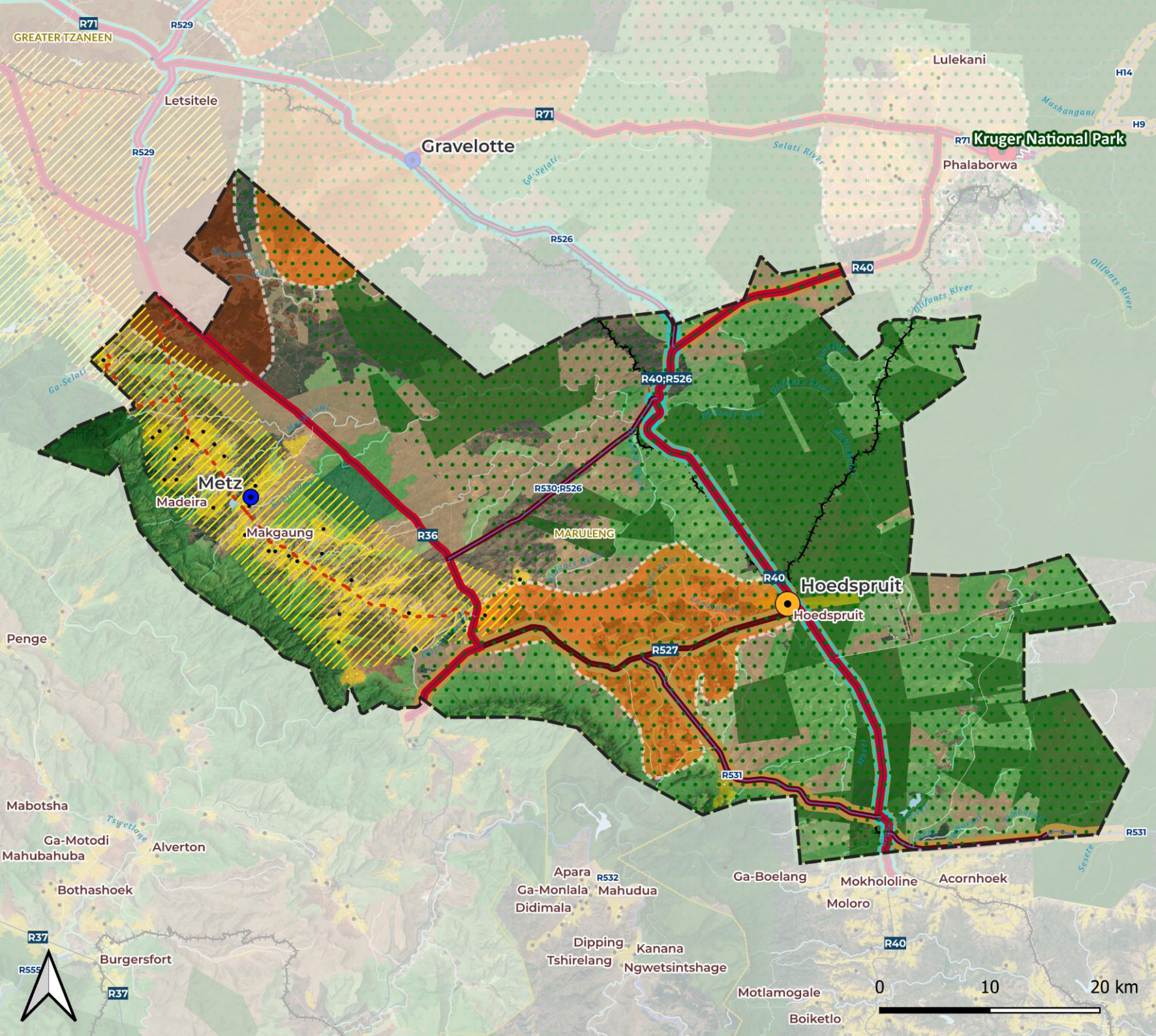
- National Urban Node
- Regional Development Anchor
- Local Service Centres

Map  
Composite SDF  
Greater Letaba

5-11:  
-  
LIBERTY  
TOWN PLANNERS  
"the premier town planning firm in SA"

0 10 20 km





# MOPANI DISTRICT MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK

## COMPOSITE SDF

- Local Municipalities
- Settlements
- MARULENG

### Movement

- Provincial Roads
- Regional Roads
- Major Roads
- Railways

### Conservation Areas

- Protected Areas
- Critical Biodiversity Area 1
- Critical Biodiversity Area 2
- Ecological Support Area 1
- National Parks
- Rivers

### Proposed District Corridors

- Provincial Corridors
- Local Connector

### Agricultural Zone

- High Intensity
- Medium Intensity
- Low Intensity

### Nodes

- Provincial Urban Node
- Regional Development Anchor
- Local Service Centres
- Rural Development Zone
- Tourism Zone
- Tourism Corridors

Map 5-12:  
Composite Map -  
Maruleng  
Municipality



0 10 20 km



## SECTION 6

### 6 IMPLEMENTATION FRAMEWORK

The purpose of this section is to outline the key considerations for implementing the Mopani SDF. It covers several aspects and spatial planning priorities. The details of the requirements for implementation and internal institutional arrangements. It also provides an overview of provincial and municipal projects planned for implementation within the district, identifies key implementation actions, and explores the role of the private sector along with potential partnership opportunities. This section builds on the actions, proposals, and programmes presented in the previous section. The component aims to consolidate the spatial proposals that must be implemented in each focus area/theme. This component aims to achieve several objectives, which include the following:

- Spatial targeting involves the mapping of capital infrastructure projects that are proposed in the IDP. This approach creates

harmony with the spatial development vision and the development trajectory advocated by the IDP.

- Intensifying spatial objectives with infrastructural proposals, the SDF identifies several spatial development proposals for further economic development and investments within the area. However, proposals are futile without supporting infrastructure that has not been planned for. Thus, the implementation framework provides an opportunity to assess proposals based on the necessary infrastructure requirements.
- Areas of greatest need and where infrastructure and services ought to be directed.

The SDF represents the municipality's spatial vision for the 5- and 10-year periods, aiming to guide the implementation of spatial strategies that achieve its objectives. These strategies align with the principles of SPLUMA and the frameworks of both District and Local Development Plans.

The SDF should be integrated into the IDP review and serve as the foundation for identifying development needs and spatial projects. All projects undertaken by government sectors, organisations, and the private sector must align with the SDF principles to ensure the realisation of its vision.

The SDF identifies specific areas for development and land uses to support the short- to long-term growth of the municipality. These include areas designated for residential development, economic activities, and social facilities, all within a structured movement network.

The implementation of these spatial strategies has implications across various government sectors and municipal departments, which must factor them into their budget planning and operations.

- Optimise regional corridors to ensure efficient and effective movement.
- To ensure natural environmental resources and sustainable management.
- Development of an efficient nodal hierarchy

to consolidate economic development and infrastructure investments strategically within the district

- Intensification of Economic Activity and Job Creation

The plan further accounts for the budget provision, funding and the leading partners. This will assist greatly in establishing clear goals and targets and enhancing performance evaluation. The following spatial themes, as discussed in the previous section, encompass various aspects of development which include environmental sustainability, densification and compact development, sustainable human settlements and transit-oriented development.

### **Environmental sustainability**

The potential impact on the environment of identified activities must be considered, investigated, assessed, and reported on to the competent authority charged with granting environmental authorisations. To achieve environmental sustainability, development should consider environmental constraints and aim to protect the environment through the implementation of the guidelines of the Mopani Bioregional Plan and follow through with

environmental impact assessments as guided by the National Environmental Management Act.

### **Densification and compact development**

The densification approach supports compact urban development. This strategy aims to enhance the urban environment and reduce urban sprawl. It encourages development near existing infrastructure to ensure more efficient use of current services and facilities. The goal is to achieve higher density within defined urban boundaries while considering environmental constraints. Additionally, this approach focuses on areas within walking distance of major activity centres and transport services.

### **Sustainable human settlements**

The development of human settlements should be prioritised within identified strategic development areas across local municipalities, where infrastructure upgrades will be implemented. Various densities and typologies should be employed as part of infill and compact developments within local municipalities to benefit the greater population with a dynamic socioeconomic profile.

### **Transit development**

Transit Development and Non-motorised Transport (NMT) contribute to enhancing mobility in urban areas and decreasing dependence on private vehicles. Moreover, strategic planning and development at crucial locations, such as transport hubs and economic centres, promote integration efforts. The earmarked areas are typically in an existing movement network that supports the interaction of various land uses. The hierarchy of roads identified requires upgrading and maintenance to facilitate the proposed development plans in the area.

## **6.1 Institutional Arrangements**

The purpose and function of the SDF are seen to be exactly what it was intended – a broad and indicative guide that spatially reflects the development vision and objectives of the Municipality. It is expected that the revision thereof will only be necessary when there is a shift in the development vision and objectives of the Municipality. The collaboration between the development of the Scheme and SDF ensured alignment where possible, specifically looking at the detail required for future planning.



The core vision, strategies, proposals, and policies of the Mopani SDF must guide sector planning and resource allocation. All municipal plans—such as the Integrated Transport Plan and those related to human settlements, infrastructure, and public service delivery—should be aligned with and informed by the SDF’s strategic framework.

Project prioritisation should be undertaken in partnership with all stakeholders. All stakeholders that form part of the IDP and SDF should be allowed to suggest additional opportunities and evaluate the projects already identified. Project prioritisation can include strategic importance and alignment of proposals to the SDF, the feasibility of the project and its economic impact. Furthermore, projects that can create job opportunities and support Small, Medium and Micro Enterprises (SMME) development. The municipality has a role to play in funding economic development. There should be continuous communication between the Local and District Municipalities to ensure that all urban and rural development-related issues at the local level are communicated to the key role players (funding agents, departments). This will enable the aligned Local, District, Provincial and National plans to draw up informed budgets for

economic development. It is therefore critical to identify the correct stakeholders, partners, beneficiaries, and project leaders.

Stakeholders and private investment are determined through comprehensive business plans. Business plans are drawn up firstly to map out how a project will be executed, and secondly, they are required when sourcing funds. As such, business plans give details about the project that give funders the liberty to decide whether they want to invest their money in the project.

## **6.2 Implementation plan**

This outlines a plan for implementing the key interventions necessary to realise the Mopani District SDF 2025. It details specific interventions, assigns responsibilities to key stakeholders, and includes associated timeframes Table 6-1.

Table 6-1: Implementation Plan

			Short	Medium	Long
Theme	Intervention	Responsible	2025-2026	2027-2028	2029-2030
Infrastructure	Giyani WWTW Refurbishment/ Upgrade – High need	DWS, WSAs	x		
	Tzaneen WWTW Refurbishment	MDM		x	
	Evaluation of Nandoni WTW's capacity for the Phase 2 extension	DWS, WSAs	x		
	Bulk Water and Reticulation Systems	DWS, WSAs, MDM			
	Sekgosese Water Scheme	DWS, WSAs, MDM	R120 411 499	R60 000 000	
	Hoedspruit bulk water supply	DWS, WSAs, MDM			
	The Oaks Waterworks	DWS, WSAs, MDM	2 000 000	2 000 000	
	Mametja Sekororo water works.	DWS, WSAs, MDM	1 000 000	1 000 000	1 500 000
	The Groot Letaba River Water Development Project (GLeWaP)- Tzaneen Dam	DWS, COGHSTA, WSAs		x	x
	Water conservation management feasibility	DALRRD, DWS, LMs			
	Water Reticulation at Ramathithi				
	Implement the major transmission development schemes planned by Eskom in their Transmission Development Plan 2023–2032	ESKOM	x	x	
	Implement approved and future PV Plant projects	ESKOM	x	x	
	Lulekani Water Scheme	DWS, WSAs, MDM	14 943 522,01		
	Rural Household Sanitation (Ba- Phalaborwa LM)	DWS, WSAs, MDM		x	
	Rural Household Sanitation	DWS, WSAs, MDM	46,665,811.00		
	Namakgale Sewage Works	MDM	4,685,600.00	5,000,000.00	
	Water Conservation and Demand Management Plan	MDM	x	x	
	Reservoir at Thakgalane, Seokeng, Thakgalane 4 and 2,	DWS, WSAs, MDM			
	Transformer Itieleng,	MDM, DPWRI			
	Goudplass community hall	MDM, DPWRI		x	

Theme	Intervention	Responsible	Short 2025-2026	Medium 2027-2028	Long 2029-2030
	Modubung electrification. All new extensions need electrification: 2 high masts, Madubung 1 High mast, Modiokong.	MDM		x	
	Kgapane Fire Station	MDM, DPWRI		x	
Roads, Freight & Transport	Upgrade and maintenance of SANRAL roads and Provincial Corridors	SANRAL, DOT, DPWRI	x	x	
	Upgrade and maintenance of RAL roads	RAL, DOT, DPWRI	x	x	
	D3873 Bokgaga Lephephane Maintenance and Repairs	RAL	-	-	-
	D3179 Medingeng to Malematsa Maintenance and Repairs	RAL	-	-	-
	D1909 R40 towards Timbavati (Hoedspruit Airport Base) Maintenance and Repairs	RAL	-	-	-
	R36 to Eiland Spa Maintenance and Repairs	RAL	2,285,813	-	-
	D21 The Oaks to Sekororo Maintenance and Repairs	RAL	-	6,411,000	7,720,000
	P43/3 R36 to Eiland Spa Maintenance and Repairs	RAL	-	-	-
	D3179 Medingeng to Malematsa Maintenance and Repairs	RAL	7,665,000	-	-
	D3180 D447 Maraka to R71 Shayameriri Maintenance and Repairs	RAL	-	-	-
	D3901 Bridge between Metz to Bismarck Maintenance and Repairs	RAL	-	-	23,545,000
	D3895 Shiluvane to Toursdam Maintenance and Repairs	RAL	-	6,426,000	19,204,000
	D3890 Maake to CN Phatudi Maintenance and Repairs	RAL	-	-	-
	D1034 R81 to R36 Maintenance and Repairs	RAL	-	6,426,000	5,429,000
	D3794 Makhushane to Mashishimale Maintenance and Repairs	RAL	-	-	36,621,000
	D3786 Maseke to Mashishimale Maintenance and Repairs	RAL	23,229,916	-	-



Theme	Intervention	Responsible	Short 2025-2026	Medium 2027-2028	Long 2029-2030
	D1656 P181/1 to Mica Maintenance and Repairs	RAL	-	-	16,613,000
	D4424 Matotikaya to Lulekani Maintenance and Repairs	RAL	3,997,107	-	-
	D3150 Tshabelane to Boringboom Maintenance and Repairs	RAL	-	-	-
	Mopani District Bridges Maintenance and Repairs	RAL	-	3,161,000	-
	D3812 Masingita to Vuxhakani Upgrading and Additions	RAL	5,909,611	-	-
	D3775 Mangweni to Mafarana Upgrading and Additions	RAL	-	15,559,000	-
	D15 Morebeng to Sekgosese Upgrading and Additions	RAL	8,000,000	18,557,000	24,937,000
	D3640 Ga-Mphambo to Mdabula to Machele Upgrading and Additions	RAL	3,177,459	4,391,000	-
	D11 Lemondokop to R81 Upgrading and Additions	RAL	2,114,000	-	-
	D3179 Medingeng to Malematsa Upgrading and Additions	RAL	9,976,780	-	-
	D3804 Xikukwane to Mbatlo Upgrading and Additions	RAL	14,247,768	-	-
	D3164 Rotterdam to Sefhukubje to Senwamokgope Upgrading and Additions	RAL	3,592,307	5,959,000	-
	D3786 Mashishimale to Mosemaneng	RAL	-	-	8,008,000
	D3200 Ga-Moroka to Mawa Upgrading and Additions	RAL	70,590,315	-	-
		RAL		x	x
	Upgrade and maintenance of Activity Spines	DPWRI, DOT, LMs			
	Public transport infrastructure along public transport corridors	SANRAL, RAL, DOT, DPWRI	x	x	
	Upgrade of Public Transport interchanges and infrastructure	LMs, DOT, DPWRI		x	x
	Development of Truck Stops	DOT, PPP		x	x
	Freight Security	DOT, PPP		x	x
	Development of Passenger Rail	DOT, PPP, PRASA		x	x

			Short	Medium	Long
Theme	Intervention	Responsible	2025-2026	2027-2028	2029-2030
Environment	Protection of conservation areas	DALRRD, DARD, CoGHSTA, DMs and LMs, Traditional, Authorities	x		
	Protection and productive use of the HPPAs/ PAAs as areas of high-value agricultural land security to support provincial and national food security	DALRRD, DARD, CoGHSTA, DMs and LMs, Traditional, Authorities	x	x	
	AgriSettlement Management Plan: Manage existing settlements and land uses in productive agricultural regions	DALRRD, DARD, CoGHSTA, DMs and LMs, Traditional, Authorities	x	x	
	Climate Smart Agriculture Strategy	DALRRD, DARD, CoGHSTA, DMs and LMs, Traditional, Authorities		x	x
human Settlement	Implementation of PHSHDA - Housing Options	COGHSTA, NDHS, DMs & LMs, HDA	x	x	
	Demarcation of sites in traditional areas	COGHSTA, NDHS, DMs & LMs, HDA	x	x	
	Establishment of cemeteries in rural areas	COGHSTA, NDHS, DMs & LMs, HDA		x	
	Development of Thusong centres in rural areas	DMs & LMs,		x	x
	Rapid Assessment and Categorisation of Informal Settlement	COGHSTA, NDHS, DMs & LMs, HDA	x	x	
	Development of Higher Educational Institutions	DE. PPP	x	x	
	Greater Tzaneen Township Establishment Support	MDM, COGHSTA, HDA	21 000 000		
	Development of RDP housing and VIP Toilets in Greater Letaba Municipality	COGHSTA, MDM			

			Short	Medium	Long
Theme	Intervention	Responsible	2025-2026	2027-2028	2029-2030
Agriculture, Tourism and mining	Implementation of Tzaneen Agri-hubs,	DALRRD,DARD,LEDET,DMs	x	x	
	Implementation of Farmer production support units, and Rural-urban market centres in all spatial regions	DALRRD,DARD,LEDET,DMs	x	x	
	Development of Shandoni Gate	LEDET/LTA, DFFE, SANPARKS, Mopani DM & LMs	x	x	
	Implementation of the action plan for the National Protected Areas Expansion Strategy.	LEDET/LTA, DFFE, SANPARKS, Mopani DM & LMs	x	x	
	Develop integrated tourism offerings such as branded tourism routes or meanders.	LEDET/LTA, DFFE, SANPARKS, Mopani DM & LMs		x	
	Develop Tzaneen, Phalaborwa and Hoedspruit as tourism gateways to the Wolkberg Reserve, Krugerto-Canyon Biosphere and Kruger National Park,	LEDET/LTA, DFFE, SANPARKS, Mopani DM & LMs	x		
	Development of Trader stalls along key routes to support agriculture	DMs, LMs	x		
Policy	Establishment of the GIS office and procurement of systems	LMs, DMs, COGHSTA,	x	x	
	Review of Municipal-Wide Land Audit	LMs, HDA, COGHSTA,	x	x	
	Review of Greater Giyani SDF	LMs, HDA, COGHSTA, MDM	1 200 000		
	Review of Greater Tzaneen SDF	LMs, HDA, COGHSTA, MDM	1 500 000		
	Review of BaPhalaborwa SDF	LMs, HDA, COGHSTA, MDM	1 200 000		



## 6.3 Strengthening of the SDF strategies

### 6.3.1 Strengthen Intergovernmental Coordination

- **Establish a District Spatial Planning Coordination Forum** under the District Development Model (DDM) to meet quarterly.
- **Develop a joint spatial investment register** involving all spheres of government to track and align project funding and location.
- **Formalise MOUs** between Mopani District and sector departments (e.g., Water, Roads, Housing) for shared planning and implementation.

### 6.3.2 Improve Data Availability and Management

- Undertake a district-wide GIS audit to assess current spatial data gaps (e.g., informal settlements, infrastructure).
- Set up a spatial data management unit in the district planning office with dedicated personnel trained in GIS and remote sensing.
- Partner with Statistics South Africa, SANBI, and CSIR for updated demographic, biodiversity, and land use datasets.
- Mandate annual data updates as part of the IDP review process.

### 6.3.3 Formalise Engagement with Traditional Authorities

- Establish a Traditional Leaders Spatial Planning Council that meets during the SDF and IDP review processes.
- Train traditional leaders on SPLUMA and SDF principles to enable informed participation.
- Include traditional authority spatial priorities and maps as an annexure to the SDF.
- Facilitate joint land-use planning exercises with traditional councils, particularly in land allocation and dispute resolution.

## 6.4 Deepen Urban-Rural Integration

- Designate rural transformation nodes and service centres in key village clusters, linked to major towns via improved roads and services.
  - Implement Rural-Urban Partnerships (RUPs), e.g., agro-processing hubs near rural settlements linked to urban markets.
  - Revise land use schemes to allow mixed-use and incremental development in rural areas.
  - Coordinate rural investment with LED strategies to expand job creation beyond urban centres.
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### 6.4.1 Operationalise Climate Resilience

- Embed climate risk assessments in all precinct and development planning tools.
- Amend land use schemes to restrict development in climate-vulnerable areas (e.g., flood plains, fire-risk zones).
- Create a municipal climate change adaptation strategy, with spatial triggers and thresholds.
- Prioritise green infrastructure projects (e.g., water harvesting, shade corridors) in nodal investment plans.

## 6.5 Conclusion

The Mopani District Spatial Development Framework (SDF) 2025 serves as a comprehensive blueprint for guiding sustainable and inclusive spatial development across the district. It aligns local priorities with provincial and national spatial objectives, particularly those outlined in SPLUMA, the National Development Plan 2030, and the Limpopo Spatial Development Framework.

The SDF provides clear spatial strategies to address critical development challenges such as spatial inequality, infrastructure backlogs,

environmental degradation, and fragmented settlement patterns. By identifying priority development corridors, nodal points, and zones for conservation, agriculture, housing, and economic activity, the framework enables coordinated and impactful public and private investment.

Successful implementation of the SDF requires the commitment and collaboration of all spheres of government, traditional authorities, the private sector, and communities. Institutional alignment, integrated planning, and sound governance structures are essential to realising the vision of equitable access to resources, services, and opportunities for all residents of Mopani.

As the district moves forward, this framework must remain a living document—continuously monitored, reviewed, and adapted in response to emerging needs, opportunities, and climate realities—so that Mopani can truly become a region of resilient, vibrant, and sustainable development.