

GREATER TZANEEN MUNICIPALITY

SPATIAL DEVELOPMENT FRAMEWORK

2023/2024

EXECUTIVE SUMMARY



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SPATIAL DEVELOPMENT FRAMEWORK

EXECUTIVE SUMMARY

(VERSION 1)

JULY 2024

PREPARED FOR:



COMPILED BY:



PROJECT INFORMATION

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LEGISLATION

Every five years, the Municipality prepares and adopts its Municipal Spatial Development Framework (MSDF) in line with the requirements of the Municipal Systems Act (MSA), No. 32 of 2000 and the Spatial Planning and Land Use Management Act (SPLUMA, Act No.16 of 2013).

The MSDF is an integral component of the Integrated Development Plan (IDP) and a key spatial transformation tool which guides how the implementation of the IDP should occur in space. The MSDF therefore guides the desirable spatial distribution of land uses within a Municipality in order to give effect not only to the spatial vision, goals and objectives of the Municipality but by directing where the city should intervene in space to achieve its transformational objective. This is achieved through the identification of metro-wide spatial priorities and spatially targeting interventions in these key areas. The MSDF is also aligned with provincial and municipal sector plans and strategies as a way of ensuring that the desired spatial form and outcomes of the Municipality are achieved both horizontally and vertically.

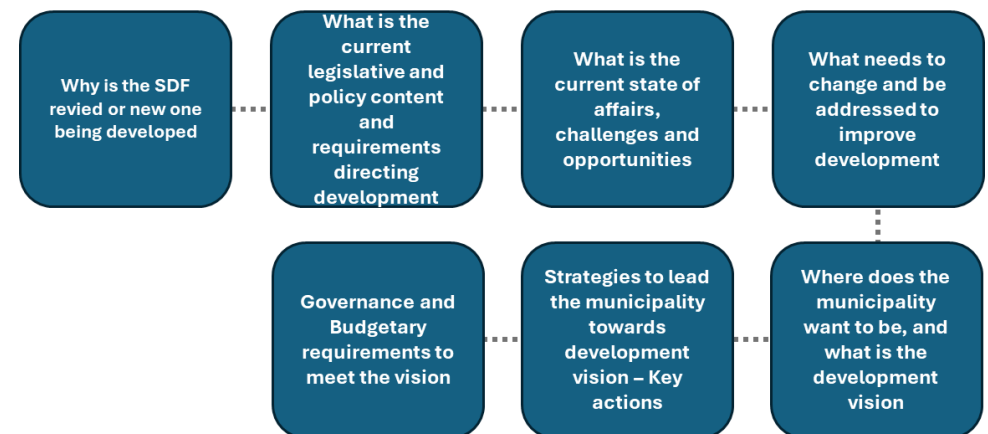
Spatial Development Frameworks are mostly technical documents. In terms of the legislation and procedures governing their preparation, they have to address a host of matters, all of which are not of equal importance to all stakeholders. The framework may not resolve all the issues discussed to the same extent; some matters need time to be investigated further, while others are reasonably firm. In its elaboration to meet requirements, spatial frameworks can become dull, hiding the core message.

PURPOSE

The purpose of this Spatial Development Framework (SDF) document is to revise, update and replace the old Greater Tzaneen SDF with a statutory spatial framework approved in terms of SPLUMA and the Municipal Systems Act 2000 (Act 32 of 2000). The scale and level of detail that applies in a local spatial plan are indicated in the figure below. It is important to differentiate between the hierarchy of plans to ensure that the district plan **does not lack relevant detail or provides detail that would be more appropriate to a local spatial plan or framework.**

The SDF does not confer or take away land use rights but guides and informs decisions to be made by the Greater Tzaneen Municipality relating to land development. The SDF provides a spatial representation of the Municipal IDP and includes both a short- and long-term development strategy and vision for the Municipality (5 – 20 years). The IDP becomes a 5-year implementation plan of the SDF.

ENVISAGED PROCESS



ABOUT GREATER TZANEEN

The Greater Tzaneen Municipality is located in the eastern part of the Limpopo Province, within the Mopani District Municipality. It borders the Kruger National Park to the east, the Lepelle-Nkumpi Municipality to the west, the Makhado Municipality to the north, and the Maruleng and Ba-Phalaborwa Municipalities to the south. The municipality is divided into 34 wards.

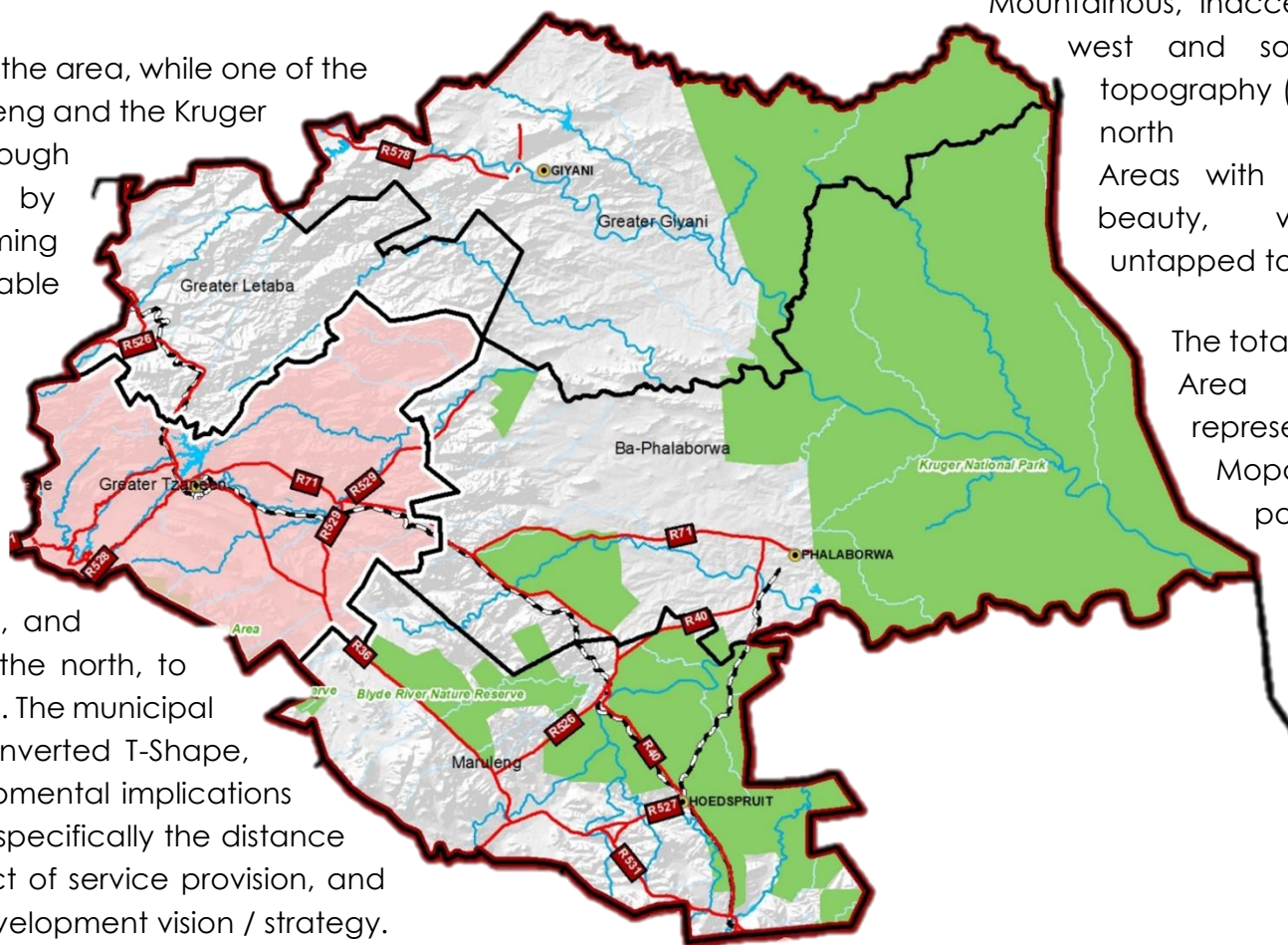
The Phalaborwa SDI transverses the area, while one of the major road links between Gauteng and the Kruger National Park also passes through the area. It is characterised by extensive and intensive farming activities and considerable untapped tourism potential.

The Greater Tzaneen Municipality comprises a land area of approximately 3240 km², and extends from Haenertsburg in the west, to Rubbervale in the east (85km), and just south of Modjadjiskloof in the north, to Trichardtsdal in the south (47km). The municipal boundaries form an irregular, inverted T-Shape, which results in certain developmental implications for the Municipality, and more specifically the distance to markets, difficulties in respect of service provision, and constraints to implementing development vision / strategy.

The Greater Tzaneen Municipality area encompasses the proclaimed towns of Tzaneen, Nkowankowa, Lenyenye, Letsitele and Haenertsburg. In addition, there are 125 rural villages, concentrated mainly in the south-east, and north-west, of the study area. Almost 80% of households reside in these rural villages. The municipal area is further characterized by extensive and intensive farming activities (commercial timber, cash crops, tropical and citrus fruit production);

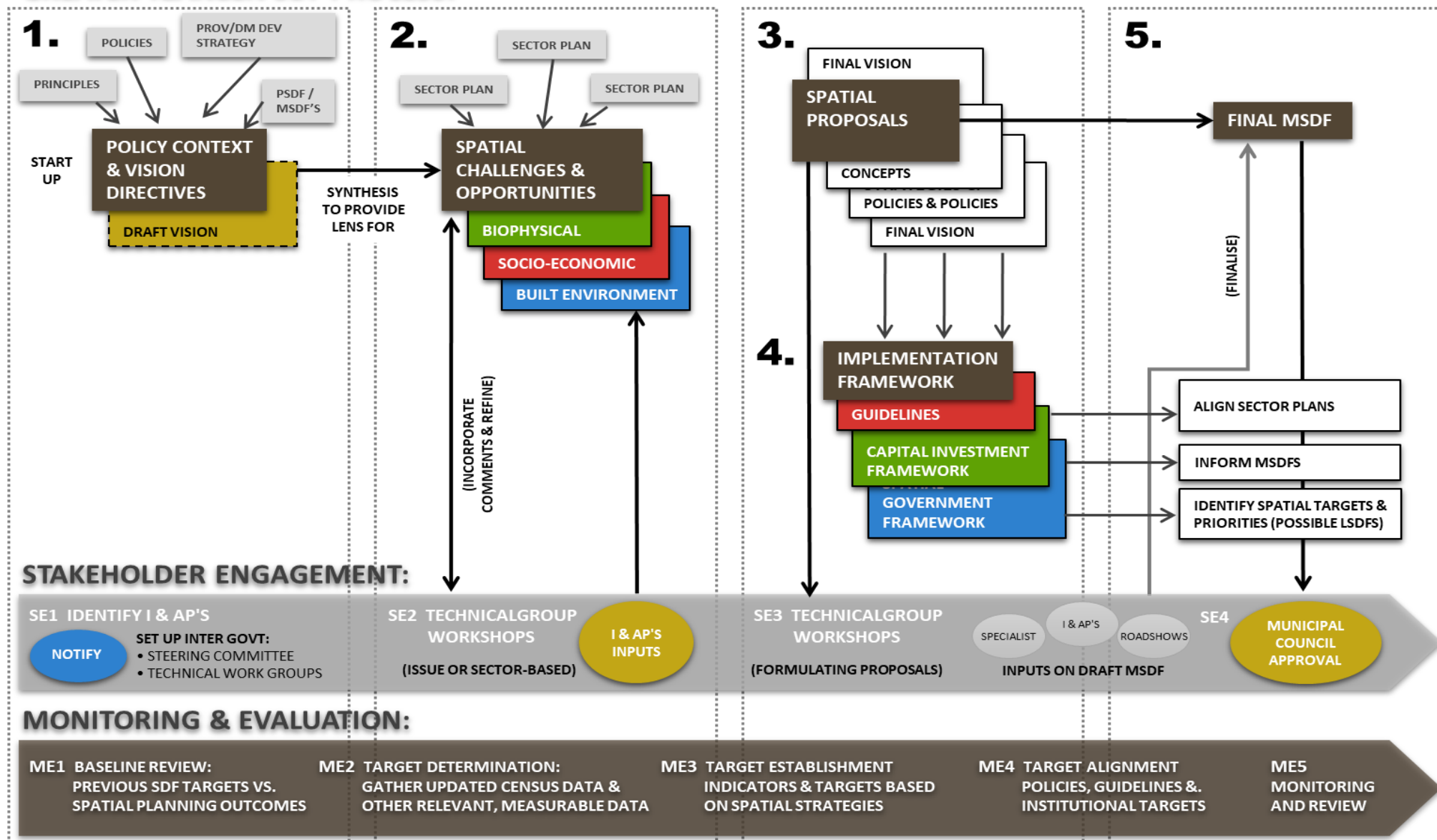
Mountainous, inaccessible terrain in the west and south, and un-even topography (gentle slopes) to the north and east; Areas with exceptional natural beauty, with considerable untapped tourism potential.

The total size of the Municipal Area is 2,897 km² representing 14,5% of the Mopani District population.



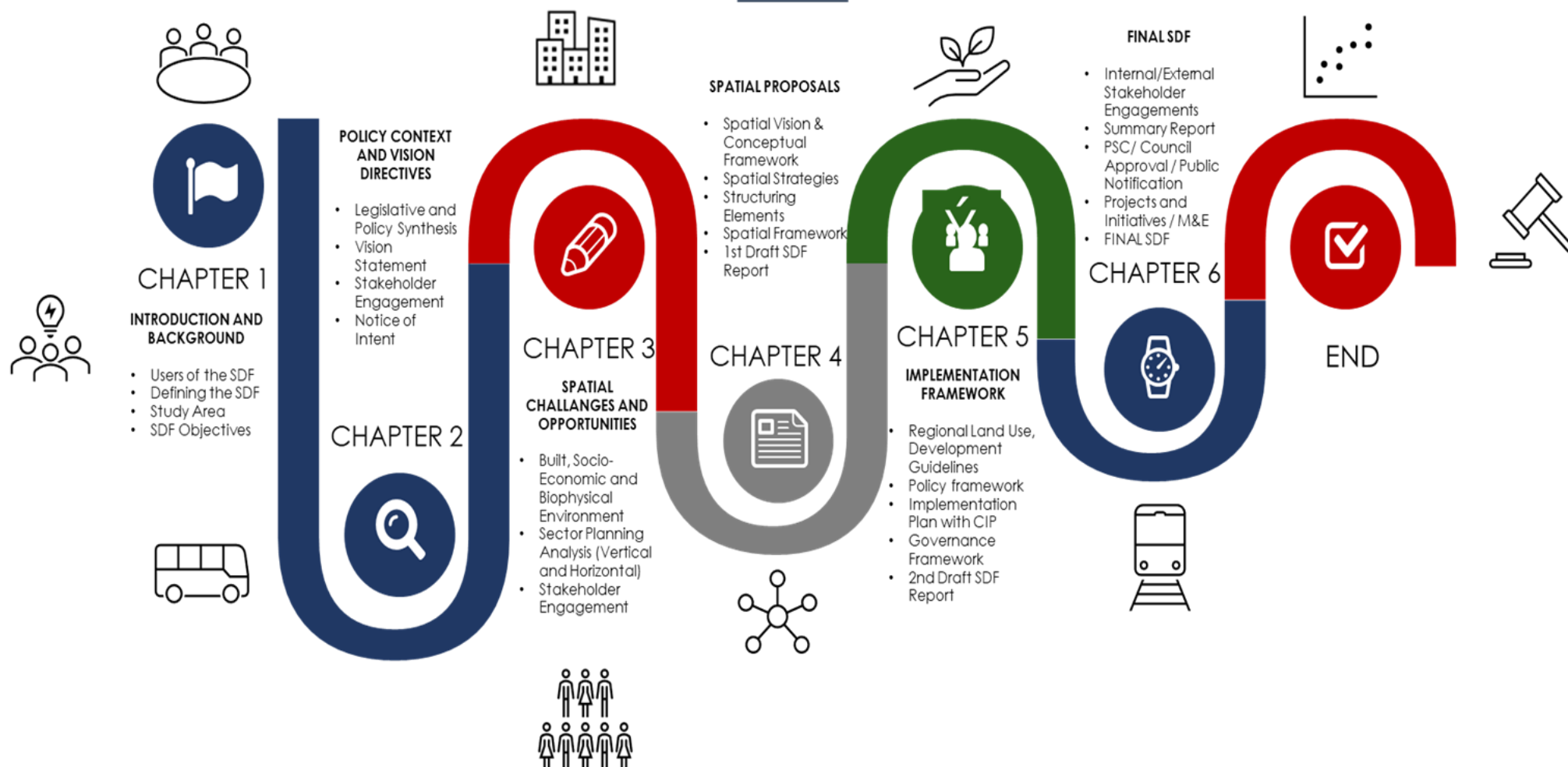
SDF PROCESS

GREATER TZANEEN SDF PROCESS:

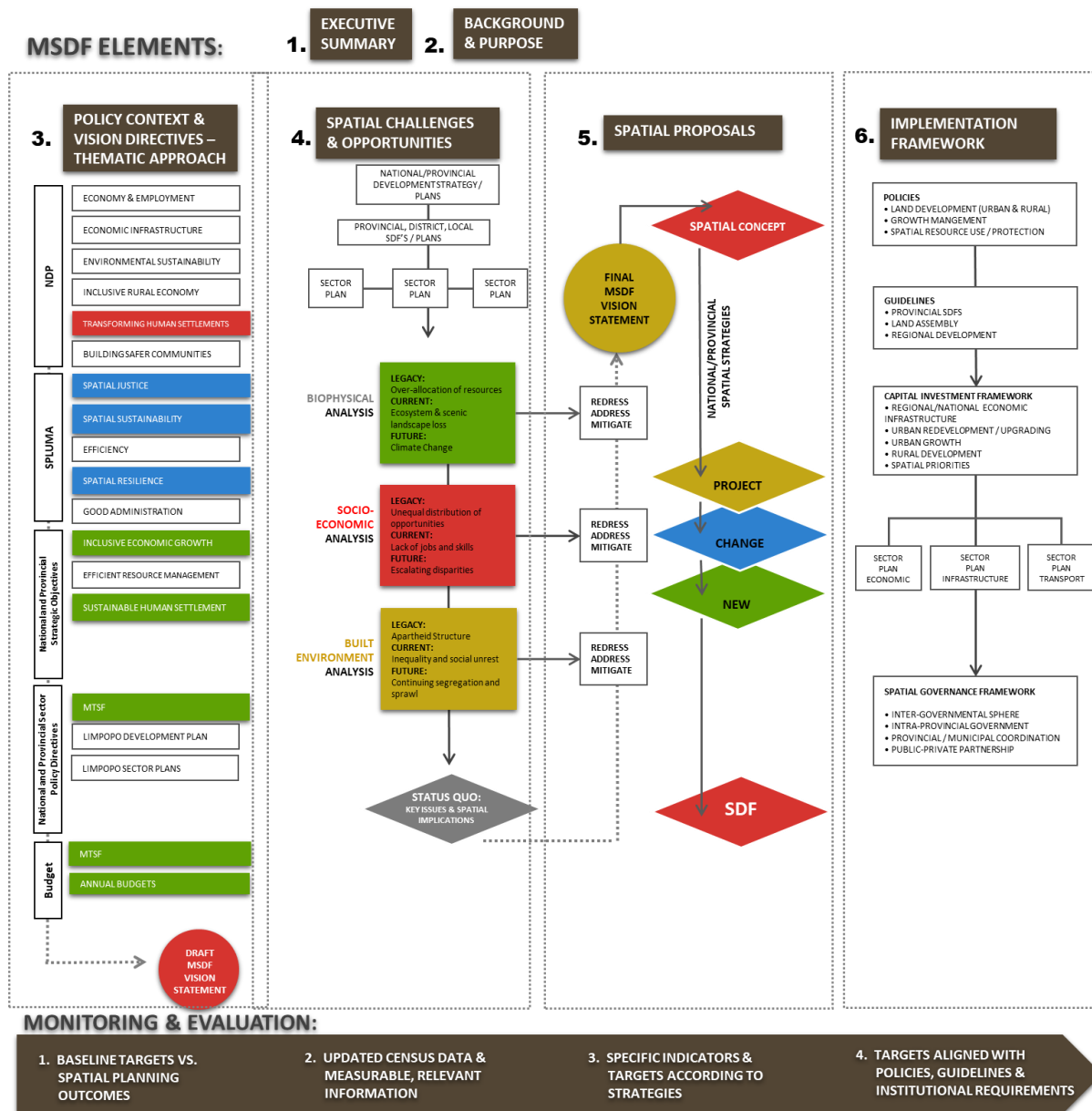


SDF OUTLINE

GREATER TZANEEN SDF



SDF ELEMENTS



INTENDED OUTCOME

The intended outcomes of the Greater Tzaneen SDF include:

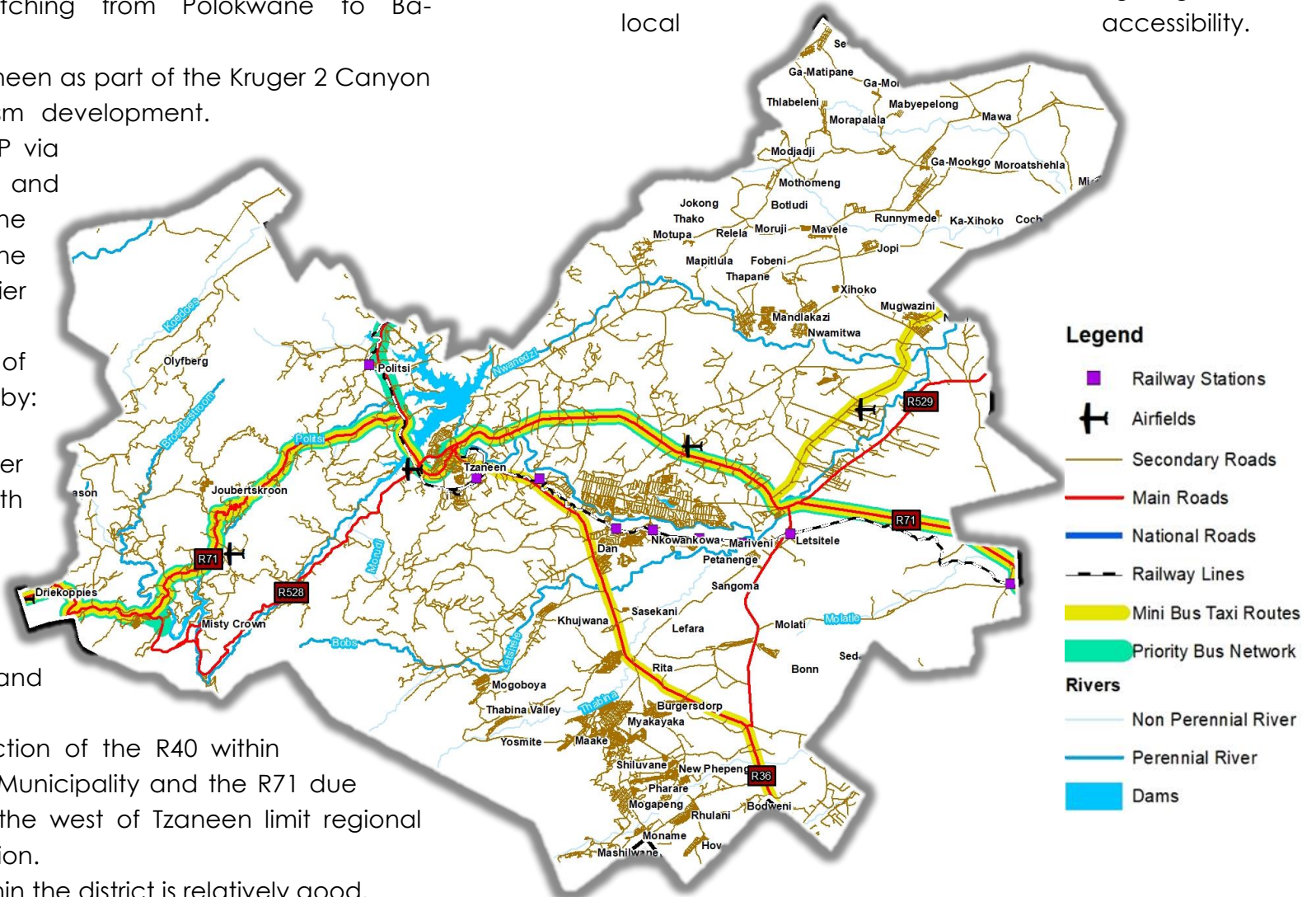
- The promotion of equitable growth in the municipality to improve the quality of life of the citizens.
- The development of a long-term spatial vision for development, together with associated action plans to deal with longer-term challenges and scenarios, is in line with SPLUMA.
- Alignment of the municipal SDF with the strategic goals, levers, and drivers of the Regional, Provincial and National Frameworks and policies including the National Development Plan [NDP], the Integrated Urban Development Framework [IUDF], the Provincial Growth and Development Plan [PGDP], and the reviewed Provincial Spatial Development Framework (Limpopo SDF).
- Ensuring alignment of the Municipal SDF with the other Sector Plans.
- Alignment of Capital Expenditures for the three spheres of government within the municipal space.
- Guiding Long- Term Planning, Investment, and Budgeting within the municipal space.
- Providing Guidance for Investor and Developer Contributions/ levies on OPEX and CAPEX.
- To strive towards Sustainable Development.
- To give spatial direction towards the Mopani District Development Plan (One Plan – DDM).

SPATIAL ANALYSIS

ACCESSIBILITY

- Greater Tzaneen provides the regional center supporting the Phalaborwa Corridor, stretching from Polokwane to Ba-Phalaborwa.
- The proximity of Greater Tzaneen as part of the Kruger 2 Canyon Biosphere, supporting tourism development. The access gate to the KNP via the Phalaborwa gate and providing road access to the Mozambican part of the Greater Limpopo Transfrontier Park.
- Regional accessibility of Greater Tzaneen is provided by:
 - The R71 linking Greater Tzaneen with Polokwane
 - The R36 linking Greater Tzaneen with Polokwane and Hoedspruit and Nelspruit via the R40
 - The low mobility function of the R40 within Bushbuckridge Local Municipality and the R71 due to the mountains to the west of Tzaneen limit regional mobility within the region.
 - Road accessibility within the district is relatively good.

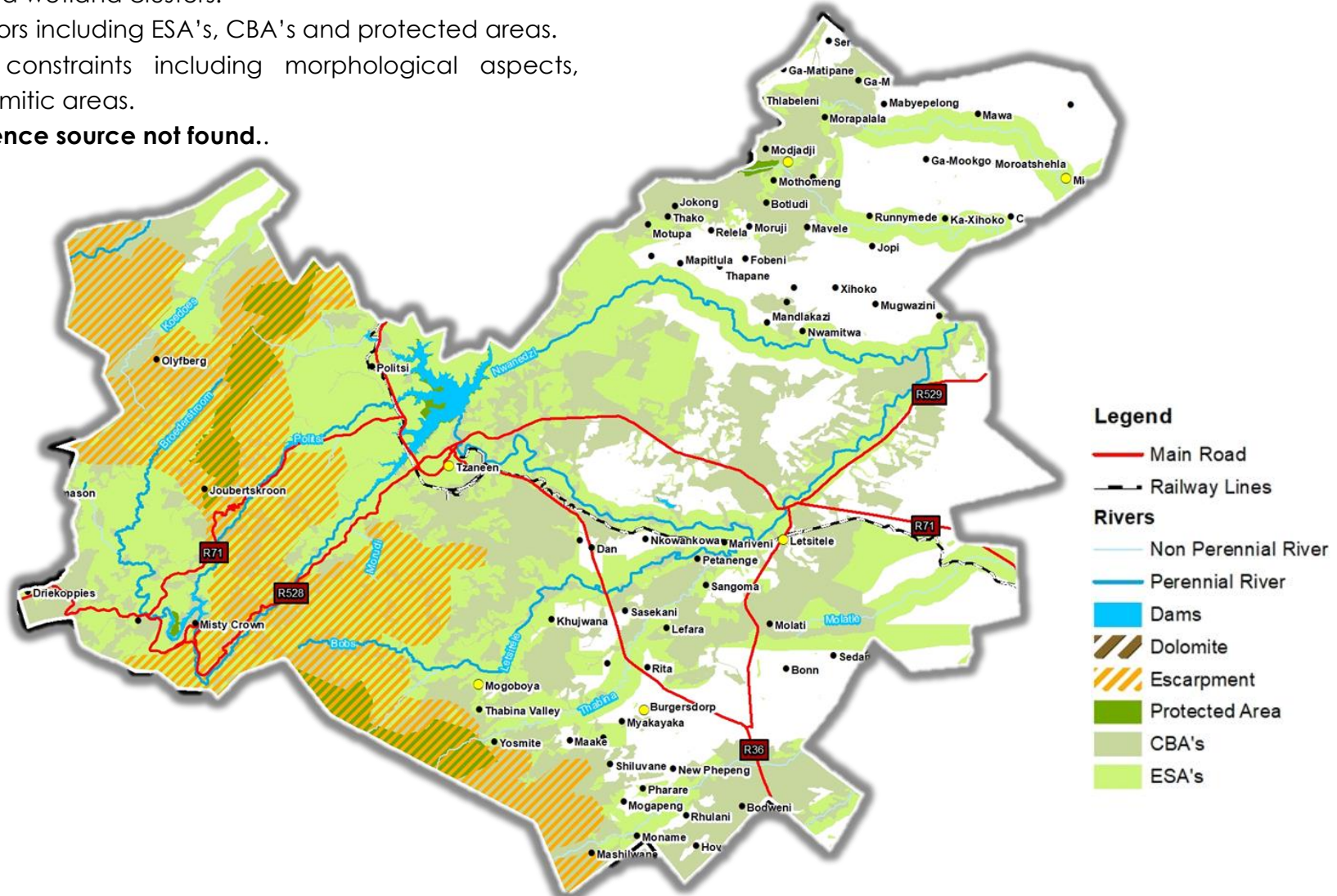
- Railway lines within the municipality link Nelspruit with Phalaborwa and the main railway line to Zimbabwe.
- The regional Eastgate Airport outside Hoedspruit provides direct services to Johannesburg and Cape Town, supporting regional tourism. Smaller airports within the district add to creating regional and local accessibility.



NATURAL CONSTRAINTS

Natural constraints providing the physical framework within which development can take place include the following:

- River systems and wetland clusters.
- Biodiversity factors including ESA's, CBA's and protected areas.
- Topographical constraints including morphological aspects, slopes and dolomitic areas.
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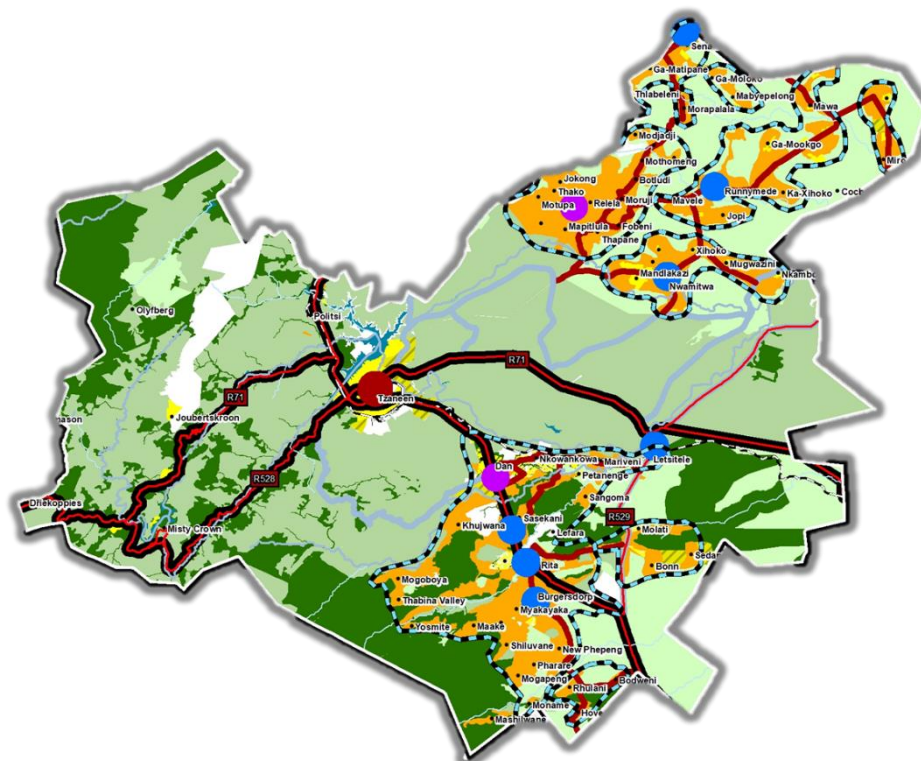


BUILT ENVIRONMENT

- The built environment of Greater Tzaneen is supported by urban development centres including the proclaimed towns of Tzaneen, Nkowakowa, Lenyenye and the small settlement of Haenertsburg, providing social, economic and physical infrastructure to support future urban growth with Tzaneen providing a regional economic centre with a strong central business and industrial area.
- The rural environment providing economic support to Greater Tzaneen consists further of:
 - Extensive and intensive farming activities (commercial timber, cash crops, tropical and citrus fruit production).
 - Tourism associated with areas with exceptional natural beauty the mountainous, inaccessible terrain in the west and south, and un-even topography (gentle slopes) to the north and east.
- Greater Tzaneen residential areas reveal the following gross density patterns:
 - Residential densities within Tzaneen (8 units per hectare) are relatively low providing the opportunity for densification. Haenertsburg has a relatively high gross density (23 units per ha.)
 - Relatively high densities in the formal areas of the south-eastern areas (15 units per ha.) and north-eastern settlement (11 units per ha.) areas. The informal settlements within these areas reveal relatively low residential densities (5-6 units per ha.) The low densities within informal areas result in higher cost of providing engineering services and roads.

- The following settlement growth trends are experienced:

- The total number of units growth within Greater Tzaneen over the period 1990-2022 totals 61310 of which 35% is within formalised areas and 65% in informal areas.
- Within the formalised areas most of the growth took place within the South-eastern Settlement areas and North-eastern Settlement Areas representing 17,1% and 10,4% of the Greater Tzaneen total growth, respectively. Growth in formal settlements in Tzaneen represents only 5,6% of the Greater Tzaneen total growth.



SOCIO ECONOMIC ENVIRONMENT

Within the region and local spatial economy, the dominance of Greater Tzaneen with Tzaneen as National Urban Node (District) is supported or by:

- A strong Phalaborwa Corridor supported by Polokwane, the Provincial Urban Node and the Mopani District which together contribute 47,1% to the Limpopo economy. Mopani District and Polokwane together represents 33% of the Limpopo population.
- Greater Tzaneen, the municipality with the highest GVA in the district, contributes 33,2% to the Mopani District economy and makes up 36% of the Mopani District population. Relatively high GVA per capita in all the municipalities within the district including Polokwane are experienced resulting in relatively high GVA per capita and household incomes.
- A tertiary sector made up by wholesale and retail trade, catering & accommodation, transport, storage and communication, finance, insurance, real estate and business services and government and community services contributes 66,6% to the Greater Tzaneen economy and 47% to the tertiary district economy. The contributions of the Greater Tzaneen industries to the
- The tertiary economic sector within Polokwane, the provincial node, makes up 80% of the Polokwane municipal economy.

The following socio-economic challenges are experienced within Greater Tzaneen.

- The relatively low and declining household sizes linked with growth in population would result in increasing demand for housing.

- A strong correlation with the male-female ratios of South Africa, Polokwane and Ba-Phalaborwa exists indicating a balanced age structure.
- The relatively large child and youth group present provides a focus on the priority status of quality health and education in development planning and providing jobs to people who have completed their schooling and are looking for jobs.
- The economic active age group (15-64 years) represents 62,6% of the district's population. The size of this group puts pressure on the local economy to provide jobs. The same trend is experienced overall.
- The percentage (5.6%) of elderly people in the age group older than 60 providing pressure on the provision of care for the elderly.
- High levels of poverty are experienced within Greater Tzaneen. Although lower than the province and South Africa and at par with the neighboring municipalities Polokwane (48,2%), and Ba-Phalaborwa (46,4%) it remains a challenge to development.
- Declining literacy rates within Greater Tzaneen, is exacerbated by relatively low educational levels which will eventually cause a lower absorption rate into the economy.

SPATIAL DEVELOPMENT VISION

The Spatial Development Vision within Greater Tzaneen supports:

"Functional and sustainable human settlements that satisfy community needs".

adding to the municipal IDP Vision of:

"A green, healthy, prosperous and united municipality that provides quality services to all"

with a Mission of:

"The Greater Tzaneen Municipality is committed to provide quality services to its economy by:

- Promoting social and economic development.
- Providing and maintaining sustainable services.
- Ensuring efficient and effective utilization of all available resources.
- Ensuring Promotion of Environmental sustainability.
- Promoting effective stakeholder and community participation.

KEY STRATEGIC REQUIREMENTS ARE:

A future Spatial Development Framework for Greater Tzaneen needs to include several strategic requirements which need to be addressed, including:

- Harnessing the opportunities provided by urbanisation forces to achieve effective rural- urban integration.

- Adopting a flexible approach which suits the municipality and enables sustainable development rather than inhibits growth and development.
- Creating world class infrastructure, services and amenities to attract investment.
- Integrated infrastructure development planning responding to long term-forecasted requirements.
- Pro-active planning which integrates aspiring economic activities into the mainstream economies and urban fabric.
- Safeguarding existing resources and creating opportunities for renewable energy development.
- Prioritise areas in the district to develop.
- Connecting the spatial frameworks to catalytic programmes in an implementation framework and plan.
- Creating opportunities for increased international, national, provincial and municipal connectivity, linked by strategic transportation routes.
- Achieving improved quality of life in our settlements through formalisation, provision of planned amenities and consolidation of land uses.
- Gearing up of spatial planning capacity, skills, systems and procedures to achieve the vision.

SPATIAL CONCEPTS AND STRATEGIES

The following sections and associated diagrams outline the concept, strategies, and key implications for the Greater Tzaneen Spatial Development Framework:

STRATEGIC OBJECTIVE 1: ECONOMIC DEVELOPMENT AND JOB CREATION SUPPORTING AND GUIDING DEVELOPMENT.

The integration of regional and sub regional spatial development initiatives and policies, with the aim of leveraging investments to have an overall greater regional impact.

Within Greater Tzaneen the objectives of these initiatives add to sustainable economic development. The objectives thereof form the broad framework for spatial development within Greater Tzaneen.

Promoting the district as a rural regeneration and economic development hub through strengthening its position within the provincial and national distribution network. Minimising the ecological impacts of logistics through intermodal freight and transport systems and green economy initiatives while strengthening local economic supply chains. The key to improving regional connectivity is by developing and aligning development along with Movement and Transportation Corridors.

- The Eastern Escarpment Transformation Corridor is supported by a key National Development Corridor with the R71- R40- R36 routes linking the National Urban Node of Tzaneen with:

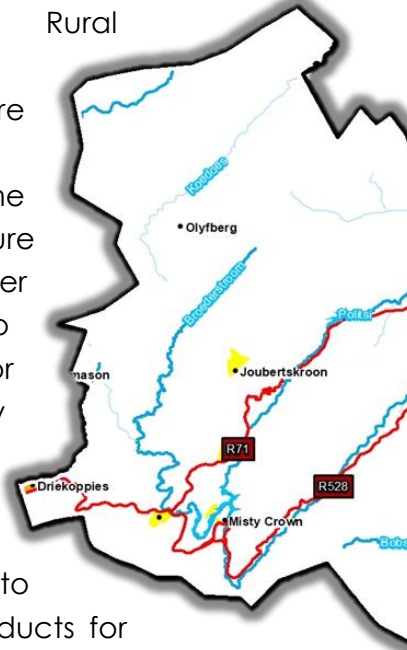
- Polokwane National Urban Node
- Bushbuckridge Regional Development Node
- Hazyview and Nelspruit National Urban Nodes
- The railway line linking Nelspruit with Musina a future Export/Import Node
- Eskom's Limpopo East Corridor Network

- The Phalaborwa Development Corridor including Polokwane, Tzaneen and Phalaborwa (Regional Development Anchor).

The advantages provided by the Regional Strategic Investment Projects supporting the Greater Tzaneen Municipality:

- The development of a Special Economic Zone at Musina diversifying and supporting the local economy providing for logistics and manufacturing.
- The development and roll out of the Agripark Programme.
- Increasing rail capacity to Richards Bay.
- Shifting from road to rail in Greater Tzaneen and the province alleviating the congestion caused by road freight on the roads system.
- The continuous upgrading of the R40 route as high mobility regional route
- Increasing accessibility to the proposed regional cargo airport facility at Tzaneen.

DIVERSIFYING AND STRENGTHENING THE GREATER TZANEEN ECONOMY:

- The exploitation of the competitive advantages of the agricultural sector incorporating an Agricultural Hub in Tzaneen supporting the Comprehensive Rural Development Programme.
 - The provision of Urban Agriculture providing for local produce markets.
 - The roll out of the Agri Park Programme must assist in expanding the agriculture potential over large parts of Greater Tzaneen and the Mopani District to ensure food security and provide for agro processing. The land owned by government needs to be targeted for such purposes.
 - The application of sources of water for irrigation and water technology to provide sustainable agricultural products for agro processing, commercial farming and food security.
 - The settlement of land claims and assurance of access to land to get individual, community and smallholder farmers established.
 - Effective training and mentorship programmes are essential to the successful establishment of farmers.
 - Minimise the spatial conflicts between the mining activities, agriculture and biodiversity.
 - Existing productive farmland must be protected and developed.
 - The degradation of agricultural land through overgrazing needs to be managed.
- 
- A map of the Tzaneen area in South Africa. The map shows a network of roads, including R71 and R528, and several rivers, including the Tloetseng, Tloetseng, and Tloetseng. Towns marked on the map include Olyfberg, Jouberts Kroon, Misty Crown, and Driekoppies. The map also shows the Tloetseng river flowing through the area.

Mining

- The optimal exploitation of the Greater Tzaneen minerals providing a long-term advantage to the creation of sustainable economies, communities and jobs within Greater Tzaneen without compromising biodiversity, water quality and availability, agriculture and tourism.
- Alleviate the negative impact of mine closures on the socio-economic welfare of the communities affected thereby, consolidating the mining communities into main concentrations and existing towns.

Energy

- The phasing in of renewable energy options, which include concentrated solar power.

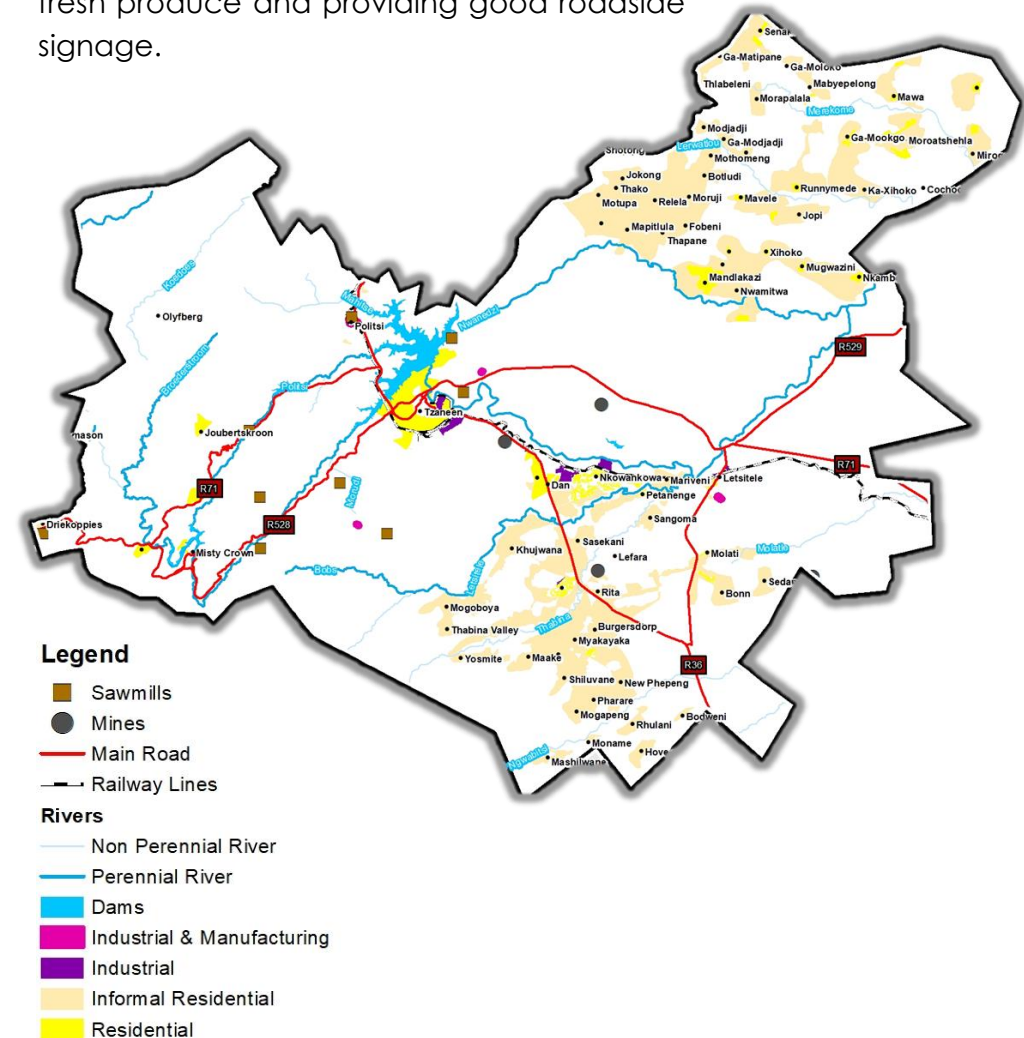
Manufacturing

- The competitive advantage of the manufacturing sector within Greater Tzaneen needs to be expanded through the provision of forestry and agri-processing factories providing for the broadening of the economic base. In this regard, the strengthening and expansion of existing industrial areas in Tzaneen, Nkowakowa and the Agrihub need to be focused on.
- Enable the synergistic development of agriculture, manufacturing and beneficiation, transportation, industries as economic drivers.
- Minimise the spatial conflicts between the manufacturing activities and biodiversity.

Trade and Tourism

- Provide for the development of new and regeneration of existing activity nodes, reverse urban decay within all towns and upgrade villages promoting investor's confidence.

- Accommodate the distribution of commercial and trade activities as part of development nodes, activity corridors and activity nodes.
- The enhancement of tourism activities integrated with tourism routes.
- The development of agri-tourism activities including farm trails, scheduling daily farm activities, encouraging the use of local and fresh produce and providing good roadside signage.



STRATEGIC OBJECTIVE 2: ACCOMMODATING URBANISATION AND TRANSFORMING HUMAN DEVELOPMENT.

The Greater Tzaneen Spatial Development Concept.

The Spatial Development Concept was formulated as a first step towards a spatial development strategy for Greater Tzaneen. This Spatial Development Concept models spatial direction and context to future developments.

This Development Concept promotes, clarifies and refines the spatial development principles and development priorities supported by relevant policies and legislation and define the desired spatial form of Greater Tzaneen. The municipal-wide development concept as shown.

The Spatial Development Concept is, by its very nature, broad and seeks to interpret the various development principles and objectives in a concise way. The concept provides a rational framework within which future development can be optimised by promoting a system of activity nodes, corridors and functional areas.

The Spatial Development Concept provides for the integration of the following:

Functional Spatial Development Areas

The functional geographic Spatial Development Areas consist of:

- Tzaneen Urban Development Node

- A south-western settlement area with urban concentrations of Nkowakowa and Leyenye along the R36 route.
- A North-eastern settlement area west of the R529 route consisting of mainly low-density dispersed settlements and villages.
- Haenartsburg rural development node.
- Rural areas consisting of forestry, natural areas and agriculture.

Urban Nodes

A system of Development Nodes within Greater Tzaneen consists of:

- A First Order Node: (Regional Urban Node):
 - Tzaneen
- Second Order Nodes (Municipal Urban Nodes):
 - Nkowankowa
 - Moleketla
- Third Order Nodes (Service Centres):
 - Lenyenye
 - Burgersdorp
 - Maake/ Ritaskop
 - Senakwe
 - Mandlakazi,
 - Runnymede/Mavele
 - Haenertsburg

The National Development Corridors

The R71-R40-R36 routes support key national development corridors in the region providing regional accessibility for Greater Tzaneen and link up with the N1 as N3 National Roads. The continuous upgrading of the R71-R40-R36 key routes as transportation corridors needs to be a priority.

Transportation

The land use framework as discussed above must be supported by a transportation network and services to materialise. The following is a summary of the main proposals in this regard.

Rail

The Musina - Richards Bay (Maputo) freight rail line traverses the study area in an east-west direction and links the regional urban node of Tzaneen with the wider region. Tzaneen will, due to the Musina SEZ, benefit from upgrading to the existing freight rail system and services. A Rail Freight Hub is foreseen as part of a Regional Freight Hub.

Road Network

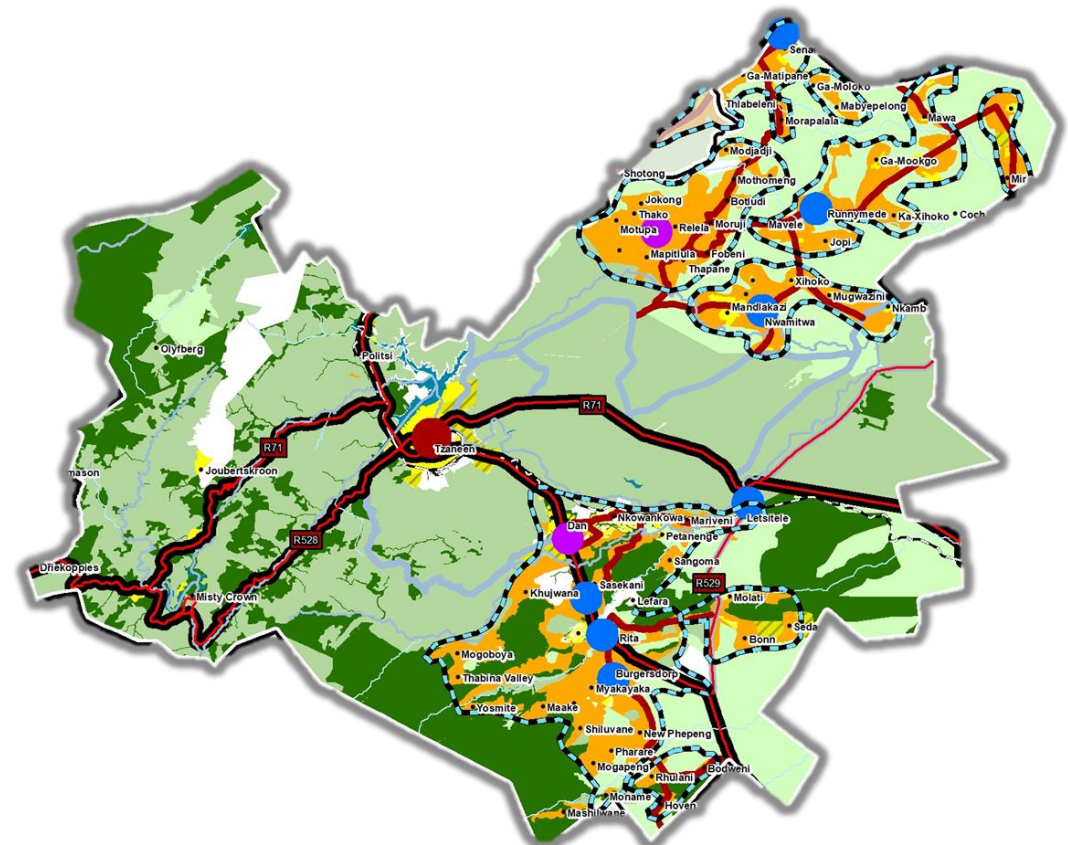
- Serve the municipality in north-south and east-west directions of movement.
- Link residential areas to one another and to the core areas of economic activity.
- Link areas of economic activity to one another.
- Promote mixed use and high-density development adjacent to these routes, subject to road access management requirements.
- Promote transport along these routes as a priority.
- Address the problems associated with coal haulage on roads, and
- Accommodate supporting facilities such as a Road Freight Hub.

The development of a Smart City directed by smart growth.

The revitalisation of and expansion to the existing built environments to accommodate the future integrated growth of in an efficient and

sustainable Greater Tzaneen consisting of a system of vibrant urban development nodes requires the integration of a set of development strategies, focused at concentrating and densifying development, the incremental upgrading of existing infrastructure and integrating communities. This requires the strategic primarily directing of growth to:

- The Tzaneen Urban Development Node.
- The south-eastern settlement area with urban concentrations of Nkowakowa and Leyenye and settlements along the R36 route.
- The north-eastern settlement area.



THE TZANEEN URBAN DEVELOPMENT NODE

The Tzaneen Urban Development Node represents the primary regional development node in Greater Tzaneen.

A. The Urban Edge

The concentration of development within the urban edge will ensure the development of an integrated and compact city in support of Greater Tzaneen and the region.

B. Industrial and Commercial Uses

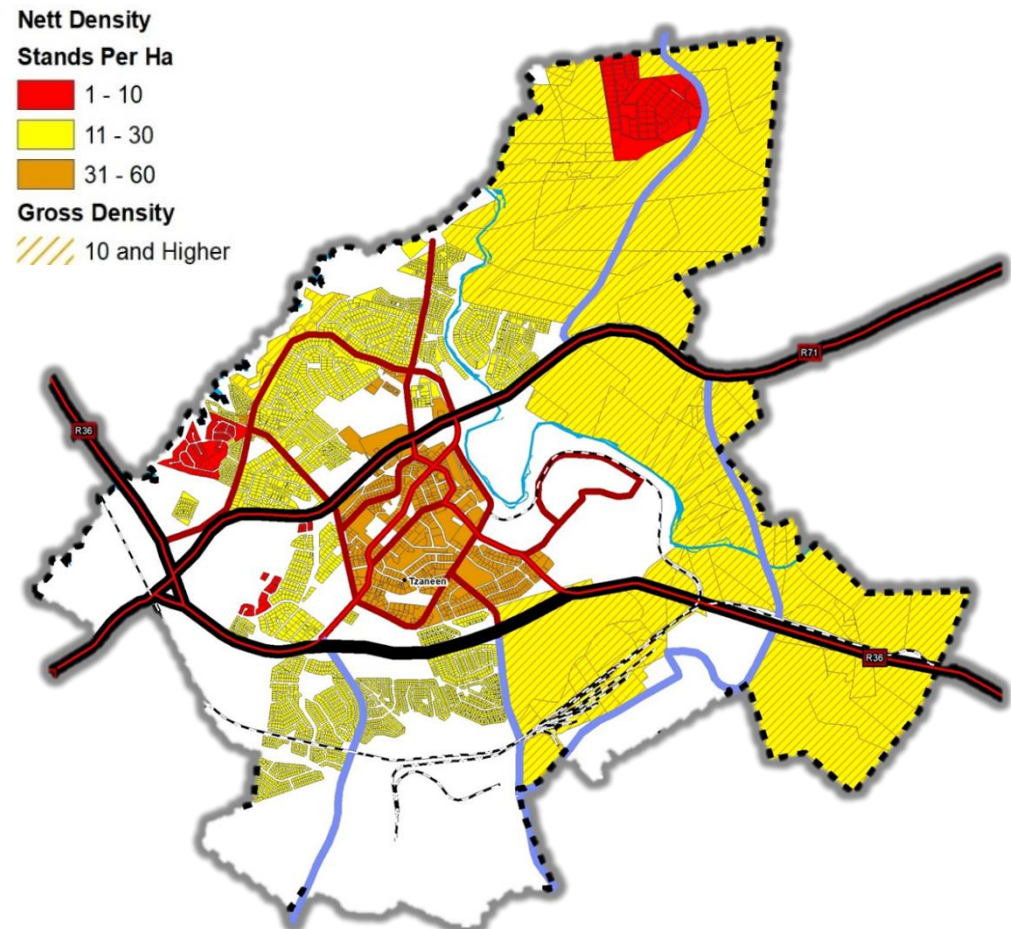
The areas demarcated for Industrial and Commercial Uses are:

- The Industrial and Commercial Area west of the CBD and north of the R36.
- The Commercial and Industrial Area south of Tzaneen.
- An area to the north-east of the Tzaneen station.
- An area for noxious industrial uses is provided west of the commercial and industrial area south of Tzaneen.

C. Residential

- **Densification of existing Residential Areas** - The densification of residential areas needs to be subject to the timely availability of sufficient engineering and roads infrastructure.
- **Future Residential Areas** - Future residential areas provide for a vast array of human settlements in proximity and accessible to employment centres.
- **Community and Neighbourhood Retail/Business Activity Nodes** - Small neighbourhood retail/business centres in Tzaneen to provide for the local needs of residents need to be provided.

- **D. Mixed Use (Retail/Business/Residential)** - The Tzaneen CBD Retail/Business Activity Node including the CBD Extension Zone to the south and north of the R71 are earmarked as the primary, regional activity centre of Greater Tzaneen and the region.
- The area represents a Mixed-Use Zone providing a large concentration of public and private investment, a huge asset that needs to be maintained and developed.
- Higher residential densities and more compact developments need to be encouraged.



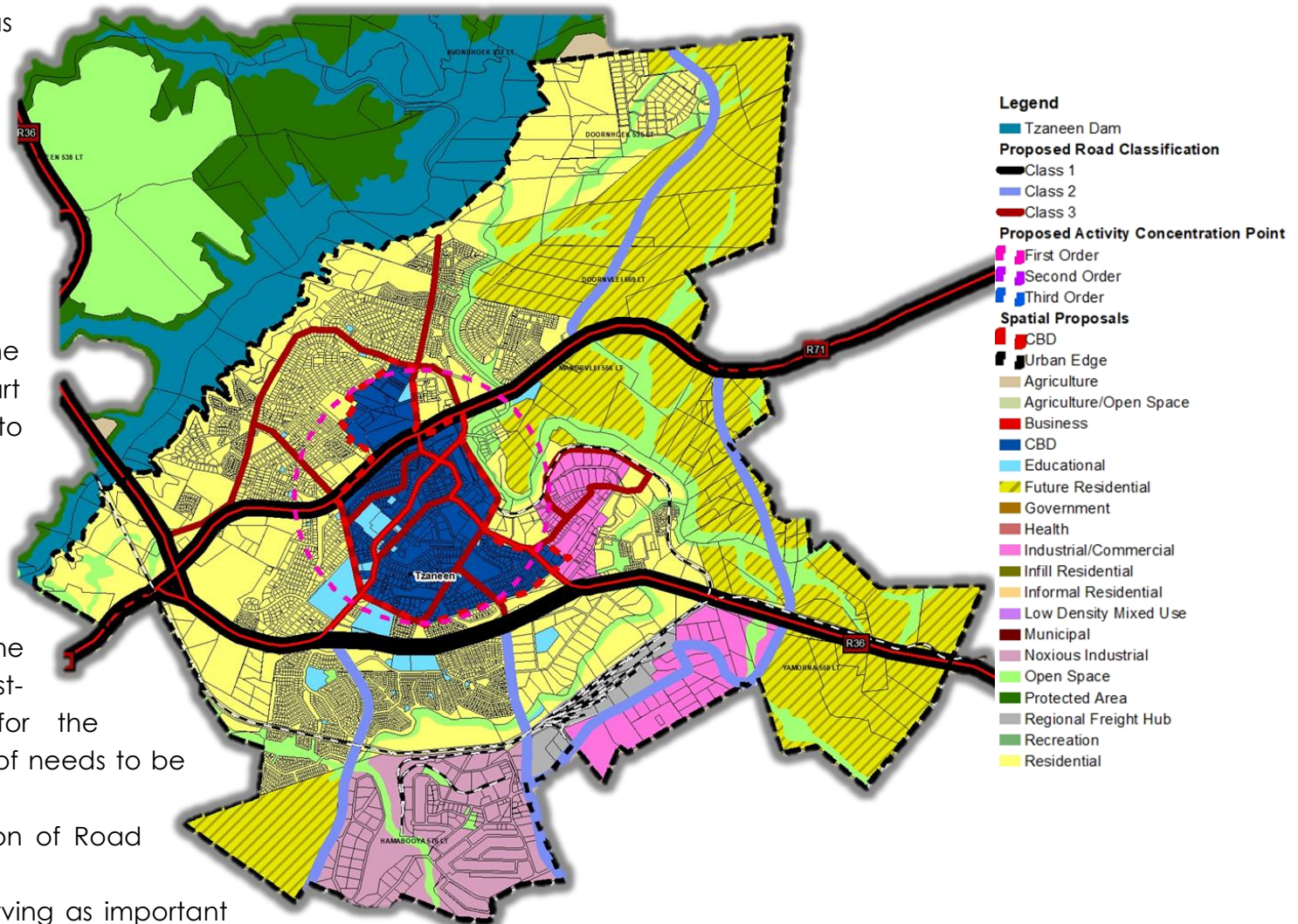
D. The Tzaneen CBD

- The Tzaneen CBD is earmarked as the primary, regional activity centre of Greater Tzaneen and the region and needs to be continuously revitalised to fulfil this role

E. Transportation

As far as roads are concerned, the following roads are identified as part of a major roads system that needs to be maintained and enhanced.

- National Road R71 traversing the northern part of the area in an east-west direction.
- Provincial Road R36 traversing the southern part of the area in an east-west direction. The reserve for the future part thereof needs to be protected from development.
- Provincial Road R528 as extension of Road R71 towards the west.
- Secondary and tertiary roads serving as important secondary links between the different parts of the rural system.
- The rail system needs to be utilised to provide access to regional economic opportunities and as anchor to the forestry and agriculture sectors.



THE SOUTH-EASTERN SETTLEMENT AREA

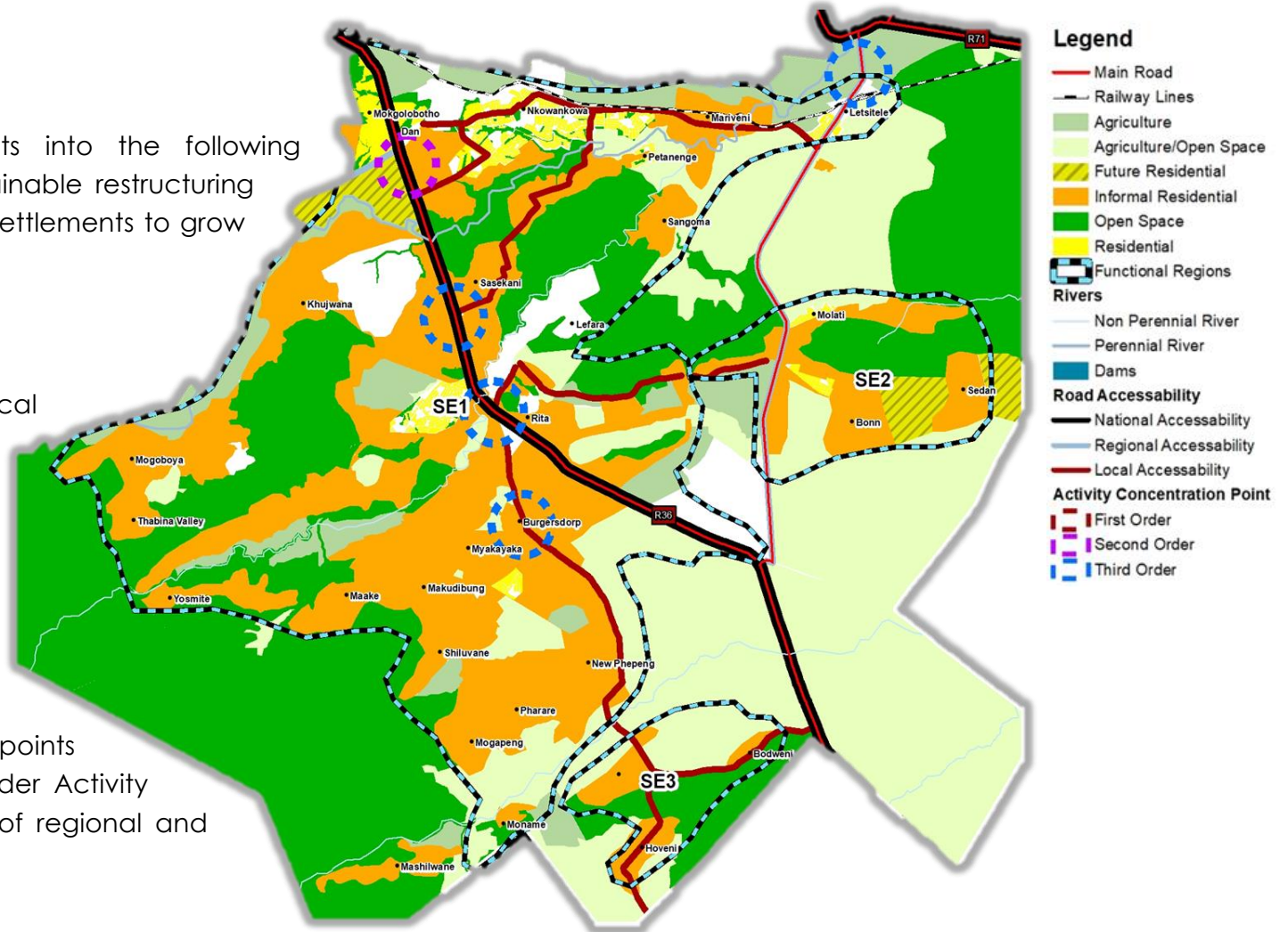
Development Clustering and Growth

Development clustering of settlements into the following Functional Regions will ensure the sustainable restructuring and integration of the urban and rural settlements to grow into a compact urban and rural space.

Regional and Local Connectivity

Providing regional as well as local connectivity is essential to the spatial functionality of Greater Tzaneen, optimally integrating:

- Economic, social and engineering infrastructure within activity nodes, urban areas and settlements into functional areas.
- A system of activity concentration points consisting of First, Second and Third Order Activity Concentration points with a system of regional and local roads.



The Development Edge

The Development Edge is determined by:

- The protection of CBA1 and ESA1 Biodiversity
- The protection of High Potential Agriculture Land.
- These areas act as parts of a major Open Space System.

The Existing Formal Residential Areas

These areas are characterized by reasonably high levels of infrastructure and social services and the emphasis here should be on the maintenance of these services to avoid the deterioration thereof.

Development densities in these areas average 11 units per ha. The existing Formal Urban Areas need to provide the focus of densification initiatives and be supported by Local Spatial Development Plans and Infrastructure Master Plans.

Low Density Settlement Areas

The informal developments characterized by low levels of infrastructure and social services needs to be targeted as service upgrading priority areas.

Development densities in these areas average 5 units per ha. Densification initiatives in these areas need to be accessible to third order streets and supported by Local Spatial Development Plans and Infrastructure Master Plans.

As a principle Greater Tzaneen Municipality and higher tiers of government should focus its capital expenditure and operational programmes towards the incremental upgrading the services and facilities in Informal Development Areas to levels comparable to that of Tzaneen.

Priority Residential Infill Areas- Future Residential

Priority residential infill areas are demarcated for future residential infill developments.

The compilation of precinct plans, which will provide a framework for individual developments, is an important priority in these areas.

B. Activity Concentration Points

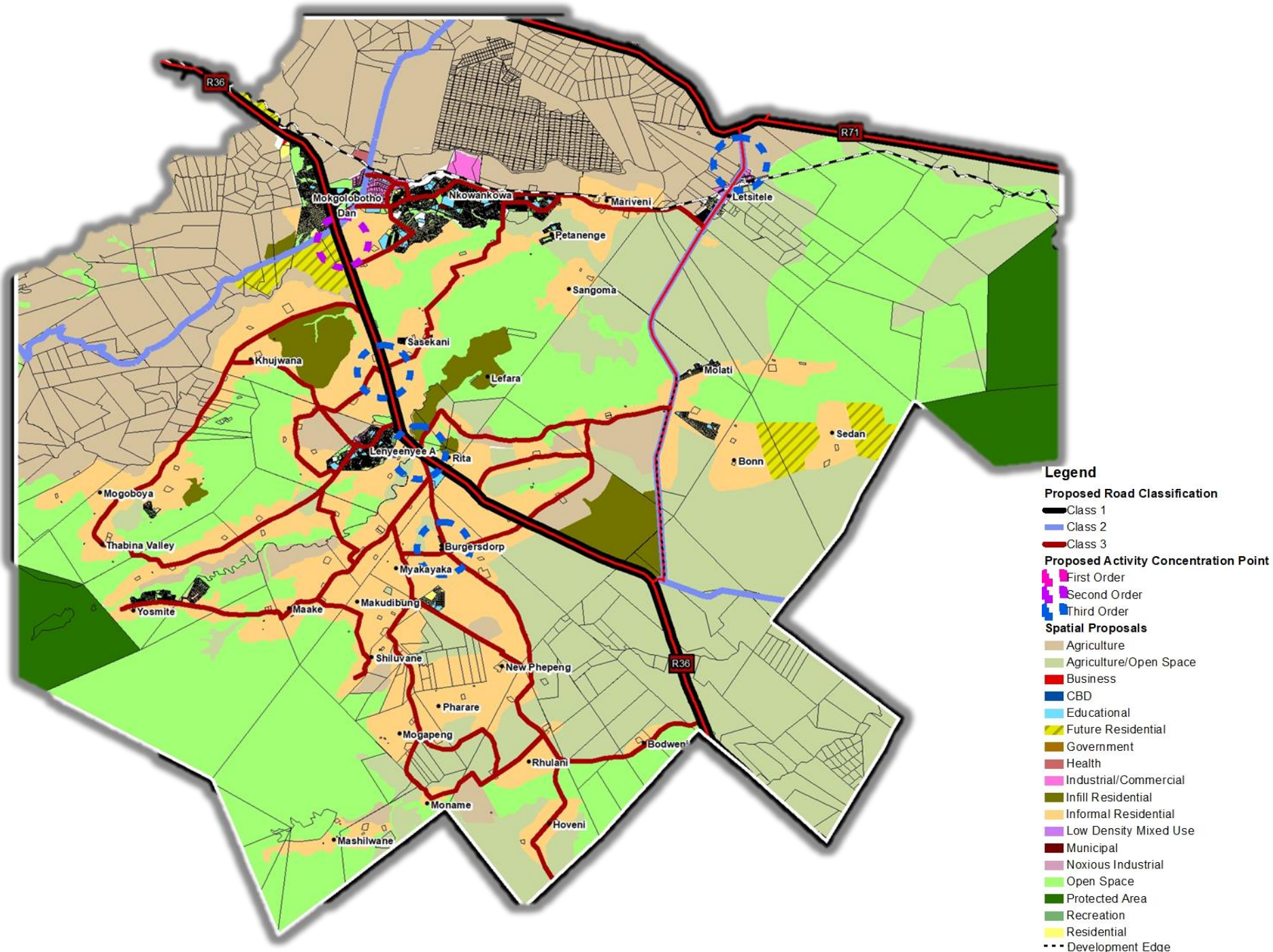
The following system of activity concentration Points are provided:

- Second Order Node (Municipal Urban Nodes):
 - Moleketla
- Third Order Nodes (Service Centres):
 - Senakwe
 - Mandlakazi,
 - Runnymede/ Mavele

Transportation and Roads

The R36, (Class 1 road) provides regional connectivity and mobility to the South-eastern Area and acts as major transportation route between Hoedspruit and Tzaneen. The area is further supported by:

- Class 2 roads providing district connectivity.
- Class 3 roads providing local accessibility providing in conjunction with Class1 and 2 roads for local connectivity and public transportation routes.



THE NORTH-EASTERN SETTLEMENT AREA

Development Clustering and Growth

Development clustering of settlements into the following Functional Regions will ensure the sustainable restructuring and integration of the urban and rural settlements to grow into a compact urban and rural space.

A system of Activity Concentration Points

Activity Concentration Points are provided in localities where:

- Existing policies, frameworks and plans identify activity nodal formation.
- Substantial concentration of economic and social services exists.
- Optimal accessibility to the population it is serving can be achieved.
- Potential for expansion exists.

Regional and Local Connectivity

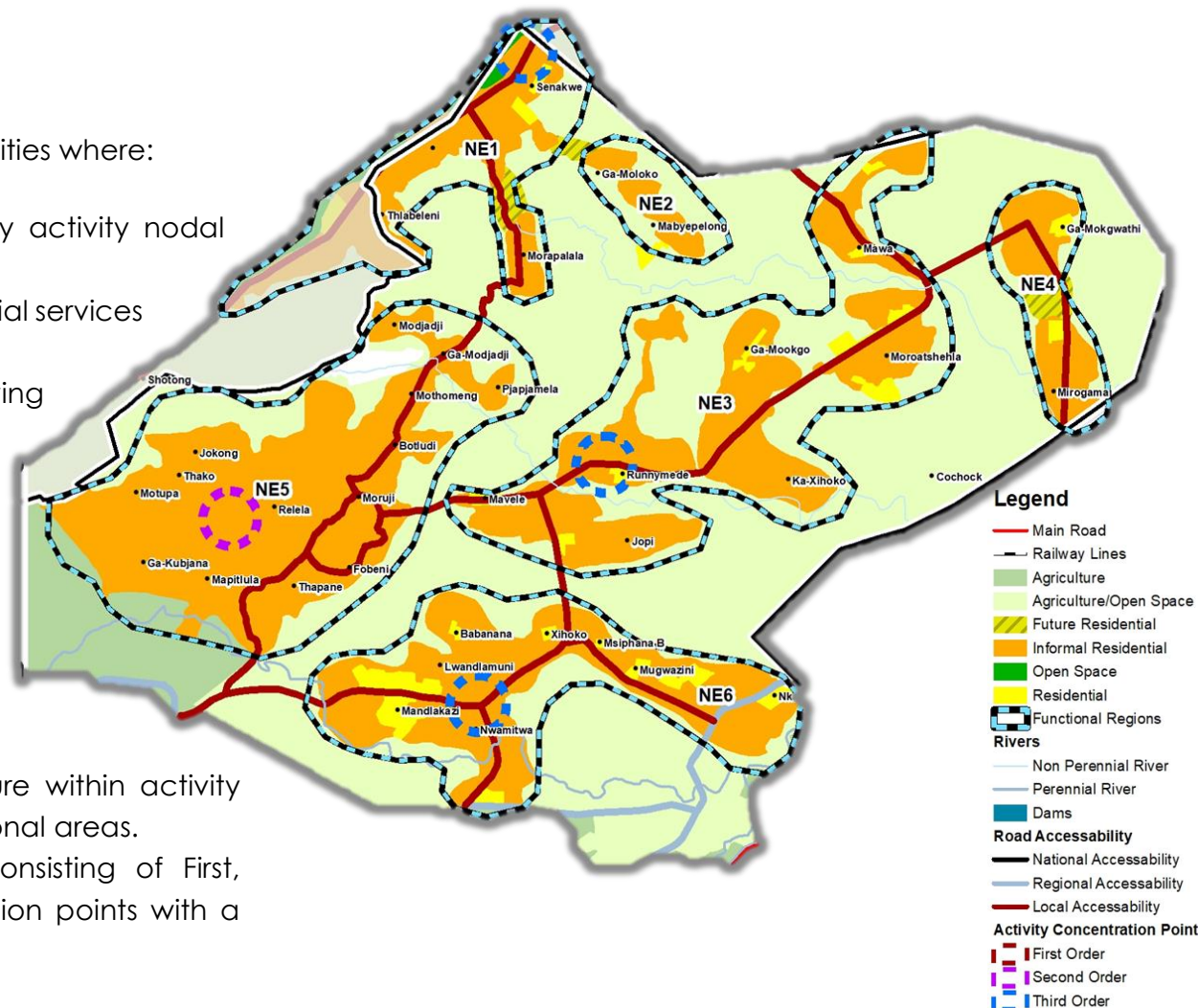
Providing regional as well as local connectivity is essential to the spatial functionality of Greater Tzaneen, optimally integrating:

- Economic, social and engineering infrastructure within activity nodes, urban areas and settlements into functional areas.
- A system of activity concentration points consisting of First, Second and Third Order Activity Concentration points with a system of regional and local roads.

The Development Edge

The Development Edge is determined by:

- The protection of CBA1 and ESA1 Biodiversity
- The protection of High Potential Agricultural Land.
- These areas act as parts of a major Open Space System.



The Existing Formal Residential Areas

These areas are characterized by reasonably high levels of infrastructure and social services and the emphasis here should be on the maintenance of these services to avoid the deterioration thereof.

Development densities in these areas average 15 units per ha. The existing Formal Urban Areas need to provide the focus of densification initiatives and be supported by Local Spatial Development Plans and Infrastructure Master Plans.

Low Density Settlement Areas

The informal developments characterized by low levels of infrastructure and social services needs to be targeted as service upgrading priority areas.

Development densities in these areas average 6 units per ha. Densification initiatives in these areas need to be accessible to third order streets and supported by Local Spatial Development Plans and Infrastructure Master Plans.

As a principle Greater Tzaneen Municipality and higher tiers of government should focus its capital expenditure and operational programmes towards upgrading the services and facilities in Informal Development Areas to levels comparable to that of Tzaneen.

Priority Residential Infill Areas

The consolidation of settlements needs to be supported to enhance more productive engineering and social services delivery.

Priority residential infill areas are demarcated for future residential infill developments. The compilation of precinct plans, which will provide a framework for individual developments, is an important priority in these areas.

Activity Concentration Points

The following system of activity concentration Points are provided:

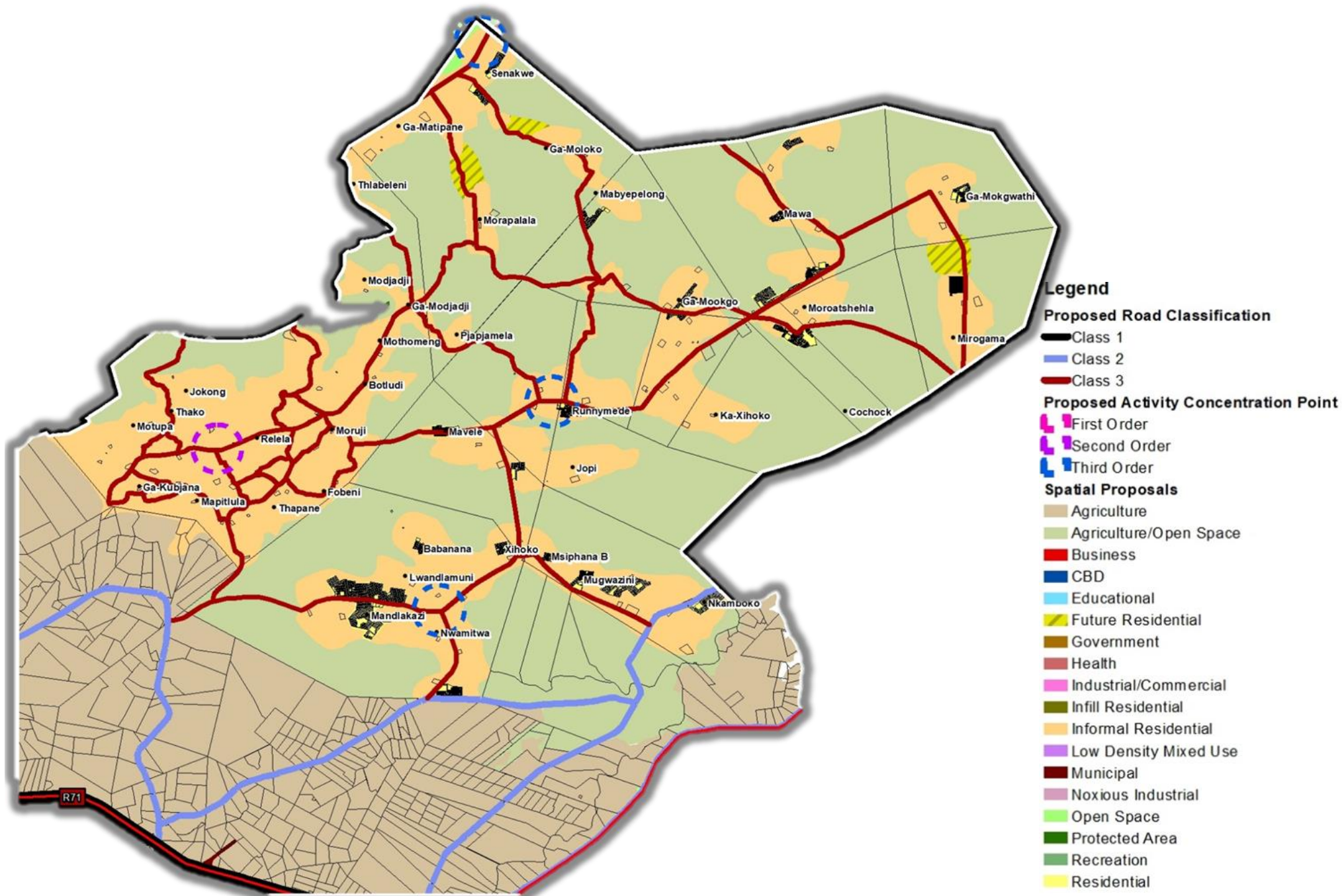
- Second Order Node (Municipal Urban Nodes):
 - Nkowankowa
- Third Order Nodes (Service Centres):
 - Lenyenye
 - Burgersdorp
 - Maake/ Ritaskop

Transportation and Roads

Indirect regional and district connectivity and mobility is provided by:

- The R71, (Class 1 road) that acts as major transportation route between the R40 and Tzaneen.
- The R529 (Class 2 road) to the east thereof linking south east of the area with the R71.

Class 3 roads provide local accessibility providing in conjunction with Class1 and 2 roads for local connectivity and public transportation routes.



HAENARTSBURG

The Development Edge

The Development Edge is determined by:

- The protection of CBA1 and ESA1 Biodiversity
- The protection of High Potential Agricultural Land.

The Existing Formal Residential Areas

These areas are characterized by reasonably high levels of infrastructure and social services and the emphasis here should be on the maintenance of these services to avoid the deterioration thereof.

Development densities in these areas average 23 units per ha. The existing Formal Urban Areas need to provide the focus of densification initiatives and be supported by Local Spatial Development Plans and Infrastructure Master Plans.

Activity Concentration Point

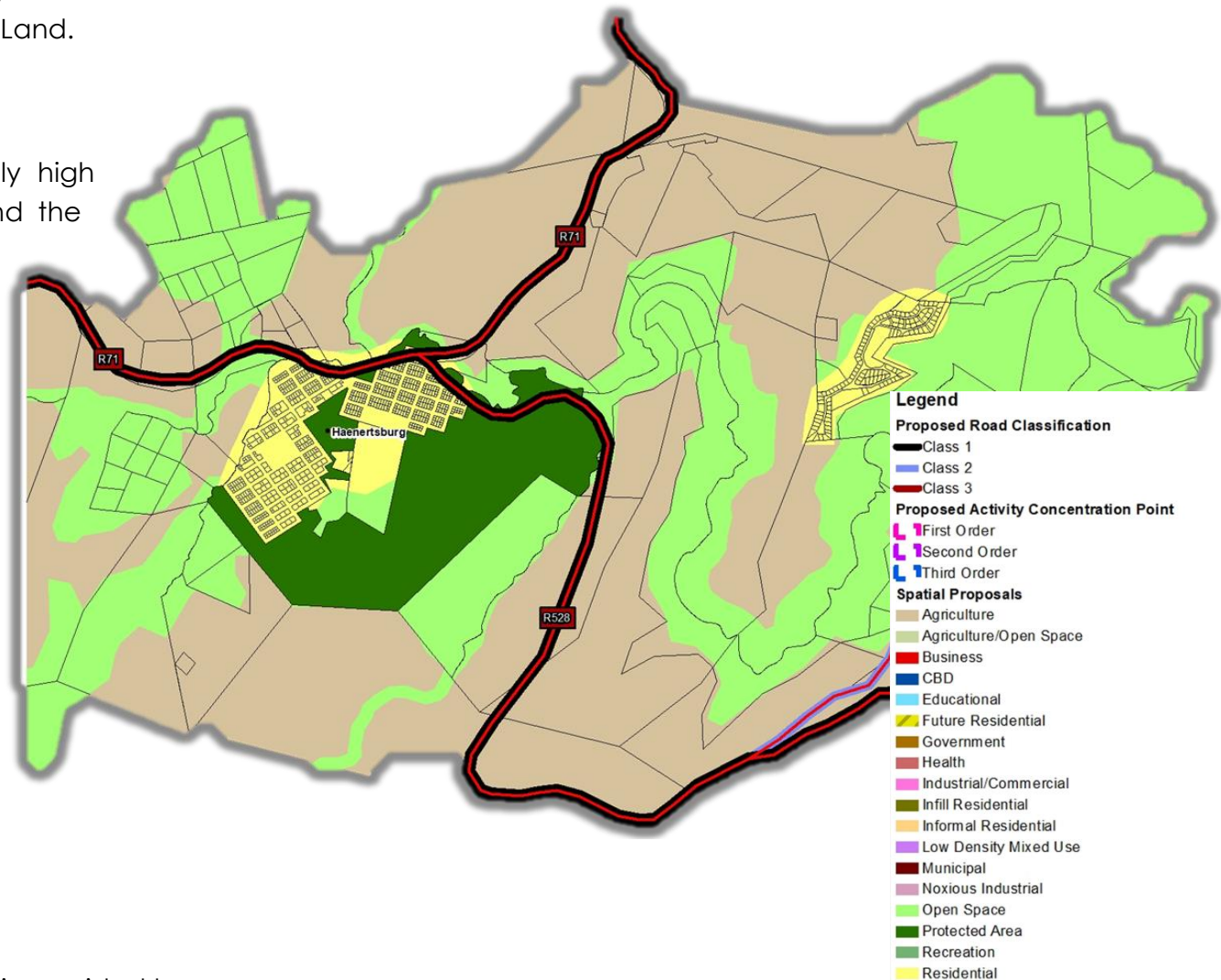
The Activity Concentration Point is provided:

- Third Order Node (Service Centre):
 - Haenartsburg

Transportation and Roads

Regional and district connectivity and mobility is provided by:

- The R71, (Class 1 road) that acts as major transportation route between Polokwane and Tzaneen.
- The R528 (Class 2 road) to the east thereof linking the R71 as alternative route to Tzaneen.



STRATEGIC OBJECTIVE 3: PROMOTE THE DEVELOPMENT OF THE RURAL AREAS WITHIN GREATER TZANEEN THAT CAN SUPPORT SUSTAINABLE ECONOMIC, SOCIAL AND ENGINEERING INFRASTRUCTURE.

SPATIAL DEVELOPMENT STRATEGIES

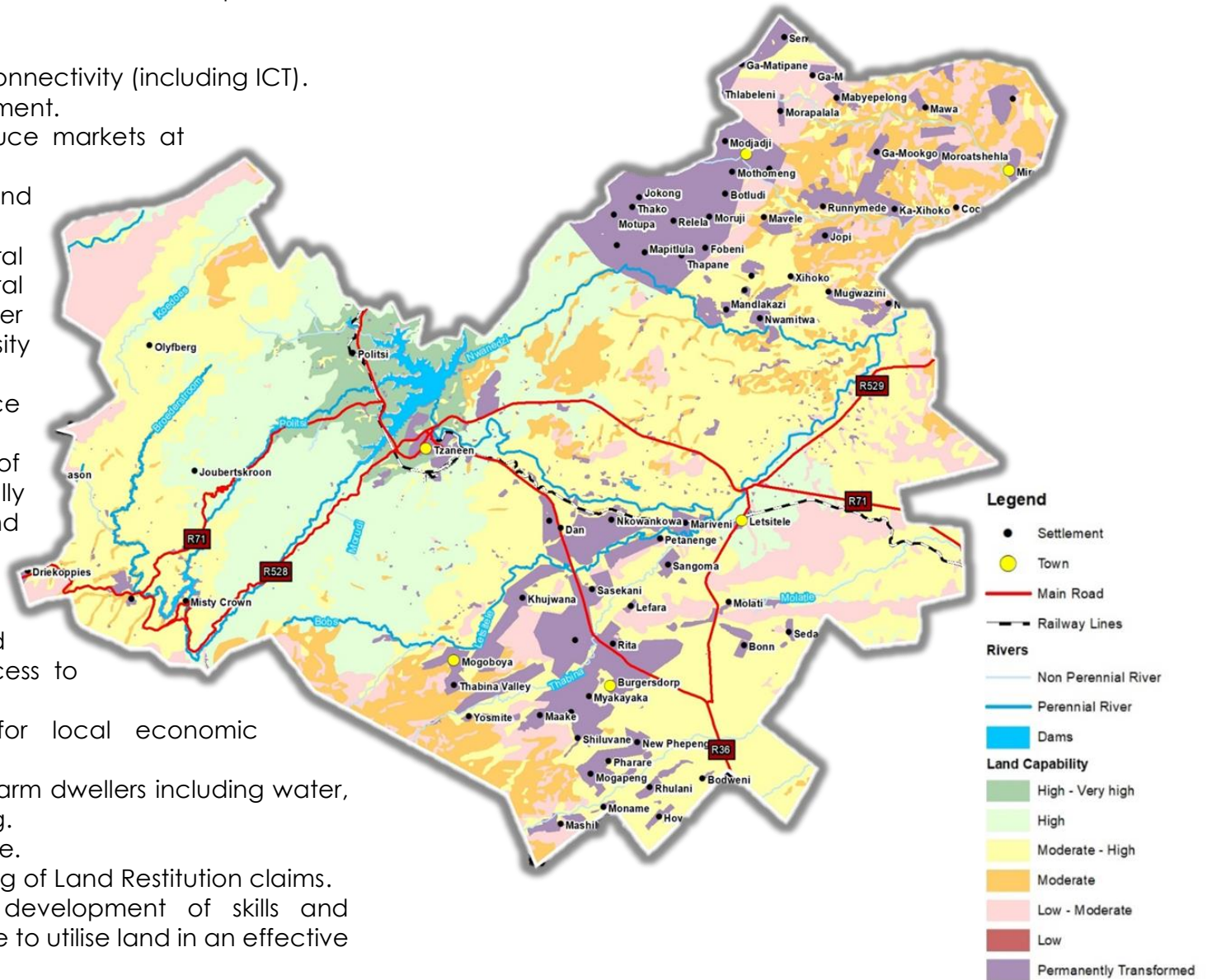
Greater Tzaneen needs to ensure sustainable use and development of its rural areas based on the following:

- A rural economic base, particularly agriculture, which strengthens, offering opportunities for economic empowerment, and adopts sustainable business practices.
 - Rural amenities and economic opportunities accessible to the residents, particularly poor communities with limited mobility.
 - Facilitating the establishment of business initiatives, rural and agro industries, co-operatives, cultural initiatives and vibrant local markets.
 - Empowerment of rural communities to be self-reliant.
 - Increased production and sustainable use of natural resources.
 - Livestock farming and related value chain development.
 - Cropping and related value chain development.
 - Strengthening rural livelihoods for vibrant local economic development.
 - Use of appropriate technology, modern approaches, and indigenous knowledge systems.
 - Ensuring food security, dignity and quality of life.
 - Integrating rural development with existing regional and sub-regional movement routes.
 - The optimal utilisation of agricultural land based on Land Capability.
- The natural and agricultural landscapes should enjoy adequate protection:
 - The destroyed landscapes should be rehabilitated sufficiently.
 - Safeguard the protected, critical biodiversity areas and ecological support areas against mining and agriculture.
 - The protection of high potential and unique agriculture land against development.
 - Minimise the conflict between agricultural resources and human settlement and ensure food security.
 - Development of mitigation and adaptation strategies to reduce vulnerabilities with special reference to climate change, erosion, flooding and natural disasters.
 - Provide sufficient water to agriculture needs.
 - Address the scarcity of water and emerging negative water balances within the catchment areas caused by mining.
 - The protection of ecological corridors.
 - The conservation of wetlands and grasslands for conservation need to be high priority.
 - A clear distinction should be made between the urban and rural landscapes, and there is a legible and logical structure of human settlements.
 - Human settlements and surrounding rural areas functioning as interconnected systems.
 - Rural development reinforcing a logical network of human settlements of varying sizes and functions.
 - National, provincial and local government collaborate and align their efforts to plan, manage and sustainably develop the Greater Tzaneen rural areas providing for:
 - Improvement and development of social and economic infrastructure supporting agriculture development.
 - Developing rural development nodes providing sustainable economic and social infrastructure.
 - Enhancing and maintaining road and transportation linkages to higher order urban nodes as markets of produce and economic and social services providers.

- Enhancing distribution networks, access to ports and railways.
- Electrification.
- Improving communication connectivity (including ICT).
- Small scale farming development.
- Establishment of fresh produce markets at appropriate locations.
- Construction of dams and water harvesting.
- Alignment of municipal rural land use planning with the rural spatial plans prepared by other institutions (e.g. Biodiversity Plans).

■ Land Reform needs to take place through:

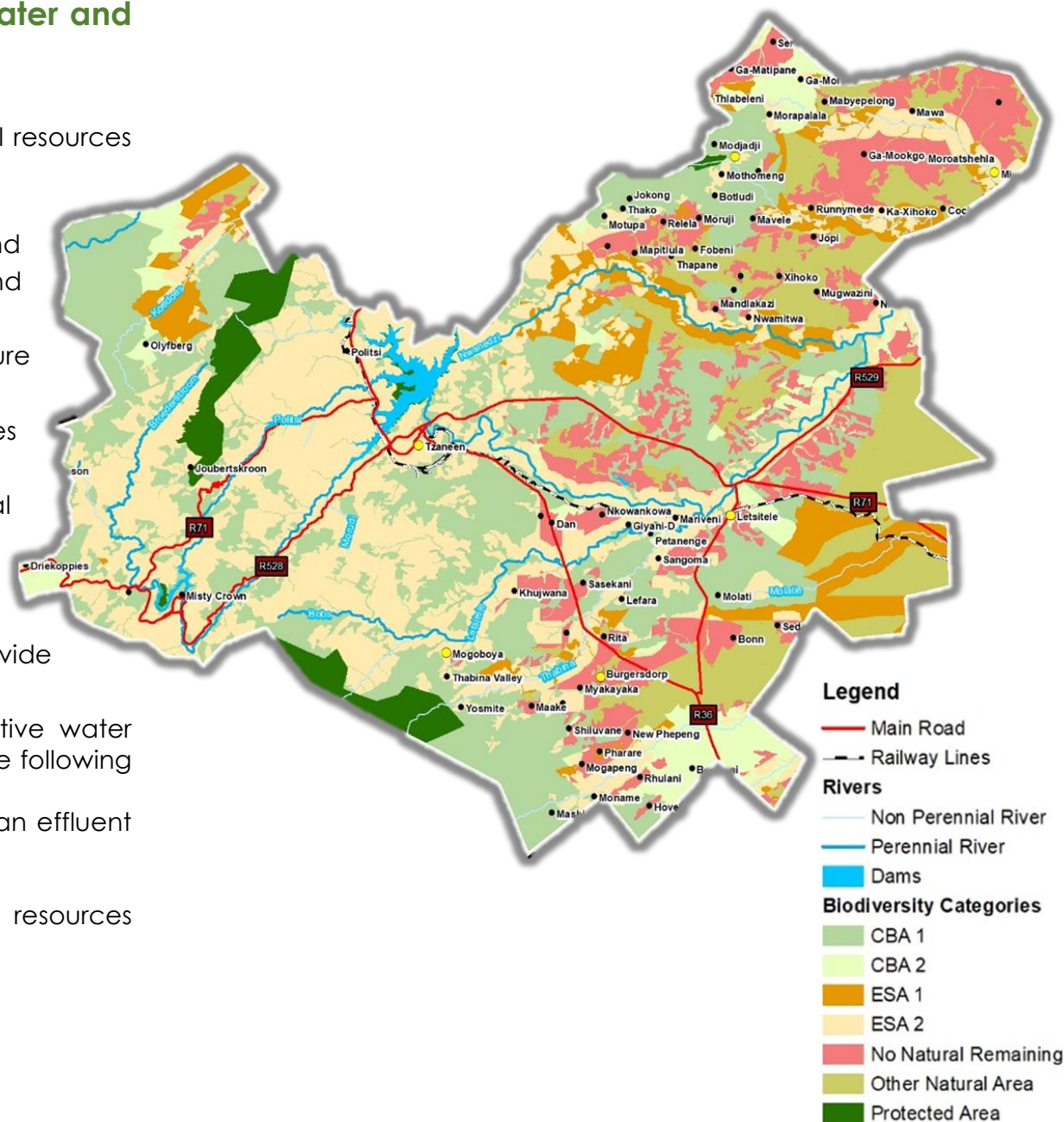
- Expediting redistribution of land to historically disadvantaged people and provide access to funding (and mentoring) for commercial farming.
- Increasing the rate of land tenure reform, securing access to land, protecting land rights.
- Establishing agri villages for local economic development on farms.
- Providing in basic needs of farm dwellers including water, sanitation, electricity, housing.
- Providing for security of tenure.
- Increasing the pace of settling of Land Restitution claims.
- Effectively supporting the development of skills and competencies of rural people to utilise land in an effective manner (mentoring).

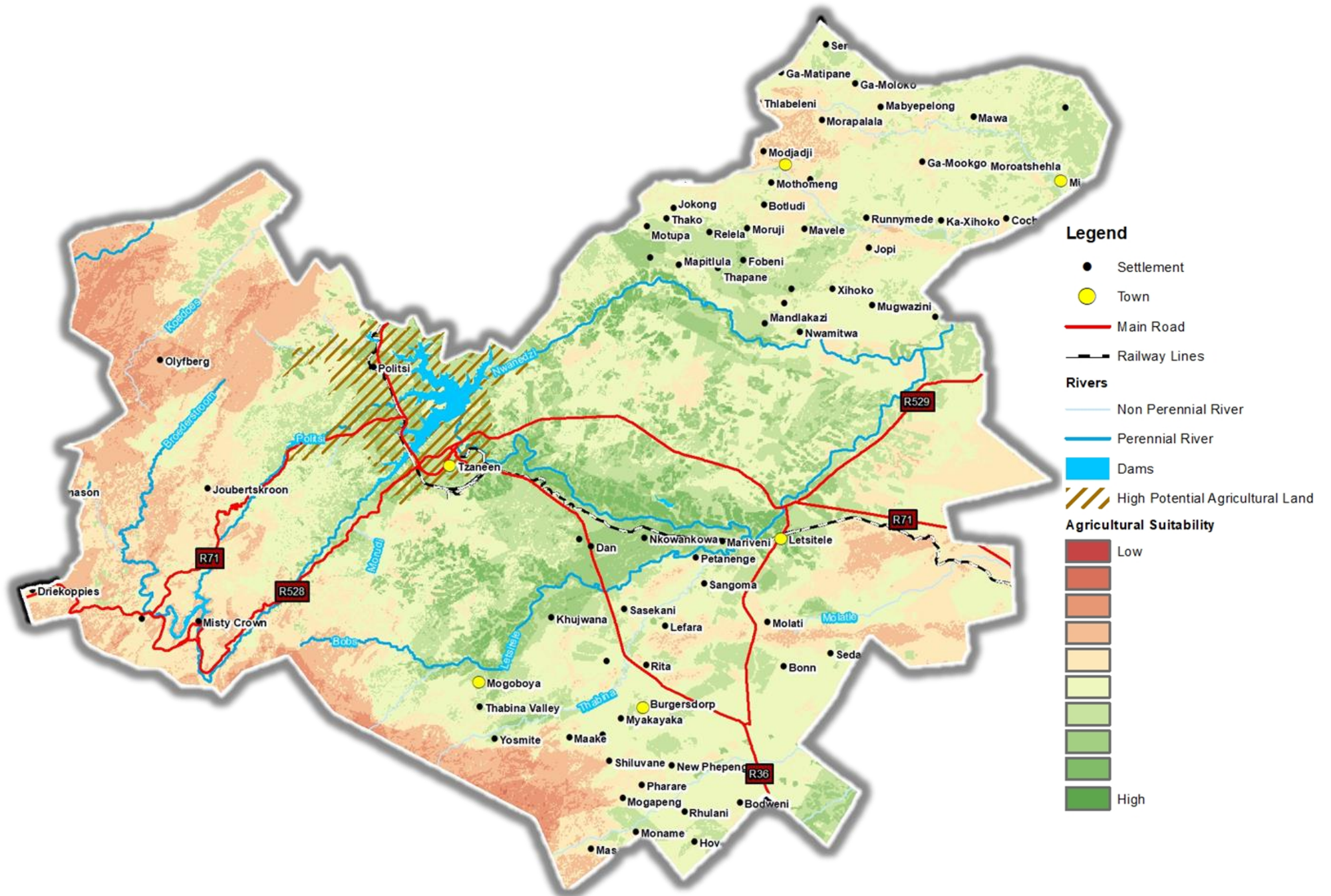


Strategic Objective 4: Protect Biodiversity, Water and Agricultural Resources

The protection of the biodiversity, water and agricultural resources involves the following actions:

- Safeguard the protected, critical biodiversity areas and ecological support areas against mining, agriculture and urban development.
- The protection of high potential and unique agriculture land against development.
- Minimise the conflict between agricultural resources and coal mining and ensure food security.
- Minimise the consumption of scarce environmental resources, particularly water, fuel, building materials, mineral resources, electricity and land. In the latter case especially pristine and other rural land.
- Address water backlogs within communities and provide sufficient water to manufacturing, agriculture needs.
- Address the scarcity of water and emerging negative water balances within the catchment areas attending to the following actions:
 - Increase return flows through treatment of urban effluent and desalination Water conservation.
 - Recycling.
 - Further development of surface water resources
 - Development of groundwater.





Strategic Objective 5: Infrastructure Investment

To maintain a balance between investment aimed at meeting social needs of communities, and investment aimed at promoting economic development and job creation and to reduce investment aimed at social upliftment over time.

Basic Infrastructure

- Ensure efficient supply of water, electricity and waste management services to sustain additional industry growth.
- Eradicate backlogs in water and sanitation, electricity, housing
- Improve basic services and provide free water and electricity to poor households.
- Provide green infrastructure e.g. water tanks, renewable energy (e.g. solar).
- Eradicate backlogs and maintain basic services.

Human Settlements

- Focus on projects identified in Priority Human Settlement and Housing Development Areas. These Areas include:
 - Tzaneen Core PSHDA.
 - Nkowakowa Node PSHDA.

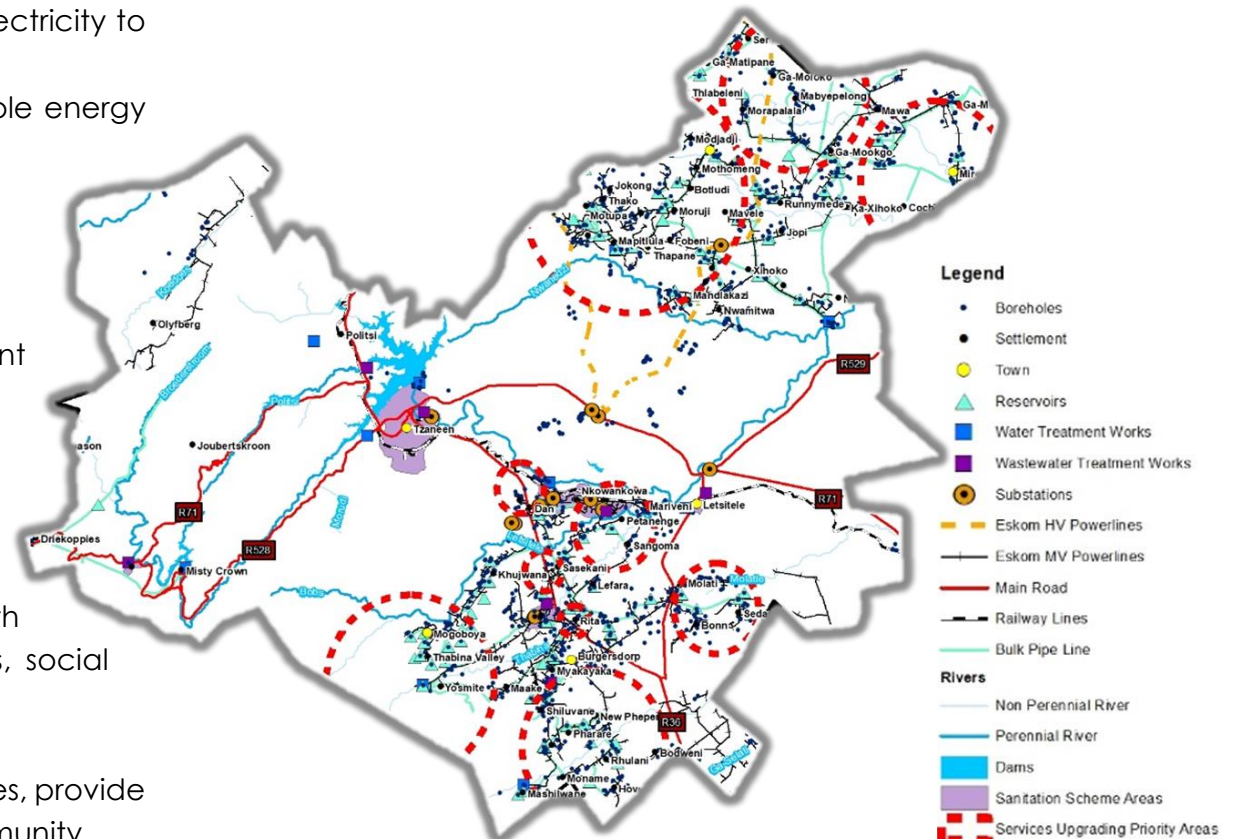
Social Infrastructure

- Social infrastructure/facilities include education, health and emergency services, social and cultural facilities, social services, civil services, and recreational infrastructure.
- Eliminate inequalities among and within communities.
- Improve the quality of life especially of poor communities, provide for law and order, and enhance the stability of a community.

- Promote equitable access to social services for all communities and contribute to the development of integrated and sustainable human settlements through the application of norms and standards for social infrastructure requirements.
- Ensure that sufficient land is reserved for these essential facilities.

Economic Infrastructure

- Focus on projects identified as Strategic Infrastructure Projects (SIPs) 1.
- Concentrate investment in areas with potential for sustainable economic development.



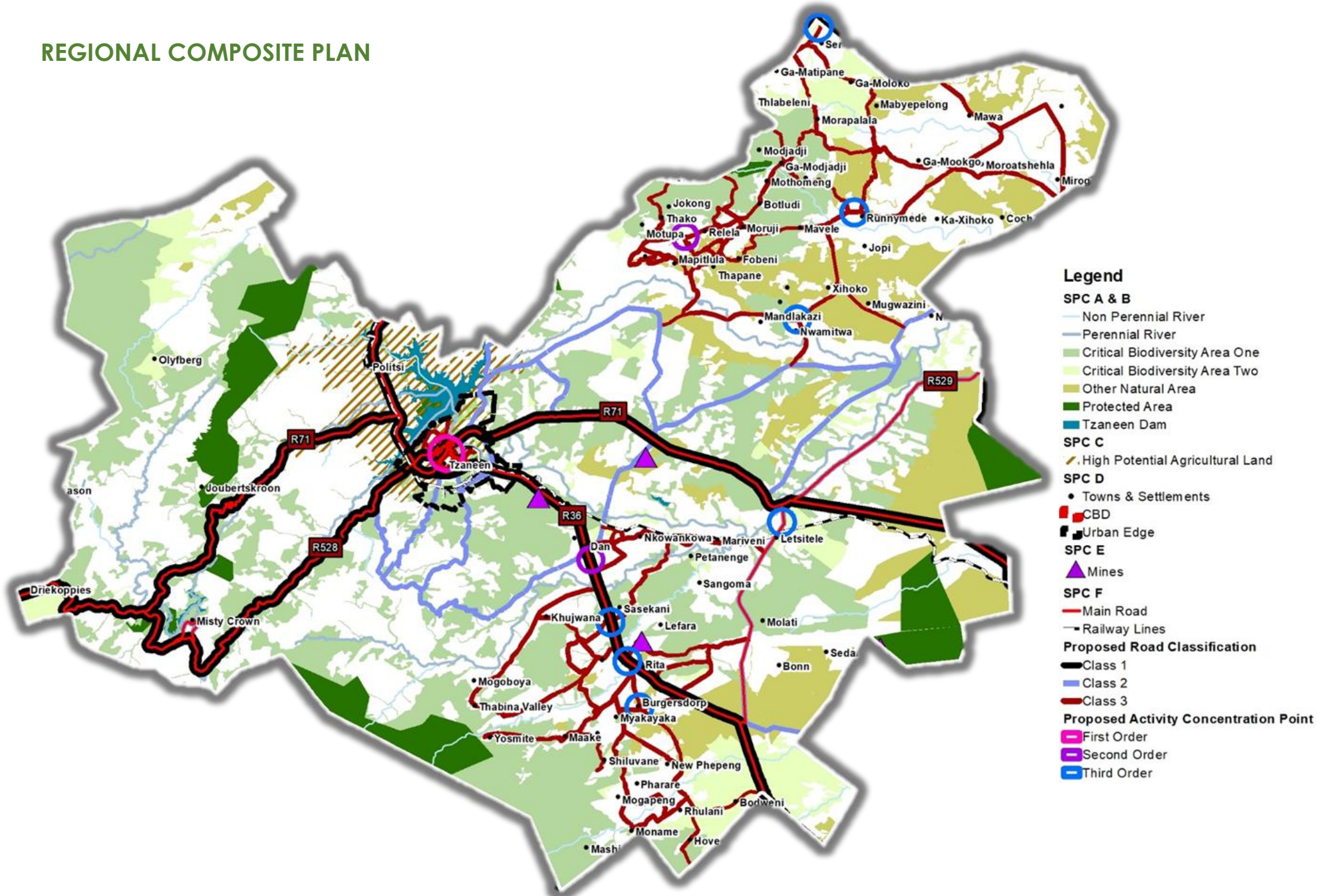
Strategic Focus Areas:

- Meeting the social needs of communities.
- To provide basic infrastructure in support of the social needs of communities.
- Eradicate backlogs and improve water and sanitation, electricity, housing in all areas.
- Provide green infrastructure in rural areas.
- To enhance human capital development
 - Improve and maintain education, health, sport facilities, etc.
 - Eradicate backlogs and improve social infrastructure in all areas.
 - Provide public and non-motorised transport and facilities to improve accessibility to urban functions and job opportunities.
 - Implement norms and standards for the provision of education facilities.
 - To eradicate backlogs and improve education.
 - Distribute the provision of other tertiary education and artisan training facilities to all primary and secondary nodes.
 - Initiate the alternative utilisation of facilities e.g. underutilised schools.
 - To eradicate backlogs and improve health.
 - Focusing investment on economic infrastructure.
- Supporting the regional development node of Tzaneen.
- Supporting the tertiary economic development node of Nkawkowa.
- Enhancing the functional diversity of economic activity of these nodes in order to broaden the economic base of the province and to enhance service delivery to local and surrounding rural

communities. Typical actions in this regard would include investment in agro industries, forestry related industries (where applicable), commercial and light industrial activity, business activity (office and retail) in a well-managed Central Business District (CBD), and government services.

- Tourism related investment should be focused on nature reserves.
- Agriculture related investment should focus on supporting and maintaining existing commercial farming activities in the areas where extensive commercial farming and large-scale food production currently occurs in line with the objectives of the Comprehensive Rural Development Programme (CRDP). Typical investment in these areas should include:
 - Farming equipment, irrigation systems, agricultural training facilities (colleges) and the establishment of small local fresh produce markets which could lead to the establishment of small-scale agro industries focusing on processing and/or packaging of local products before exporting it to larger centres.
 - Artisan and other skills training initiatives and facilities.
 - Social infrastructure in the form of centrally-located Thusong centres serving each of the CRDP areas, and which provide a comprehensive range of community facilities at a one-stop destination among these rural communities.
 - Rural housing programmes are also to be consolidated around these Thusong centres which will not only improve the utilisation of the community facilities located here, but also create the “critical mass” required to enhance the potential for local economic development – including the fresh produce market and associated agro-processing activities.

REGIONAL COMPOSITE PLAN



IMPLEMENTATION FRAMEWORK

The Implementation Plan is an essential component of the Spatial Development Framework (SDF). This component aims to achieve several objectives which include the following:

- Spatial budgeting or targeting, which involves mapping of the capital infrastructure projects that are proposed in the Integrated Development Plan (IDP). This assists to determine whether the development trajectory that is advocated by the IDP is in harmony with the spatial development vision that is suggested by the SDF.
- Intensify spatial objectives with infrastructure proposals, the SDF identifies several spatial development proposals for further economic development and investments within the area, but these proposals will be meaningless if the supporting infrastructure has not been planned for in tandem with the overall SDF. The Implementation Plan (and more specifically, the Capital Investment Framework) provides an opportunity to relook at these proposals in line with infrastructure requirements.
- Comparison of areas of greatest needs and where services or infrastructure proposals are directed to, this is intended to establish if the areas that encounter backlogs are receiving attention to address that. There are areas within the municipality which suffers from historical and institutional neglect from benefiting from services. It is the role of a developmental government to be pro-active at developing these areas. This is part of the reconstruction and developmental mandate.
- Monitoring and evaluating the implementation and execution of the SDF within a 5-year term, this is intended the measure the

actual spatial and development impact of the SDF and would inform the review process of the next SDF.

- Land use management principles will be employed to protect and enhance peri-urban development towards sustainable livelihoods. Pockets and areas of land would be made available for local economic development, small scale agriculture, agro-processing opportunities, and other SMME opportunities.

CAPITAL INVESTMENT FRAMEWORK

The "Capital Investment Framework" (CIF) forms the foundation for more effective integration of the municipality's spatial development strategies with the IDP and budget. These instruments are central to the implementation, and unless the implementation framework of an SDF connects explicitly with these, there is little chance of the proposals being realised. By providing more specific guidance on what investments should be made where and in what order of priority, will ensure alignment between the municipality's strategies, plans, and policies.

There are three important questions to consider when presenting this pipeline:

- Are the proposed projects supporting or detracting from the IDP Priorities and SDF Strategies?
- Is there a line of sight from the Municipality's holistic understanding of its growth projections (demand), backlogs (capital and operating), network functionality, affordability envelope, and financial sustainability.
- Are the resources (people and funding) present and available to run the project through rigorous project preparation?

SPATIAL TARGETING

Spatial targeting is the deliberate focus of interventions or projects in specific areas, as it is a more efficient way to achieve the desired spatial outcome. Efficiency is a measure that is based on the comparison of costs and benefits. And in many cases, costs and benefits are unevenly distributed in space. This notion is deducted from the Pareto principle, more commonly referred to as the 80/20 rule.

To effectively allocate budget, resources, and capacity within the municipality, 80% of the funds, investment and interventions needs to be concentrated within the areas with the highest population concentrations (20%), to obtain visible changes at ground level.

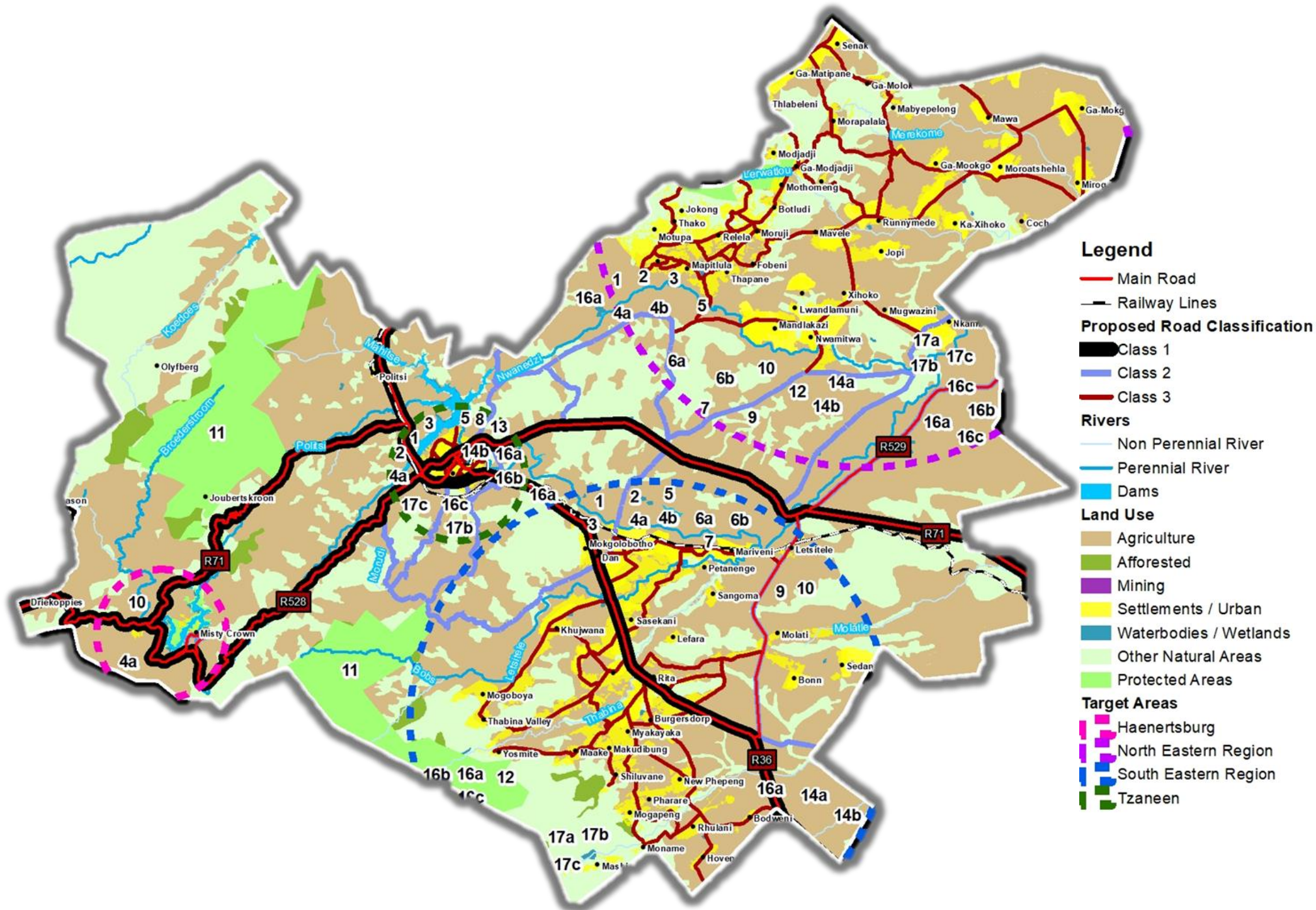
In the case of Greater Tzaneen, it pertains to the population and space economy, which is concentrated in Tzaneen and the North Western and North Eastern Functional Areas. To effectively allocate budget, resources, and capacity within the municipality.

| KEY FOCUS AREA | PROJECT/INTERVENTION | SPATIAL REFERENCE |
|---------------------------|---|-------------------|
| Social Development | <ul style="list-style-type: none"> Life skills and Entrepreneurship Development Centre Youth Development Centre Social Development Offices | 1 |
| Community Services | <ul style="list-style-type: none"> Thusong Centres Community Halls | 2 |
| Education | <ul style="list-style-type: none"> Skills training centres Smart Schools (IT enforced) | 3 |

| KEY FOCUS AREA | PROJECT/INTERVENTION | SPATIAL REFERENCE |
|--------------------------|---|-------------------|
| Energy | <ul style="list-style-type: none"> Solar Farms (Renewable Energy) Off-Grid town networks Installation of Street Lighting | 4a |
| | <ul style="list-style-type: none"> Development of a Regional Network | 4b |
| Agriculture | <ul style="list-style-type: none"> Farmer Production Supporting Unit Agri-Processing Hub Agricultural support services Establishment of an Agricultural Forum | 5 |
| Knowledge-Economy | <ul style="list-style-type: none"> Building of Libraries | 6a |
| | <ul style="list-style-type: none"> Agricultural School / Skills development centre | 6b |
| | <ul style="list-style-type: none"> Tourism Skills Development Centre/facility | 6c |
| Health | <ul style="list-style-type: none"> Telemedicine Healthcare Services Refurbishment of Clinics HIV/AIDS Awareness campaigns Disability Programme | 7 |
| Tourism | <ul style="list-style-type: none"> Tourism Office to serve as a gateway to the region's tourism and heritage assets/reserves and linkages / regional destinations. | 8 |
| Rural Development | <ul style="list-style-type: none"> Development of a Commonage/Subsistence Farming Development Plan – Increase production | 9 |
| | <ul style="list-style-type: none"> Development of a skills audit (Capacitating of the SDF office) | 10 |

| KEY FOCUS AREA | PROJECT/INTERVENTION | SPATIAL REFERENCE |
|--|--|-------------------|
| Employment and Skills development | • Skills-based educational programs | |
| | • Skills Development Centre (FET/TVET College) | |
| Environmental Management | • Expanded protected area expansion strategy. | 11 |
| | • Environmental awareness campaigns | |
| | • Establishment of Biosphere Reserves | |
| Waste Management | • Refuse Transfer Stations | 12 |
| | • Landfill sites/Waste Disposal Site | |
| Economy | • Local Economic development "One-stop shop." | 13 |
| | • Local Economic Development Zone | |
| | • Development of a Regional/Local Shopping centre. | |
| | • Development of Hawker Facilities | |
| Resource Management | • De silting of Major Water Resources. | 14a |
| | • Development of Bulk Water Services | 14b |
| Sport and Recreation | • Upgrading of sport facilities | 15a |
| | • Development of new Park/Open space areas. | |
| | • Development of new/upgrading of existing holiday resorts | 15b |
| Connectivity | • Upgrading of Roads (Gravel to Paved / Maintenance of existing paved roads) | 16a |
| | • IT Shared Services Centre | 16b |

| KEY FOCUS AREA | PROJECT/INTERVENTION | SPATIAL REFERENCE |
|--------------------------|---|-------------------|
| | • SIP 15 – Broadband Roll-Out | |
| | • Broadband connection / Wi-Fi Towers | |
| | • Development of a Non-Motorised Transportation network | 16c |
| Human Settlements | • Urban Regeneration and Urban Renewal | 17a |
| | • Densification along activity spines and development corridors | |
| | • Incremental Upgrading of Settlements | 17b |
| | • Township Establishment | 17c |



LOCAL DEVELOPMENT PLANNING

| Area Node | Strategy/Plan | Priority | Areas included | Motivation | Functional Integration into SDF | Estimated Costs- VAT excl. |
|--------------------------|---|----------|--|--|---|----------------------------|
| Greater Tzaneen | Land Use, Transportation and Roads Model (integrated with the Spatial Development Framework and CIP) | 1 | All areas | <p>This is not a Transportation plan to conform to existing legislation.</p> <p>The interrelationship between Land use (type, impact on trip generation) and the road system over the short, medium and long term is modelled (VISUM).</p> <p>The model provides a scientific tool for decision making on the distribution and class of roads that needs to be provided to accommodate the existing and future development of the area.</p> | Land Use, Densities, Roads and Transportation | R 1 500 000 |
| | Comprehensive Infrastructure Development Plan (CIDP) integrated with the Spatial Development Framework and Transportation and Roads Model | 1 | All areas | Densification and new developments need to be supported by functional and sustainable services infrastructure. Proposals for higher densities and new developments need to be supported by primarily adequate water bulk and distribution networks. The CIDP will provide a framework for the prioritisation of densification areas, new developments and development phasing, thereby providing for the delineation of a credible urban edge. | Land Use, Densities, Water Services Energy Sanitation | R2 000 000 |
| Tzaneen Development Node | Tzaneen LSDF | 1 | Existing Tzaneen Development Area, Future Residential Areas | <p>Tzaneen Development Node is a Core PHSHDA.</p> <p>The Tzaneen LSDF will provide guidance to targeting national, provincial and municipal human settlement programmes and budgets.</p> | Land Use, Densities, Roads and Transportation. Water and Electrical Infrastructure (Green Energy). Social Services | R 800 000 |

| Area Node | Strategy/Plan | Priority | Areas included | Motivation | Functional Integration into SDF | Estimated Costs- VAT excl. |
|--------------------------------|--|---|--|---|---|----------------------------|
| North-eastern Development Area | | | | | Economic Development Initiatives Open Spaces | |
| | Precinct Plans (Urban Regeneration) | 3 | CBD, CBD Extension Industrial/Commercial Areas | | Urban Design Land uses Activities Pedestrian flow Transportation Parking Engineering Services | R 800 000 |
| | Rural Regeneration Plans (Local SDF's) | North-eastern Tzaneen Functional Regions: | | | Incremental Settlement Upgrading Roads and Transportation | |
| | | 3 | NE1 | | Water and Electrical Infrastructure (Green Energy) | R 300 000 |
| | | 3 | NE2 | | Social Services | R 300 000 |
| | | 2 | NE3 | | Economic Development Initiatives | R 600 000 |
| | | 3 | NE4 | | Open Spaces | R 300 000 |
| | | 1 | NE5 | Area accessible to regional roads. Potential for prioritised human settlement development area | Development Initiatives | R 800 000 |
| | | 1 | NE6 | Area accessible to regional roads Potential for Prioritised Human Settlement Development Area | Rural Development Precinct Plans | R 800 000 |
| | | 2 | Moleketla | | | R 500 000 |
| | | 3 | Senakwe | | | R 500 000 |
| | | 2 | Mandlakazi | | | R 500 000 |
| | | 3 | Runnymede | | | R 500 000 |
| | | Precinct Plans | | | | |

| Area Node | Strategy/Plan | Priority | Areas included | Motivation | Functional Integration into SDF | Estimated Costs- VAT excl. |
|--------------------------------|--|----------|---|---|--|--|
| South-eastern Development Area | Rural Regeneration Plans (Local SDF's) | | South-eastern Tzaneen Functional Regions: | <p>Nkowakowa Node is earmarked as a PHSFDA.</p> <p>The South-eastern Development Area LSDF will provide guidance to targeting national, provincial and municipal human settlement programmes and budgets.</p> | Incremental Settlement Upgrading | <p>R 800 000</p> <p>R 300 000</p> <p>R 300 000</p> |
| | | 1 | SE 1 | | Roads and Transportation | |
| | | | | | Water and Electrical Infrastructure (Green Energy) | |
| | | | | | Social Services | |
| | | | | | Economic Development Initiatives | |
| | | 3 | SE 2 | | Open Spaces | R 300 000 |
| | | 3 | SE 3 | | Development Initiatives | R 300 000 |
| | Precinct Plans | 1 | Nkowankowa | | | R 500 000 |
| | | 1 | Lenyenye | | | R 500 000 |
| | | 3 | Burgersdorp | | | R 500 000 |
| | | 3 | Maake/ Ritakop | | | R 500 000 |
| Haenartsburg | Haenartsburg LSDF | 3 | Haenertsburg | | | R300 000 |

CAPITAL INVESTMENT FRAMEWORK FOR GREATER TZANEEN MUNICIPALITY

| REF | PROJECT DISCRIPTION | KEY PRIORITY AREA | MUNICIPAL STRATEGY | PROGRAM | TIME FRAME | | | FUNDING SOURCE |
|-----|--|---|--|----------------|------------|---|---|---|
| | | | | | S | M | L | |
| 1 | Development of Shopping Centres in Rural Areas | Economic Growth, Development and Employment | Support the creation and expansion of Small Medium and Macro Enterprise Development | LED | x | x | | MIG, Private Sector, FDC |
| 2 | Development a Local Tourism Skills Development Centre | | Optimise tourism opportunities | Tourism | | x | | MIG, DESTEa |
| 3 | Development of a Farmer Production Supporting Unit and Agro-processing development zone | | Optimise agricultural production | Agriculture | x | x | | DALRRD |
| 4 | Development of an Agricultural School to stimulate the required skills base within the local agricultural sector | | | | | x | | ARD, DoE |
| 5 | Development of Comprehensive Infrastructure and Maintenance Development Plan | | Facilitate provision of conducive environment to accelerate infrastructure development | Infrastructure | x | | | MIG, Own Revenue, MISA |
| 6 | Land acquisition program of acquire more land for future development | | Avail land for infrastructure development | | x | x | | COGTA, DALLRD |
| 7 | Addressing electrification backlogs within the region | | Ensure advanced enabling infrastructure network | | x | x | | ESKOM |
| 8 | Development of ICT Development Centres and Wi-Fi Towers to improve local broadband access and connectivity | | Ensure advanced enabling infrastructure network | | | x | | DALRRD, DESTEa |
| 9 | Development/Upgrading and/or Maintenance of Cell phone towers | Economic Growth, Development and Employment | Ensure advanced enabling infrastructure network | Infrastructure | | x | | Cell phone Service Providers |
| 10 | Development of Non-Motorised Transportation Services and Infrastructure | | | | x | x | | DESTEa, Own Revenue, COGTA, UG Grant |
| 11 | Upgrading and /or refurbishment of Roads | | | | x | x | x | MIG, Police Roads and Transport |
| 12 | Development/upgrading of Taxi ranks and other Public Transport Modes | | | | x | x | | DESTEa, Police Roads and Transport, MIG |

| REF | PROJECT DISCRIPTION | KEY PRIORITY AREA | MUNICIPAL STRATEGY | PROGRAM | TIME FRAME | | | FUNDING SOURCE |
|-----|--|------------------------------|---|---------------------|------------|---|---|---|
| | | | | | S | M | L | |
| 13 | Development of Gateways into major tourism nodes | | | | | x | | DESTEa, Own Revenue, COGTA, UG Grant |
| 14 | Development of landfill sites /waste transfer stations | | | | x | | | MIG, DESTEa |
| 15 | Upgrading the electrical capacity (sub stations) | | | | x | | | ESKOM |
| 16 | Upgrading / Development of Bulk Water Scheme | | | | x | x | | DWS |
| 17 | Development/Upgrading of Local Cemeteries | | | | x | x | | COGTA, MIG, DESTEa |
| 18 | Development of an Operations and Maintenance Development Plan | | Improve the maintenance of government property | O&M | x | | | MISA |
| 19 | Development of Youth, ABET and other Vulnerable Group development centres and ancillary infrastructure. | Social and Human Development | Enhance people's skills and self-reliance | Skills Development | x | x | | SOCDEV, DoE |
| 20 | Urban Regeneration and/or Renewal and Revitalisation | Social and Human Development | Address the backlog about social infrastructure | Community Services | x | x | | UG Grant, DESTEa |
| 21 | Informal Housing Upgrade /Formalisation | | | | x | x | | COGTA, HS, HDA |
| 22 | New Township Establishment / Registration as Residential Development Zone (SHRA compliance) / Social Housing Development | | | | x | x | | COGTA, HS, HDA |
| 23 | Address backlog in sanitation program | | | | x | | | MIG, DWS |
| 24 | Development of a Sustainable Human Settlements Development Plan (Sector Plan) | | | | x | | | Own Revenue, HDA |
| 25 | Building and upgrading of Libraries | | | | x | x | | DoE, LIASA, NLSA |
| 26 | Development of Urban Agriculture Initiatives, infrastructure, and support programs. | | | Agriculture | x | x | | DALRRD, ARD, DESTEa, Own Revenue, Private Sector, NGO's |
| 27 | Development of Disaster Management Centre and ancillary infrastructure | | Improve safety-net and livelihood | Safety and Security | | x | | COGTA, DCOG, SANRAL |
| 28 | Development of Thusong/social development infrastructure | | Accelerate community development support | Community Services | | x | | Various National and Provincial Departments |

| REF | PROJECT DISCRIPTION | KEY PRIORITY AREA | MUNICIPAL STRATEGY | PROGRAM | TIME FRAME | | | FUNDING SOURCE |
|-----|---|---|--|----------------------|------------|---|---|---|
| | | | | | S | M | L | |
| 29 | Development of a Commonage Development Plan and supporting infrastructure | | | | x | | | ARD, DALRRD, Own Revenue |
| 30 | Development of Cultural/Tourism Development Facilities | | Engage and promote participation in cultural activities | Sport and Recreation | | x | x | FSSACR, DESTEA, DT |
| 31 | Upgrading and Development of Sport and Recreation Facilities (including public open spaces) | Social and Human Development | Engage and promote participation in recreational sport | Sport and Recreation | x | x | x | FSSACR, DESTEA, Own Revenue, NGOs, and Private Sector |
| 32 | Development of a Local Sport Performance Development Centre | | Accelerate performance in sport | | | x | | FSSACR, Lotto, NGO's |
| 33 | Early Childhood development Centres | | Provide special programmes for the survival development, care, and protection of the vulnerable | Health | x | | | DoE, SOCDEV |
| 34 | Community Upliftment and Cleaning Programmes to build local patriotism and to strengthen the local sense of place | | Restore morals | Social Development | x | | | SOCDEV |
| 35 | Development of an Infectious disease supporting centre | | Reduce the burden of disease | Health | | x | | DoH |
| 36 | Development of a Disaster Management Plan and Strategy | Justice, Crime and Prevention Security | Establish an effective disaster prevention and response capacity for disasters throughout the Province | Disaster Management | x | | | COGTA, Own Revenue |
| 37 | Upgrading and/or development of K53 Vehicle testing stations and driving schools | | Improve traffic and road incident management in the Province | | | x | | Police Roads and Transport |
| 38 | Development of additional police stations | | Ensure a safe and secure environment at all institutions | Safety and Security | | x | x | Police Roads and Transport, Public Works |
| 39 | Alignment and Coordination of different spheres of government's policies, strategies, and plans | Effective and Efficient Governance and Administration | Improve integrated development planning and implementation | Planning | x | | | COGTA, DALRRD |
| 40 | Development of an Electronic Governance system with GIS functionality (One stop investment centre) | Effective and Efficient | Ensure effective communication with stakeholders and clients | Governance | | x | | Own Revenue, HDA, COGTA, MIG |

| REF | PROJECT DISCRIPTION | KEY PRIORITY AREA | MUNICIPAL STRATEGY | PROGRAM | TIME FRAME | | | FUNDING SOURCE |
|-----|--|---|---|--------------------|------------|---|---|--|
| | | | | | S | M | L | |
| 41 | Development of SMME infrastructure and facilities to promote local economic development | Governance and Administration | Promote Black Economic Empowerment | LED | | x | | DALRRD, DESTEA |
| 42 | Development of a Human resource development plan/skills development programs | | Ensure effective Human Resource Development and Management | Skills Development | x | | | Own Revenue |
| 43 | Development of a FET/TVET college. | | Ensure effective Human Resource Development and Management | | | x | | DoE, DHET |
| 44 | Development of a Revenue Enhancement Strategy / Improved revenue base | | Ensure improvement in Financial Management | Finance | | x | | DBSA, Finance |
| 45 | Improved online governance system to provide online governance support services to the community (meter reading, account statements etc) | | Establish proper management information and records management systems | Governance | | x | | DBSA, MISA, Own Revenue |
| 46 | Implementation of a of asset management system | | Improve assets management | Finance | | | x | COGTA, Public Works |
| 47 | Development of ICT (SMART) enabled schools and training institutions | | Build government's capacity in critical areas | Governance | | | x | DoE |
| 48 | Development of an Environmental Management Plan taking the two (2) proposed biosphere reserves into consideration. | | Ensure a health environment through integrated environmental management | Environment | | x | x | DESTEA, NGO's |
| 49 | Development of new nature reserves to attract Tourism development | Effective and Efficient Governance and Administration | Ensure a health environment through integrated environmental management | Environment | | | x | DESTEA, Private Sector, Commercial Farming Community |
| 50 | Implementation of the reviewed Spatial development Framework | | Monitor, evaluate and review Limpopo Growth and Development Strategies | Planning | x | | | DALRRD |