



CAPRICORN
DISTRICT MUNICIPALITY



BLOUBERG LOCAL MUNICIPALITY

Draft Municipal Spatial Development Framework Review 2024



Supported by the Municipal Capability Partnership Programme:



Table of Contents

| | | | |
|---|------|--|----|
| List of Tables | vi | 2.2.4 Spatial Planning and Land Use Management Act, 2013 (Act 16, 2013) | 11 |
| List of Figures | vii | 2.2.5 The National Spatial Development Framework 2050..... | 12 |
| List of Maps..... | viii | 2.2.6 National Infrastructure Plan 2050 | 14 |
| Acronyms | ix | 2.2.7 National Environment Management Act (Act 107 of 1998) 14 | |
| 1. Introduction..... | 1 | 2.2.8 National Land Transport Act (Act no. 5 of 2009) | 15 |
| 1.1 Background..... | 1 | 2.2.9 New Growth Path (2010) | 15 |
| 1.2 Purpose of a Spatial Development Framework | 4 | 2.2.10 National Housing Act 1997 (act.107 of 1997)..... | 16 |
| 1.3 MSDF Review Objectives | 4 | 2.2.11 National Housing Code (2009) | 16 |
| 1.4 Process to develop or review a Spatial Development Framework..... | 5 | 2.2.12 Integrated Urban Development Framework (2013) .. | 17 |
| 1.5 Purpose of this report..... | 6 | 2.2.13 Intergovernmental Relations Framework Act (No 13 of 2005) 17 | |
| 2. Policy Context and Vision Directives..... | 6 | 2.2.14 Breaking New Grounds Policy (2004) | 18 |
| 2.1 International goals and commitments | 6 | 2.2.15 Municipal Planning and Performance Management Regulations 2001 (No 796 of 2001)..... | 18 |
| 2.1.1 Sustainable Development Goals | 7 | 2.2.16 The Climate Change Bill, 2022..... | 19 |
| 2.1.2 Intergovernmental Panel on Climate Change | 7 | 2.3 Provincial Policy Framework | 20 |
| 2.2 National Policies and Frameworks Alignment..... | 8 | 2.3.1 Limpopo Provincial Spatial Development Framework (LSDF), 2016 | 20 |
| 2.2.1 The Constitution of the Republic of South Africa Act 107 of 1996 8 | | 2.3.2 Limpopo Development Plan 2015 – 2019 | 21 |
| 2.2.2 National Development Plan: Vision for 2030 | 9 | 2.3.3 Limpopo Green Economy Plan 2013 | 22 |
| 2.2.3 Municipal Systems Act (Act 32 of 2000)..... | 10 | 2.3.4 Limpopo Tourism Growth Strategy, 2006..... | 22 |
| | | 2.3.5 Limpopo Sustainable Livelihoods Programme, 2000 | 23 |

| | | | | | |
|-------|---|----|--------|---|----|
| 2.4 | District and Municipal Context | 24 | 2.5.5 | Lephalale Local Municipality Spatial Development Framework 2017 | 31 |
| 2.4.1 | Capricorn District Spatial Development Framework, 2016 | 24 | 2.5.6 | Mogalakwena Local Municipality Spatial Development Framework | 32 |
| 2.4.2 | Capricorn District Municipality Integrated Development Plan 2021-2026 | 24 | 2.6 | Existing Sector Plan | 32 |
| 2.4.3 | Capricorn District Municipality Local Economic Development Strategy, 2014..... | 25 | 3. | Spatial Challenges and Opportunities..... | 33 |
| 2.4.4 | Capricorn District Municipality Growth And Development Strategy 2040 | 25 | 3.1 | Biophysical analysis | 33 |
| 2.4.5 | Blouberg Local Municipality Integrated Development Plan Draft, 2023/2024 – 2027 | 26 | 3.1.1 | Land Cover..... | 33 |
| 2.4.6 | Capricorn District Rural Development Plan 2016..... | 27 | 3.1.2 | Climate | 35 |
| 2.4.7 | Blouberg Local Municipality Growth and Development Strategy Vision 2040 | 28 | 3.1.3 | Topography and Slope | 42 |
| 2.4.8 | The Blouberg Local Municipality Spatial Development Framework, 2019 | 29 | 3.1.4 | Geology | 46 |
| 2.5 | Alignment with Neighbouring Spatial Development Frameworks | 30 | 3.1.5 | Land Capability and Agriculture | 48 |
| 2.5.1 | Polokwane Municipal Spatial Development Framework 2010 | 30 | 3.1.6 | Soil Potential | 50 |
| 2.5.2 | Musina Local Municipality Spatial Development Framework 2019 | 30 | 3.1.7 | Grazing Capacity | 53 |
| 2.5.3 | Molemole Local Municipality Spatial Development Framework 2019 | 30 | 3.1.8 | Tree Density | 55 |
| 2.5.4 | Makhado Local Municipality Spatial Development Framework 2020 | 31 | 3.1.9 | Biodiversity and Protected Areas | 57 |
| | | | 3.1.10 | Air Quality Status..... | 63 |
| | | | 3.2 | Socio-economic analysis | 63 |
| | | | 3.2.1 | Demographics | 63 |
| | | | 3.2.2 | Social Amenities | 66 |
| | | | 3.2.3 | Social Welfare Services | 69 |
| | | | 3.2.4 | Economic Sector Analysis..... | 74 |
| | | | 3.2.5 | Municipal Finances | 84 |
| | | | 3.3 | Built Environment Analysis | 86 |

| | | | | | |
|---------|---|-----|----------|---|-----|
| 3.3.1 | Spatial Form | 86 | 4.7.4 | Agricultural Sector | 113 |
| 3.3.1.2 | Household Living Conditions..... | 87 | 4.7.5 | Tourism Sector | 114 |
| 3.4 | Infrastructure Development and Service Delivery | 93 | 4.7.6 | Mining..... | 116 |
| 3.4.1 | Source and Supply of Water | 93 | 4.7.7 | Wholesale, Retail and SMME Development | 116 |
| 3.4.2 | Sanitation Services | 95 | 4.8 | Transport Planning | 116 |
| 3.4.3 | Refuse Disposal..... | 96 | 4.8.4 | Cross-Border Planning | 117 |
| 3.4.4 | Electricity Supply..... | 96 | 4.9 | Nodal Planning, Corridor Development and Growth Points 123 | |
| 3.5 | Transportation and Road Network..... | 98 | 4.9.4 | Development Nodes..... | 123 |
| 3.6 | Strengths, Weaknesses and Opportunities | 103 | 4.9.5 | Corridor Development..... | 128 |
| 3.6.1 | Strength | 103 | 4.9.6 | Productive Regions | 136 |
| 3.6.2 | Weakness..... | 103 | 4.10 | Growth Pressures | 147 |
| 3.6.3 | Opportunities | 104 | 4.10.4 | Senwabarwana Town Settlements | 147 |
| 3.6.4 | Threats..... | 105 | 4.10.5 | Rural Settlements | 147 |
| 3.7 | Growth Expectations | 108 | 4.10.6 | Strategic Growth Points | 147 |
| 3.7.4 | Baseline Population Projection | 108 | 4.11 | Development Opportunities..... | 148 |
| 3.6 | Spatial Vision and Objectives | 108 | 4.12 | Development Constraints | 149 |
| 3.6.4 | National, provincial, district, and municipal visions..... | 108 | 4.13 | Spatial Concepts | 150 |
| 3.6.4 | Proposed Draft Spatial Vision Statement for the BLM MSDF 2024..... | 109 | 4.13.4 | Vision Statement..... | 150 |
| 3.6.5 | Development Objectives..... | 110 | 4.13.5 | Spatial Concept and Development Objectives | 151 |
| 4 | Spatial Analysis and Synthesis..... | 111 | 4.13.6 | Development Principles..... | 153 |
| 4.6 | Environmental Planning..... | 111 | 4.13.7 | Development Proposals | 155 |
| 4.7 | Economic Drivers | 112 | 4.13.7.1 | Identification and allocation of land for development purposes | 155 |

| | | |
|----------|---|-----|
| 4.13.7.2 | Integrated Roads Infrastructure Development..... | 155 |
| 4.13.8 | Enhancing Senwabarwana Town | 157 |
| 4.13.9 | Blouberg Agri-Services Hub | 159 |
| 4.13.10 | Urban-Rural Linkages and Growth Points..... | 162 |
| 4.13.11 | Tourism Corridor..... | 184 |
| 4.13.12 | Revitalisation and Enhancement of Agriculture, supply and production..... | 185 |
| 4.13.13 | Protection of the natural environment, natural resources and rural livelihoods. | 190 |
| 4.14 | Conclusion | 195 |
| 5 | Capital Investment Framework..... | 195 |
| 5.6 | Purpose | 195 |

List of Tables

| | |
|--|-----|
| Table 1: The Blouberg Local Municipality Sector Plans..... | 32 |
| Table 2: Development potential of different slope categories..... | 42 |
| Table 3: Biodiversity Implications | 58 |
| Table 4: Capricorn District Municipality Population Distribution | 63 |
| Table 5: Age Group Distribution | 64 |
| Table 6: Highest Level of Education (People Aged 20+ years)..... | 65 |
| Table 7: Types of reported crimes within Blouberg Local Municipality | 69 |
| Table 8: Blouberg Local Municipality Labour Force Characteristics | 78 |
| Table 9: Location Quotient..... | 81 |
| Table 10: Fixed Capital Stock (R millions current prices)..... | 84 |
| Table 11: Municipal Revenue..... | 84 |
| Table 12: Municipal Audit Performance for the last five years | 85 |
| Table 16: Census Key Service Delivery Statistics..... | 86 |
| Table 17: Estimated Subsidised Housing Demand 2011-2016 | 87 |
| Table 13: Census 2022 Blouberg LM Dwelling Types..... | 87 |
| Table 14: Blouberg Local Municipality Land Ownership Distribution | 88 |
| Table 15: List of Farms Under Restitution Claims..... | 91 |
| Table 18: Main Refuse Disposal | 96 |
| Table 19: Energy for Cooking..... | 98 |
| Table 20: Energy for Lighting | 98 |
| Table 21: Blouberg Local Municipality Upgrading: Gravel to Tar | 100 |
| Table 22: Status of Taxi Rank Facilities..... | 102 |
| Table 23: Summary of SWOT Analysis of BLM..... | 105 |
| Table 24: Blouberg Local Municipality Economic Drivers..... | 112 |
| Table 25: Potential of the Agricultural Sector | 114 |
| Table 26: Blouberg Local Municipality Tourism Attractions and Accommodations. | 115 |
| Table 27: Alignment to Neighbouring Countries | 120 |
| Table 28: Alignment to Adjacent Municipalities | 122 |
| Table 29: Provincial Nodal Classification..... | 124 |
| Table 30: Nodal Hierarchy and Roles for BLM | 128 |
| Table 31: Network of Corridors and Roads..... | 130 |
| Table 32: Proposals and Guidelines Central Region | 137 |
| Table 33: Development Principles | 154 |
| Table 34: Critical Biodiversity Areas Guidelines..... | 191 |

List of Figures

| | |
|--|-----|
| Figure 1: MSDF Process Plan | 5 |
| Figure 2: Detailed MSDF Process | 5 |
| Figure 3: MSDF Themes | 6 |
| Figure 4: The 17 Sustainable Development Goals..... | 7 |
| Figure 5: SPLUMA WHEEL..... | 11 |
| Figure 6: The Eastern Escarpment Transformation Corridor Close-Up | 13 |
| Figure 7: National Spatial Development Framework Social Services Wheel..... | 14 |
| Figure 8: BLM Future Population Growth Projection | 64 |
| Figure 9: Age and Gender Profile | 64 |
| Figure 10: BLM Annual Household Income | 65 |
| Figure 11: Blouberg Local Municipality - GVA (R millions current prices)..... | 74 |
| Figure 12: % Contribution to GVA per Economic Sector | 75 |
| Figure 14: Blouberg Local Municipality Labour Force Characteristics. | 77 |
| Figure 15: Percentage (%) Contribution of GVA and Employment per Economic Sector..... | 80 |
| Figure 16: Fixed Capital Formation..... | 83 |
| Figure 17: Blouberg Local Municipality Dwelling Types | 88 |
| Figure 18: Blouberg Local Municipality Water Supply | 93 |
| Figure 19: Blouberg Local Municipality Water Source | 94 |
| Figure 20: Blouberg Local Municipality Access to Piped Water..... | 94 |
| Figure 21: Blouberg Local Municipality Toilet Facilities | 95 |
| Figure 22: Blouberg Local Municipality Electricity Distribution..... | 97 |
| Figure 23: Blouberg Local Municipality Road Network..... | 101 |
| Figure 24: 20-Year Municipal Population Forecast..... | 108 |
| Figure 25: Network of corridors and roads | 129 |

| | |
|---|-----|
| Figure 26: Central Region..... | 146 |
| Figure 27: Philippi Agri-hub Farmers' Market in Cape Town..... | 160 |
| Figure 28: Lufhereng Social Housing Project..... | 169 |
| Figure 29: Senwabarwana Functional Region 4 (source: Capricorn District Rural Development Plan) | 187 |
| Figure 30: Capital Investment Framework (Source: Eden Spatial Development Framework, November 2017)..... | 196 |

List of Maps

| | |
|---|-------------------------------------|
| Map 1: Provincial Locality of Blouberg Local Municipality..... | 2 |
| Map 2: Locality Map of Blouberg Local Municipality..... | 3 |
| Map 3: Blouberg Local Municipality Land Cover | 34 |
| Map 4: Blouberg Local Municipality Minimum Annual Temperature.. | 37 |
| Map 5: Blouberg Local Municipality Minimum Annual Temperature.. | 38 |
| Map 6: Blouberg Local Municipality Minimum Temperature Changes | 38 |
| Map 7: Blouberg Local Municipality Maximum Temperature Changes | 39 |
| Map 8: Blouberg Local Municipality change in number of very hot days | 40 |
| Map 9: Blouberg Local Municipality Change in Rainfall..... | 41 |
| Map 10: Blouberg Local Municipality Hydrology | 44 |
| Map 11: Blouberg Local Municipality Strategic Ground Water | 45 |
| Map 12: Blouberg Local Municipality Geology..... | 47 |
| Map 13: Blouberg Local Municipality Soil Capability | 51 |
| Map 14: Blouberg Local Municipality Soil Limitations..... | 52 |
| Map 15: Blouberg Local Municipality Grazing Capacity | 54 |
| Map 16: Blouberg Local Municipality Tree Density..... | 56 |
| Map 17: Blouberg Local Municipality Critical Biodiversity Areas | 62 |
| Map 18: Blouberg Local Municipality Community Facilities | 68 |
| Map 19: Blouberg Local Municipality Police stations..... | 71 |
| Map 20: Blouberg Local Municipality Solar Power..... | 73 |
| Map 21: Blouberg Local Municipality Land Ownership | 90 |
| Map 22: Blouberg Local Municipality Municipal Ward Boundaries.. | 92 |
| Map 23: Cross-Border and Road Alignment..... | 118 |
| Map 24: Blouberg Local Municipality Nodal Hierarchy | 127 |
| Map 25: Proposal for Senewabrwana | Error! Bookmark not defined. |
| Map 26: Location for BLM Agri-Hub | 161 |
| Map 27: Proposals for Eldorado | 164 |
| Map 28: Proposals for Ga-Rawesi..... | 166 |
| Map 29: Proposals for Tolwe..... | 168 |
| Map 30: Proposals for Alldays..... | 175 |
| Map 31: Proposals for Puraspan | 177 |
| Map 32: Proposals for Indermark | 178 |
| Map 33: Proposals for Avon | 179 |
| Map 34: Proposals for Mmakgodi (Langlaagte)..... | 181 |
| Map 35: Proposals for Inveraam..... | 183 |

Acronyms

| | |
|---------|---|
| BLM | Blouberg Local Municipality |
| CDM | Capricorn District Municipality |
| CEF | Capital Expenditure Framework |
| COGHSTA | Limpopo Cooperative Governance, Human Settlements and Traditional Affairs |
| CBAs | Critical Biodiversity Areas |
| CSIR | Council for Scientific and Industrial Research |
| DALRRD | Department of Agricultural, Land Reform and Rural Development |
| DCOG | Department of Cooperative Governance |
| DPME | Department of Planning, Monitoring and Evaluation |
| ESAs | Ecological Support Areas |
| GIS | Geographic Information System |
| I&APs | Interested and Affected Parties |
| IDP | Integrated Development Plan |
| ISA | Infrastructure South Africa |
| MCP | Municipal Capability Partnership Programme |
| NDCs | Nationally Determined Contributions |
| NGOs | Non-Governmental Organisations |
| MSDF | Municipal Spatial Development Framework |
| MSA | Municipal Systems Act 32 of 2000 |
| NSDF | National Spatial Development Framework |
| PGDP | Provincial Growth and Development Plan (of the Limpopo Province) |
| PMT | Project Management Team |
| PSC | Project Steering Committee |
| PWG | Project Working Group |

| | |
|---------|---|
| PSDF | Provincial Spatial Development Framework |
| SACPLAN | South African Council of Planners |
| SDGs | Sustainable Development Goals |
| SPLUMA | The Spatial Planning and Land Use Management Act No. 16 of 2023 |
| TLC | Transitional Local Council |

1. Introduction

1.1 Background

The Blouberg Local Municipality is a Category B Municipality that provides essential services to communities in compliance with Part B of Schedule 4 and 5 of the Constitution of the Republic of South Africa, 1996 (Act 106 of 1996). It was named after the Blouberg Mountains range. It was established in 2000 after amalgamating Bochum- My-Darling Transitional Local Council (TLC), Alldays-Buysdorp TLC, and other portions of Moletji- Matlala TLC.

The Blouberg Local Municipality is located in the northern region of South Africa, specifically in the Limpopo Province Capricorn District. It is one of the four local municipalities within the Capricorn District Municipality. The municipality covers an area of about 958,461 hectares and is the largest municipality within the district. It shares borders with Zimbabwe and Botswana and is bordered by several local municipalities, including Polokwane, Molemole, Makhado, Lephalale, Mogalakwena, and Musina.

The main town within the local municipality is Senwabarwana, previously Bochum. It is the seat of the Blouberg Local Municipality and is located about 93 km northwest of the city of Polokwane. Blouberg is renowned for offering some of the most spectacular rock-climbing opportunities in South Africa. It has natural climbing routes as long as 350 meters, making it a popular destination for rock climbers seeking a challenging experience.

The vegetation in the area is diverse, ranging from subtropical savanna at the base to alpine near the summit. The region is named after the Blouberg, a mountain range located to the west of the

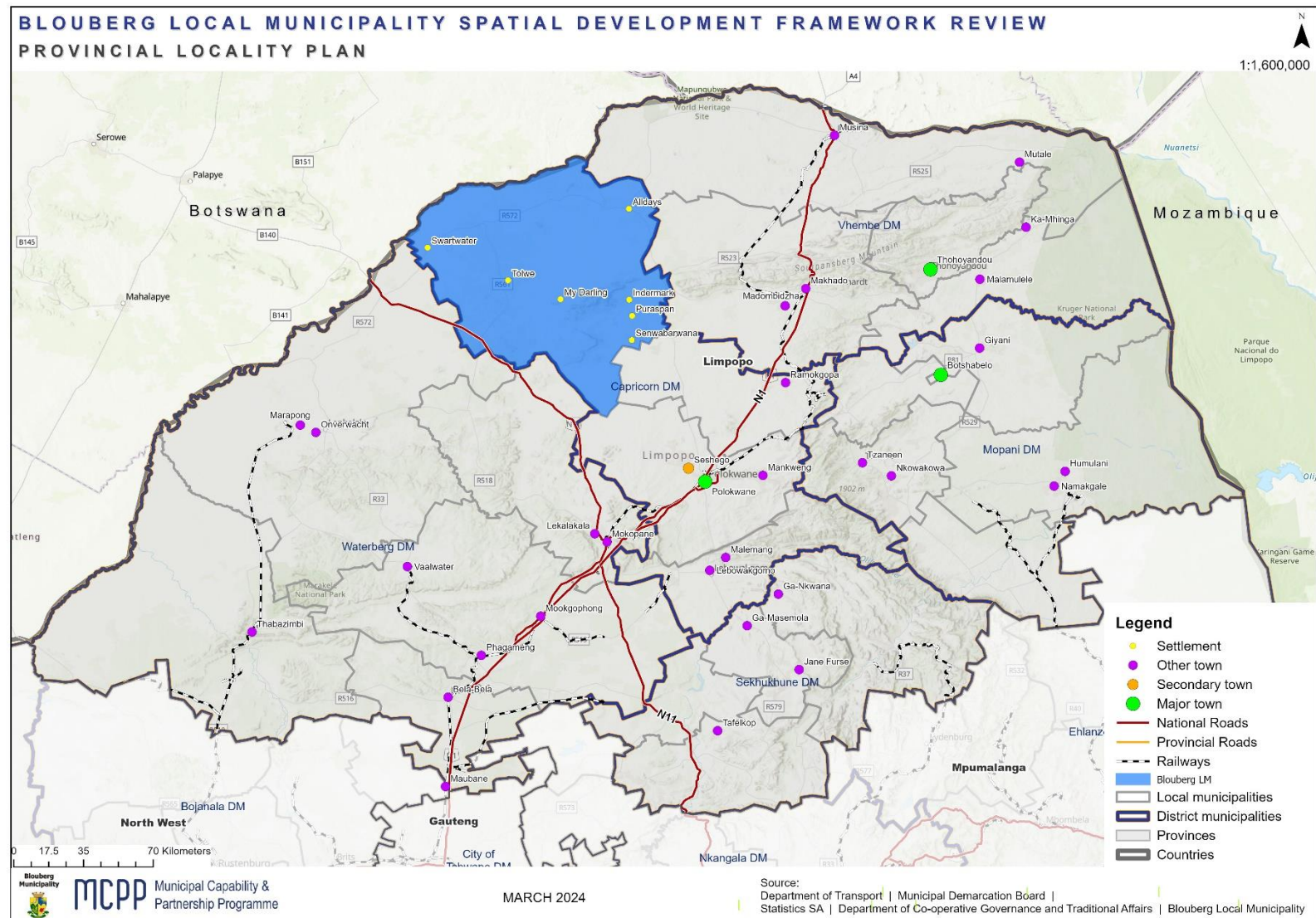
western end of the Soutpansberg Mountain Range, situated northwest of Vivo. Blouberg has warm weather with annual rainfall between 380mm and 550mm, most of which occurs during the summer. The area is prone to frequent droughts that negatively affect the local economy. The Mogalakwena River is the only perennial river in the area, and it feeds the Glen Alpine Dam, the sole source of pipeline water.

The municipality comprises 22 ward councils, each manned by 10 committee members allocated to various service delivery portfolios. Per the SPLUMA regulations, the municipality is reviewing its Municipal Spatial Development Framework (MSDF).

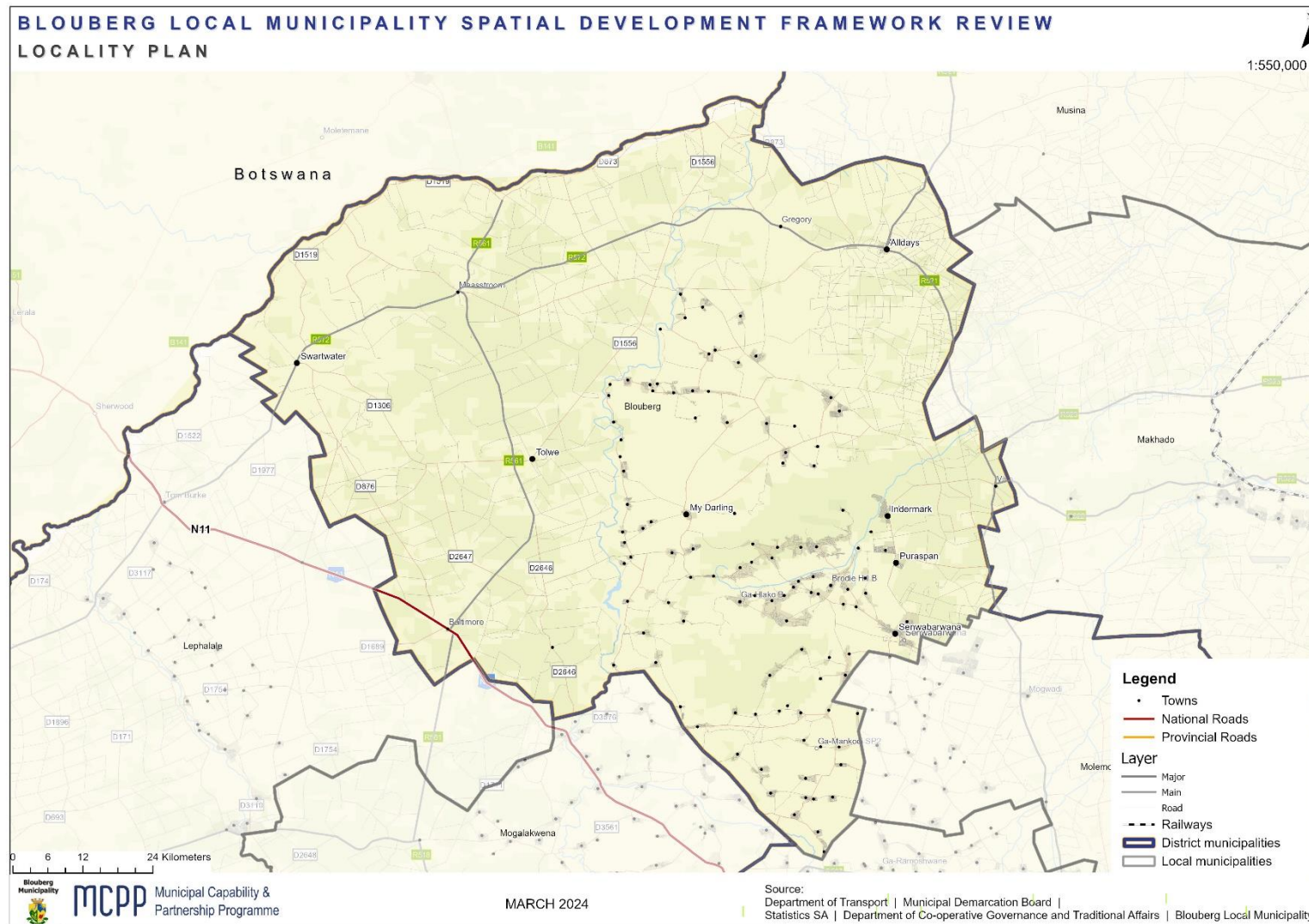
The specific review objectives include:

- Aligning with the planning instruments of the Capricorn District Municipality, including the Limpopo Spatial Development Framework.
- To develop and implement long-lasting spatial structures that support ecological, economic, and social sustainability within the municipality.
- Updating municipal forecasts to account for the closure of mines in the mining belt and proposed economic development initiatives aimed at diversifying and strengthening the local economy.
- Attending to global environmental challenges with national, provincial, and district policies, strategies, and initiatives that align with the local context.

Map 1 below illustrates the location of Blouberg Local Municipality in the country.



Map 1: Provincial Locality of Blouberg Local Municipality



Map 2: Locality Map of Blouberg Local Municipality

1.2 Purpose of a Spatial Development Framework

Spatial Planning and Land-Use Management (SPLUMA) Chapter 4 Part A 12 (2) (b) - “A municipal spatial development framework must assist in integrating, coordinating, aligning and expressing development policies and plans emanating from the various sectors of the spheres of government as they apply within the municipal area”.

A Spatial Development Framework (SDF) is a comprehensive planning tool that directs a municipality's spatial distribution of current and future land uses. The primary objective of the SDF is to align the land use planning strategies with the vision, goals, and objectives outlined in the municipal Integrated Development Plan (IDP).

The SDF provides a framework for the equitable distribution and optimal utilisation of land resources while ensuring sustainable development practices. It assists in identifying areas suitable for different land uses, such as residential, commercial, industrial, and recreational areas, based on various factors such as environmental, social, and economic considerations.

By guiding the overall spatial distribution of land uses, the SDF facilitates the implementation of the municipal IDP, which serves as a blueprint for the municipality's development. This ensures that the land use planning strategies align with the municipality's broader development objectives.

In summary, the SDF is an indispensable planning tool that provides a framework for the optimal utilisation of land resources while

contributing to the realisation of the municipality's broader development goals.

1.3 MSDF Review Objectives

The Blouberg Local Municipality (BLM) adopted their current Municipal Spatial Development Framework (MSDF) in 2019. According to the regulations and requirements of the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), the municipality must review its Spatial Development Framework (SDF) every five years. This review should ensure alignment with the Integrated Development Plan (IDP), relevant national and provincial policies, and local municipal SDFs. Additionally, various developmental factors such as the Senwabarwana nodal plan, Eldorado precinct plan and Allday's municipal growth point necessitate the revision of the BLM MSDF. Additionally, there is a need to align district planning instruments to match housing demand and supply, update municipal planning instruments based on credible demographic data and information, and plan for global environment changes and challenges such as climate change, water scarcity, and loss of natural resources.

The specific review objectives include:

- Aligning with the planning instruments of the Capricorn District Municipality, including the Limpopo Spatial Development Framework.

- To develop and implement long-lasting spatial structures that support ecological, economic, and social sustainability within the municipality.
- Updating municipal forecasts to account for the closure of mines in the mining belt and proposed economic development initiatives aimed at diversifying and strengthening the local economy.
- Attending to global environmental challenges with national, provincial and district policies, strategies and initiatives that align with the local context.

1.4 Process to develop or review a Spatial Development Framework

A Municipal Spatial Development Framework (MSDF) is a plan that goes through six different phases, as illustrated in Figure 2. This report covers the findings of phase 2, which includes a description of the policy context in which the MSDF is reviewed, an evaluation of the current state of the biophysical, socioeconomic, and built environments, and the initial spatial vision.

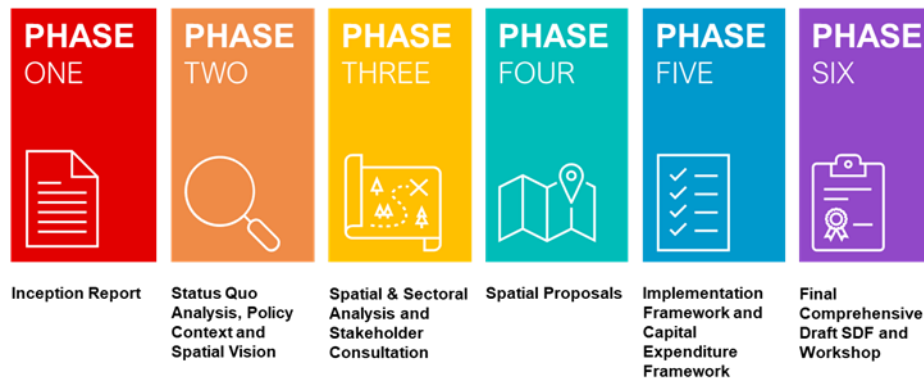


Figure 1: MSDF Process Plan
Source: Northern Cape SPLUM. 13 February 2023.

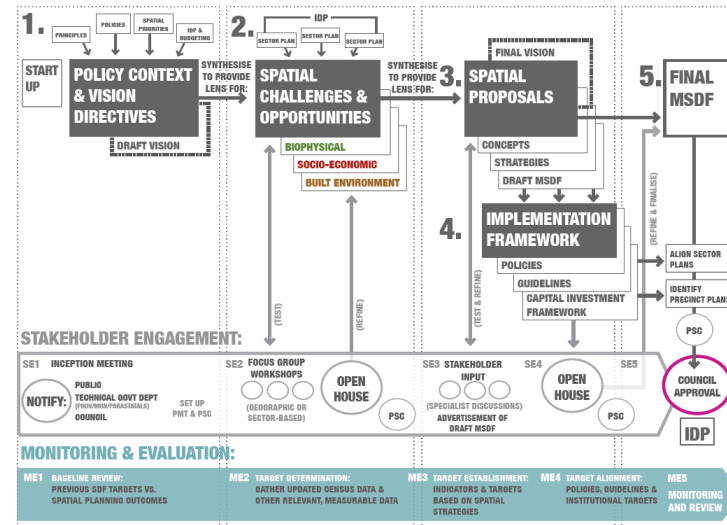


Figure 2: Detailed MSDF Process
Source: SDF Guidelines - Rural Development and Land Reform – 2014

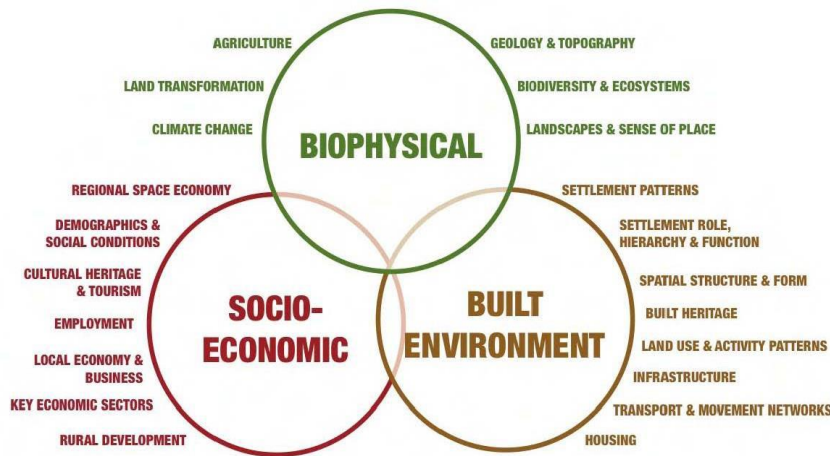


Figure 3: MSDF Themes

Source: SDF Guidelines - Rural Development and Land Reform - 2017.

1.5 Purpose of this report

This report presents a comprehensive overview of the contextual framework for assessing Blouberg Local Municipality. It encompasses an in-depth analysis of the policy landscape at both global and local levels, along with an evaluation of the current circumstances.

2. Policy Context and Vision Directives

The Spatial Development Frameworks (SDF) of South African cities and rural areas are guided by a range of national, provincial, and governmental policies and regulations, as well as international

policies. The main goal of these mandates is to rectify the spatial disparities created by the previous apartheid regime. The policies and regulations of South Africa aim to promote economic growth and development, provide adequate service delivery, increase sustainability and efficiency, protect valuable resources, and improve the lives of South African citizens. This section describes the international, national, provincial, regional, district, and local legislation, frameworks, policies, and plans that influence or impose development directives for the study area.

Section 2 examines the policy environment to identify the pertinent legislation, policies, and plans at the international, national, provincial, regional, and local levels that impact the BLM MSDF. This analysis is aimed at ascertaining the coherence between the SDF and these policies, plans, and legislations, as well as identifying opportunities for the BLM as it conducts a review of its spatial plan.

Section 3 is dedicated to assessing the existing biophysical, socio-economic, and built environments (as depicted in Figure 4). This analysis is the foundation for the Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis presented after Section 3. These factors are then utilised in developing spatial proposals in Phase 4 of the project.

2.1 International goals and commitments

Multinational regional strategies can direct investments towards resolving global issues like climate change, energy efficiency, and sustainable management of shared natural resources. They can also aid in the integrated expansion of urban areas in cross-border regions and mitigate natural risks.

The following guidelines should be used through the multiscale continuum of spatial planning:

2.1.1 Sustainable Development Goals

In 2015 the United Nations established the Sustainable Development Goals (SDGs), the Global Goals. Their overarching objective is to eradicate poverty, safeguard the environment, and promote peace and prosperity for all by 2030. The SDGs serve as a framework for addressing various critical issues, such as climate change, economic disparity, and sustainable growth. For businesses and academic institutions alike, the SDGs provide a roadmap for realising a more equitable and sustainable world.

The 17 Sustainable Development Goals (SDGs) are interconnected, recognising that actions in one area will have consequences for outcomes in others and that sustainable development must balance economic, social, and environmental factors.

Implications for Blouberg:

South Africa is committed to the 2030 Agenda for Sustainable Development. All stakeholders must work together to achieve the Sustainable Development Goals (SDGs). Blouberg Local Municipality should align development plans with the 2030 SDGs to ensure sustainable development, attract investment, and diversify the economy.



Figure 4: The 17 Sustainable Development Goals
Source: United Nations –[Accessed 13 March 2024]
<https://sdgs.un.org/goals>

2.1.2 Intergovernmental Panel on Climate Change

The IPCC, a United Nations intergovernmental body, is dedicated to advancing scientific understanding of climate change caused by human activities. Its primary mission is to provide policymakers with the most up-to-date information on climate change by comprehensively analysing all pertinent scientific literature,

encompassing the natural, economic, and social effects and risks, and considering potential response strategies.

The National Adaptation Response Strategy of South Africa is well-aligned with the practical measures identified by the IPCC. These measures include promoting on-farm water management and storage, soil moisture conservation, and ecosystem-based adaptation. Examples of the latter include urban greening, restoration of wetlands, and upstream forest ecosystems, all of which have proven effective in reducing flood risks and mitigating urban heat.

Implications for Blouberg Municipality:

The Blouberg Municipality has a vital opportunity to showcase its commitment to mitigating climate change and its impacts through local development strategies and government-supported initiatives. Collaboration with the private sector is crucial in steering towards a sustainable development path. This approach will enable a holistic response to the climate emergency, facilitating a transition from a high to a low emissions economy and fostering transformative adaptation and climate resilience. Furthermore, this will support the growth of an inclusive, job-rich economy.

2.2 National Policies and Frameworks Alignment

The national government develops legislation, policies, plans and strategies that all spheres of government must implement. Coordination and collaboration between the levels of government are essential to ensure effective implementation and achievement of national objectives. This section provides an overview of national policies and frameworks that impact spatial development and planning in the BLM, both directly and indirectly. Understanding

their significance is crucial to understanding the spatial planning and development process within the BLM.

2.2.1 The Constitution of the Republic of South Africa Act 107 of 1996

The South African constitution acts as the supreme law in the country. The rights of all people are protected by the Bill of Rights, which affirms the democratic values of dignity, equality, and freedom. The sections listed below are of relevance to spatial planning:

Section 24: Everyone has the right to an environment that does not harm their health or well-being.

Section 26 (1): Everyone has the right to access adequate housing.

Section 152 spells out the objectives of local government as ensuring access to at least essential services and facilitating economic development within a framework of financial sustainability.

Section 152 (1) of the Constitution stipulates the objects of local government, namely:

- To provide a democratic and accountable government for local communities.
- To ensure the provision of services to communities in a sustainable manner.
- To promote social and economic development.
- To promote a safe and healthy environment; and
- To encourage the involvement of community organisations in matters of local government.

Section 152 (2) of the Constitution is significant as it stipulates how a municipality must strive to achieve its objectives.

“A municipality must strive, within its financial and administrative capacity, to achieve the objectives set out in subsection (1).”

The developmental duties of a municipality are specified in **Section 153 (a)** of the Constitution, which indicates that a city must:

- Structure and manage its administration, budgeting, and planning process to give priority to the basic needs of the community and
- Promote the social and economic development of the community; and
- Participate in national and provincial development programmes.

Section 154 of the Constitution establishes the principles of cooperative governance by requiring both national and provincial governments to support and strengthen municipalities' capacity to manage their affairs, exercise their power, and govern themselves. In addition, subsection (2) establishes that both national and provincial governments must consult before implementing legislation affecting local governments' status, institutions, and functions.

Implications For The SDF:

The role of the Spatial Development Framework (SDF) is to guide the development and improvement of priority areas in line with the objectives of the Constitution. These areas may include promoting social and economic development, preserving and developing sustainable environments, and providing essential services. This ensures that the goals of the Constitution are met effectively.

2.2.2 National Development Plan: Vision for 2030

The National Planning Commission has developed the National Development Plan (NDP) to promote sustainable and inclusive development. The NDP outlines a long-term vision for the future development of South Africa and acknowledges the spatial inefficiencies in current settlements. The national government has committed to developing a National Spatial Framework to address these inefficiencies. The NDP identifies several spatial principles, including:

- the integration of urban and rural areas;
- ensuring social diversity within the built environment;
- increasing the density of settlements without increasing costs of land and housing for the poor;
- ensuring the integration of transportation systems and land use;
- Supply reliable infrastructure, suitable land and property, connectivity, skills and logistics to broaden the economic base of towns and cities
- build community involvement and partnerships;
- Supporting the development of vibrant, diverse, safe, green and valued places.

In rural areas, the NDP reports that general productivity has declined, and outmigration to cities and towns has been accelerating. The rural landscape is characterised by rural densification without associated infrastructure and governance arrangements, ill-located land-reform initiatives from the perspective of viable farming, or access to markets, and many of these initiatives conflict with other imperatives such as mining or preserving biodiversity. This situation is unsustainable and requires timeous intervention.

Chapter 5 of the NDP focuses on environmental sustainability and resilience through an equitable transition to a low-carbon economy.

This will also affect how spatial planning and development in South Africa is approached.

Chapter 6 sets specific targets and goals for establishing a more inclusive rural economy through integrated rural development. The focus is on increased investment in new agricultural technologies, research, and developing adaptation strategies for protecting rural livelihoods and expanding commercial agriculture.

Chapter 8 states that all municipal and provincial SDFs must be translated into binding contracts across national, provincial, and local governments. The current planning system should support the development of plans that cross boundaries to address biodiversity protection, climate change adaptation, tourism, and transportation.

Implication for the SDF:

Therefore, the Blouberg Local Municipality must align and use the set-out approaches and methodologies within the NDP regarding planning and development. The NDP has set out various objectives to be met by each new planning development within municipalities; chapter 8, in the NDP under urban features, states, “ensure that every municipality has an explicit spatial restructuring strategy linked to instruments for implementation.

2.2.3 Municipal Systems Act (Act 32 of 2000)

The Municipal Systems Act (Act 32 of 2000) allows a municipality to develop an SDF as a core component of the IDP, which must be aligned with the guidelines. According to Section 26 (e), an SDF should accompany the municipal IDP and provide guidelines for compiling a land use management system within the affected municipality.

The Blouberg SD must comply with the guidelines for the preparation of the spatial development framework of the municipality, which should at least achieve the following objectives:

- a) To give effect to the development principles and applicable norms and standards set out as contained in Chapter 2 of the Spatial Planning and Land Use Management Act, SPLUMA (ACT 13 OF 2013);
- b) Include a written and spatial representation of the five-year spatial development plan for the spatial form of the municipality;
- c) Include a longer-term spatial development vision state for the municipal area, which indicates a desired spatial growth and development pattern for the next 10 to 20 years;
- d) 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;
- e) Include population growth estimates for the next five years;
- f) Include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments;
- g) Include estimates of economic activity and employment trends and location in the municipal area for the next five years;
- h) Identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years;
- i) Identify the designated areas where a national or provincial inclusionary housing policy may be applicable;
- j) 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;
- k) Identify the designation of an area in the municipality where incremental upgrading approaches to development and regulations will be applicable;
- l) Identify the designation of the area in which:
 - i. More detailed local plans must be developed, and
 - ii. Shortened land use development procedures may be applicable, and land use schemes may be amended;
- m) Provide the spatial expression of the coordination, alignment and integration of sectorial policies of all municipal departments;
- n) Determine a capital expenditure framework for the municipality's development programmes, depicted spatially;

Under the Municipal Systems Act, this exercise aims to implement the Blouberg MSDf 2024.

2.2.4 Spatial Planning and Land Use Management Act, 2013 (Act 16, 2013)

The Spatial Planning and Land Use Management Act (SPLUMA) is a significant legislation in South Africa related to spatial planning and land use management. The Act is part of section 146 of the Constitution and establishes development principles, norms, standards, and frameworks for land use. It outlines a set of principles that govern spatial planning, land development, and land use management:

- Spatial Justice
- Spatial Sustainability

- Efficiency
- Spatial Resilience
- Good Administration

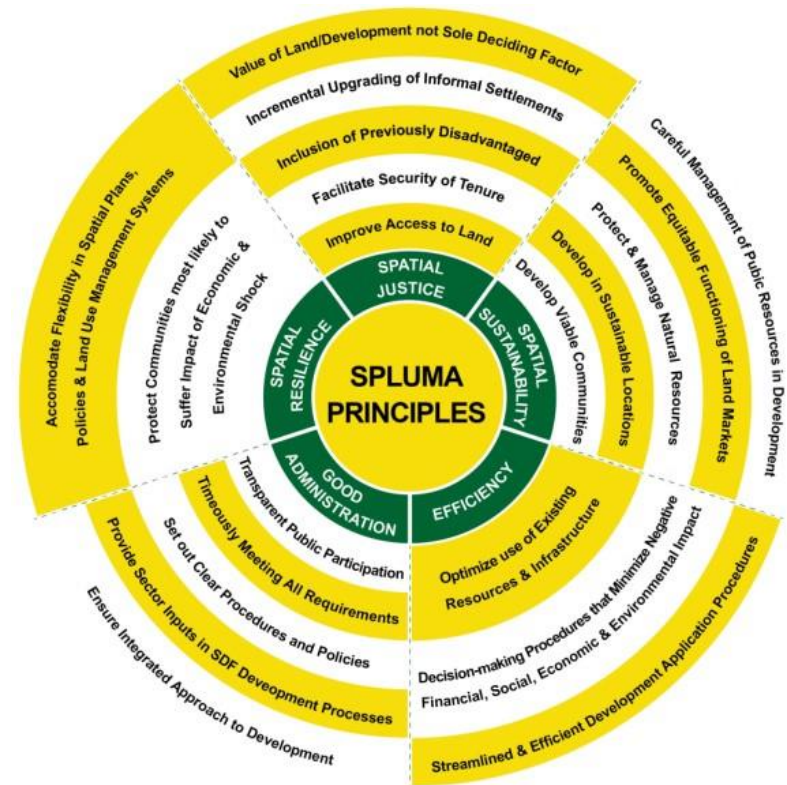


Figure 5: SPLUMA WHEEL

Source: DALRRD [Norms and standards for spatial planning and land use management in terms of section 8 of SPLUMA - Draft, 2021].

The act emphasises the need to prepare spatial development frameworks and to ensure their linkages to land use management systems. The act furthermore provides guidelines regarding spatial planning content in three government spheres.

Implications For The SDF:

According to SPLUMA, all levels of government (national, provincial, and local) are required to create Spatial Development Frameworks. As a result, municipalities are obligated to include these frameworks in their Integrated Development Plans (IDPs). These frameworks should contain strategic spatial proposals based on the aforementioned spatial principles and outline the current status of each municipality. Section 21 of the act outlines the content that should be included in a Municipal Spatial Development Framework (SDF).

2.2.5 The National Spatial Development Framework 2050

The National Spatial Development Framework (NSDF) is a strategic long-term spatial plan towards 2050. The National Spatial Development Framework (NSDF) aims to revolutionise South Africa's approach to spatial development, natural resource utilisation, and land ownership patterns. Aligned with NDP 2030, the NSDF guides provincial, regional, and municipal spatial development frameworks. Its purpose is to foster socioeconomic integration, eliminate discrimination, and empower individuals to make informed decisions regarding their residential and employment options. This framework is a pivotal milestone in the journey towards a harmonious, prosperous, and authentically transformed South Africa.

It is South Africa's primary national spatial development policy as it provides:

- A visual representation of the country's desired national spatial development pattern.
- A set of national spatial directives for all forms of infrastructure investment and development spending in the country; and in terms of SPLUMA, the NSDF has to be adopted by Cabinet, after which it becomes South Africa's primary national spatial development policy.
- A series of national strategic spatial areas for targeted investment by the government and the private sector.

The development of a framework for the country's desired national spatial development pattern and strategic spatial areas has been overseen by the Department of Agriculture, Land Reform and Rural Development (DALRRD) and the Department of Planning, Monitoring and Evaluation (DPME). This framework is essential for targeted investment from both the government and private sector and is guided by national spatial directives that govern all infrastructure investment and development spending. It has been carefully designed to ensure clear communication of the intended spatial development goals, presented visually for easy understanding.

Blouberg LM is located in the eco-resource and livelihoods region of the NSDF, which is dedicated to supporting crucial agricultural areas that play a vital role in the national strategic water production, food security, and rural livelihoods. The focus is on enhancing productivity, environmental quality, cultural heritage, and resource access through effective agrarian practices and enterprises. Furthermore, significant efforts are made towards large-scale restoration of natural resources and custodianship.

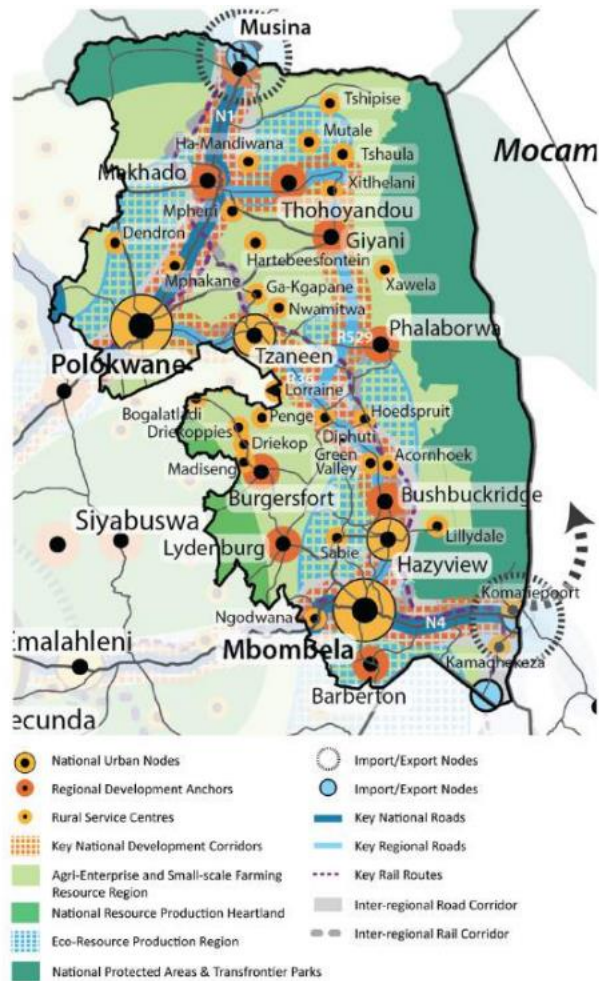


Figure 6: The Eastern Escarpment Transformation Corridor Close-Up
Source National Spatial Development Framework 2050

The National Spatial Development Framework (NSDF) has set forth an objective to establish a functional and systems-based network of public services in rural areas, referred to as the 'polycentric rural service-delivery network.' This network will be anchored around regional development centres and carefully selected 'rural service centres.' The primary aim of this network is to improve the quality of public services, facilitate rural-rural interaction, and drive and support Local Economic Development (LED).

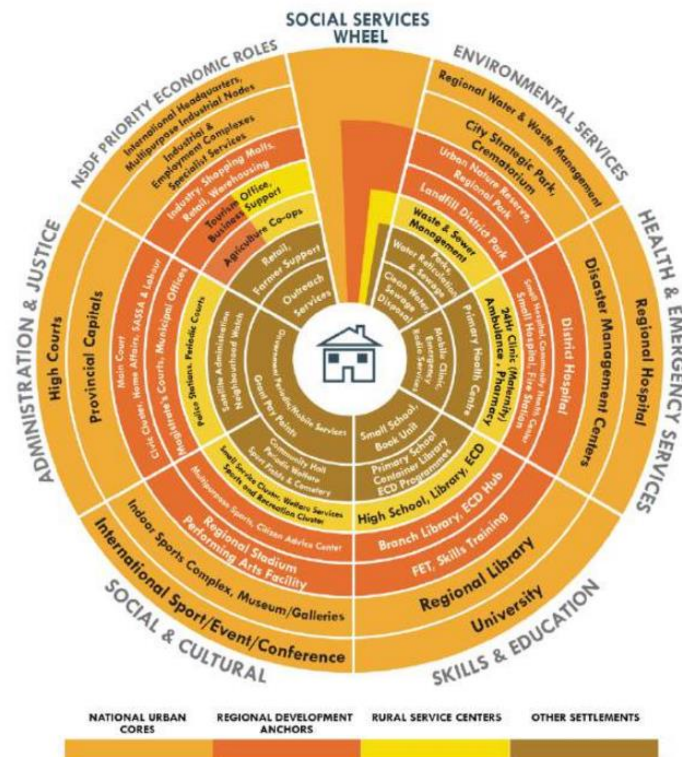


Figure 7: National Spatial Development Framework Social Services Wheel

Sources: National Spatial Development Framework, 2050

Implementation For The SDF:

The SDF must conduct a thorough evaluation of the available social amenities to ensure they meet or exceed the minimum standards required for rural service centres. This assessment should align with the guidelines established in the Social Services Wheel proposed by the National Sustainable Development Framework (NSDF). The evaluation process should consider factors such as accessibility, quality, and diversity of services provided, ensuring that they adequately support the needs of the local population. By doing so, the SDF can help enhance the living conditions and overall well-being of residents in these rural areas.

2.2.6 National Infrastructure Plan 2050

The National Infrastructure Plan was adopted in 2011; the South African government aims to transform the economic landscape while simultaneously creating significant numbers of new jobs and strengthening the delivery of essential services. The plan also supports the integration of African economies.

The development of NIP 2050 was done in two phases: bulk infrastructure for energy, water, transport and telecommunications in phase one and distributed infrastructure (electricity, water, housing, sanitation, digital and social infrastructure) in phase two.

The fundamental purpose of the NIP 2050 is to develop a coherent plan for developing the country's infrastructure networks and the

interrelationship of these networks to achieve sustainability over the medium to long term.

Implications For The SDF:

To effectively achieve its infrastructure development objectives, the SDF must thoroughly adhere to the guidelines outlined in the National Infrastructure Plan (NIP). This adherence is crucial for ensuring that significant infrastructure projects, such as the Senwabarwana precinct plan and Allday's nodal development, not only align with the overarching goals of the NIP but also contribute to sustainable growth and community well-being. By carefully integrating these critical infrastructures into the framework of the NIP, the SDF can enhance connectivity, promote economic development, and ensure that the needs of the community are met comprehensively.

2.2.7 National Environment Management Act (Act 107 of 1998)

The Constitution of South Africa under Section 24 stipulates the rights of every individual for a non-harmful environment and simultaneously mandates the government to protect the environment. The framework to enforce Section 24 of the Constitution is the National Environmental Management Act (Act 107 of 1998) (NEMA).

The following directives are significant for all development of the National Environmental Management Act:

- Developments should be socially and economically viable while being environmentally just;
- Priority should be given to the protection of natural resources and maintenance of natural systems

- There should be equal access to natural resources, benefits and services to meet the human needs;
- Measures to safeguard the environment should be considered when permission is granted for new developments.

Implications For The SDF:

Municipalities have a vital role in developing urban and rural areas that enhance economic growth while prioritising environmental sustainability. To achieve this, the SDF must comply with National Environmental Management Act (NEMA) regulations, ensuring that all proposals consider environmental impacts and land-use planning. When implementing new developments, municipalities should take a cautious approach by conducting feasibility studies, engaging community stakeholders, and adopting sustainable design practices. This balanced strategy will help promote economic opportunities while protecting environmental resources for future generations.

2.2.8 National Land Transport Act (Act no. 5 of 2009)

The National Transport Act 5 of 2009 provides a regulatory framework for transportation in the country, binding public entities (all three spheres of government) to align their development plans with certain aspects:

- Public entities must provide written consent to the planning authority about any planned intensification of land use;
- Traffic impact and public transport assessments must be conducted before development can take place in an area governed by a planning authority that must accompany the land use applications;
- Unless an agreement has been reached with the developer, the planning authority should bear the costs involved in the upgrading of transportation infrastructure and

- Don't decrease land transport infrastructure or services without a 30-day written notice from the planning authority of the landowner or the operating licensee.

Implications For The SDF:

The transportation plan established by the SDF will serve as a comprehensive strategy to implement the government's mandate. This plan is designed to ensure the effectiveness of transportation impact studies, which will be essential for assessing the potential effects of new developments on existing transportation systems. In addition, it aims to facilitate the availability of critical infrastructure, such as roads, public transit facilities, and pedestrian pathways, to support sustainable growth. Furthermore, the SDF will focus on intensifying land use in prioritised areas identified by local municipalities. This approach is intended to optimise the use of land resources, promote economic development, and improve overall accessibility within these communities. By concentrating efforts on these key aspects, the transportation plan will contribute to a more organised and efficient transportation system that meets the future needs of the population while aligning with the broader goals of urban development and sustainability.

2.2.9 New Growth Path (2010)

The New Growth Path (NGP) aims to achieve economic growth of 7%, create 37,000 jobs every year, and generate an additional 5 million jobs by 2020. South Africa suffered from the 2008 economic downturn, and the NGP aims to address this by focusing on the following areas:

- Job creation;
- Cross-cutting development policy package for growth, decent work and equity;

- Proposals for macro-economic policy, micro-economic policy, and social partners;
- Resources required to support economic development;
- Inclusion of stakeholders in the economy via institutional arrangements.

Implications For The SDF:

To address rural-urban inequality, it is essential to establish and maintain strong linkages within the municipality. These connections facilitate the flow of resources, information, and services between rural and urban areas, promoting a more balanced distribution of development opportunities. Creating these linkages involves improving transportation and communication infrastructure while fostering relationships between rural producers and urban markets. Initiatives such as cooperative networks and support for local businesses can benefit both communities. Additionally, strengthening these linkages encourages the exchange of knowledge, enhances access to essential services, and promotes sustainable practices. Local governments and stakeholders must collaborate to ensure that development is inclusive and beneficial for all residents, regardless of their location.

2.2.10 National Housing Act 1997 (act.107 of 1997)

The National Housing Act reinforces the constitutional right to access adequate housing and establishes the state's legal obligation to promote a sustainable housing development process. The Act outlines a set of general principles that apply to housing development. It also provides recommendations for housing provision.

The Housing Act intends:

- To provide for the facilitation of a sustainable housing development process;

- To lay down general principles applicable to housing development in all spheres of government, to define the functions of national, provincial, and local governments concerning housing development and to provide for establishing development boards and financing national housing programmes.
- To reap specific laws; and
- To provide for matters connected therewith.

Implications For SDF:

As per the National Housing Act, the SDF is responsible for providing housing solutions that cater to the diverse needs and requirements of the municipality's residents. This includes ensuring access to affordable and decent housing, addressing housing shortages, and providing housing options suitable for various income levels and demographics. The SDF must also ensure that the housing solutions are sustainable, safe, and accessible to all residents. Overall, the SDF plays a crucial role in meeting the housing needs and improving the quality of life for the municipality's residents.

2.2.11 National Housing Code (2009)

The National Housing Code was created in 2009 under the guidance of the National Housing Act 107 of 1997. Section 4 of the National Housing Act mandates that the Minister develop a housing code. The programme seeks to bridge the divide between social housing rental and rental for lower-income households.

The National Housing Code outlines the National Housing Programmes, which:

- Financial Housing Programmes

- Incremental Housing Programmes
- Social and Rental Housing Programmes
- Rural Housing Programmes

Implications For SDF:

The National Housing Code serves as a crucial framework that should inform and guide the alignment of the SDF. This alignment is essential to ensure that the municipality adequately provides for integrated human settlements. By following the principles outlined in the National Housing Code, the SDF can facilitate the development of well-planned, sustainable communities that encompass a mix of residential, commercial, and recreational spaces. This approach will promote social cohesion, economic development, and environmental sustainability, ultimately enhancing the quality of life for all residents within the municipality.

2.2.12 Integrated Urban Development Framework (2013)

The Integrated Urban Development Framework (IUDF) is a comprehensive policy framework designed to revamp South Africa's urban system into a more inclusive, efficient, and liveable one that aligns with the National Development Plan's vision of integrated urban areas.

It aims to achieve this vision by focusing on eight levers, which are:

- Integrated Spatial Planning
- Integrated Transport and Mobility
- Integrated and Sustainable Human Settlements
- Integrated Urban Infrastructure
- Efficient Land Governance and Management
- Inclusive Economic Development
- Effective Urban Governance

Implications For The SDF:

The SDF should thoroughly integrate spatial planning with the principles of sustainable human settlement as outlined in the Integrated Urban Development Framework (IUDF). This involves creating well-planned urban areas that promote efficient land use, enhance environmental sustainability, and facilitate social equity. The SDF must consider various factors such as transportation, infrastructure, and housing to ensure that communities are developed in a way that supports economic growth while preserving natural resources and fostering a high quality of life for all residents. By aligning the SDF with the IUDF principles, we can create a more cohesive and sustainable urban environment that meets the needs of current and future generations.

2.2.13 Intergovernmental Relations Framework Act (No 13 of 2005)

The Intergovernmental Relations Framework Act was instituted under the constitutional mandate stipulated in section 41(2) of the South African Constitution. Its primary objective is to provide a legally binding framework that governs the complex interrelationships between the various spheres of government.

The Framework Act intends:

- to establish a framework for the national government, provincial governments and local governments to promote and facilitate intergovernmental relations;
- to provide for mechanisms and procedures to facilitate the settlement of intergovernmental disputes; and
- to provide a framework to assist in the settlement of disputes between the different spheres of government

Implications For The SDF:

The SDF should engage in collaborative efforts with neighbouring municipalities to establish well-defined corridors that span their boundaries. This collaboration aims to promote seamless integration of urban planning and development across regions, thereby reducing the potential for conflicts and inconsistencies in land use and services. To facilitate this process, the Intergovernmental Relations Act offers a robust platform that encourages cooperation and coordination among different levels of government. By leveraging this framework, municipalities can work together effectively to align their development goals and strategies, ultimately enhancing regional connectivity and ensuring sustainable growth.

2.2.14 Breaking New Grounds Policy (2004)

The Breaking New Grounds Policy focuses on developing integrated human settlements and providing economic and social infrastructure. This is done through a subsidy system for different income groups.

According to the BNG Policy, the delivery of housing should encompass the following objectives:

- Environments that are secure and safe
- Housing with proximity to economic opportunities
- Housing and tenure types that provide safety and security.
- Reliable and affordable housing essential services
- Promotion of good quality life, compactness, diversity, mixed land usage and pedestrian-friendly environments
- Lower income housing in proximity to employment opportunities
- Human settlements as well as towns and cities that are well integrated, environmentally sustainable, and functional.

- Social (Medium-Density) Housing
- Housing that utilised alternative technology and design

Implications For The SDF:

The SDF should be closely aligned with the Breaking New Ground (BNG) policy to ensure the provision of affordable housing for low-income groups. To enhance accessibility and quality of life for these communities, housing developments must be strategically located near essential services, such as schools, healthcare facilities, public transportation, and shopping centres. Furthermore, these housing projects should also be in proximity to social and economic opportunities, including employment hubs, community centres, and recreational areas. By doing so, we can create inclusive neighbourhoods that support the well-being and development of low-income residents, providing them with the resources they need to thrive.

2.2.15 Municipal Planning and Performance Management Regulations 2001 (No 796 of 2001)

The Municipal Planning and Performance Management Regulations of 2001 require every municipality in South Africa to set up and execute a performance management system. The municipality must adopt a performance management policy to adhere to the law and enhance good governance and service delivery.

Section 2(4) of the Local Government: Municipal Planning and Performance Management Regulations provides that an SDF should:

- Give effect to the SPLUMA principles;
- Set out objectives that reflect the desired spatial form of the municipality;
- Contain strategies and policies to achieve the objectives and which should indicate desired patterns of land use;

- Address the spatial reconstruction;
- Provide strategic guidance regarding the location and nature of development;
- Set out basic guidelines for a land use management system in the municipality;
- Set out a capital investment framework for the municipality's development programs;
- Contain a strategic assessment of the environmental impact of the SDF;
- Identify programs and projects for the development of land within the municipality;
- Be aligned with the spatial development frameworks reflected in the integrated development plans of neighbouring municipalities;
- Provide a plan of the desired spatial form of the municipality, which should:
 - indicate where public and private land development and infrastructure investment should take place;
 - indicate desired or undesired utilisation of space in a particular area;
 - delineate an urban edge;
 - identify areas for strategic intervention;
- Indicate priority spending areas.

Implications For The SDF:

Following the abovementioned guidelines is crucial to properly implementing the Spatial Development Framework (SDF). The SDF must comply with all the regulations, principles, and objectives SPLUMA sets (Spatial Planning and Land Use Management Act). This includes adhering to the guidelines for developing land use plans and zoning schemes and allocating resources for development. The SDF should also consider environmental impact, social and economic development, and infrastructure requirements. By following these

guidelines, the SDF can effectively guide the sustainable development of its area.

2.2.16 The Climate Change Bill, 2022

The proposed legislation aims to create a thorough and efficient national response to climate change that encompasses reducing greenhouse gas emissions and adapting to its impacts. This response is intended to ensure that South Africa plays a just and equitable role in the global effort to address climate change. The primary objective of the Bill is to facilitate the creation of a sustainable and low-carbon economy and society in the long run while also tackling other pertinent issues. Within the sustainable development framework, the Bill strives to equip South Africa with the tools to effectively respond to climate change and transition towards a low-carbon and climate-resilient economy and society while addressing related concerns.

Implications For The SDF:

The SDF must conduct a thorough evaluation of how climate change affects the environment. This assessment should include comprehensive analyses of potential impacts on various ecosystems, wildlife habitats, and the communities that rely on these natural resources. To build resilience, BLM should develop targeted strategies aimed at safeguarding both natural and human systems. This includes identifying specific challenges such as the increased frequency of wildfires, droughts, and flooding, as well as recognising opportunities for conservation and sustainable practices. In addition, it is essential to implement effective monitoring systems that track environmental changes, enabling BLM to adapt its strategies in response to new data and evolving conditions. By prioritising climate resilience, BLM not only protects vital ecosystems but also ensures the safety and well-being of individuals and communities that depend on BLM-managed resources for their livelihoods and recreational activities.

2.3 Provincial Policy Framework

This section entails all the provincial policy frameworks that impact Blouberg Local Municipality's Spatial Development Framework.

2.3.1 Limpopo Provincial Spatial Development Framework (LSDF), 2016

The Limpopo SDF was created to meet SPLUMA's requirements. Its vision is to protect rural areas and promote a strong economy with suitable living environments and job opportunities. Its objectives are critical to achieving its development goals. The Limpopo SDF promotes sustainable development in the province's urban and rural areas. Its objectives include ensuring social, environmental, and economic sustainability.

The Limpopo SDF has several objectives critical to achieving the above development aims. These are listed below:

- Capitalise on the Province's strategic location within the SADC region
- Improve regional and local connectivity to facilitate the movement of people, goods, and services
- Provide a strategic and coherent rationale for targeted public-sector investment, including engineering, social and economic infrastructure, to optimise service delivery
- Encourage urban and rural spatial restructuring as a necessity;
- Aggressively protect and enhance the Province's natural resources, including scarce fresh water 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 green economy initiatives)
- Create an enabling environment for both the formal and informal sectors to participate in economic development (retail, office, commercial, industrial)

Several points within the LSDF relate specifically to Blouberg, such as:

- The establishment of the Blouberg (Avon, Dendron and Ga-Malebogo) Agri-Parks as per the DALRRD mandate, where agricultural production will anchor rural industrialisation.
- Consolidate the tourism character of the district around the Blouberg and Wolkberg clusters, which would link the Vhembe, Waterberg, and Kruger to Canyons Biospheres.
- Establish a strategic link between R518 /R561, N1 and R521 in the Blouberg area to improve regional access and support tourism.
- Establishment of a tourism precinct, namely a Northern (Blouberg/ Moletsi).

Implications Of The SDF:

The SDF is a crucial document mandated by Section 12 of the Spatial Planning and Land Use Management Act (SPLUMA). This legislation requires all levels of government: national, provincial, and local to create comprehensive Spatial Development Frameworks (SDFs) that guide land use and development within their respective jurisdictions. The Blouberg Spatial Development Framework (SDF) plays a vital role in shaping land use planning and ensuring sustainable development in the area. The policies and strategies outlined in the Blouberg SDF must align seamlessly with those established in the Provincial SDF. This alignment ensures coherence

in planning efforts, promotes effective resource allocation, and supports the broader goals set forth by provincial authorities. By adhering to these guidelines, the Blouberg SDF can contribute to a balanced approach to development that addresses economic, social, and environmental factors in the region.

2.3.2 Limpopo Development Plan 2015 – 2019

The Limpopo Development Plan has been designed to enhance people's living standards and reduce poverty, unemployment, and inequality. The plan focuses on sustainable economic, social, infrastructure and institutional development, emphasising transformation. It aims to foster social cohesion, leading to a self-reliant and mutually supportive society. The plan's ultimate goal is to ensure appropriate measures are taken to achieve a vibrant society.

The purpose of the Limpopo Development Plan (LDP), 2015-2019, is to:

- Outline the contribution from Limpopo Province to the National Development Plan (NDP) and National Medium-Term Strategic Framework (MTSF) for this period;
- Provide a framework for the strategic plans of each provincial government department, as well as the IDPs and sector plans of district and local municipalities;
- Create a structure for the constructive participation of private sector business and organised labour towards the achievement of provincial growth and development objectives and
- Encourage citizens to actively promote higher living standards in their communities.

The LDP has the following objectives:

- Highlighting the province's contribution to the NDP and national MTSF for 2015-2019.

- Providing a guideline for the strategic plans of each provincial government department, as well as the IDPs and sector plans of district and local municipalities;
- Creating an environment conducive to the constructive participation of the private sector and organised labour, which subsequently will lead to the achievement of the provincial growth and development objectives; and
- Encouraging the citizens to be more active in improving the standards of living in their communities

To achieve the developmental vision of the LDP, we have identified the following strategies:

- Creation of decent employment through inclusive economic growth and sustainable livelihoods
- Improve the quality of life of citizens
- Prioritize social protection and social investment
- Raise the effectiveness and efficiency of a developmental public service
- Ensure sustainable development

Implications For The SDF:

The Spatial Development Framework (SDF) should closely align with the Limpopo Development Plan, which focuses on economic growth, social integration, spatial transformation, and environmental sustainability. The SDF must promote job creation and infrastructure development to drive economic growth while encouraging inclusivity among diverse communities to address social inequalities. It should also guide sustainable land use to create compact, connected communities and ensure easy access to essential services. Moreover, environmental sustainability should be prioritised through practices that protect ecosystems and promote renewable energy. By adhering to these principles, the SDF can significantly contribute to sustainable and equitable development in Limpopo, fostering a better future for its residents.

2.3.3 Limpopo Green Economy Plan 2013

The Limpopo Green Economy Plan was developed to use the natural environment and its resources to enhance the well-being of the province's inhabitants. Limpopo's rich biodiversity resources make it an ideal location to establish a hub for the Green Economy. The strategic objectives of the Limpopo Green Economy Plan are listed below:

- Generate employment
- Improving the quality of the environment
- Creation of conditions to enable Green Growth
- Altering behavioural patterns and production patterns
- Develop new economic/environmental paradigms for the Province

The above will be implemented through specified initiatives in the following key focus areas:

- Sustainable Production and Consumption
- Water Management
- Sustainable Waste Management Practices
- Clean Energy and Energy Efficiency
- Resource Conservation and Management
- Agriculture, Food Production and Forestry
- Green buildings and the built environment
- Sustainable Transport and Infrastructure
- Green Municipalities
- Cross-cutting

Implications For SDF:

Blouberg's rich biodiversity resources, particularly highlighted by the Blouberg Nature Reserve, present significant opportunities for sustainable development and job creation. By promoting eco-tourism, the region can attract visitors who are interested in exploring its unique ecosystems and engaging in outdoor activities such as hiking, birdwatching, and wildlife photography. Additionally, conservation efforts aimed at protecting these natural habitats can foster a greater appreciation for the environment, while also creating employment opportunities for local communities in areas such as guided tours, conservation work, and hospitality services. This holistic approach not only supports economic growth but also ensures the preservation of Blouberg's natural heritage for future generations.

2.3.4 Limpopo Tourism Growth Strategy, 2006

The Limpopo Province has identified tourism as a significant pillar for improving its economy. To double the contribution of tourism to the economy, a Provincial Tourism Growth Strategy was established in 2002. This resulted in adopting the cluster concept during a Provincial Tourism Summit in 2004, which aimed to make tourism a driving force for competitiveness and investment in the province.

The Strategy involves specific objectives to be accomplished, and these objectives include, but are not limited to:

- Double the number of visitors to Limpopo;
- Extend visitor's period of stay;
- Increase the volume of domestic tourist movements within the Province;
- Double the number of bed nights sold;
- Double tourism spend by all visitors to the Province;
- Increase the percentage of tourist spend retained by operators within the destination, region or Province;

- Route development within each cluster;
- Grow the number of new tourism products within the Province;
- Increase the number of jobs created within the Industry;
- Increase mobility of existing workers in terms of improved wages, positions, responsibilities etc;
- Expansion of tourism destinations or cluster value chains within the Province
- Enhance transformation of the Industry through skills development, BEE and SMME integration within the identified clusters and existing operations;
- Promote Black Economic Empowerment in the Tourism industry and in measures to monitor the implementation;
- Align the Provincial Marketing strategy with the Growth Strategy and re-focus marketing and promotion of Limpopo tourism opportunities and products to the domestic and SADC markets and
- Develop a monitoring mechanism to evaluate the output of the Tourism Growth Strategy.

Implications For The SDF:

Blouberg has significant tourism potential due to its strategic coastal location and rich cultural heritage. However, the local economy relies heavily on heritage tourism, which limits its growth. To build a more resilient economy, it is essential to diversify tourism offerings through value-adding initiatives, such as adventure tourism, eco-tourism, and cultural experiences that showcase the area's unique landscape and traditions. Collaboration among local government, community leaders, and tourism operators will be crucial in developing this strategy. The Spatial Development Framework (SDF) must align with the Tourism Growth Strategy to promote sustainable growth and enhance the quality of life for residents. By embracing these initiatives, Blouberg can boost its economy and improve community well-being.

2.3.5 Limpopo Sustainable Livelihoods Programme, 2000

Limpopo Sustainable Livelihoods Programme aims to decrease poverty in rural communities by empowering the beneficiaries to generate sustainable income while preserving the environment and the livelihoods of others. The program aims to reduce poverty by promoting sustainable livelihoods at the local level. It supports both formal and informal income-generating activities to increase beneficiaries' household earnings.

The overarching objectives of the programme are:

- To strengthen capacity for development planning and management at the local level to include sustainable livelihoods as a tool for poverty reduction.
- To support Formal and informal livelihoods activities, including agriculture and pottery, towards improving household incomes of targeted project participants; and
- To introduce information communication technology (ICT) to project participants and assist them in acquiring knowledge to improve their productivity and stimulate rural livelihood opportunities.

Implications For The SDF:

The 2030 Agenda for Sustainable Development aims to eradicate extreme poverty worldwide by 2030. To achieve this goal, the SDF should prioritize the first two sustainable development goals, which focus on eliminating poverty and enhancing rural livelihoods. This can be done by promoting informal income-generating activities, supporting small-scale entrepreneurship, and providing access to resources within municipalities. These efforts will strengthen local economies and contribute significantly to poverty eradication for vulnerable populations.

2.4 District and Municipal Context

The following section evaluates the impact of district and municipal policies on the Blouberg Local Municipality Spatial Development Framework.

2.4.1 Capricorn District Spatial Development Framework, 2016

This framework is a comprehensive set of guidelines developed to provide direction for future development in the four local municipalities under the jurisdiction of the Capricorn District Municipality. The primary objective of the CDM SDF is to promote consolidated settlement development in the area while also ensuring that there is potential for growth, environmental protection, and service delivery. The ultimate goal of the framework is to bring about sustainable and equitable development throughout the district area.

To achieve this vision, the Capricorn District Municipality's spatial development framework has identified 12 development principles that will be used as building blocks. These principles are based on extensive research and input from various stakeholders and are intended to guide the development of the district in a balanced and integrated manner. Some fundamental principles include promoting economic growth and job creation, protecting natural resources, enhancing social cohesion, and improving service delivery.

Overall, the CDM SDF is a comprehensive and forward-thinking framework that aims to ensure that development in the Capricorn District is sustainable, equitable, and beneficial for all stakeholders. By following the principles outlined in the framework, the district can achieve its full potential and become a model for sustainable development in the region.

Implications For The SDF:

The District Municipality provides guidelines to local municipalities under its jurisdiction, such as Blouberg Local Municipality, on what they should focus on. Based on these guidelines, the local municipality can formulate its principles, programmes, projects, strategies, and procedures that align with its vision and critical issues. Therefore, the development principle of the District Municipality should be applicable and relevant to address the challenges the Blouberg Local Municipality faces. As a result, the Spatial Development Framework (SDF) should include these guidelines to ensure inclusivity.

2.4.2 Capricorn District Municipality Integrated Development Plan 2021-2026

The Capricorn District Municipality Integrated Development Plan 2021-2026 is a legal instrument that aims to eliminate poverty in the District Municipality. It highlights the challenges that local and other spheres of government need to address to meet the needs of the residents of Capricorn. The plan emphasises that aligning the IDP, SDF, and Budget will enhance the quality of life in the district. Private investment is believed to create job opportunities, foster sustainable growth, reduce poverty, and provide a healthier and safer environment.

Vision – “The home of excellence and opportunities for a better”

Mission – To provide quality service cost-effectively and efficiently through competent people, partnerships, information, and knowledge management, creating sustainability of economic development in the interest of all stakeholders.

The following relates to Blouberg Municipality as the CDM IDP:

- Currently, the District is developing a precinct plan for Eldorado in the Blouberg Municipality as part of implementing the District SDF.

- A farmer production support unit has been identified at Blouberg as part of the Agri-Park project with the Department of Rural Development and Land Reform.
- Senwabarwana has been restricted as one of the district growth Points, Alldays as a municipal growth point and Vivo, Eldorado, and Tolwe rural nodal/ service points.
- CDM implemented a pilot renewable energy program by building biodigesters in Polokwane and Blouberg (Avon) municipalities.

Implications For The SDF:

The Spatial Development Framework (SDF) for the Blouberg Local Municipality aims to integrate all initiatives and proposals from the Capricorn District Municipality's Integrated Development Plan (IDP). A comprehensive analysis of each initiative will assess its objectives and expected outcomes, ensuring alignment with regional development goals. The SDF will specify how these initiatives contribute to sustainable growth, infrastructure development, and community welfare. By thoroughly documenting and including all relevant proposals, the SDF will provide a solid foundation for informed decision-making and effective planning, ultimately enhancing coordination among stakeholders and improving regional development outcomes.

2.4.3 Capricorn District Municipality Local Economic Development Strategy, 2014

In 2014, the Capricorn District Municipality implemented a Local Economic Development (LED) Strategy to promote and sustain economic growth within the district. The LED Strategy is centred around encouraging local businesses to flourish, attracting investment to the district, fostering collaboration between different levels of

government, and identifying and developing economic opportunities that can lead to job creation and poverty reduction. This comprehensive plan seeks to address the unique economic challenges faced by the Capricorn District Municipality and stimulate economic development across all sectors of the local economy.

Areas where Blouberg can strengthen and grow the local economy include:

- Blouberg is home to two nature reserves: Malheur and Blouberg Nature Reserves.
- The Glen Alpine Irrigation Scheme was mentioned as part of growing the agricultural sector by the CDM LED strategy.
- Limpopo Spatial Rationale (LSR) has identified twelve growth points for the CDM LED strategy in the Blouberg.

Implications For The SDF:

The Sustainable Development Forum (SDF) must prioritise the initiatives outlined in the CDM LED strategy. It is essential to provide a comprehensive plan for each initiative, including specific steps for implementation within the municipality. Additionally, a thorough analysis should be conducted to assess how these initiatives will influence the local economy, including potential job creation, support for local businesses, and overall economic growth. Finally, it is crucial to highlight the various benefits these initiatives will bring to the municipality, such as improved quality of life for residents, enhanced environmental sustainability, and increased community engagement. By clearly detailing these aspects, the SDF can ensure that the initiatives are effectively executed and that their positive impacts are maximised for the municipality and its residents.

2.4.4 Capricorn District Municipality Growth And Development Strategy 2040

The Capricorn GDS 2040 is an updated version of the Capricorn GDS 2030, which serves as a strategic document to guide the long-term development of the District. The revised GDS aims to be crucial in coordinating strategies, plans, programmes, and actions towards achieving inclusive economic growth and spatial transformation impact.

The CDM GDS 2040 has a two-fold strategic intention to mainstream:

1. An outward focus on the economy and engagements to improve the economy by attracting investments and making social security for citizens a reality and
2. An inward focus on securing funding, integrated planning, and focused implementation of infrastructure projects to set up a foundation to improve life quality.

The Growth and Development Strategy 2040 has four pillars guiding transformation and integration towards our desired future:

- Promoting Economic Growth and Development
- Spatial Transformation and Building an Integrated District
- Provision of Services
- Governance through IGR

Future growth will be developed through four strategic objectives, which will guide the strategic intention outlined above:

- Attract Investment
- Invest in Infrastructure
- Develop Skills to Support Economic Growth
- Make social security a reality

Implications For The SDF:

Blouberg is facing challenges due to the lack of significant market forces, highlighting the need for additional support. The Spatial Development Framework (SDF) should prioritise local economic

growth by identifying opportunities for job creation and entrepreneurship. It should also foster market development by simplifying regulations and enhancing infrastructure to attract investors. A thorough analysis of relevant economic indicators, as outlined in the CDM growth and development strategy, is essential. Furthermore, the SDF must clarify how these initiatives impact residents, empowering them to participate in local economic development. Engaging the community through workshops and discussions can ensure that strategies align with their needs and aspirations.

2.4.5 Blouberg Local Municipality Integrated Development Plan Draft, 2023/2024 – 2027

The Blouberg Local Municipality's Integrated Development Plan (IDP) is designed to encourage sustainable living and orderly development by implementing sound spatial principles and effective land use management. The plan's primary goal is to ensure that land resources are optimally organised and utilised to meet the current and future generations' social, environmental, and economic needs.

Blouberg has a vision for spatial transformation that aims to promote inclusive and sustainable development. This vision encompasses the following elements, which are consistent with the IDP vision:

- Sustainable development (development must be undertaken in cognisance of all the elements of sustainability),
- Inclusive/ inclusivity (spatial development must be undertaken in partnership with local communities and key stakeholders and partners) and
- Transformation of the current fragmented spatial arrangements (requires a radical shift from the planning interventions, which maintains the status quo).

The IDP provides an outline of the municipality's development plans as follows:

- Council approved the Land Use scheme in October 2022 to align with SPLUMA, enabling the comprehensive management of all municipal property and related public sector functions.
- The municipality has already made plans for the growth points of Senwabarwana, Alldays, Eldorado, and Raweshi areas, which align with the mining developments.
- The Alldays Extension 03 land use application was due to be approved by the tribunal, while Extension 02 was submitted to the office of the Surveyor-General with assistance from Venetia Mine.
- Bochum Extensions 09 and 10 were not completed on time for tribunal approval.
- Council sold Alldays Extension 03 residential sites under the mixed program while Alldays Extension 02 sites were sold to the middle-class group.
- The land plots located in Bochum Extension 09 have been sold for residential purposes.
- All sites were sold without bulk infrastructure services to prevent illegal invasions.
- The municipality plans to sell business sites in Extension 10 and 09.
- For the next financial year, the municipality plans to sell Bochum Extension 08, and COGHSTA has agreed to install bulk services for the area.
- The municipality plans to implement spatial planning projects for the next financial year, such as establishing the remainder of Bochum 143 L.S township, Bochum 178 general amendment, and the municipal planning tribunal.

Implications For The SDF:

The Spatial Development Framework (SDF) is a key element of a Municipal Integrated Development Plan (IDP), guiding sustainable planning and development in a municipality. It analyzes social, economic, environmental, and physical factors to identify areas for both development and conservation, ensuring that urban growth occurs alongside the protection of natural resources and cultural heritage. The SDF promotes efficient resource use by encouraging compact urban forms and integrated transport networks, enhancing community accessibility and minimizing environmental impacts. Therefore, close alignment between the SDF and IDP is essential to effectively translate strategic goals into actionable plans, guiding the municipality toward a balanced and sustainable future.

2.4.6 Capricorn District Rural Development Plan 2016

The District Rural Development Plan (DRDP) for the Capricorn district aims to contribute to transforming the rural economy. This plan is integral to a comprehensive array of strategic spatial planning tools and other sectoral plans designed to overhaul the apartheid spatial economy.

Purpose of District Rural Development Plans For Limpopo:

- DRDP as an Instrument for Coordinating Rural Strategic Spatial Planning
- DRDPs as Rural Economic Transformation Instruments
- Promoting Land Use Management & Productivity
- Promoting Rural-Urban Functionality
- Alignment of District Rural Development Plans with Existing Planning Instruments
- Agri-park as an anchor for agrarian reform

DRP has the following set of proposed development objectives:

- Improving productivity and competitiveness in the agricultural sector;
- Promoting Integrated Human Settlements;
- Investment in Rural Revitalisation;
- Improving Tourism Competitiveness; and
- Conserving the Natural Environment

Blouberg has been designated as a district gateway, facilitating the movement of people and the transportation of goods and services from functional regions to intervention areas, supported by transport infrastructure.

Senwabarwana has been recognised as one of the four diverse functional regions by the DRDP. The northern part of this functional region is close to the Botswana border, indicating the potential for cross-border trade interactions between RSA and Botswana that should be strategically leveraged.

Implications For The SDF:

The BLM SDF should carefully review and consider the comprehensive plans and initiatives presented in the Capricorn District Municipality District Rural Development Plan (DRP). This involves a thorough analysis of the specific strategies, goals, and actions outlined in the DRP. By doing so, the BLM SDF can ensure that its objectives are effectively aligned with those of the DRP. It is essential to identify synergies between the two documents to promote cohesive development efforts and maximize the potential for successful implementation of rural development initiatives within the district.

2.4.7 Blouberg Local Municipality Growth and Development Strategy Vision 2040

The Blouberg Local Municipality has a long-term strategy called BGDS Vision 2040, which spans 22 years and is implemented through MTSFs and IDPs. The BGDS should inform all short-term strategies and policies. The main goal of Blouberg Local Municipality Growth and Development Strategy Vision 2040 is to support the National Development Plan and boost the economy of Blouberg by achieving a high growth trajectory.

The strategy outlines specific objectives to be achieved to accomplish this:

- Economic growth
- Job creation
- Reduction of inequality
- Elimination of poverty; and
- Growth in Capital stock

According to the Blouberg Growth and Development Strategy (BGDS), the following are the main economic drivers of the Blouberg LM.

- Mining,
- Retail and SMME Development
- Agriculture
- Tourism; and
- Manufacturing

Implications For The SDF:

The Strategic Development Framework (SDF) serves as a comprehensive guide for Blouberg's long-term planning initiatives. This framework is designed to align with the Blouberg Growth and Development Strategy (BGDS), ensuring that all planning efforts are connected to the community's growth objectives. Each time the municipality decides to allocate resources whether for infrastructure projects, community services, or economic development it is crucial to assess how these investments will specifically support and advance the

goals outlined in the BGDS. This approach not only maximizes the effectiveness of resources but also ensures that the municipality's efforts contribute to sustainable development and enhanced quality of life for residents in the long run. By considering these factors, Blouberg can strategically position itself for future growth and resilience.

2.4.8 The Blouberg Local Municipality Spatial Development Framework, 2019

The Blouberg Local Municipality Spatial Development Framework is a crucial element of the Blouberg Municipality Integrated Development Plan, guided by the Limpopo spatial rationale. Additionally, it aligns with the National Spatial Development Perspective, focusing on strategically placed nodal points and corridors to stimulate economic progress. The recent addition of demarcated areas, including Tolwe, Vivo, Swartwater, and Mastrom, has influenced the SDF's contents and the critical areas identified in the original Spatial Development Framework.

The Blouberg Spatial Development Framework identifies the following as core nodes of the municipality:

- Senwabarwana (district growth point);
- Alldays (district growth point);
- Eldorado (provincial rural node);
- Tolwe;
- Langlaagte; and
- Puraspan-Avon - Indermark corridor

The spatial vision adopted by the SDF is focused on achieving inclusive and sustainable development through spatial transformation.

The SDF has identified the following spatial challenges that need to be addressed:

- The Blouberg Local Municipality is not taking full advantage of its natural resources due to a lack of infrastructure, fiscal capacity, and political will.
- Sprawl and spatial fragmentation in settlements hinder economic growth and make infrastructure investment less cost-effective.
- The spatial configuration must be restructured to promote economic growth and reduce inefficiencies.
- There needs to be a shift in the diagram development process for the municipality's SDF.
- It is essential for the municipality to have political will and well-resourced administrative machinery to create an environment that fosters development.

Implications For The SDF:

The SDF must address spatial challenges through targeted interventions that comply with the Spatial Planning and Land Use Management Act (SPLUMA) and the Integrated Development Plan (IDP). This involves analysing issues such as inadequate infrastructure, housing shortages, and environmental degradation, and developing tailored strategies to meet community needs. Success will be measured by improvements in the quality of life, better infrastructure and housing availability, and progress towards developmental goals, ultimately creating a sustainable and vibrant community for current and future residents.

2.5 Alignment with Neighbouring Spatial Development Frameworks

This section presents an overview of the municipal Spatial Development Frameworks (SDFs) that were evaluated concerning their impact on the Blouberg Local Municipality SDF.

2.5.1 Polokwane Municipal Spatial Development Framework 2010

The City of Polokwane's Spatial Development Framework is integral to its Integrated Development Framework (IDP). This framework serves as a guide for all spatial planning and land use development instruments. The City of Polokwane aims to achieve sustainable development and reduce poverty by managing scarce resources in areas with economic potential. To achieve this, they have adopted development alternatives as their conceptual approach for their SDF.

The Limpopo Spatial Development Framework identified several clusters within the municipal area. Additionally, it was found that the Provincial, District and Municipal growth points, adjacent Population Concentration and Local Service Points, and certain smaller villages also form a functional unit or cluster. These clusters aim to promote economic growth and development within the municipality and reduce poverty.

The provincial growth points, which include Polokwane, are areas within the municipal urban edge. Polokwane is classified as a national growth point, as it is situated on three provincial corridors: Trans Limpopo (N1), East-West Corridor, and Dilokong Corridor. This node is the most important economic driver in the province and provides higher-order industrial, commercial, business, social, and institutional facilities for National, Provincial, and District services.

2.5.2 Musina Local Municipality Spatial Development Framework 2019

The Musina Local Municipality Spatial Development Framework has been crafted to align with the municipal vision by contextualising it in spatial terms. Musina's spatial vision entails transforming the town into a bustling, resilient, and sustainable hub that connects the African continent. With its strategic position, Musina is a pivotal gateway, facilitating international connections to Botswana, Zimbabwe, and Mozambique.

The Musina Strategic Development Forum (SDF) has identified economic and strategic projects. The projects are as follows:

- The Musina-Makhado Special Economic Zone (SEZ)
- Pontdrift Border Post
- Beit Bridge Border Post

The Limpopo Spatial Development Framework (SDF) has identified the Musina-Makhado Corridor as a potential site to promote mining activities and create employment opportunities in coal and diamond mining. The Musina Local Municipality is linked to Blouberg Local Municipality via the provincial corridor and to Botswana through R521. Alldays connects Blouberg Local Municipality to Musina, while R521 connects Blouberg Local Municipality with Venetia Mine and Musina Town.

2.5.3 Molemole Local Municipality Spatial Development Framework 2019

The Molemole Local Municipality is situated in the Capricorn District Municipality. It shares boundaries with the Blouberg Local Municipality on both the eastern and western sides of Senwabarwana. Some significant developments are underway that will have a substantial impact on Molemole in various ways:

- The Senwabarwana node borders Molemole on three sides and is close to settlements within walking distance from the node's central business district. Their settlements are:
 - Overdyk on the western side
 - Westphalia on the eastern side
 - Mogwadi node on the western part
- The expansion of the Senwabarwana node impacts developments in Molemole as there may be a need for land availability to accommodate Senwabarwana growth.
- The expansion of Senwabarwana allows for a cross-border model collaboration between Blouberg and Molemole Local Municipality.
- Blouberg Municipality plans to develop its southwestern tip through mining in Ward 1 and surrounding villages, which will impact the western side of Molemole.

2.5.4 Makhado Local Municipality Spatial Development Framework 2020

The Municipality of Makhado is located in the northern part of the Limpopo Province. Its territory covers an area of 8567.38 km². It shares borders with the following local municipalities: Blouberg, Musina, Molemole, Greater Letaba, Greater Giyani, and Thulamela.

The Mkhado Local Municipality is linked to Blouberg:

- The Musina-Makhado Special Economic Zone (SEZ) promotes mining activities and creates coal and diamond mining jobs.

- Makhado is a Provincial Growth Point with an Agri hub/Park, and the forestry sector in Makhado holds potential for expansion.
- The R522 from Vivo/Alldays via the N1 to Thohoyandou links Mkhado and Blouberg in the west and into the eastern direction to the N1 north of the Soutpansberg and proceeds east towards Sibasa and Thohoyandou and finally towards the Kruger National Park.
- The expansion and operation of the Venetia Diamond mine in Musina, about 30 kilometres north of Allday's node, and the Vele coal mine near Mapungubwe Park.
- Other benefits are forestry, game, and livestock farming in the Vhembe District, which are some of the shared economic pillars Blouberg benefits and stimulate the local economy.

The Limpopo SDF indicated the Musina-Mkhado Corridor for promoting mining activities and associated job creation regarding coal and diamonds.

2.5.5 Lephalale Local Municipality Spatial Development Framework 2017

The municipality of Lepahalele is located on the northwest side of the Blouberg municipality.

Strategic routes connecting Lepahalele to Blouberg are available:

- Lephalale is connected to Blouberg via the R572 road, which starts from the Alldays node and passes through Masstroom and Swaartwater.
- The N11 highway links Mogalakwena and Blouberg via Baltimore to Lephalale and Botswana through the Groblersbrug border post.

2.5.6 Mogalakwena Local Municipality Spatial Development Framework

The Mogalakwena Integrated Development Plan (IDP) and Spatial Development Framework (SDF) have identified a crucial requirement for expanding the Rebone node situated on the N11 road. The Rebone node provides direct access to the proposed Mankodi node, including the settlements of Blouberg. The expansion of the Rebone node is expected to prompt the Blouberg municipality to investigate the necessary road infrastructure, precisely the D1200 route. Transport operators in the Blouberg area have already positioned themselves for this development and have targeted this route to connect to the Lephalale provincial node.

Blouberg Municipality is connected to Mogalakwena Local Municipality via two strategic routes:

- Mogalakwena is connected to Blouberg via Baltimore on the N11 and to Lephalale and Botswana through the Groblersbrug border post.
- Mogalakwena is connected to Blouberg via the R561 through Tolwe.

2.6 Existing Sector Plan

As per the SDF Guidelines, sector plans refer to the plans implemented to tackle specific aspects of the municipality's development strategies. These may encompass Housing Sector Plans, Environmental Management Plans, and more. It is crucial to foster synergy between the

sector plans and the SDF to ensure that development directions and plans are mutually complementary. In the Blouberg Municipality sector, plans define the delivery agenda of the IDP.

The Municipal Systems Act of 2000 requires drafting different sector plans as a core component of the municipal IDP. The SDF guides these plans and should ensure alignment between them. The crucial approved sector plans include the following:

Table 1: The Blouberg Local Municipality Sector Plans

| Sector Plans | State as per Musina Local Municipality |
|---|--|
| Local Economic Development Strategy 2013 | Approved |
| Blouberg Local Economic Empowerment Strategy | Approved |
| Blouberg Spatial Development Framework 2019 | Approved |
| Blouberg Housing Chapter | Revision stage |
| Blouberg Tourism Development Plan | Approved |
| Blouberg Land Use Scheme | Approved |
| Blouberg Environmental Management Plan (EMP) | Approved |
| Municipal Institutional Plan | Approved |
| Workplace Skills Development Plan | Approved |
| Organisational Performance Management Systems | Approved |
| Inter-Governmental Structures Alignment | Approved |
| Communication Strategy And Public Participation | Approved |

| | |
|---|-----------------------------------|
| Risk Management, Oversight, Anti-Corruption Strategy And Audit Programmes | Approved |
| Local Integrated Transport Plan (LITP) | Outdated and needs to be reviewed |
| Blouberg Integrated Waste Management Plan (IWMP) | Approved |
| Five-Year Financial Plan | Approved |
| Blouberg Municipality Community Safety Plan | Approved |
| Employment Equity Plan | Approved |
| Blouberg Growth And Development Strategy (Vision 2040) | Finalisation Stages |
| Recruitment, Selection And Appointment Policy | Approved |
| Energy Master Plan | Inception Phase Stage |
| Roads Master Plan | Inception Phase Stage |
| Disaster Management Plan | Approved |

Source: Blouberg Local Municipality Integrated Development Plan Final IDP 2023/24

3. Spatial Challenges and Opportunities

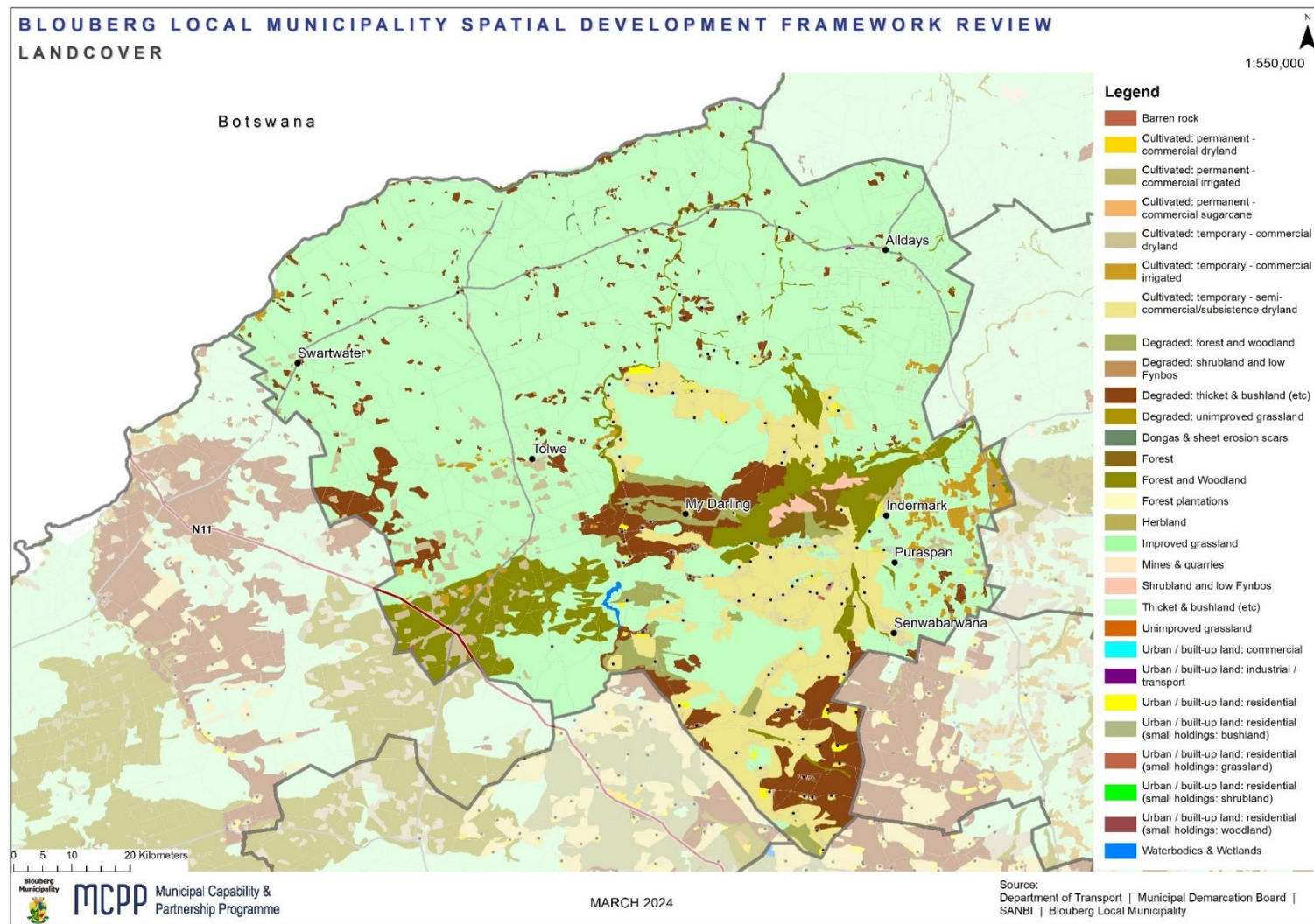
This section systematically analyses and presents the Blouberg Municipality's internal and external environmental factors.

3.1 Biophysical analysis

In this section, we offer a comprehensive analysis of the biophysical characteristics of the Blouberg Local Municipality. The municipality is home to ecologically sensitive areas that require utmost attention and conservation efforts. The region boasts a diverse range of flora and fauna, which must be preserved for the benefit of current and future generations. Moreover, the municipality has a rich cultural and historical heritage closely intertwined with its natural resources, including the Blouberg and Makgabeng mountains and the Mogalakwena River. Special attention must be provided to preserving and protecting wetlands in Senwabarwana, Gemarke, and Thlona-Sedimong, as they are particularly vulnerable. The biophysical analysis segment of BLM is categorised into the following sections: Climate, Hydrology, Topography, Geology, Agriculture, Vegetation, Protected Areas, Critical Biodiversity, and Climate Change.

3.1.1 Land Cover

Blouberg Local Municipality is characterised by a vast expanse of woodlands and shrubs that cover most of its area. However, these natural habitats are interspersed with cultivated commercial and subsistence farming, which is a clear indication of the degraded sections of the region. Despite the challenges posed by agriculture and other human activities, the natural beauty of the woodlands and shrubs remains a prominent feature of the landscape.



Map 3: Blouberg Local Municipality Land Cover

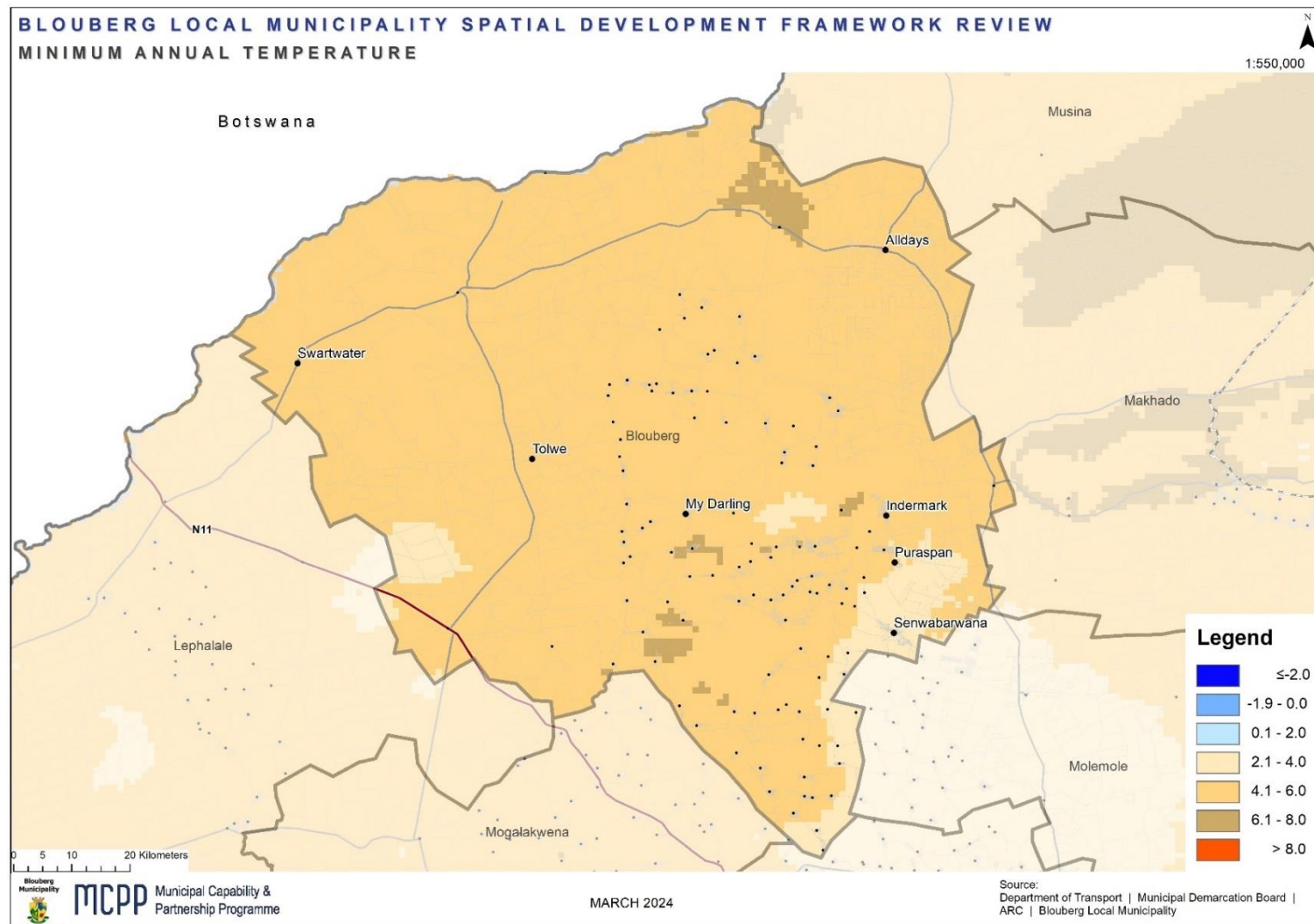
3.1.2 Climate

Temperature

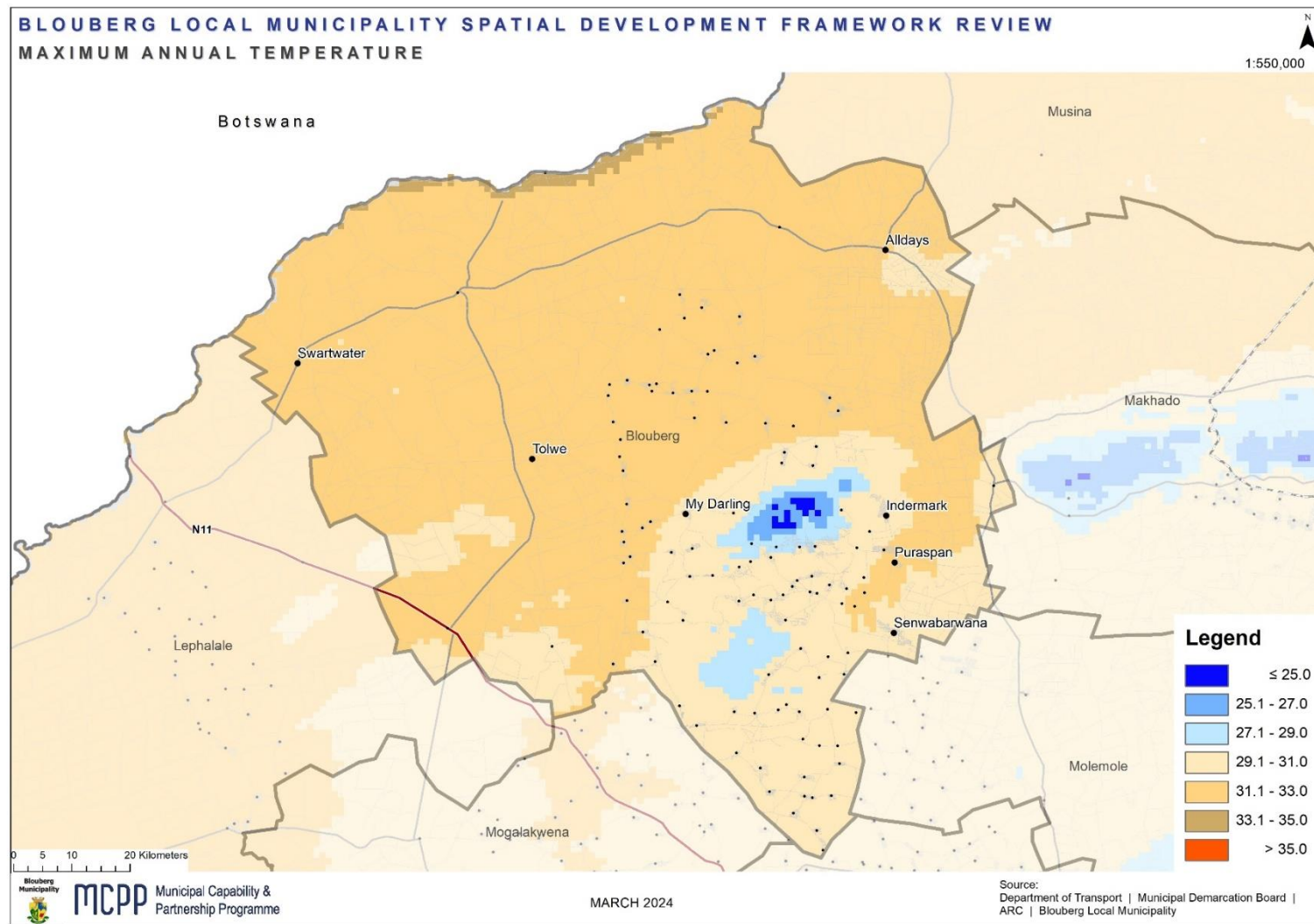
Blouberg is known for its warm climate, hot summer, and cool and dry winter. Without the effects of climate change, the rainy season (summer) runs from October to April, and the winter season from May to September. January is the hottest month, with an average temperature of 23°C, and the coldest in June at 13°C.

Rainfall

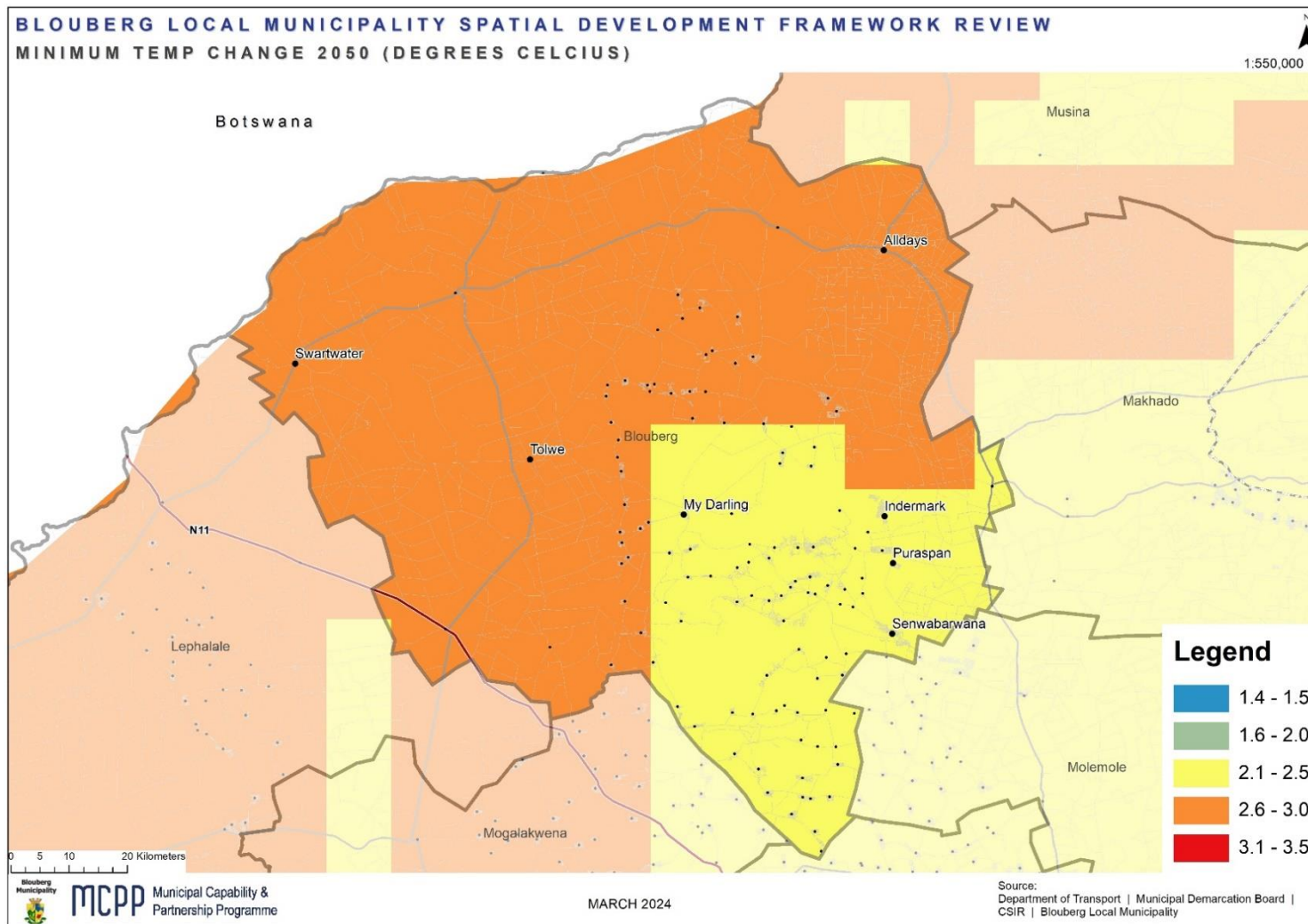
The mean annual rainfall in the Capricorn District ranges from 300 mm in the northern half of the district to 1,000 mm in the southern half. Rainfall is highest around January–February, the period with the highest frequency of flooding. Blouberg receives an annual rainfall ranging from 380 to 550mm. Most of the precipitation occurs during summer, and the evapotranspiration rate is notably high. Unfortunately, this area is also susceptible to frequent droughts that hurt the local economy (Department of Mineral Resources, 2013).



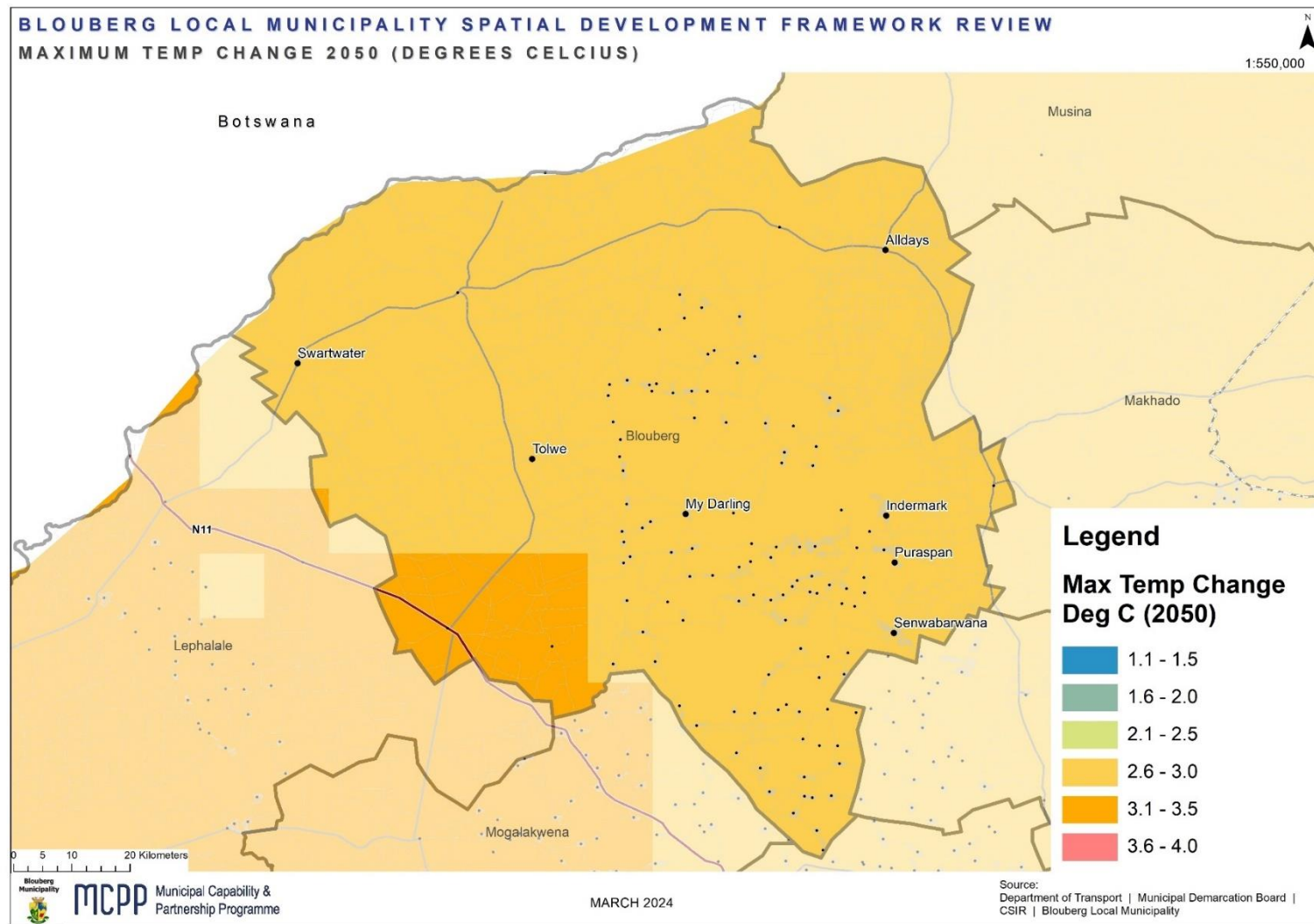
Map 4: Blouberg Local Municipality Minimum Annual Temperature



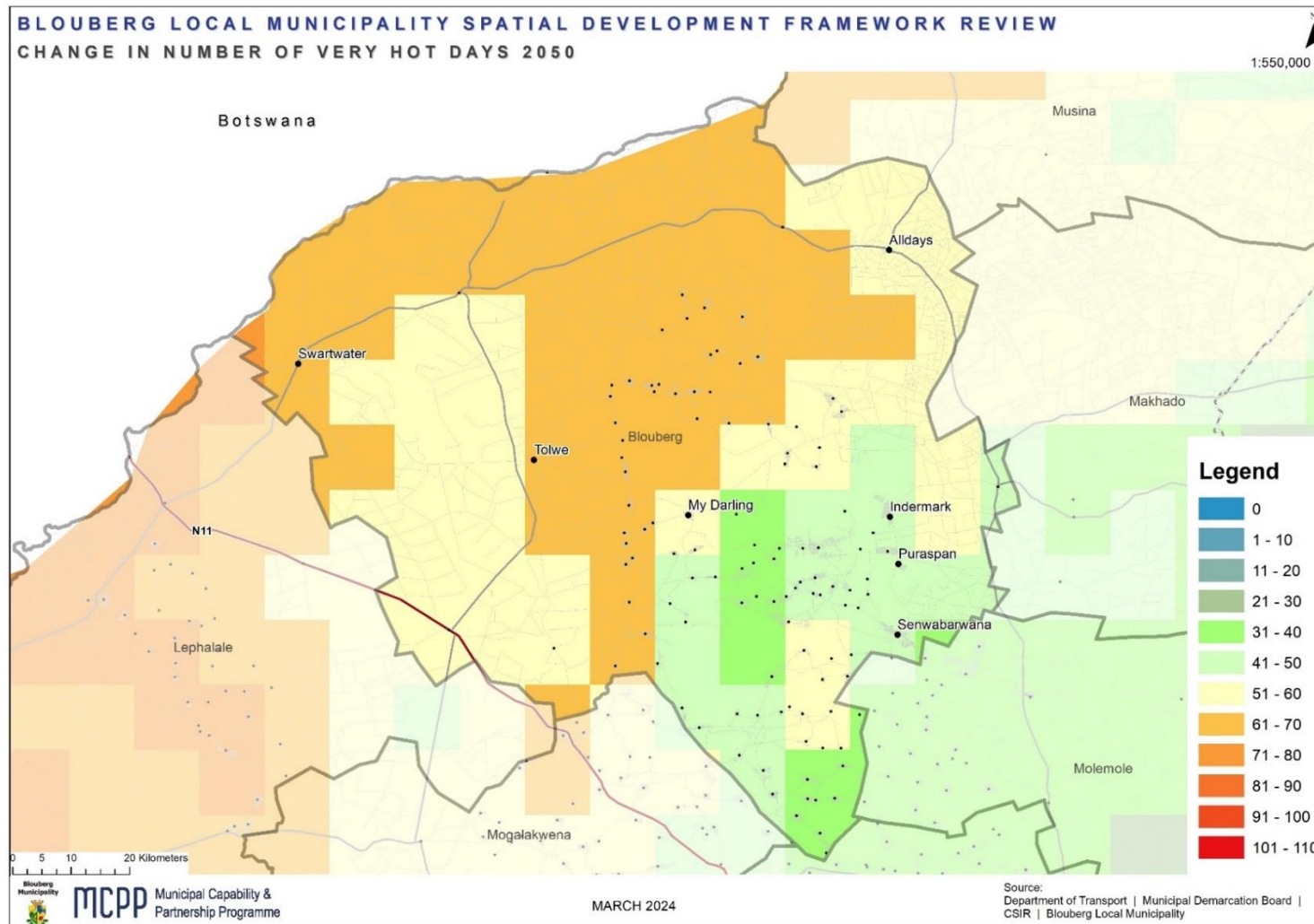
Map 5: Blouberg Local Municipality Minimum Annual Temperature



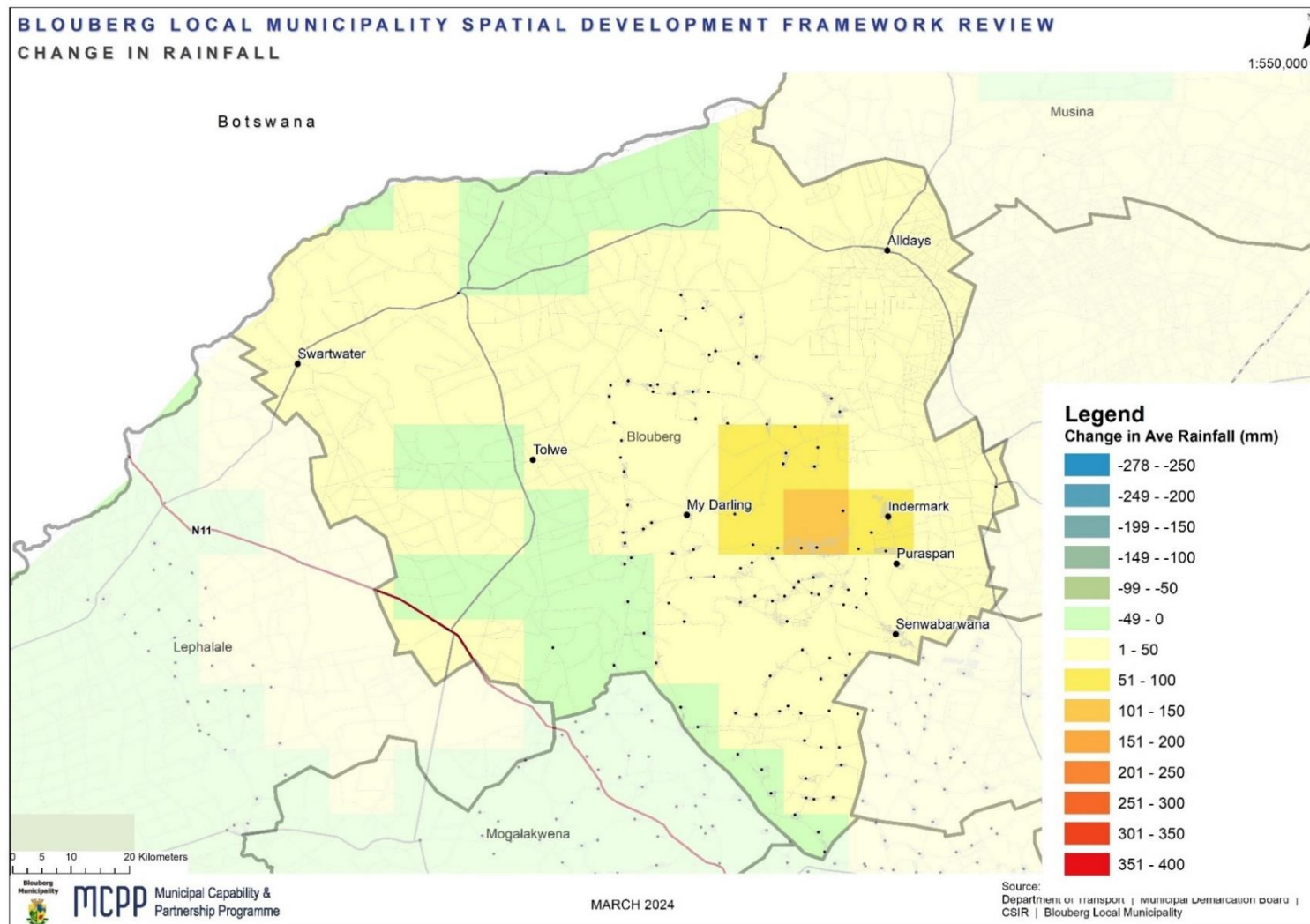
Map 6: Blouberg Local Municipality Minimum Temperature Changes



Map 7: Blouberg Local Municipality Maximum Temperature Changes



Map 8: Blouberg Local Municipality change in number of very hot days



Map 9: Blouberg Local Municipality Change in Rainfall

3.1.3 Topography and Slope

The slope of a surface, expressed as a percentage, can have various implications on development, particularly in the context of urban planning, construction, and environmental considerations. General implications include the following:

Accessibility and Mobility:

- **Low Slopes (0-5%):** Easier for mobility, especially for pedestrians, cyclists, and individuals with mobility challenges. It facilitates the development of wheelchair-accessible infrastructure.
- **Moderate Slopes (5-15%):** Manageable for most types of development. Roads and infrastructure may require design considerations for water drainage.
- **Infrastructure Design:**
- **Steep Slopes (>15%):** Can pose challenges for constructing roads, buildings, and utilities. Special engineering considerations are needed to prevent erosion, landslides, and other hazards.

Land Use Planning:

- **Flat Terrain:** Easier to develop and plan for various land uses, including residential, commercial, and industrial. It may allow for efficient land use and infrastructure layouts.
- **Hilly or Mountainous Terrain:** Presents challenges for development. Steeper slopes may limit buildable areas, and construction may require more expensive engineering solutions.
- **Environmental Impact:**
- **Erosion and Landslides:** Steeper slopes are more prone to erosion and landslides, which can have significant

environmental impacts. Proper land management practices and erosion control measures are crucial.

- **Biodiversity:** Slope gradients can affect ecosystems. Steeper slopes may have distinct microclimates and can host specialised flora and fauna. Development should consider environmental conservation.

Water Drainage:

- **Low Slopes:** Proper drainage is essential to prevent waterlogging. Flat areas may require engineered drainage systems to avoid flooding.
- **High Slopes:** Drainage is critical to prevent soil erosion and effectively manage water runoff.

Cost of Development:

- **Flat Terrain:** Less construction costs due to easier access and reduced engineering challenges.
- **Steep Slopes:** Construction on steep terrain can be more costly due to the need for specialised engineering, retaining walls, and other stabilising structures.

Aesthetic and Recreational Value:

- **Varied Topography:** Provides opportunities for diverse landscapes and recreational spaces. Parks and green areas on slopes can offer scenic views and unique recreational experiences.

Table 2: Development potential of different slope categories

| Degree of slope (%) | Development Potential |
|---------------------|---|
| 0% - 3% | Generally suitable for all development and uses |

| | |
|------------|--|
| 4% - 8% | Suitable for medium-density residential development, agriculture, industrial and institutional uses |
| 9% to 15% | Suitable for moderate to low-density residential development, great care should be exercised in the location of any commercial, industrial, or institutional uses. |
| 16% to 25% | Only suitable for low-density residential, limited agricultural and recreational uses. |
| Over 25% | Only used for open space and specific recreational uses. |

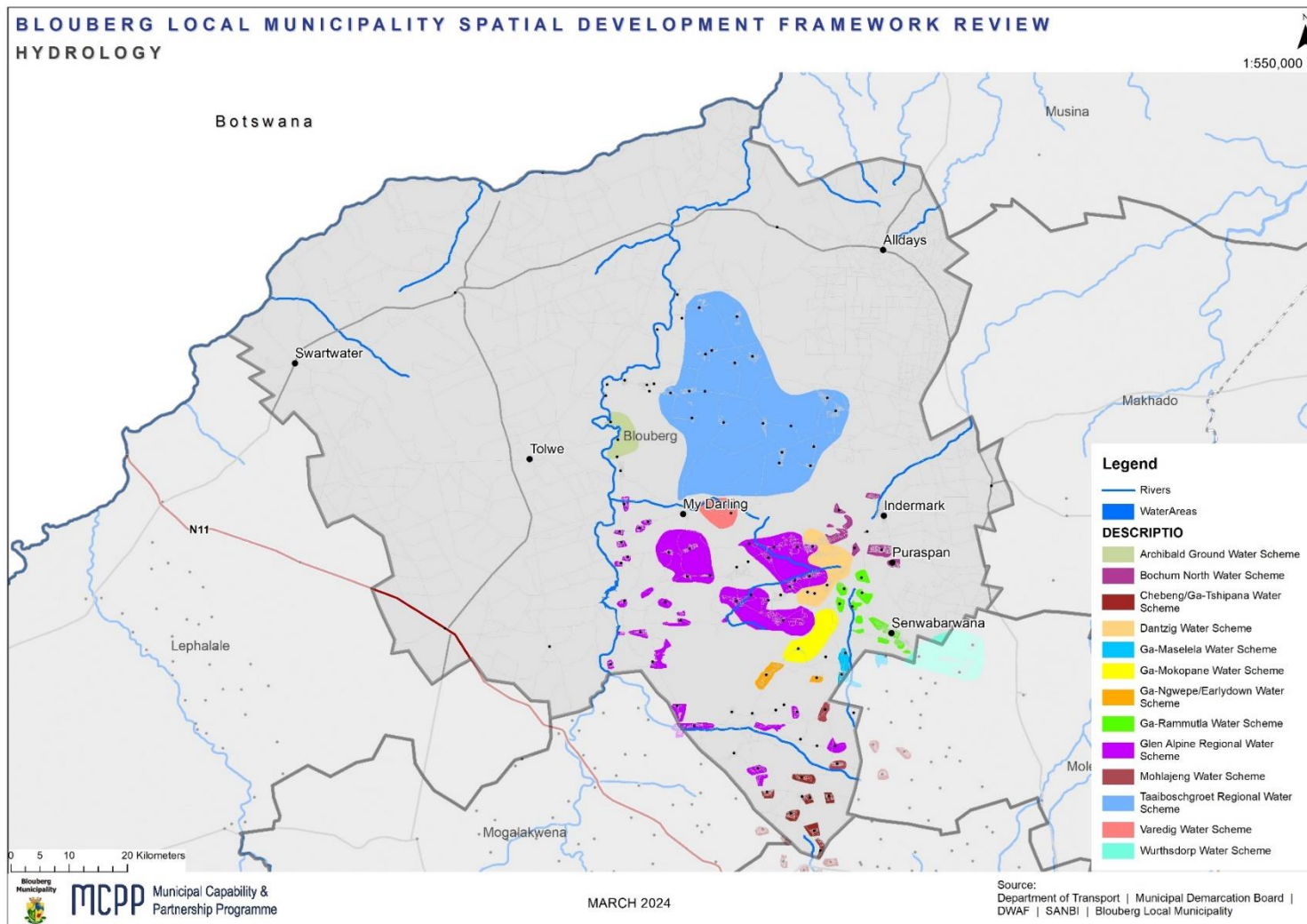
Blouberg LM exhibits undulating topography, with the flattest areas in the northern and western regions. Elevations range from less than 700 m in the north to over 1,400 m in the hills of the south and southeast. The highest points of the Blouberg mountains exceed 2,000 m. While slopes generally maintain a gentle incline of under 5%, steeper terrain is present in hilly areas, reaching gradients of over 25% in specific locations.

Hydrology

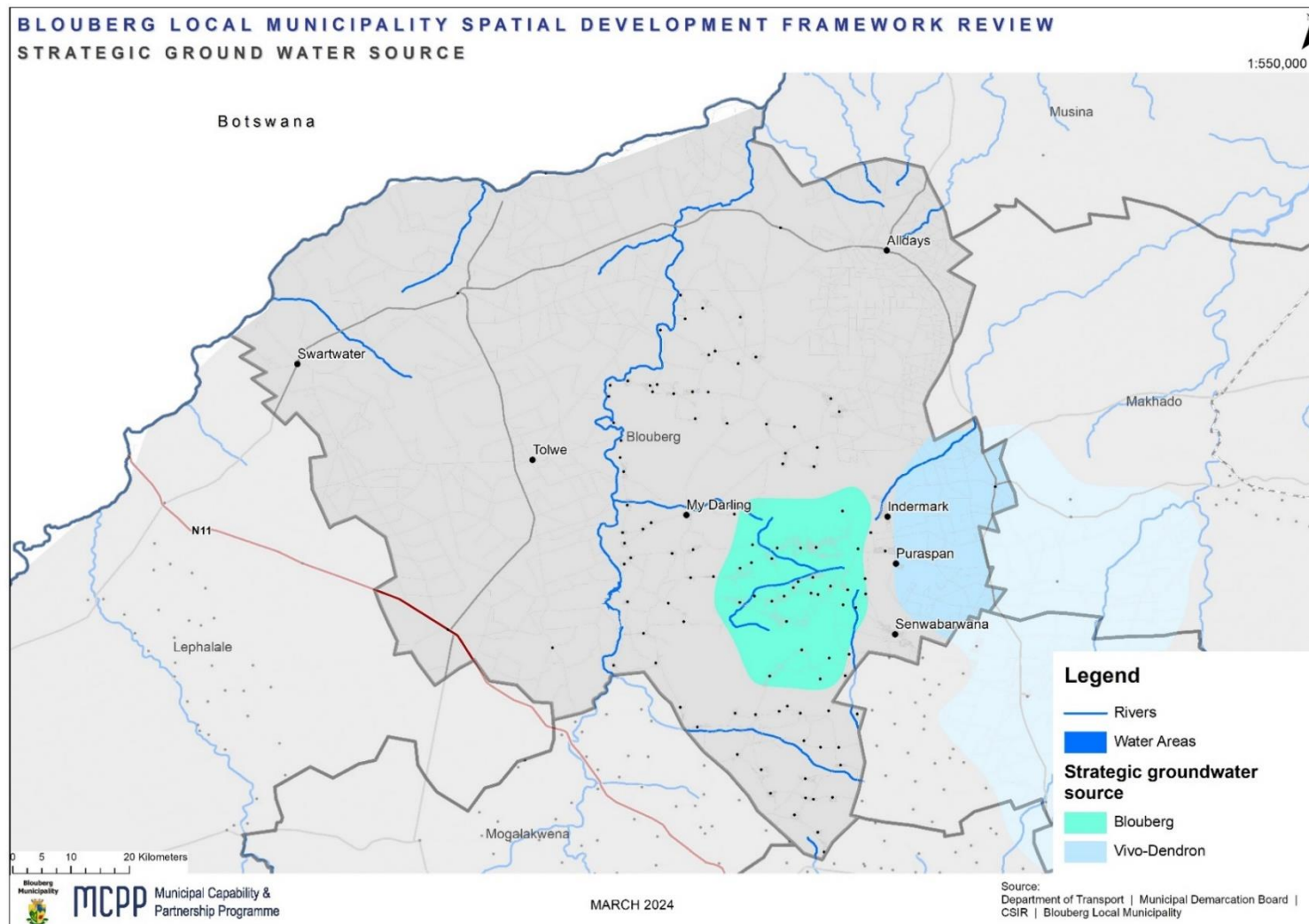
The only perennial river is the Mogalakwena River, which feeds the Glen Alpine Dam, the only source of pipeline water in the area. Glen Alpine Dam is one of the non-perennial channels in the municipality.

- Strategic Ground Water

The municipality relies on two primary sources of strategic groundwater: Vivo-Dendron and Blouberg. These sources can be developed and utilized for both human consumption and agricultural purposes. Given the ongoing water challenges facing the municipality, effectively managing and harnessing this groundwater could offer a sustainable solution. By investing in the exploration and preservation of these water sources, the municipality could improve access to essential water supplies, enhance agricultural productivity, and ensure a more resilient water management strategy for the community.



Map 10: Blouberg Local Municipality Hydrology



Map 11: Blouberg Local Municipality Strategic Ground Water

3.1.4 Geology

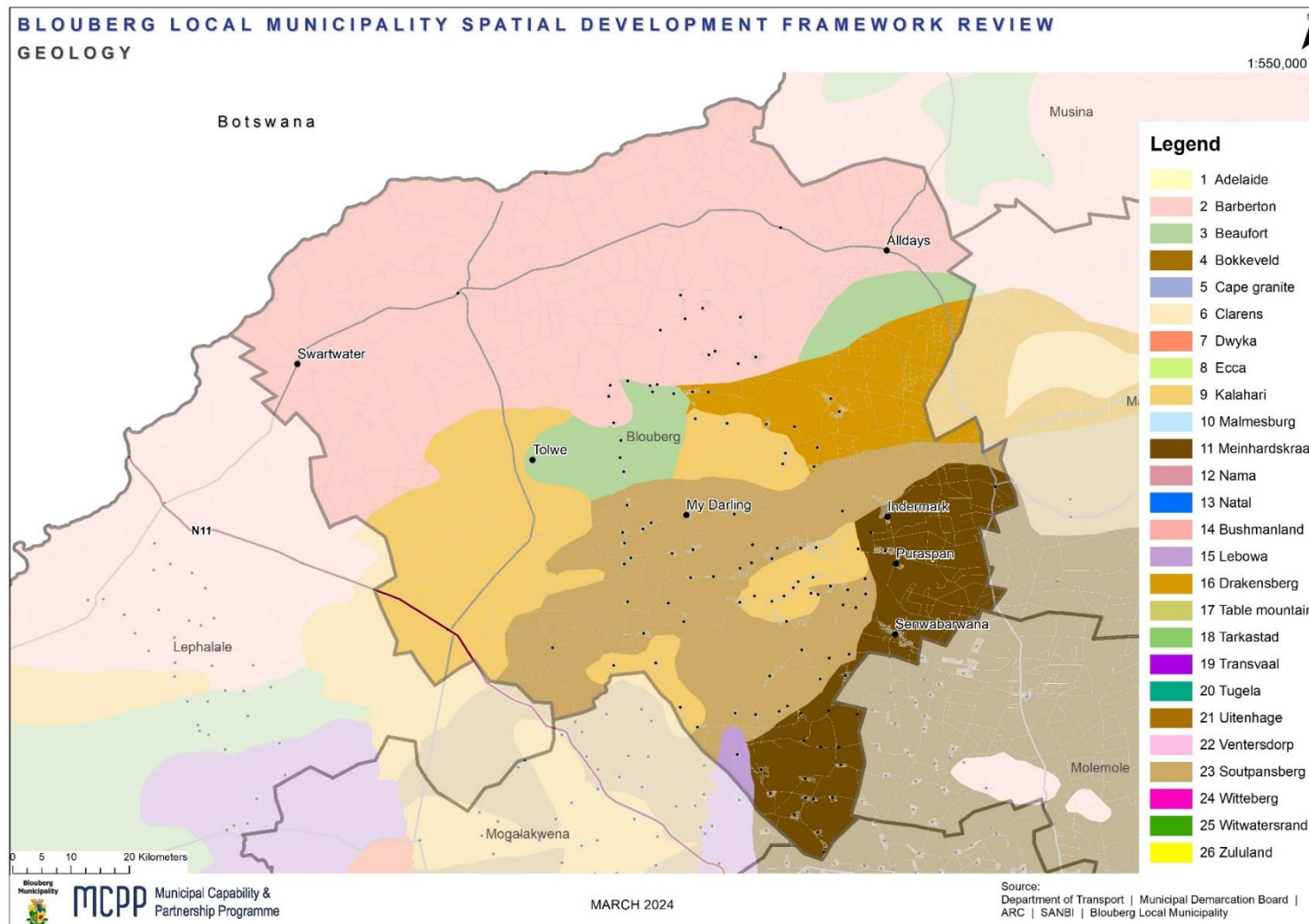
Geology assesses factors like soil stability, groundwater availability, slope stability, and natural hazards are identified for suitable sites for development. Most of the northern half of the Blouberg LM is underlined by coarse-grained, relatively acidic gneiss and granite rocks, with areas of Kalahari sediments and sandstone in the south. The vegetation ranges from subtropical savanna at the base to alpine near the summit.

The Blouberg forms an integral part of the 'Vhembe Biosphere Reserve', a UNESCO-designated biosphere reserve since 2009. This expansive reserve encompasses the contiguous Makgabeng Plateau, the Soutpansberg, the northern segment of the Kruger National Park, the Makuleke Wetlands, and the culturally significant Mapungubwe

Cultural Landscape. The eastern and a portion of the central Blouberg prominences are safeguarded within the confines of the Blouberg Nature Reserve. A dedicated 4x4 track traverses Rapanyan's Neck, the ravine that demarcates these easterly subranges.

Below is the existing rock geological rock formation of BLM as per the map below:

- Barberton –
- Beaufort - Beaufort Group mudstones and sandstones form the foothills of the Drakensberg Escarpment.
- Drakensberg –
- Soutpansberg –
- Lebowa –
- Kalahari –
- Meinhardskraal -



Map 12: Blouberg Local Municipality Geology

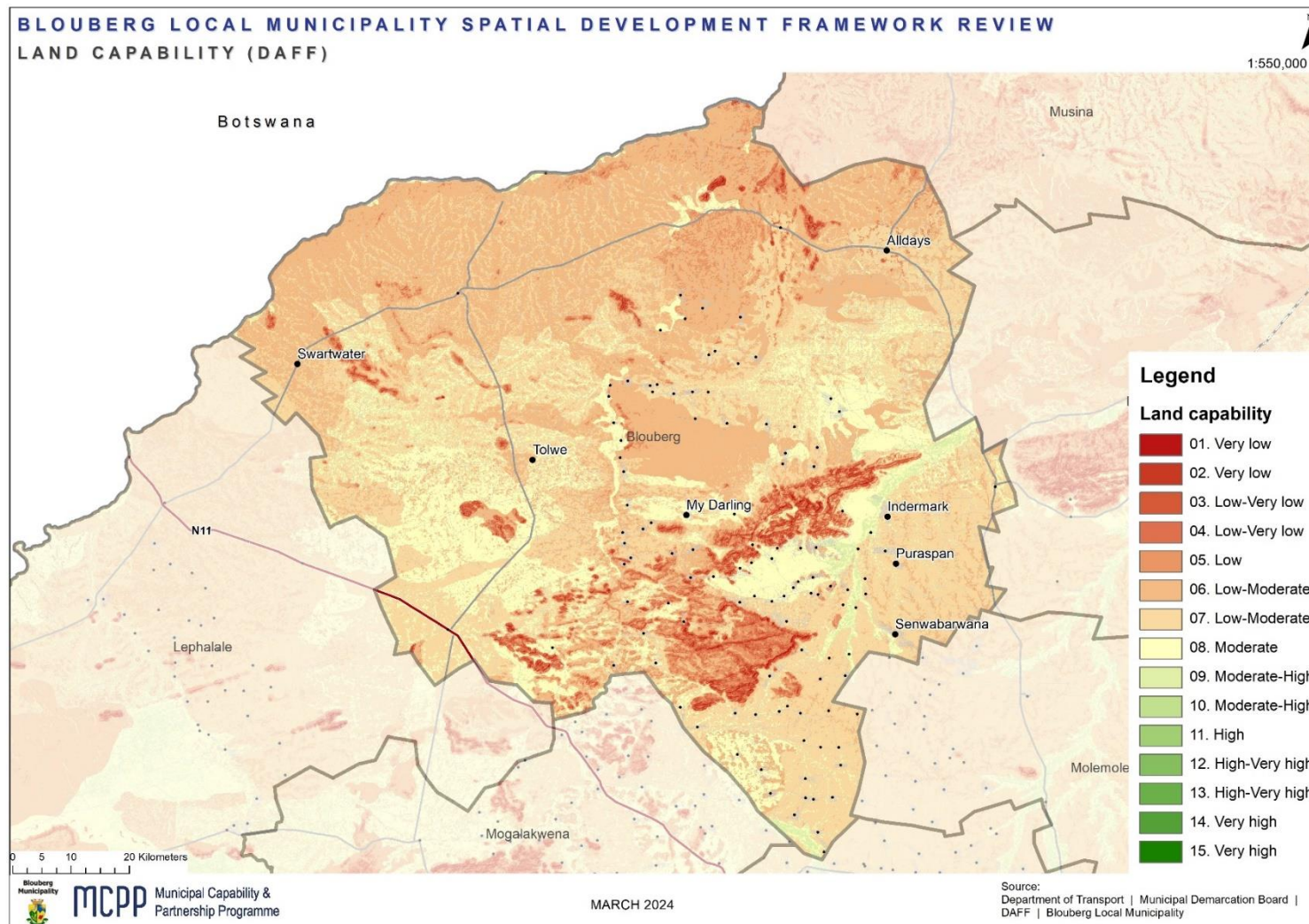
3.1.5 Land Capability and Agriculture

According to the Department of Agriculture, an estimated 106,000 hectares of land within the Blouberg municipality are deemed suitable for irrigated agriculture. However, the most critical limiting factor impeding agricultural production and development in the region is the insufficiency of water. The area is characterised by limited rainfall and low underground water capacity, particularly in zones with high agricultural potential.

The inadequate availability of water resources in these areas poses a significant challenge for the agricultural sector. This challenge has implications for the region's food security and economic growth, as agriculture is a fundamental pillar of the local economy. Addressing this issue requires a comprehensive strategy that includes measures to enhance water conservation, management, and distribution.

The Department of Agriculture, in collaboration with relevant stakeholders, may consider exploring alternative irrigation methods and technologies, such as drip irrigation, that optimise water usage and maximise crop yields. Additionally, there may be a need to evaluate the feasibility of implementing water harvesting techniques, such as constructing dams and reservoirs, to supplement the limited underground water resources.

In conclusion, while the Blouberg municipality has significant agricultural potential, insufficient water resources present a significant obstacle to agricultural production and development. A multi-faceted approach, including exploring alternative irrigation methods and implementing water conservation and harvesting measures, is necessary to address this challenge and ensure the region's agricultural sustainability and economic prosperity.



Map 12: Blouberg Local Municipality Land Capability

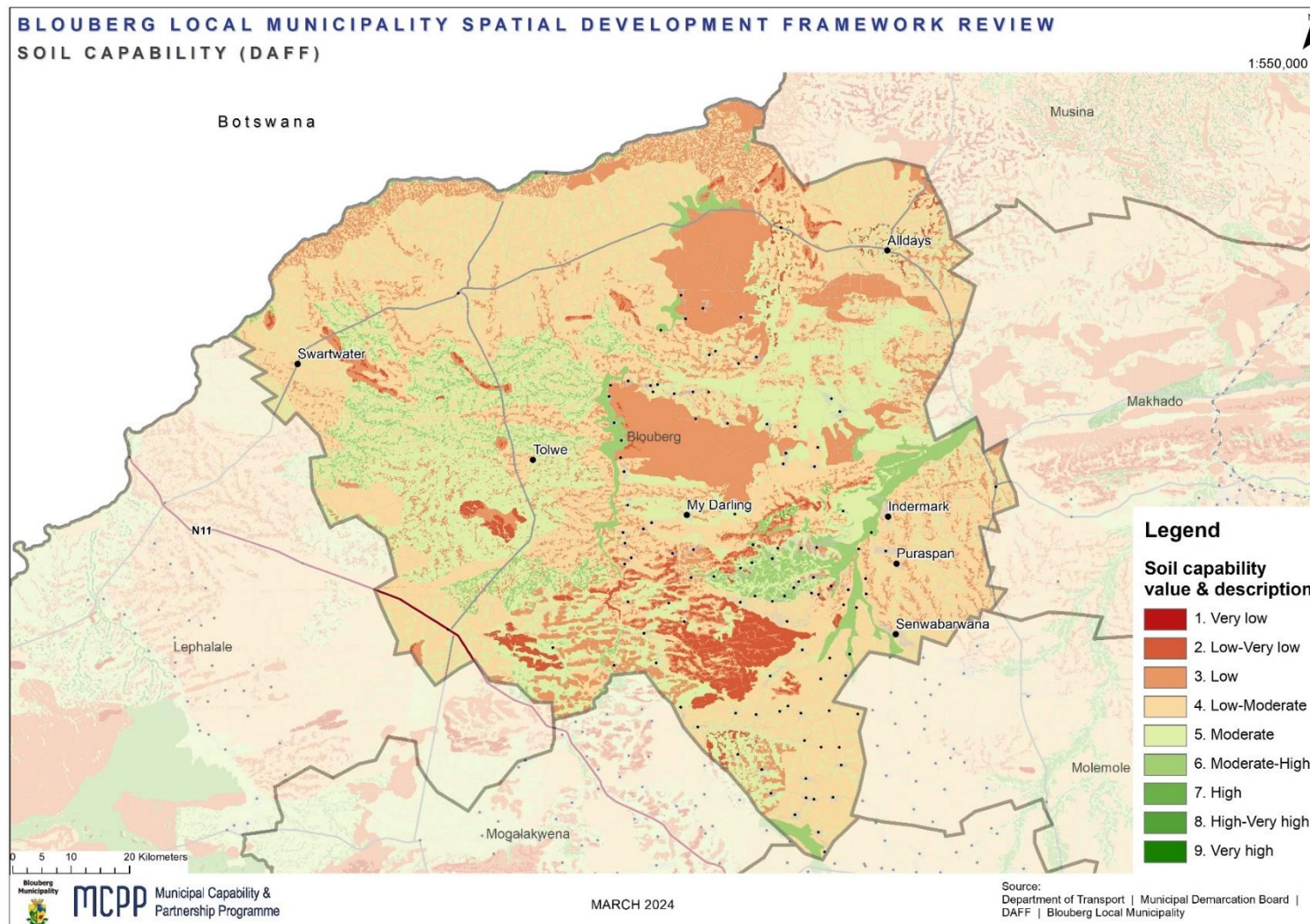
3.1.6 Soil Potential

The Environmental Potential Atlas of Southern Africa (ENPAT) is a comprehensive guide that classifies soil types based on their agricultural potential. Three distinct soil types in this municipality differ significantly regarding their agricultural potential. It is imperative to understand the characteristics of these soil types to optimise agricultural productivity and ensure sustainable land use practices.

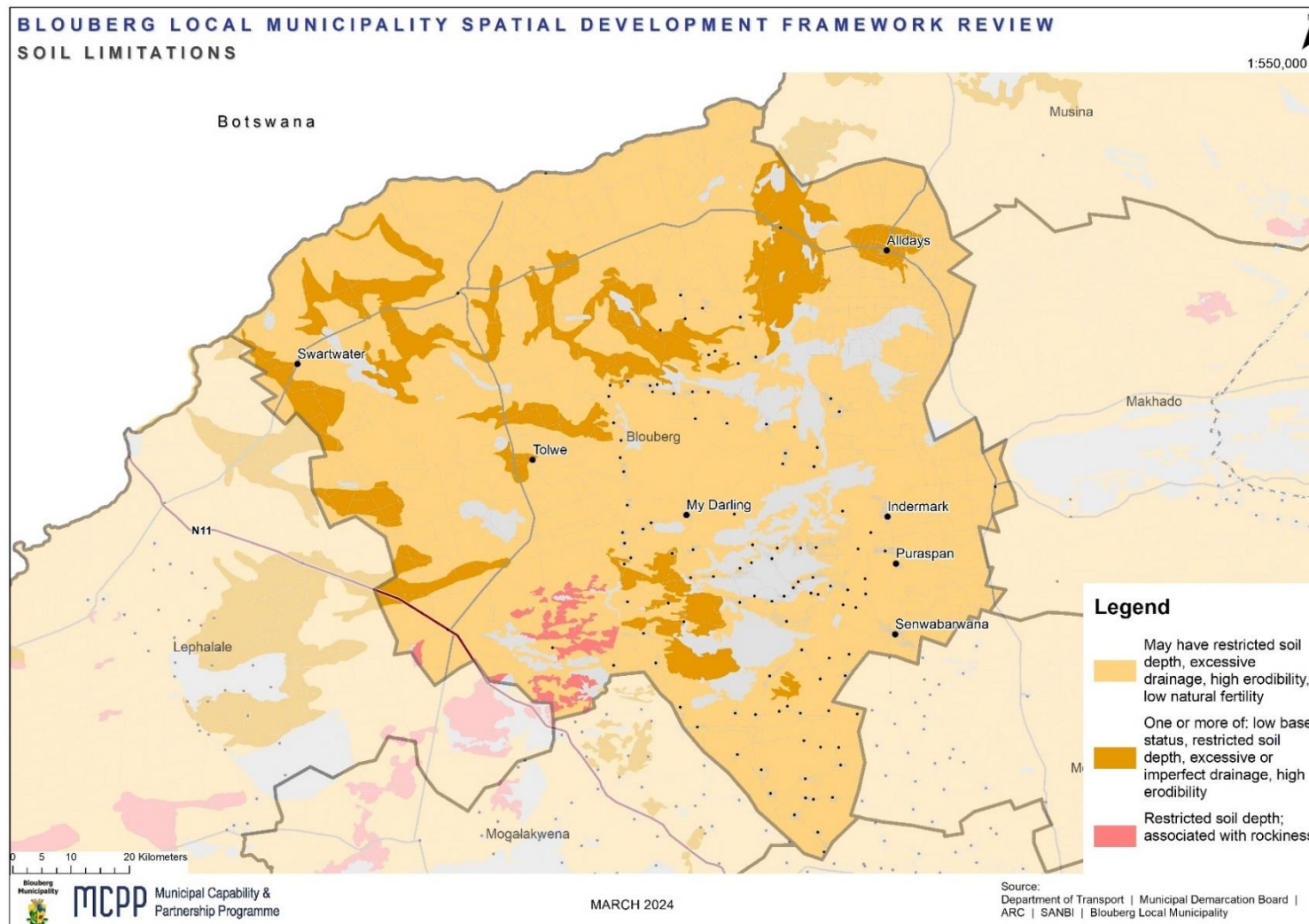
- High potential soils near the Blouberg Mountains and Mogalakwena River are suitable for agricultural development, including crop farming and livestock grazing. They are well-

suited for cultivation and represent a valuable resource for increasing productivity and profitability in the sector.

- The Moderate Potential Soils, located in the eastern and southern regions of the municipality, are predominantly utilised for subsistence farming. These soils have moderate characteristics, making them suitable for such agricultural activities.
- The municipality encompasses regions that exhibit low potential soils with inadequate suitability for agricultural development. This ineptness arises from the low clay content of such soil types, predominantly confined to the northern and southern portions of the municipality.



Map 13: Blouberg Local Municipality Soil Capability



Map 14: Blouberg Local Municipality Soil Limitations

3.1.7 Grazing Capacity

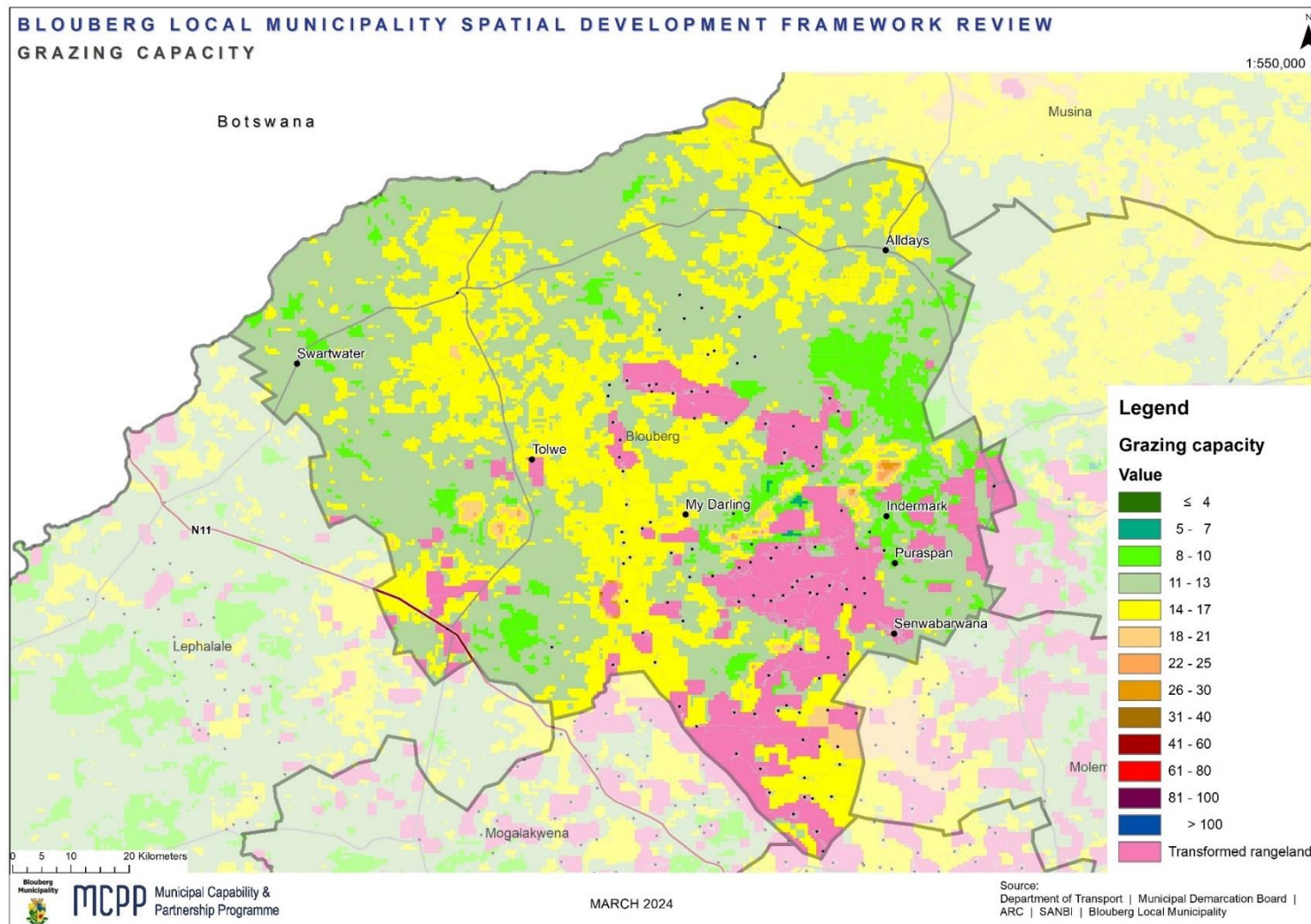
A significant portion of the Blouberg municipality, particularly in the central and western regions, is characterised by a vast expanse of mixed grassland, which is highly conducive for cattle grazing.

The region under consideration heavily depends on stock farming, with most of the grazing areas facing the persistent overstocking issue. This has led to a consequential cycle of overgrazing and drought every other year. The Blouberg area can be classified as a dry region based on the prevailing meteorological conditions characterised by inadequate rainfall patterns and excessive heat. Furthermore, the overgrazing issue is compounded by inadequate grazing camps and insufficient control over livestock.

The municipality's prevalence of invasive plant species has become a significant concern. The issue is particularly pronounced in wards 05, 06, 13, 16, and 20. This situation is further compounded by the proliferation of feral donkeys, which cause extensive damage to the vegetation in their vicinity.

Addressing this problem urgently will mitigate the adverse effects on the local ecosystem. As such, appropriate measures should be instituted to control the spread of invasive species and minimise the impact of feral animals. These measures may include implementing targeted eradication programs, promoting public awareness, and establishing regulations to prevent the introduction of invasive species.

Ultimately, the successful management of this issue will require the cooperation of all relevant stakeholders. By working together, we can preserve the ecological integrity of our municipality and ensure the sustainability of our natural resources for generations to come.

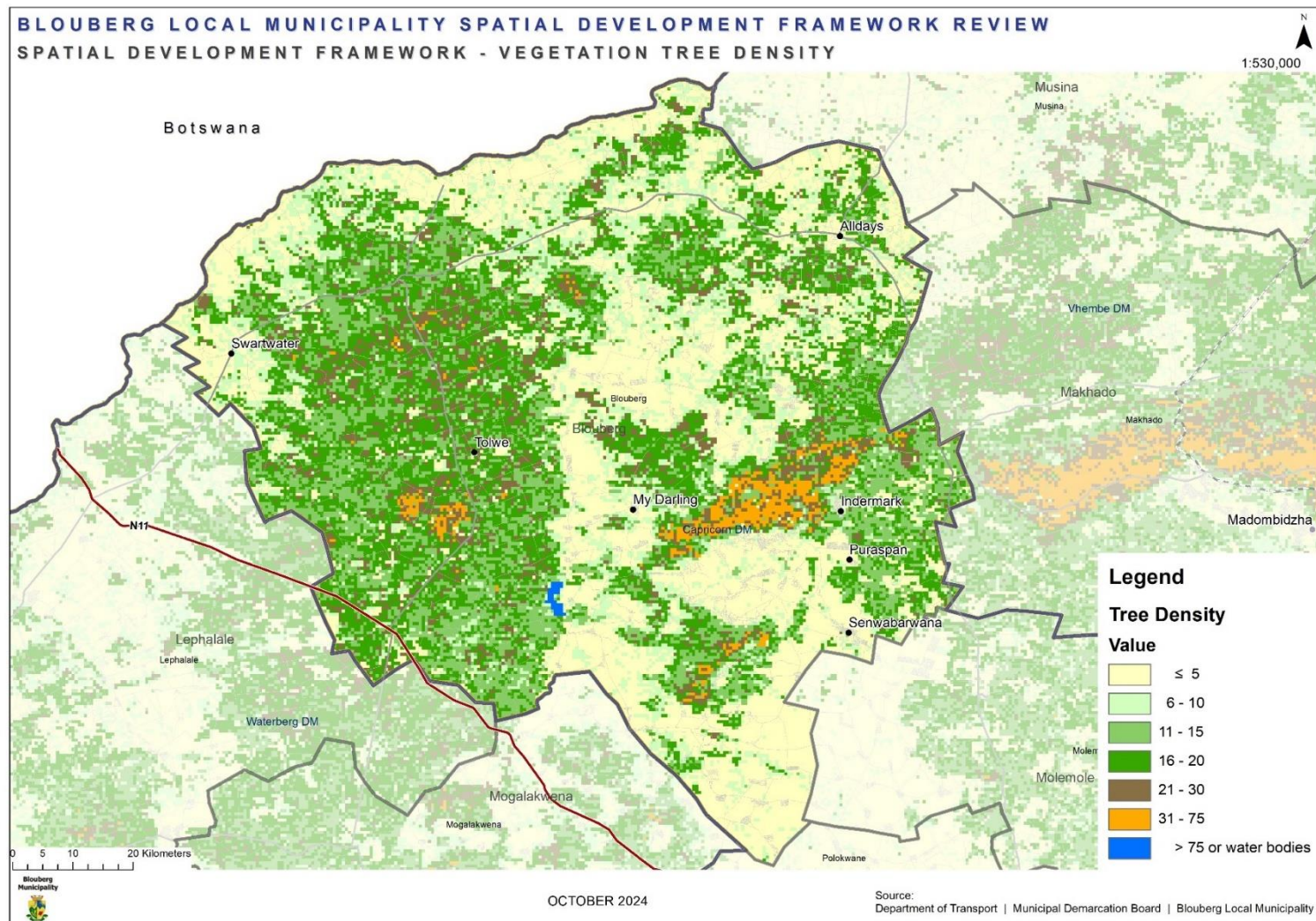


Map 15: Blouberg Local Municipality Grazing Capacity

3.1.8 Tree Density

Tree density is the number of trees per unit of area, usually reported as the number of trees per hectare. One hectare is equal to 2.47 acres. Tree density can be increased by encouraging the growth of seedlings and saplings to replace dying mature trees. However, many factors can influence the survival and growth of seedlings and saplings, such as rainfall, fire, and grazing. Trees and green spaces inherently offer a wide array of benefits and significantly enhance the value of developments. Their capacity to improve and sustain the quality of water, soil, and air, along with their ability to filter pollutants from the atmosphere, is well documented. Furthermore, trees provide essential shade and contribute to lowering ambient temperatures during periods of elevated heat.

They not only enrich the quality of life for individuals but also enhance the aesthetic appeal of landscapes. The preservation and planting of trees within developmental projects yield favourable impacts on the overall image and desirability of such projects. This enhancement contributes positively to a developer's reputation and profitability, as developments that incorporate trees are generally perceived as more attractive. Consequently, such projects may experience an increase in monetary value and marketability, owing to the aesthetic and functional attributes that trees provide. Additionally, properties featuring preserved or newly planted trees typically sell more rapidly and at premium prices. Areas such as Senwabarwana, My Darling, Purspan, Eldorado, Makgari, Taaibochgroet, Grootpan and Swartwater have low tree density which contributes to reduced tree growth, increased susceptibility to drought, increased risk of fire, climate change, increased risk of insect and disease outbreaks, desertification, soil erosion, flossing and increased greenhouse gases in the atmosphere.



Map 16: Blouberg Local Municipality Tree Density

3.1.9 Biodiversity and Protected Areas

The municipality boasts a rich array of flora and fauna, which are of paramount importance to preserve for both current and future generations. Furthermore, the municipality's cultural and historical heritage are closely intertwined with its natural resources. Such resources can be abundant within the Blouberg and Makgabeng Mountains and the Mogalakwena River. It is, therefore, fundamental to ensure that these natural resources are safeguarded for their ecological, cultural, and historical significance.

The Soutpansberg mountain bushveld vegetation occurs on the slopes of the Blouberg Mountain, extending from an altitude of 600-1500 masl. There is a dense tree layer and a poorly developed grass layer. The area's topography changes drastically, resulting in orographic rain on the southern ridges and rain shadow effect on the northern ridges. Because of this topographic diversity, the Soutpansberg Mountain bushveld comprises a complex mosaic of sharply contrasting kinds of vegetation within limited areas. The main vegetation variations within the Soutpansberg Mountain Bushveld are subtropical moist thickets (mainly along the lower-lying slopes), mist belt bush clumps, open savannah sandveld, and arid bushveld (Department of Mineral Resources, 2013). The vegetation ranges from subtropical savanna at the base to alpine near the summit. It takes its name from the Blouberg (blue mountains), a mountain range located to the west of the western end of the Soutpansberg Mountain Range, northwest of Vivo.

Critical biodiversity areas (CBA) and ecological support areas (ESA) are required to meet the region's biodiversity targets; therefore, they must be maintained in the appropriate conditions for their category. The South African Biodiversity Institute recommends maintaining these

areas in a natural or near-natural state to ensure species and ecosystems' continued existence and functioning. In other words, biodiversity targets cannot be met if these areas are not maintained in a natural or near-natural state. Maintaining an area in a natural or near-natural state can include a variety of biodiversity-compatible land uses and resource uses. The implications are summarised below:

Table 3: Biodiversity implications

| CBA Map Category | Description | Land Management Objective | Land Management Recommendations | Compatible Land-Use | Incompatible Land-Use |
|---------------------------------|---|---|---|---|--|
| Protected Areas | Formal Protected Areas and Protected Areas pending declaration under NEMPA. | <ul style="list-style-type: none"> • Maintain in a natural state with limited or no biodiversity loss. • Rehabilitate degraded areas to a natural or near natural state and manage for no further degradation. • Development subject to Protected Area objectives and zoning in a NEMPAA-compliant and approved management plan. | Maintain or obtain formal conservation protection. | Conservation and associated activities (e.g., eco-tourism operations), and required support infrastructure. | All other land uses. |
| Critical Biodiversity Areas (1) | <p>Irreplaceable Sites. Areas required to meet biodiversity pattern and/or ecological process targets.</p> <p>No alternative sites are available to meet targets.</p> | <ul style="list-style-type: none"> • Maintain in a natural state with limited or no biodiversity loss. • Rehabilitate degraded areas to a natural or near natural state and manage for no further degradation. | <ul style="list-style-type: none"> • Obtain formal conservation protection where possible. • Implement appropriate zoning to avoid net loss of intact habitat or intensification of land use. | <ul style="list-style-type: none"> • Conservation and associated activities. • Extensive game farming and eco-tourism operations with strict control on environmental impacts and carrying capacities, where the overall there is a net biodiversity gain. • Extensive Livestock Production with strict control of | <ul style="list-style-type: none"> • Urban land uses including Residential (including golf estates, rural residential, resorts), Business, Mining & Industrial; Infrastructure (roads, power lines, pipelines). • Intensive Animal Production (all types including dairy farming associated with confinement, imported foodstuffs, and improved/irrigated pastures). |

| CBA Map Category | Description | Land Management Objective | Land Management Recommendations | Compatible Land-Use | Incompatible Land-Use |
|--------------------------------|--|---|--|--|--|
| | | | | <p>environmental impacts and carrying capacities.</p> <ul style="list-style-type: none"> • Required support infrastructure for the above activities. • Urban Open Space Systems | <ul style="list-style-type: none"> • Arable Agriculture (forestry, dry land & irrigated cropping). • Smallholdings |
| Critical Biodiversity Area (2) | Best Design Selected Sites. Areas selected to meet biodiversity pattern and/or ecological process targets. Alternative sites may be available to meet targets. | Maintain in a natural state with limited or no biodiversity loss. Maintain current agricultural activities. Ensure that land use is not intensified and that activities are managed to minimize impact on threatened species. | Avoid conversion of agricultural land to more intensive land uses, which may have a negative impact on threatened species or ecological processes. | Current agricultural practices including arable agriculture, intensive and extensive animal production, as well as game and ecotourism operations, so long as these are managed in a way to ensure populations of threatened species are maintained and the ecological processes which support them are not impacted. Any activities | <p>Urban land uses including Residential (including golf estates, rural residential, resorts), Business, Mining & Industrial; Infrastructure (roads, power lines, pipelines).</p> <p>More intensive agricultural production than currently undertaken on site.</p> |

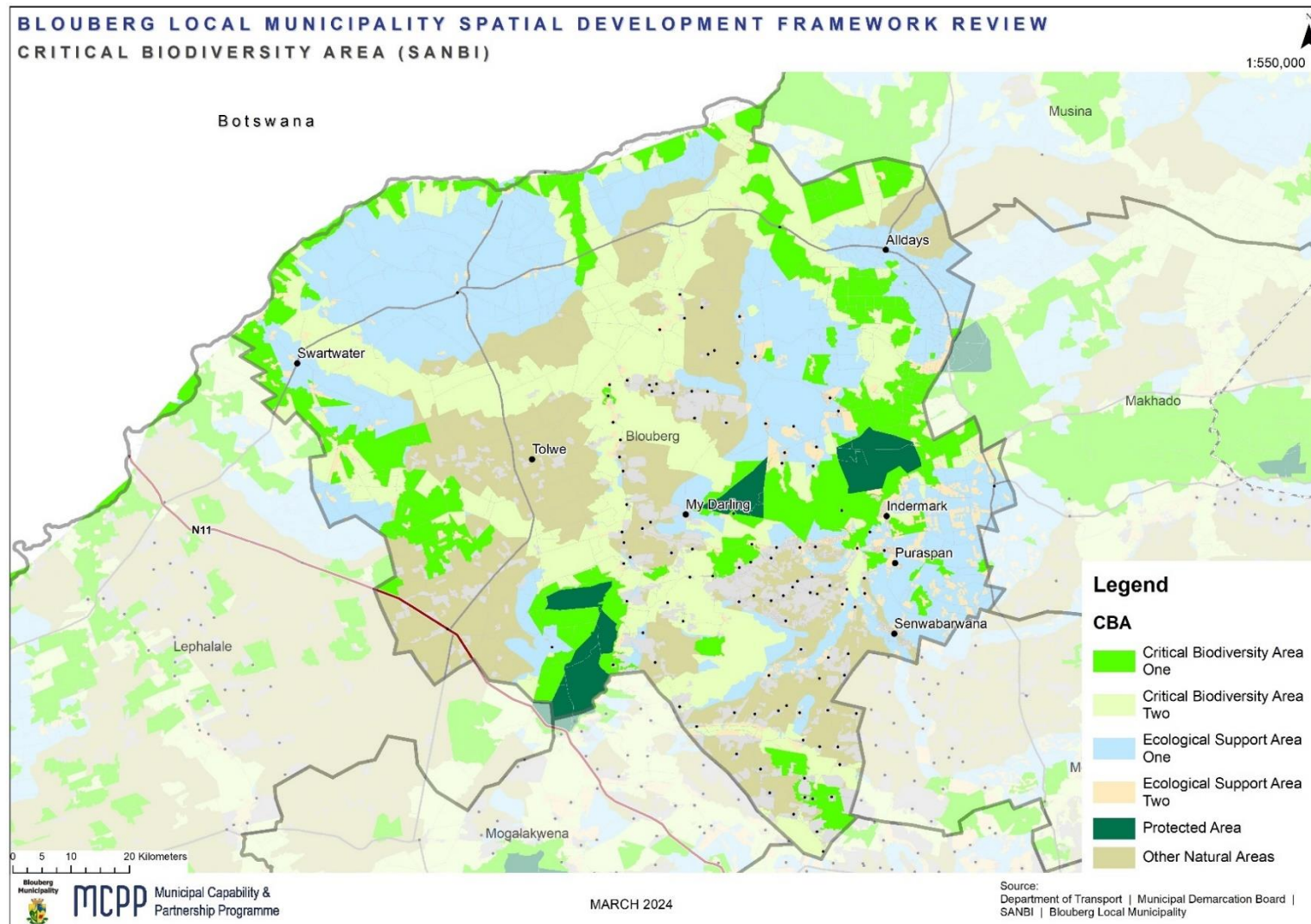
| CBA Map Category | Description | Land Management Objective | Land Management Recommendations | Compatible Land-Use | Incompatible Land-Use |
|--------------------------|---|--|--|--|---|
| Ecological Support Areas | Natural, near natural and degraded areas supporting CBAs by maintaining ecological Processes. | Maintain ecosystem functionality and connectivity, allowing for limited loss of biodiversity pattern | Implement appropriate zoning and land Management guidelines to avoid impacting ecological processes. Avoid intensification of land use. Avoid fragmentation of natural landscape | Conservation and associated activities. Extensive game farming and eco-tourism operations. Extensive Livestock Production. Urban Open Space Systems. Low-density rural residential, smallholdings or resorts where development design and overall development densities allow maintenance of ecological functioning. | Urban land-uses including Residential (including golf estates), Business, Mining & Industrial; Infrastructure (roads, powerlines, pipelines). Intensive Animal Production (all types including dairy farming associated with confinement, imported foodstuffs, and improved/irrigated pastures). Arable Agriculture (forestry, dry land & irrigated cropping). Note: Certain elements of these |
| Other Natural Areas | Natural and intact but not required to meet targets or | No management objectives, land management recommendations or land-use guidelines are prescribed. These areas are subject to all applicable town and regional planning guidelines and policies. Where possible, existing Not Natural areas should be favoured for development before "Other natural areas" as before "Other natural areas" may later be | | | |

Blouberg municipality encompasses certain areas regarded as sensitive and requiring limited development. Areas such as the Blouberg Nature Reserve are stated as protected areas by the South African Heritage Resources Agency.

Conservation Area - The surrounding region boasts several nature reserves, including Wonderkop, Maleboho, Blouberg, and Lang Jan, each supporting diverse flora and fauna. Additionally, several private game farms can be found in the Alldays, Swartwater, and Maastroom areas, all situated near the Buffelshoek area.

Water Bodies - The protection and preservation of two significant wetlands at Gemark and Thlona-Sedimong have become an area of concern. The farming community, predominantly white, relies on

several dam walls along the Mogalakwena River for agricultural purposes.



Map 17: Blouberg Local Municipality Critical Biodiversity Areas

3.1.10 Air Quality Status

The Capricorn District Municipality and Polokwane Municipality are responsible for providing a specific function. The former has developed an air quality management plan for all the local municipalities. This plan is a comprehensive framework for managing air quality within the region. The Capricorn District Municipality has successfully created a plan that is both effective and efficient in addressing the air quality concerns of the local municipalities. Its efforts have been instrumental in safeguarding the health and well-being of the local population and protecting the environment from the negative impact of poor air quality.

The officials designated by the municipality are executing the plan, which is being enforced by a newly implemented by-law.

The plan covers the following areas:

- The health impact of the key atmospheric pollutants.
- The meteorological review
- The ambient air quality control
- The source identification and emissions quantification.
- The air quality management.
- The emission reduction strategies and implementation
- Capacity building and training
- The awareness raising.

3.2 Socio-economic analysis

The analysis of Blouberg LM's socio-economic status includes the distribution of the population in terms of demographics such as gender, age, race, education levels, employment status, and household income levels. In addition, the poverty levels in the municipality are also

considered. This information is used to assess the availability of social amenities and various economic sectors, which can guide and direct the types of developments that can be planned to meet the needs of the population residing within the jurisdiction of Blouberg LM.

3.2.1 Demographics

Population and Households

According to Statistics South Africa 2022 (Stats SA), the total population of Blouberg LM increased to **192,109** from 175,085 in 2011. From 2011, the population grew at 0.90% per annum, slightly above the National Growth Rate of 0.8% (in 2022). Moreover, Stats SA indicates that Blouberg LM is the third most populated municipality in the Capricorn District.

Table 4: Capricorn District Municipality Population Distribution

| Municipality | Total population | Rank |
|-----------------|------------------|----------|
| Polokwane | 843 459 | 1 |
| Lepele-Nkumpi | 284 404 | 2 |
| Blouberg | 192 109 | 3 |
| Molemole | 127 130 | 4 |

Population Projections Over 20 Years

Population projections are crucial in informing municipalities about significant social and economic trends. By providing insight into the future demographic landscape, projections enable governments to design and implement appropriate policies and programs. As such, it is common for governments to develop population projections for their respective departments and municipalities periodically. According to the projected population, the BLM population will increase by 41,039

in the next 20 years. The municipality must prepare to provide service delivery for this projected population.

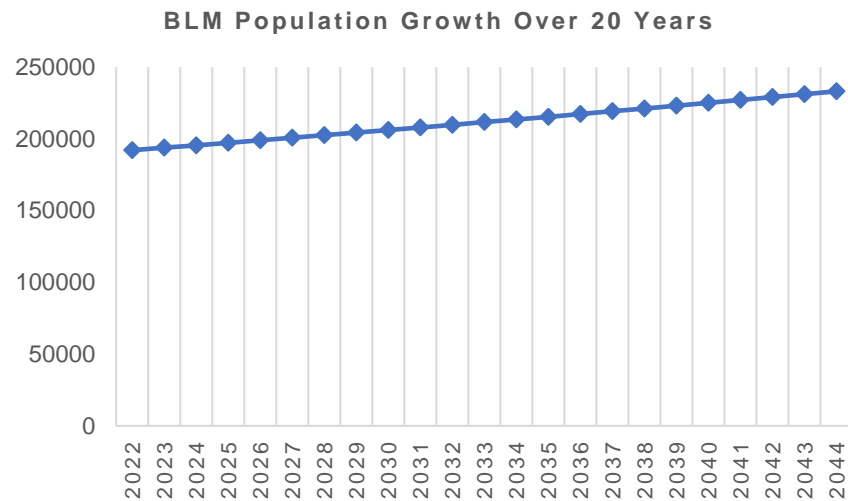


Figure 8: BLM Future Population Growth Projection

Age and Gender Profile

Table 5: Age Group Distribution

| Age Categories | Number | % |
|----------------|--------|------|
| 0-9 years | 45 159 | 23,5 |
| 10-19 years | 40 105 | 20,9 |
| 20-29 years | 28 625 | 14,9 |
| 30-39 years | 22 380 | 11,6 |
| 40-49 years | 17 005 | 8,9 |
| 50-59 years | 15 547 | 8,1 |
| 60-69 years | 12 564 | 6,5 |

| | | |
|-------------|-------|-----|
| 70-79 years | 6 745 | 3,5 |
| 80+ years | 3 976 | 2,1 |

The Blouberg Local Municipality consists of more young children (0-9) and fewer elderly people (80+).

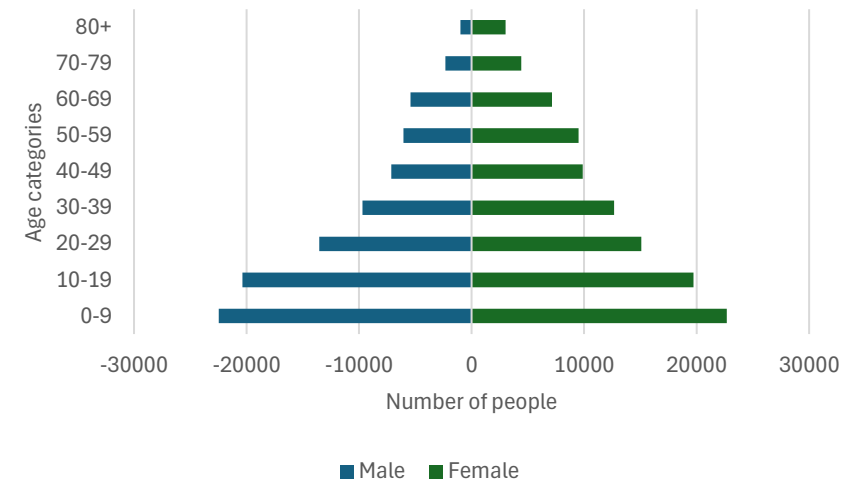


Figure 9: Age and Gender Profile
Source (Stats SA Census 2022)

The Blouberg LM population is increasing and maturing; with the number of young children, the number has decreased from 38.9% in 2011 to 35% in 2022. The working age population (15-64 years old) have increased from 53.5% in 2011 to 56.5% in 2022. There are also more older people (65 years and older) in 2022, 8.5% as opposed to 7.6% in 2011.

Household Income and Poverty

The 2011 Census is still the only available income data that can be used at a municipal level. In 2011, 16% of all households in BLM did not receive any income.

In addition, **60.5%** of households are considered “very poor” (households earning less than R39 000 per year). **21.9%** of households are considered “poor” (up to R76 000/annum). **6.8%** of households earn in the middle-income range, with only **0.5%** of households considered affluent.

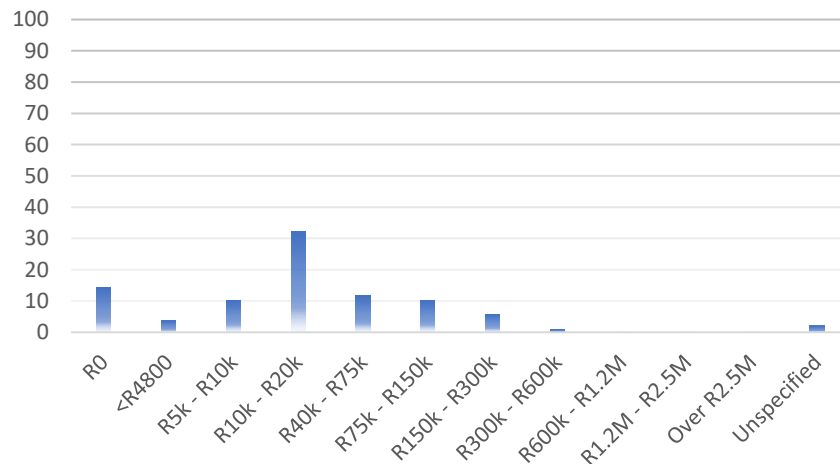


Figure 10: BLM Annual Household Income
Source (Stats SA Census 2011)

From 2000 to 2016, the Capricorn district and its constituent municipalities have seen a decline in the population living below the food poverty line. Within these municipalities, Blouberg local municipality had the highest percentage of people living below the food

poverty line. The number decreased from 92,329 in 2000 to 62,913 in 2010, increasing to 63,913 in 2016.

The municipality continues to face the ongoing challenges of unemployment and poverty, as emphasised in the latest Blouberg Growth and Development Strategy analysis and the SDF draft. This issue particularly affects young people and women, mainly due to the sluggish economic growth. In 2016, the unemployment rate was 24%, with youths and women bearing the brunt of the impact.

Education

83,0% of people aged between 5 and 24 attend an educational institution. The percentage of adults (20 years plus) with no education has slightly decreased from 2011; only 20,4% of adults have no schooling (2022) compared to 27,4% in 2011. Most people aged 20 years or more have some secondary schooling as their highest level of education (32,6%), with an additional 27,5% having completed grade 12. Only 5,6% of adults have some form of higher education, which has slightly increased from 5,0% in 2011.

Table 6: Highest Level of Education (People Aged 20+ years)

| Highest Level of Education | People | % |
|----------------------------|--------|-------|
| No Schooling | 20 176 | 20,4% |
| Some Primary | 9 105 | 9,2% |
| Completed Primary | 4 073 | 4,1% |
| Some Secondary | 32 347 | 32,6% |
| Grade 12/Std10 | 27 207 | 27,5% |
| Higher Education | 5 574 | 5,6% |
| Other | 629 | 0,6% |

3.2.2 Social Amenities

Municipalities must provide and maintain affordable social amenities that meet their communities' basic needs. Failure to do so can lead to societal fragmentation. Therefore, municipalities should ensure sustainable and adequate provision of accessible social amenities. Population thresholds should be considered when determining the distance to these amenities. A comprehensive analysis of social amenities in Blouberg LM follows.

Educational Facilities

Schools

The Bloberg LM IDP 2023/24 report provides insight into the educational landscape within the municipal area. It reports that there are 45 early childcare centre, 186 primary schools, and 84 secondary schools presently, with only one Technical and Vocational Education and Training (TVET) college - the Senwabarwana campus of the Capricorn FET College. The report indicates a shortage of facilities, with only six makeshift preschool structures in the area. Of the 131 registered Early Childhood Development (ECD) centres, only 53 meet the standard structure specifications, leaving 83 centres yet to be established. Notably, the Blouberg municipal area lacks special needs schools or institutions. Additionally, there is a shortage of math and science educators in the schools within the municipality, which is a significant concern. Despite some learners receiving scholar transport and bicycles, others must travel more than five kilometers to reach their schools, which is a considerable challenge. To address low enrolment rates, the department is merging schools, most of which are located in rural areas.

Libraries

Despite their obstacles, community libraries in South Africa have a noble objective of fostering a reading and learning culture. These unassuming establishments offer access to education, knowledge, and opportunities to individuals who may have otherwise been deprived of them. The Blouberg Local Municipality, situated in South Africa, is home to a limited number of libraries. Only three libraries cater to the educational and recreational needs of the entire municipal region. This means that all the residents residing in the Blouberg LM have to rely on these three libraries to access books, resources, and information. Given the limited number of libraries, these must be adequately funded and staffed to ensure they can provide quality services to the residents of the Blouberg municipal region.

Sports, Recreation, Arts and Culture

As per the Blouberg LM IDP, the local municipality provides only four sports facilities. These facilities are situated at Eldorado, Alldays, Senwabarwana, and Sekiding (Mampote), and consist of three standard sports facilities. The Pinkie-Sebotse sports facility is currently in the implementation stage. The Senwabarwana sports complex contains an athletic track, boxing arena, and gymnasium, while all other areas have informal sports grounds. Additionally, the Blouberg area comprises nine community halls. The Thusong service centre at Eldorado houses the municipal offices, the Department of Education, the Department of Agriculture, the Department of Labour, SAPS, and the Department of Health.

The municipality is facing a challenge due to the inadequacy of sports and recreation facilities. There is a lack of essential facilities such as high mast lights for night games and athletic rubber tracks. Another issue is the underutilisation of available halls, which can be used as multi-purpose community centres instead of standard halls. The municipality has shifted from constructing typical standard halls to building multi-purpose centres. Currently, a facility of this kind is under construction at Avon. Additionally, the Senwabarwana sports facility

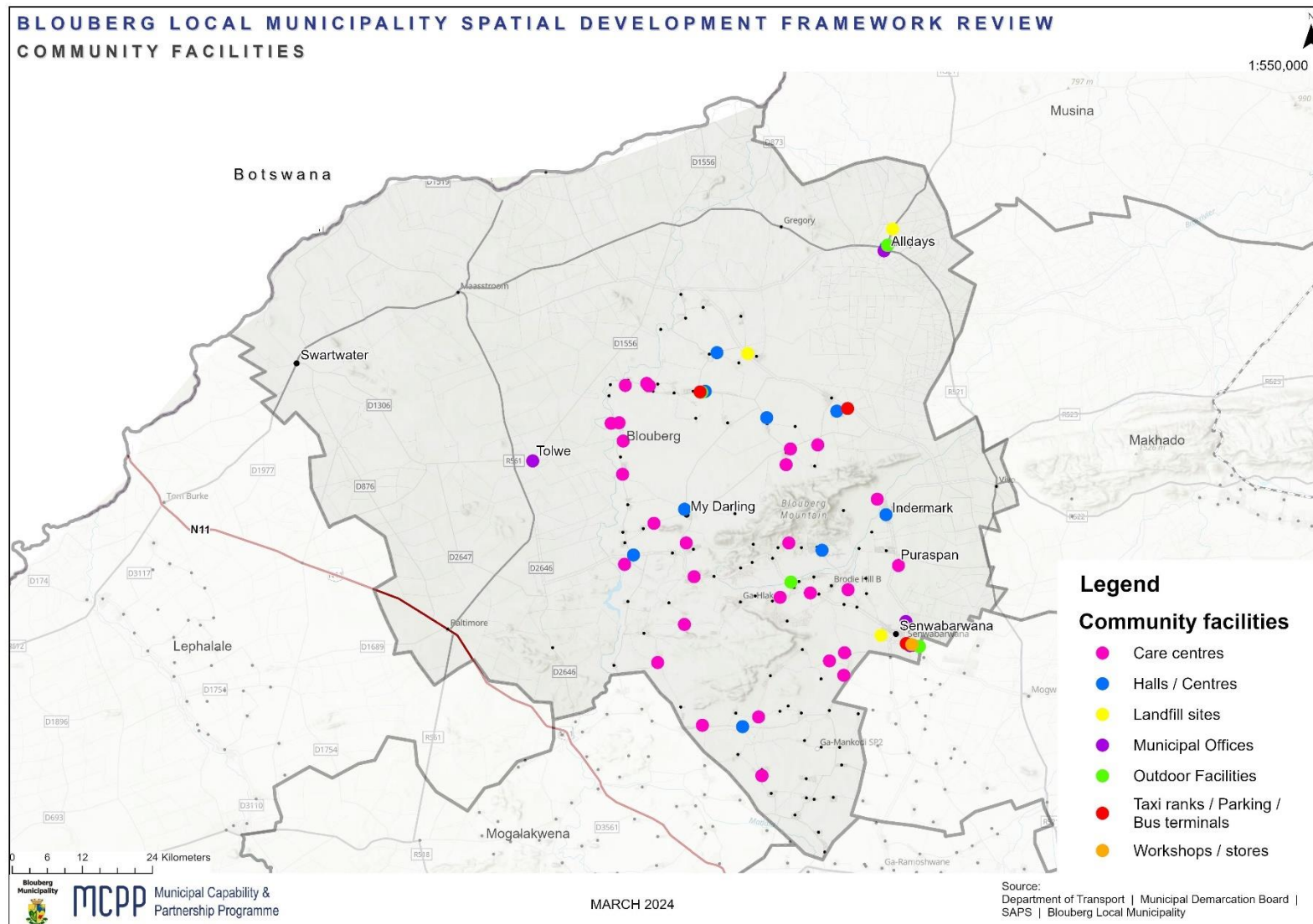
has already been completed and is now available. The opening of this facility is expected to generate new business opportunities in town.

Health

The Blouberg Local Municipality is home to a total of 25 clinics, which includes the Rosencrantz and Ngwanallela/Amber Gate clinics that were previously part of the Aganang Local Municipality. Additionally, the municipality features two health centres and one hospital. Notably, only three of the 25 clinics operate for 24 hours. The municipality has a significant population of individuals dealing with chronic diseases, with an average HIV/AIDS infection rate. Despite this, the municipality faces a backlog of seven clinics and one hospital, as some wards lack clinics. The shortage of clinics in Tolwe, Milbank, Senwabarwana, Puraspan, Mamoleka, and Dilaeneng Village is particularly pronounced.

The following challenges are faced in terms of the provision of healthcare in the Blouberg LM:

- There is a scarcity of medical doctors, assistant nurses, and nurses.
- Individuals are required to travel long distances in search of the requisite ARV drugs. Additionally.
- The clinics operate for a mere five days each week and are not operational during weekends or on a 24-hour basis.
- There is also a shortage of ambulance vehicles.
- Standard clinics are deficient in the farming areas of Tolwe, Baltimore, Maastroom, and Swaartwater.
- The road infrastructure leading to most clinics is substandard, rendering it challenging for patients to access medical care.
- Patients typically endure prolonged wait times for medical attention due to the shortage of medical staff.
- The lack of transportation in the afternoons to the hospital leads to individuals paying exorbitant amounts of money for transportation to the Helen Franz Hospital.



Map 18: Blouberg Local Municipality Community Facilities

3.2.3 Social Welfare Services

Police Station and Courts

According to the Blouberg IDP (2023/2024), The municipality, with its 123 settlements, has five police stations within the boundaries of Blouberg and three stations outside the boundaries but serving settlements of Blouberg. There is only one magistrate court in Senwabarwana. There is a backlog of four police stations in the municipality as people still travel long distances to access services from the stations.

In the boundaries of BLM:

- Senwabarwana,
- Alldays,
- Tolwe,
- Plat Jan,
- Eldorado, and
- Saamboubrug
- Senwabarwana (Magisterial Court)

Outside the boundaries of BLM, but serving BLM residents:

- Mara,
- Mogwadi, and
- Gilead

Crime

The Blouberg region is plagued by several criminal activities, with housebreaking, common assault, and theft of diesel water engines

emerging as the most prevalent offences. Additionally, robbery and assault remain a persistent concern. Regrettably, the effectiveness of the police force in addressing reported incidents leaves much to be desired, with a marked inefficiency in the handling of cases and a prolonged turnaround time in responding to complaints. Furthermore, the police stations in Maleboho have voiced concerns regarding insufficient staffing and inadequate resources.

The table below demonstrates the different types of reported crimes within Blouberg LM.

Table 7: Types of reported crimes within Blouberg Local Municipality

| All Contact Crime | |
|---------------------------------------|-----------------|
| Crime Category | % Figures Crime |
| Murder | -50% |
| Attempted murder | -66% |
| Sexual offences | +115% |
| Assault to do grievous bodily harm | -8% |
| Common assault | -58% |
| Robbery with aggravating circumstance | + 50% |
| Common robbery | + 33% |
| Contact Crime Trio Crime | |
| Car-hijacking | 100% |
| Robbery at residential premises | +200% |
| Robbery at non-residential premises | -16% |
| Robbery of cash in transit | 0 |
| Bank Robbery | 0 |
| Truck hijacking | 0 |

| Sexual Offences | |
|-------------------------------|-------|
| Rape | +83% |
| Attempted rape | +100% |
| Sexual assault | -100% |
| Contact sexual assault | +100% |
| Contact Crime Trio Crime | |
| Arson | 100% |
| Malicious damages to property | -27% |
| Other Serious Crimes | |

| | |
|---------------|------|
| Theft general | -24% |
| Fraud | +38% |
| Shoplifting | -52% |

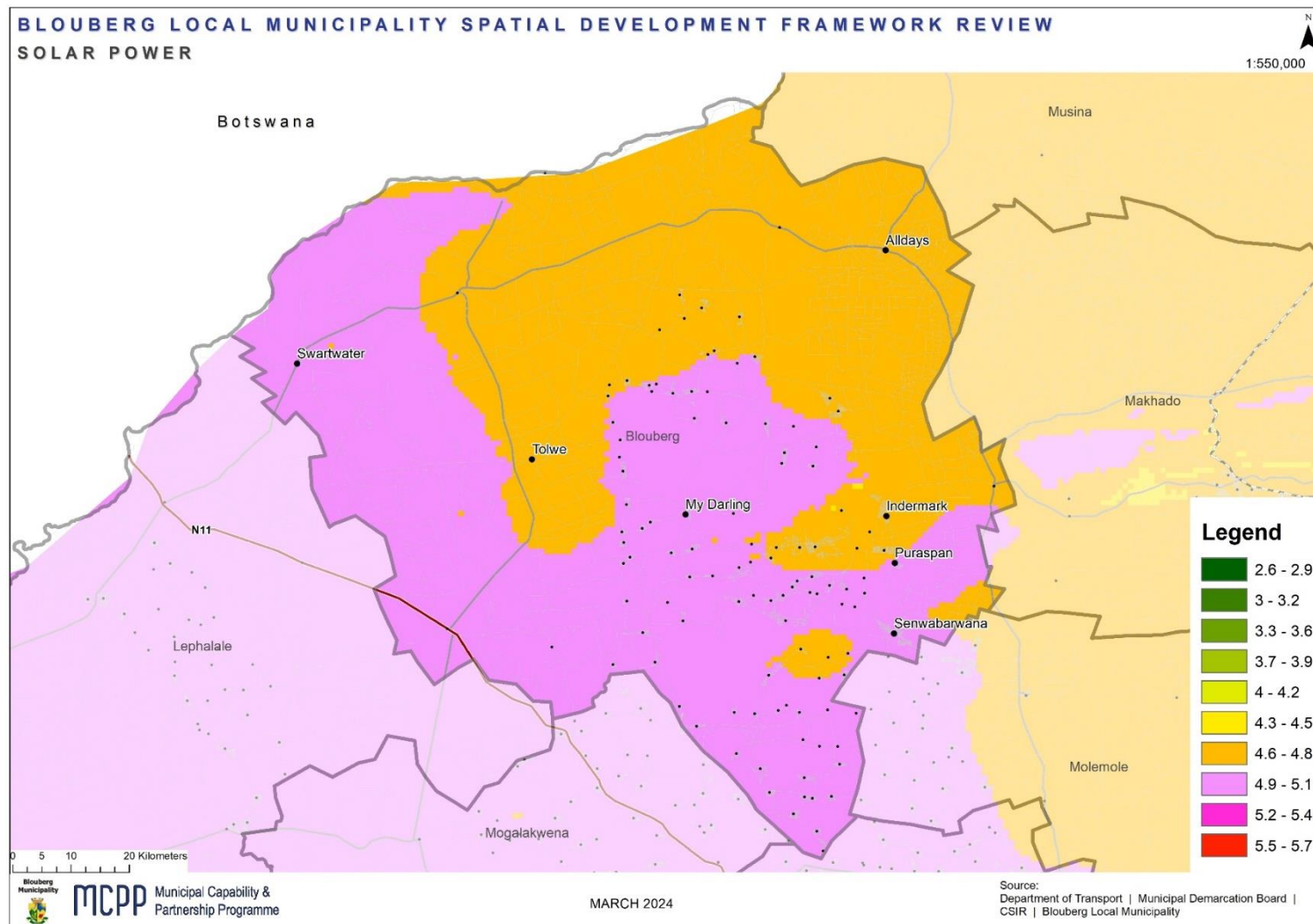
The Senwabarwana SAPS has been identified as the hotspot station in the Blouberg municipality, closely followed by the Maleboho SAPS for all crime categories. Additionally, the Alldays SAPS has been identified as the hotspot for incidents of livestock theft. This information is crucial for law enforcement agencies, policymakers, and community members to develop targeted interventions and improve safety in these areas.

Renewable Energy

The Soutpan Solar Power, located close to Vivo in the Blouberg Local Municipal area, has launched a supplier development programme that includes upskilling employees to stimulate future local employment.

The current programme beneficiaries include E-Security, a private security company that is employed by the solar plant, as well as six general workers, including three youths, who tend to the vegetation control, plant maintenance and solar panel washing. The facility generates electricity using 108,000 solar (PV) panels and feeds the 22kV Eskom distribution system. The solar project supplies 61,000 MWh per year, enough clean, renewable electrical energy to meet the needs of 13,000 average South African households.

Other potential solar power investments in the area, such as the Etrocento, have engaged the municipality in their interest in investing in a solar plant in Ga-Kibi. The company aims to construct, operate and maintain a 100MW(Megawatts) photovoltaic solar farm. The project will contribute to the electricity shortage, reduce power disruptions, create employment opportunities, boost the local economy, and contribute to education and training. The planned project will create about 800 temporary and 100 permanent jobs.



Map 20: Blouberg Local Municipality Solar Power

3.2.4 Economic Sector Analysis

Production and Output

In 2022, Blouberg produced R10765,4 billion worth of goods and services¹. This accounts for 6.98 in 2021, 0.08% in 2021 to total South African and 183rd in 2021 in South Africa. The chart below shows that GVA has steadily increased since 1993.

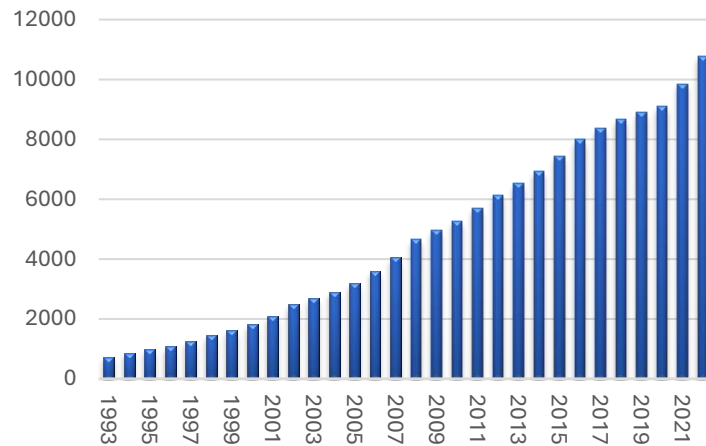


Figure 11: Blouberg Local Municipality - GVA (R millions current prices)

The various industries within the Blouberg local municipality contributed to the larger pool of industries in 2021. These contributions were as follows: Agriculture, forestry, and fishing (25.87%), Mining and quarrying (3.22%), Manufacturing (5.60%), Electricity, gas and water (2.47%), Construction (3.48%), Wholesale and retail trade, catering and accommodation (11.99%), Transport, storage and communication (4.09%), Finance, insurance, real estate,

and business services (11.60%), General government (9.17%), and Community, social and personal services (22.50%).

¹ Quantec, Easydata, 2022 Blouberg Local Municipality (RGVA) [accessed: 18.03.24]

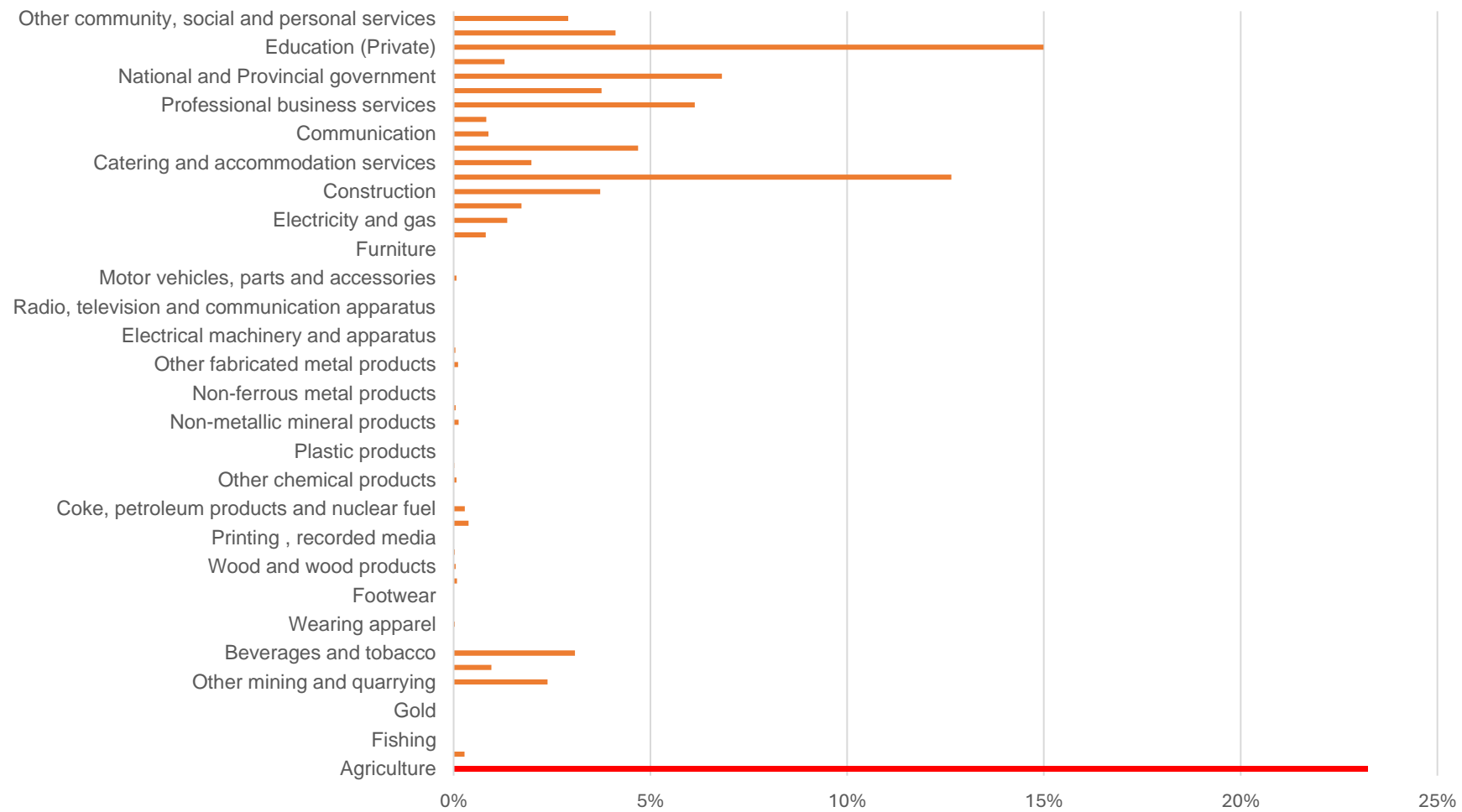


Figure 12: % Contribution to GVA per Economic Sector

Level of specialisation in the economy

When analysing a local economy, it's essential to consider its size and key sectors that drive growth. The size of the economy is a measure of the total economic output, and the driving sectors can vary, including manufacturing, agriculture, technology, finance, and healthcare. Knowing these factors can help policymakers and investors make informed decisions. The "tree index" measures an economy's regional diversification or concentration. A tree index of zero means a fully diversified economy, while a higher index, near 100, indicates vulnerability to external factors. This index helps policymakers and business leaders make informed decisions about economic development and investment opportunities².

Based on the data presented in Figure 13, Blouberg's economy does not appear very diverse. This is probably because agriculture and mining are significant industries in the area. It is worrisome that there has been a consistent decline in economic diversification since 2005.

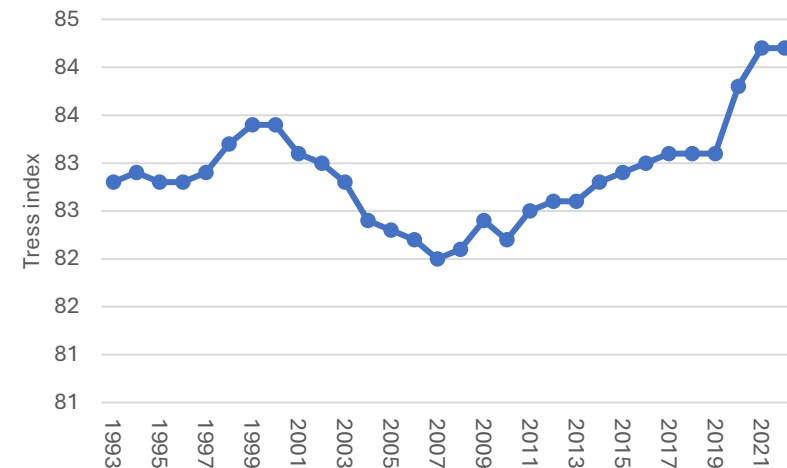


Figure 13: Blouberg Local Municipality Tress index 1993-2022.

Labour Force Characteristics

Understanding the characteristics of the labour force is essential for creating effective policies that promote skills development and job creation. According to Statistics South Africa, the labour force includes employed individuals and those who are unemployed and actively seeking work³. The table below describes the key labour force characteristics of BLM between 1995 – 2021. The following needs to be highlighted:

- The labour force participation rate is a measure that indicates the percentage of the working-age population (typically ages 15 to 64) that is either employed or actively seeking employment. It is a helpful indicator of the proportion of the population

² CJ, Meintjes, 2001. Guidelines to Regional Socio-economic Analysis. Development Bank of Southern Africa. Development Paper 145. Pretoria

³ M, Khuluvhe, & Ganyaupfu, E. 2022. Characteristics of the South African Labour Force. Fact Sheet. Department of Higher Education and Training. Pretoria.

engaged in the labour market. The participation rate has increased slightly, from 30% in 1995 to 35% in 2022.

- The labour force absorption rate refers to the rate at which the labour force is absorbed or employed within an economy. In other words, it could measure how effectively the labour force is utilised or integrated into productive activities. The absorption rate decreased from 24% in 1995 to 22% in 2022.
- Unemployment has increased dramatically, from 22% in 1995 to 37% in 2022. More than 13,090 people are currently unemployed in the Municipality.

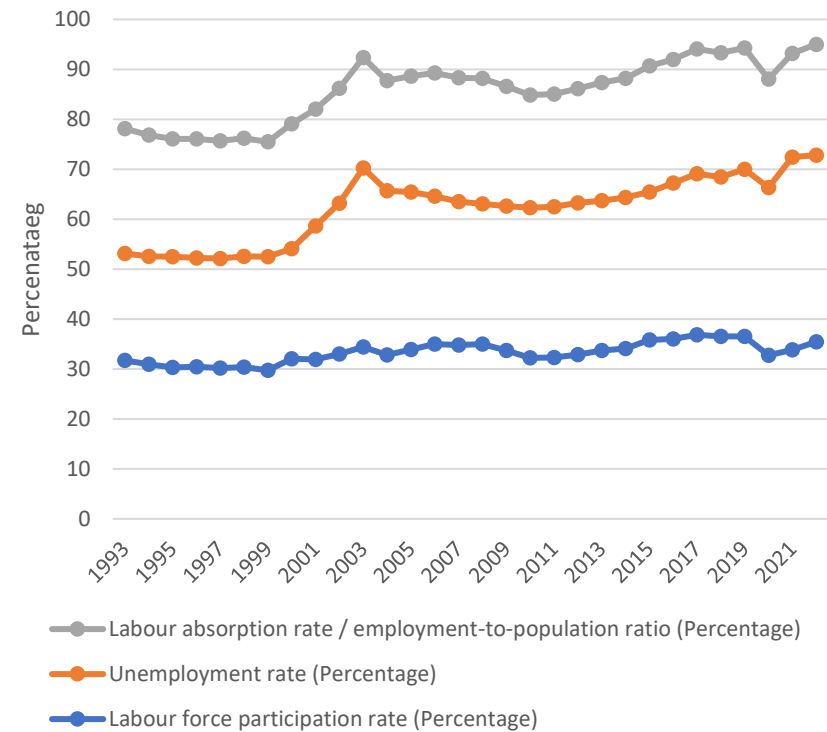


Figure 13: Blouberg Local Municipality Labour Force Characteristics.

Table 8: Blouberg Local Municipality Labour Force Characteristics

| Concept | 1995 | 2000 | 2005 | 2010 | 2015 | 2021 | 2022 |
|--|--------|--------|--------|--------|--------|--------|--------|
| Population - Total (Number) | 180891 | 193318 | 194463 | 190982 | 190532 | 191559 | 191536 |
| Population - Working age (Number) | 83579 | 94327 | 100687 | 100932 | 98876 | 98352 | 98773 |
| Labour force / economically active (Number) | 25356 | 30243 | 34108 | 32515 | 35441 | 33263 | 34986 |
| Labour force participation rate (Percentage) | 30 | 32 | 34 | 32 | 36 | 34 | 35 |
| Employed - Formal and informal - Total (Number) | 19741 | 23586 | 23349 | 22732 | 24953 | 20413 | 21896 |
| Employed - Formal - Total (Number) | 14634 | 17402 | 15806 | 14078 | 15789 | 15419 | 15327 |
| Employed - Informal (Number) | 5107 | 6183 | 7543 | 8655 | 9164 | 4993 | 6569 |
| Unemployed (Number) | 5614 | 6657 | 10759 | 9783 | 10488 | 12851 | 13090 |
| Unemployment rate (Percentage) | 22 | 22 | 32 | 30 | 30 | 39 | 37 |
| Labour absorption rate / employment-to-population ratio (Percentage) | 24 | 25 | 23 | 23 | 25 | 21 | 22 |
| Not economically active (Number) | 58223 | 64084 | 66580 | 68417 | 63435 | 65089 | 63787 |

Source: Quantec -RUEM: Employment and unemployment by 2016 municipal/ward-base

Employment and Economic Sector

Figure 22 provides a detailed breakdown of the percentage of employment and the Gross Value Added (GVA) percentage within various economic sectors. The agriculture sector is the most significant player, contributing 25% to the GVA and accounting for 23% of employment. This indicates the sector's crucial role in the economy in producing goods and providing jobs. Following agriculture, the wholesale and trade sector stands out, generating 13% of the GVA while employing 16% of the workforce. This suggests a robust trade and distribution network that supports economic growth and creates substantial employment opportunities. The private education sector also makes a notable contribution, with a 15% GVA and 14% employment rates. This highlights the importance of education services in nurturing human capital and as a significant economic activity contributing to the nation's wealth. Lastly, the sector encompassing other community, social, and personal services contributes 12% to the GVA, yet it has a surprisingly low employment rate of 3%. This disparity suggests a high productivity level within this sector, where a smaller workforce can generate a significant value addition to the economy. Overall, the data from Figure 22 underscores the diverse contributions of different economic sectors, each playing a unique role in value generation and employment. This analysis offers insight into the sectors that are the backbone of the economy, highlighting areas of strength and potential growth.

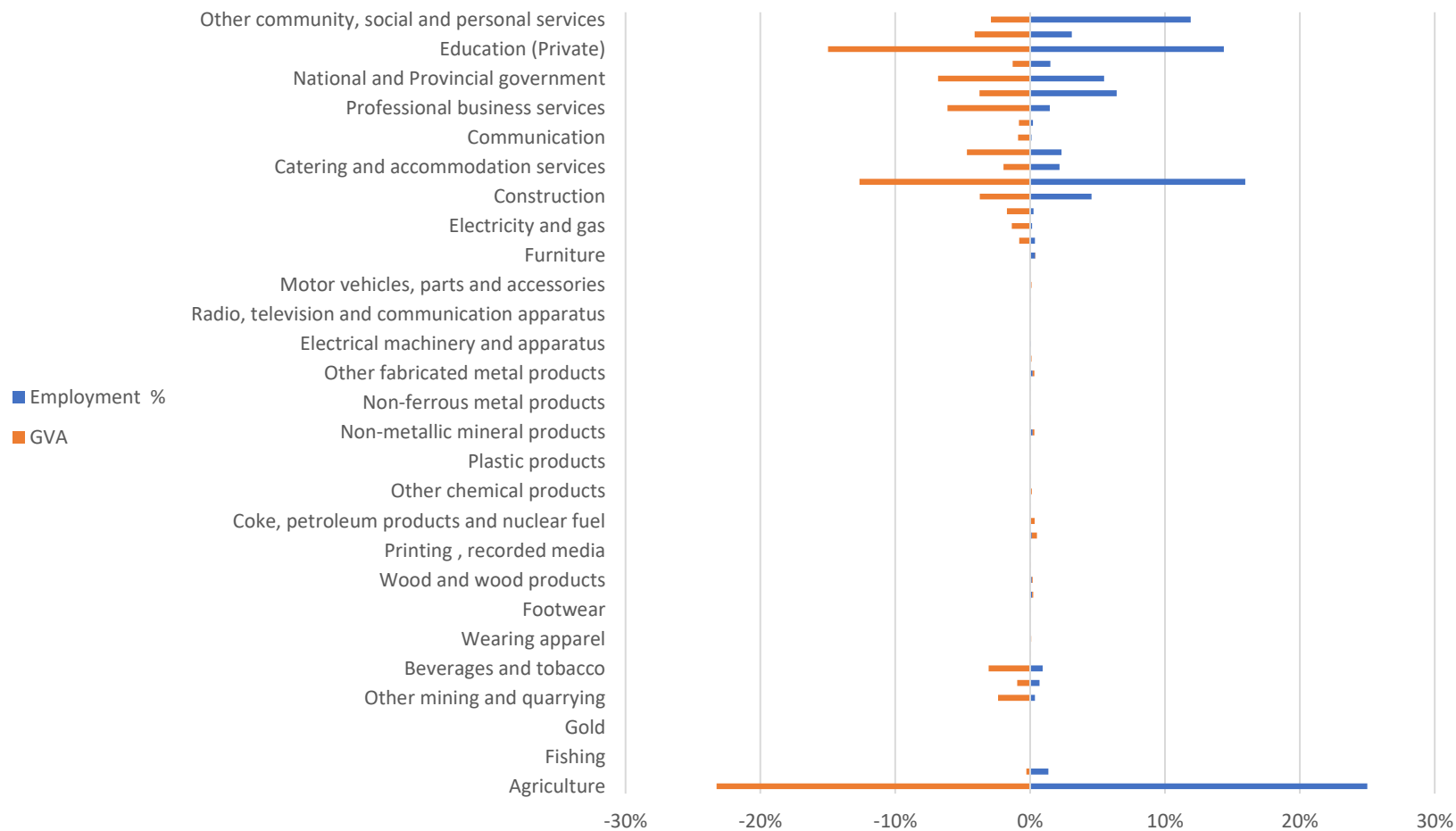


Figure 14: Percentage (%) Contribution of GVA and Employment per Economic Sector

Economic Drivers

The location quotient measures the concentration of an industry or occupation in a specific region compared to its concentration in the overall economy. It's expressed as a ratio between employment within a sub-sector of the economy and the total employment within the local, regional, or national economy. A ratio greater than one indicates a net exporting sector, generating income for the local economy. Conversely, a ratio smaller than one suggests a net importing sector that drains income from the local economy.

Table 9: Location Quotient

| Industry | Location quotient relative to National Level | Location quotient relative to Provincial Level | Location quotient relative to District Municipality |
|----------------------------|--|--|---|
| Agriculture | 1,0 | 1,0 | 1,0 |
| Forestry | 4,8 | 3,0 | 4,7 |
| Fishing | 2,1 | 1,5 | 1,5 |
| Coal | 0,0 | 0,0 | 0,0 |
| Gold | | 0,0 | 0,0 |
| Metals | 0,0 | 0,0 | 0,0 |
| Other mining and quarrying | 0,0 | 0,0 | 0,0 |
| Food | 3,5 | 1,2 | 3,1 |

| Beverages and tobacco | 0,6 | 0,6 | 0,2 |
|---|------------|------------|------------|
| Textiles | 3,7 | 4,2 | 2,3 |
| Wearing apparel | 0,0 | 0,0 | 0,0 |
| Leather and leather products | 0,4 | 0,6 | 0,1 |
| Footwear | 0,0 | 0,0 | 0,0 |
| Wood and wood products | 0,0 | 0,1 | 0,0 |
| Paper and paper products | 0,3 | 0,3 | 0,1 |
| Printing, recorded media | 0,2 | 0,3 | 0,0 |
| Coke, petroleum products and nuclear fuel | 0,0 | 0,1 | 0,0 |
| Basic chemicals | 0,9 | 0,8 | 0,1 |
| Other chemical products | 0,0 | 0,0 | 0,0 |
| Rubber products | 0,3 | 0,5 | 0,0 |
| Plastic products | 0,4 | 0,6 | 0,1 |
| Glass and glass products | 0,0 | 0,0 | 0,0 |
| Non-metallic mineral products | 0,2 | 0,3 | 0,2 |

| | | | |
|---|------------|------------|------------|
| Basic iron and steel products; casting of metal | 0,4 | 0,3 | 0,0 |
| Non-ferrous metal products | 0,0 | 0,0 | 0,0 |
| Structural metal products | 0,0 | 0,0 | 0,0 |
| Other fabricated metal products | 0,6 | 0,6 | 0,1 |
| Machinery and equipment | 0,1 | 0,2 | 0,0 |
| Electrical machinery | 0,0 | 0,0 | 0,0 |
| Radio, television and communication apparatus | 0,0 | 0,0 | 0,0 |
| Professional equipment | 0,1 | 0,4 | 0,0 |
| Motor vehicles, parts and accessories | 0,1 | 0,2 | 0,0 |
| Other transport equipment | 0,0 | 0,0 | 0,0 |
| Furniture | 0,3 | 0,4 | 0,1 |
| Other manufacturing groups | 1,2 | 1,7 | 0,4 |
| Electricity and gas | 0,4 | 0,4 | 0,5 |
| Water | 2,0 | 1,7 | 2,5 |
| Construction | 0,8 | 0,8 | 0,8 |

| | | | |
|---|------------|------------|------------|
| | | | |
| Wholesale and retail trade | 0,8 | 1,0 | 1,1 |
| Catering and accommodation services | 0,9 | 1,0 | 1,3 |
| Catering and accommodation services | 1,1 | 1,3 | 0,8 |
| Transport and storage | 0,2 | 0,4 | 0,2 |
| Communication | 0,2 | 0,3 | 0,2 |
| Finance and insurance | 0,4 | 0,7 | 0,5 |
| Professional business services | 0,9 | 1,1 | 1,2 |
| Business activities n.e.c. | 1,1 | 1,4 | 1,3 |
| National and Provincial government | 1,0 | 1,2 | 0,7 |
| Local government | 1,6 | 1,9 | 3,0 |
| Education (Private) | 0,9 | 1,1 | 1,0 |
| Health and social work (Private) | 1,2 | 1,3 | 0,9 |
| Other community, social and personal services | 1,0 | 1,0 | 1,0 |

Relative to the District Economy, Blouberg Local Municipality shows a competitive advantage mainly in the following sectors: Forestry, Fishing, Other mining and quarrying, Textile, Water, Wholesale and retail trade, Catering and accommodation services, Professional business services, Business activities and Local government.

At a Provincial level, Blouberg LM shows competitive advantage mainly in the following sectors: Forestry, Fishing, Food, Textiles, Other manufacturing groups, Water, Catering and accommodation services, Professional business services, Business activities, National and Provincial government, Local government, Education (Private), and Health and social work (Private).

Relative to the National Economy, Blouberg LM shows a competitive advantage mainly in the following sectors: Forestry, Fishing, Food, Textile, Other manufacturing groups, Water, Catering and accommodation services, Business activities, Local government, and Health and social work (Private).

Fixed Capital Formation

Fixed capital formation is the net increase in fixed asset stock in an economy during a specific period. It represents investment in physical assets used in the production process for an extended period. Increased fixed capital formation drives economic growth, productivity, production capacity, and job creation. Various factors influence it, including business confidence, interest rates, government policies, technological advancements, and overall economic conditions. Monitoring fixed capital formation provides insights into the investment climate, business cycle, and potential future economic growth.

In 2022, there has been a Gross Fixed Annual Investment of R 771,865 million. The investment increased annually from 1993, mostly in buildings, construction works machinery and other equipment.

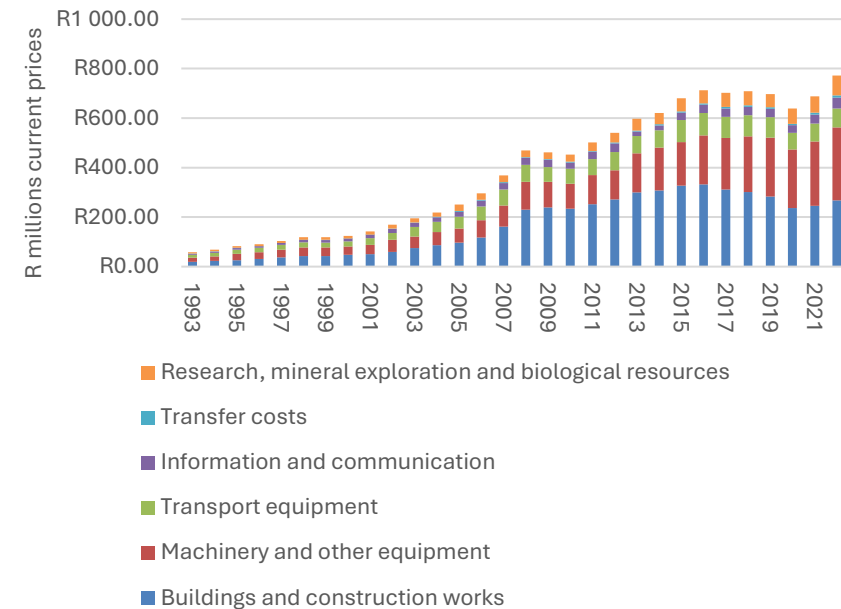


Figure 15: Fixed Capital Formation

Fixed Capital Stock

The fixed capital stock is the total value of physical assets used in the production process within an economy at a specific point in time. It includes buildings, machinery, equipment, and other durable goods used to produce goods and services. The fixed capital stock results from past investment and capital formation activities. It includes private and public sector assets like infrastructure, schools, and hospitals. The quality and level of fixed capital stock can impact factors like labour productivity, technological progress, and competitiveness. Thus, it is a

crucial determinant of an economy's productive capacity, efficiency, and potential for future growth.

Table 10: Fixed Capital Stock (R millions current prices)

| Concept | 2005 | 2010 | 2015 | 2020 | 2021 | 2022 |
|--|------|------|------|------|------|------|
| Fixed capital stock – Total | R250 | R453 | R680 | R638 | R688 | R772 |
| Fixed capital stock - Buildings and construction works | R97 | R233 | R328 | R237 | R246 | R268 |
| Fixed capital stock - Machinery and other equipment | R57 | R101 | R175 | R237 | R259 | R295 |
| Fixed capital stock - Transport equipment | R49 | R61 | R89 | R67 | R73 | R77 |
| Fixed capital stock - Information and communication | R19 | R25 | R31 | R31 | R36 | R44 |
| Fixed capital stock - Transfer costs | R3 | R3 | R5 | R5 | R8 | R9 |
| Fixed capital stock - Research, | R26 | R29 | R53 | R61 | R66 | R80 |

| | | | | | | |
|---|--|--|--|--|--|--|
| mineral exploration, and biological resources | | | | | | |
|---|--|--|--|--|--|--|

3.2.5 Municipal Finances

Source of Revenue:

During the financial year 2023/24, the Blouberg Local Municipality reported total revenue, exclusive of capital transfers and contributions, with a year-to-date variance of 53%. The municipality's primary sources of revenue include property rates, refuse and electricity, water and sanitation, rental of facilities and equipment, external investment interest and outstanding debtors, fines, licenses and permits, and other forms of income. These sources of revenue play a significant role in the municipality's generation of funds. In conclusion, the Blouberg Local Municipality's diverse revenue streams and year-to-date variance of 53% demonstrate a need for financial stability and growth potential.

Table 11: Municipal Revenue

| Source of Revenue | 2022/23 | YTD variance % |
|-------------------------------|----------|----------------|
| Property Rates | R25 229 | 296% |
| Fines, Penalties and Forfeits | R1 799 | -77% |
| Licenses and Permits | R2 738 | -67% |
| Transfers and Subsidies | R225 391 | 51% |
| Licenses and Permits | R1 428 | -14% |
| Service Charges | R33 477 | 77% |

| | | |
|--|----------------|-------------|
| Sales of Goods and Rendering of Services | R6 479 | -46% |
| Rental from Fixed Assets | - | - |
| Interest Earned | R1 266 | 323% |
| Operational Revenue | - | - |
| Gains on Disposal of Property, Plant and Equipment | - | - |
| Total Revenue | R72 416 | 543% |

Being rural, Blouberg Municipality faces the challenge of having a small revenue base. Because of the high indigence and unemployment rate, most municipal residents cannot afford to pay municipal services, rates, and taxes. There is also a culture of non-payment by municipal residents, which is prevalent mainly in Senwabarwana. Because of this culture, there is a high level of indebtedness and bad debts that have a bearing on the capacity of the Municipality to raise much-needed revenue and sustain itself financially. Against this background, the Municipality currently depends on grants for its financial performance. If the National Treasury were to stop funding to the Municipality, the latter would close shop.

Asset Management

The Capital Expenditure to Total Expenditure ratio measures a municipality's ability to balance its current operations with future service capacity. According to established norms, the ideal range for this ratio is between 10% and 20%. The Annual Financial Statements of the Municipality provide the data source for this ratio.

Regrettably, the Blouberg Local Municipality lacks a proper asset register that should account for all asset management valuation rolls and accounts. Consequently, in 2022/23, the Auditor General issued a

QUALIFIED AUDIT OPINION, indicating that the financial statements contain material misstatements in specific amounts or that there is insufficient evidence to conclude that specific amounts included in the financial statements are not materially misstated.

The Auditor-General, in the 2018/2019 financial year, issued a qualified (unchanged) audit opinion like in the prior year where the municipality also obtained the Qualified audit opinion on the management of financial affairs of Blouberg Municipality, with areas of concern being the disclosure of cash flow statement in 2018/19 financial year. The outcome of 2022/2023 was a qualified (regressed) audit outcome and the root cause for the audit outcome was a slow response by management and instability and or vacancies.

Table 12: Municipal Audit Performance for the last five years

| 2018/2019 | 2019/2020 | 2020/2021 | 2022/23 |
|--------------------------|---------------------------|----------------------------|--------------------------|
| Qualified [unchanged] | Unqualified [Improved] | Unqualified [Unchanged] | Qualified [regressed] |

The Municipality has taken proactive measures to address the concerns raised by the Auditor-General in their previous audit report. To this end, an Audit Action Plan has been developed, outlining clear timeframes for resolving the identified issues. The report emphasised several matters of concern, which the Municipality has committed to addressing by implementing the Audit Action Plan. This plan ensures that the Municipality complies with relevant regulations and that all financial and accounting practices are transparent and accurate. The Municipality is committed to maintaining the highest standards of accountability and transparency in all its operations, and the Audit Action Plan demonstrates this commitment.

The matters of emphasis in the previous audit report range from the following:

- Asset Management
- Waste and Fruitless Expenditure
- Irregular Expenditure
- Awarding the contract to the unqualified contractor

3.3 Built Environment Analysis

This section provides a comprehensive overview of the spatial form of Blouberg LM in relation to settlement patterns, housing trends and accessibility to basic services.

3.3.1 Spatial Form

The spatial form of Blouberg LM is made up of several types of settlements, household trends, tenure status and types of dwellings.

3.3.1.1 Human Settlements

Since 2000, over 6,000 low-cost housing units have been allocated to the communities of Blouberg. Alldays and Senwabarwana have been the primary beneficiaries of these housing development programs. In 2009/10, the first inclusionary housing project in Senwabarwana was implemented in cooperation with the CoGHSTA and the municipality. Despite these efforts, a backlog of over 2,000 housing units remains, with a particular need for social housing and community rental units in Senwabarwana and Alldays.

For the 2020/2021 financial year, the department had allocated 36 housing units, with 30 units set aside for blocked projects. Unfortunately, due to the COVID-19 pandemic lockdown, only 36 units were allocated to the municipality for the 2019/2020 financial year, with implementation set for the 2020/2021 financial year. It is imperative to note that these units are crucial in addressing the housing needs of the communities in Blouberg. It should be noted that the housing chapter in Blouberg is outdated and requires revision.

Notably, the number of individuals residing in formal housing does not accurately depict the municipal housing provision. This is because residents construct their own homes, except RDP houses. Nonetheless, an increase in the number of formal dwellings represents progress towards the formalisation of living spaces and an enhancement in living standards.

Table 13: Census Key Service Delivery Statistics

| Key Service Delivery Statistics | 2011 | 2016 | 2022 |
|------------------------------------|-------|-------|-------|
| Formal dwellings | 93,3% | 94,8% | 96,5% |
| Flush toilet connected to sewerage | 7,0% | 21% | 30,9% |
| Weekly refuse removal | 19,3% | 8,3% | 33,3% |
| Piped water inside the dwelling | 7,8% | 10% | 32,7% |
| Electricity for lighting | 88,0% | 96,7% | 97,7% |

The acquisition of strategically located land is a fundamental prerequisite for the provision of diverse typologies of housing. As such, the Department of Rural Development and Land Reform and the National Housing Development Agency must be approached to offer their invaluable assistance.

The Blouberg LM IDP 2023/2024-2027 indicated that since the year 2000 over 6000 low-cost housing units have been allocated to the municipality, CoGHSTA together with Blouberg LM have implemented the first inclusionary housing project in Senwabarwana in 2009\10. Currently, the municipality has a housing backlog of over 2000 for the provision of social housing units, as well as community rental units in areas such as Senwabarwana and Alldays. The department allocated 36 housing units for the 2020/2021 financial year and 30 units for the blocked projects. For the 2019/2020 financial year, the municipality was only allocated 36 units, which was implemented in the financial year 2020/2021 due to the disturbance by the lockdown caused by the COVID-19 pandemic. In the Blouberg LM, the number of people living in formal houses is not a representation of the municipal housing provision as residents built their own houses, except for RDP houses.

Table 14: Estimated Subsidised Housing Demand 2011-2016

| Blouberg Local Municipality | Households 2011 | Housing Need 2011 | Needs as % of households | Hectares of Land required 2011 |
|-----------------------------|-----------------|-------------------|--------------------------|--------------------------------|
| | 38 268 | 0 | 0 | 0 |

Source: Capricorn District Municipality Final Draft 2023/24 IDP/Budget

3.3.1.2 Household Living Conditions

The South African Statistics Office (StatsSA) has reported that formal dwellings account for 96.5% of households in the country, comprising 55,573 households. In contrast, informal dwellings are home to only 2.0% of households, numbering 1,174. Traditional dwellings house 1.0% of households; other dwellings account for the remaining 0.4%. The Census data provides an official representation of the distribution of households across various dwelling types. However, it is worth noting that the actual conditions may differ from these figures. The following data is sourced from the 2022 National Census. BLM's average household size was 3,9 in 2011 and has decreased to 3,3 in 2022.

Table 15: Census 2022 Blouberg LM Dwelling Types

| Dwelling Types | Households | Percentage |
|----------------------|---------------|-------------|
| Formal dwelling | 55 573 | 96,5% |
| Traditional dwelling | 586 | 1,0% |
| Informal dwelling | 1 174 | 2,0% |
| Other | 241 | 0,4% |
| Total | 57 574 | 100% |

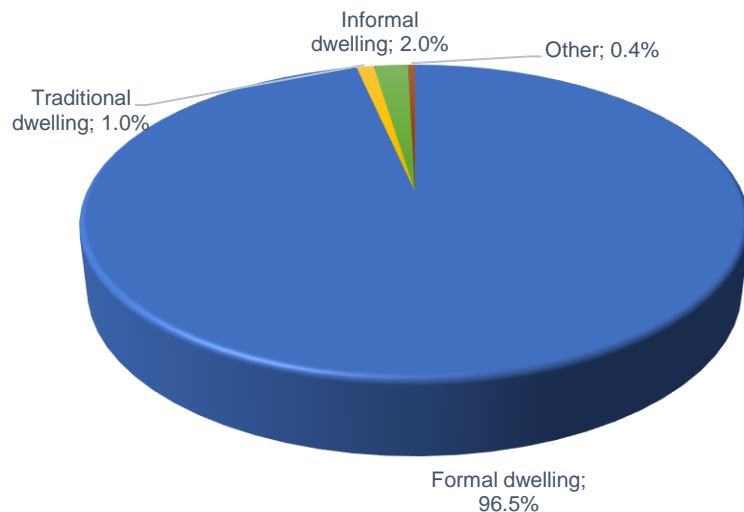


Figure 16: Blouberg Local Municipality Dwelling Types

3.3.1.3 Land Ownership

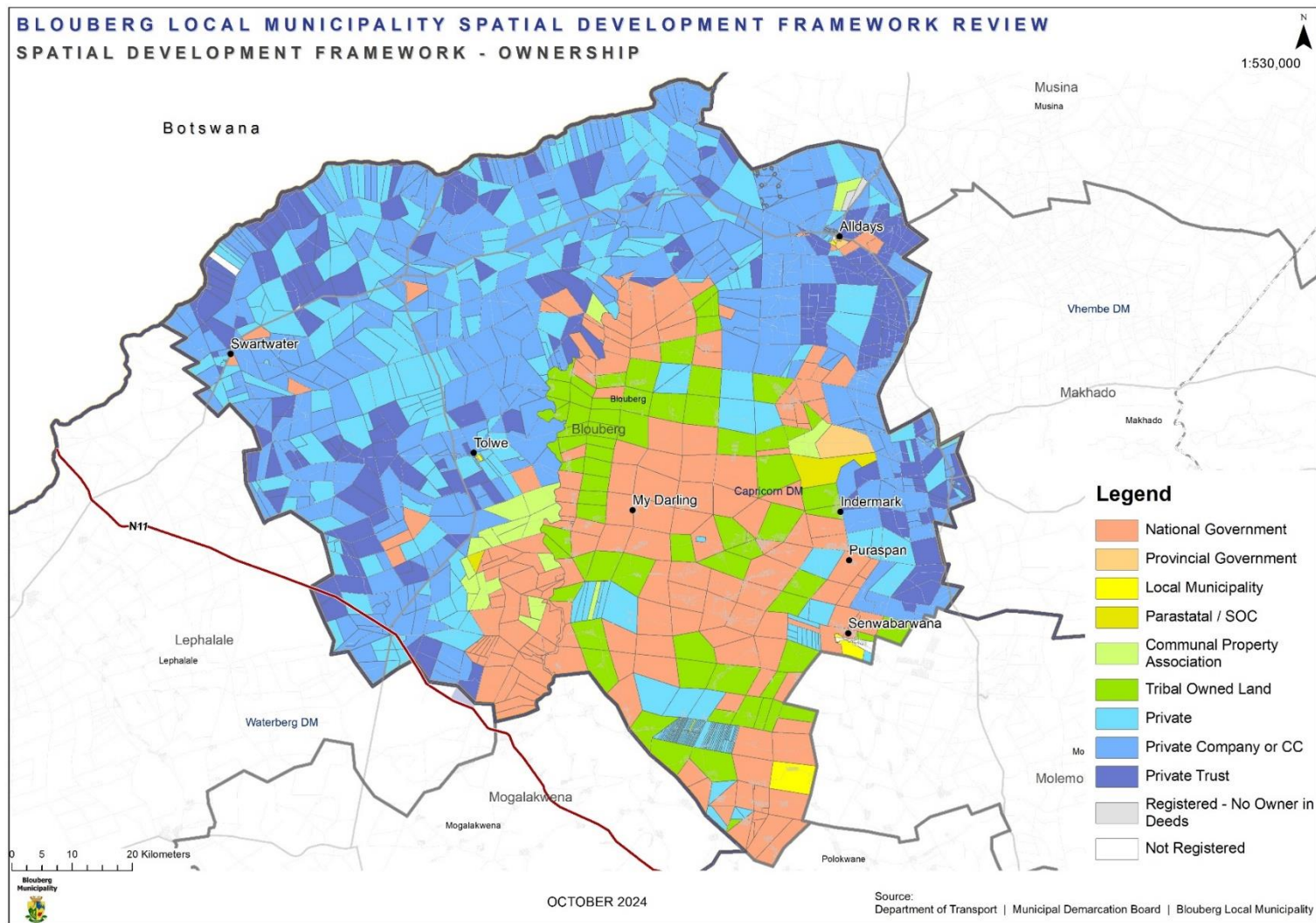
The ownership of land within the municipality can be classified into four distinct categories, namely land owned by traditional leaders (communal land), land owned by private individuals, land owned by the provincial and national government, and municipal land. The Bahananwa tribe holds the majority stake in land ownership within the municipality. The municipality hosts seven traditional leaders, one of whom is King Maleboho - one of the six kings within the province. Table 14 below provides a detailed distribution of land ownership within the municipality.

Table 16: Blouberg Local Municipality Land Ownership Distribution

| First-tier ownership | Extent (Ha) | % | Second tier ownership | Extent (Ha) | % | Nr of land parcels |
|-----------------------|-------------|-----|-------------------------------|-------------|--------|--------------------|
| Communal-Owned Land | 113 594 | 11% | Communal Property Association | 15 170.3 | 1.50% | 19 |
| | | | Tribal Owned Land | 98 423.9 | 9.72% | 77 |
| Government-Owned Land | 302 276 | 30% | National Government | 289 112.3 | 28.54% | 463 |
| | | | Provincial Government | 3 729.3 | 0.37% | 1 305 |

| | | | | | | |
|--------------------------------|------------------|-------------|--------------------------------|--------------------|--------------|--------------|
| | | | District Municipality | 0.3 | 0.00% | 1 |
| | | | Local Municipality | 5 012.9 | 0.49% | 3 038 |
| | | | Parastatal / SOC | 4 421.5 | 0.44% | 14 |
| Private | 589 564 | 58% | Private | 176 474.3 | 17.42% | 3 185 |
| | | | Private CC | 75 524.5 | 7.46% | 148 |
| | | | Private Company | 208 117.4 | 20.55% | 517 |
| | | | Private Trust | 129 448.1 | 12.78% | 239 |
| Registered - No Owner in Deeds | 7 532 | 1% | Registered - No Owner in Deeds | 7 532.2 | 0.74% | 26 |
| Total | 1 012 967 | 100% | Total | 1 012 966.9 | 100% | 9 032 |

Detailed ownership maps for the Municipality are provided below.



Map 21: Blouberg Local Municipality Land Ownership

3.3.1.4 Land Claims

The Regional Land Claims Commission has officially registered land claims for 224,664 hectares within the Blouberg municipal area. These claims have significantly impacted the spatial structure of the region and specific land parcels within the municipality. It is crucial to note that these claims have been registered by established legal procedures. Consequently, the local authorities must consider these claims when planning the use of the affected land parcels. Adherence to these requirements is of utmost importance, as failure to do so may result in legal repercussions. Table 15 provides a comprehensive list of land claims from the Regional Land Claims Commission (Limpopo). The implications of these claims on land use planning are significant and must be considered in any decision-making process.

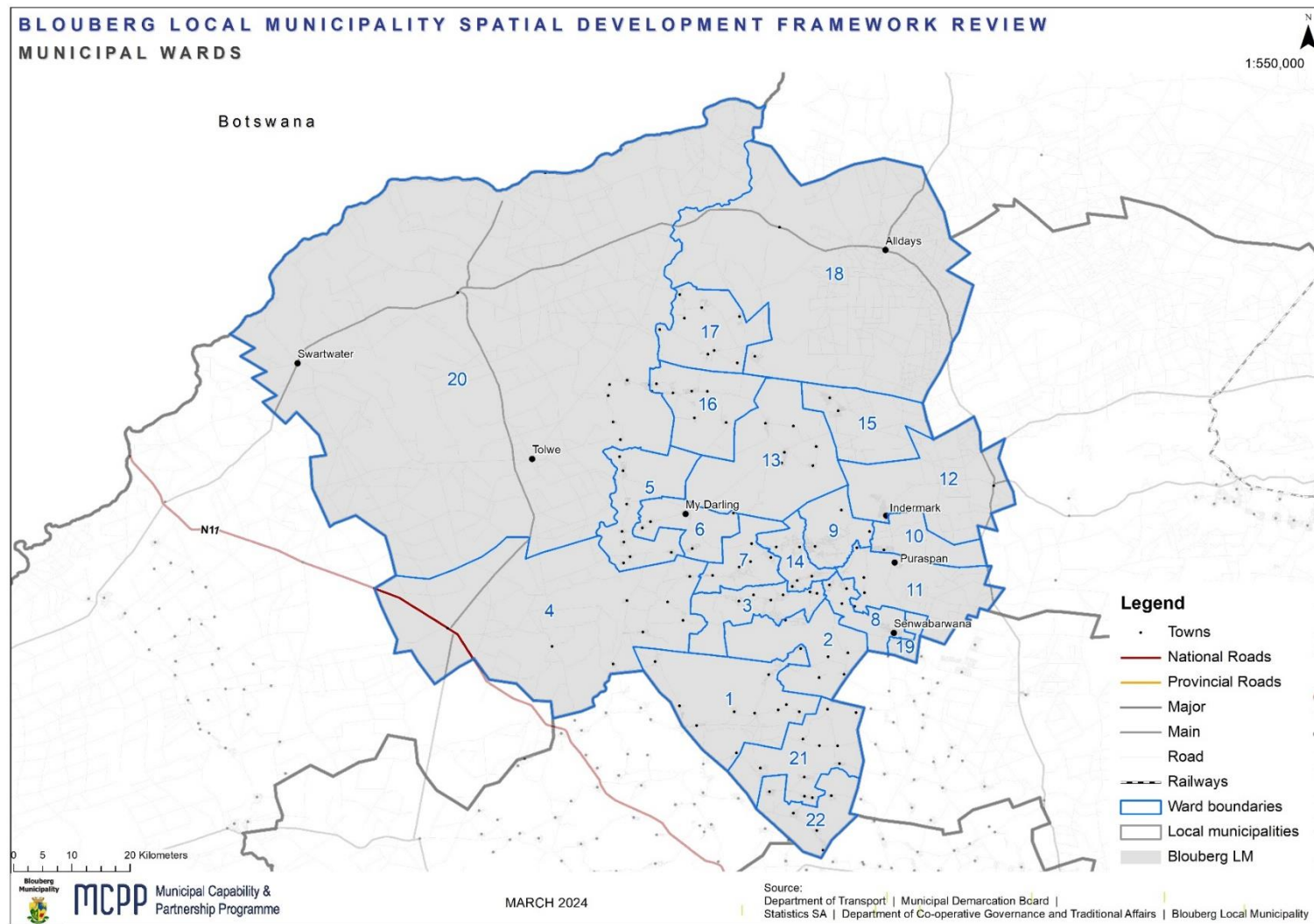
Table 17: List of Farms Under Restitution Claims

| Farm Name | Claimant | Status |
|-------------------------------|-------------------------------|-------------------------------|
| Blink water 100 LS | Blink water 100 LS | Blink water 100 LS |
| Molele Community | Molele Community | Molele Community |
| Investigation | Investigation | Investigation |
| Derry 442 MS and Devon 443 MS | Derry 442 MS and Devon 443 MS | Derry 442 MS and Devon 443 MS |
| Sepolopote Manoko CPA | Sepolopote Manoko CPA | Sepolopote Manoko CPA |
| Gazetted (section 42D) | Gazetted (section 42D) | Gazetted (section 42D) |
| Greenfields 333 MS | Greenfields 333 MS | Greenfields 333 MS |
| Mabelebele Community | Mabelebele Community | Mabelebele Community |

| Negotiations | Negotiations | Negotiations |
|--|--|--|
| Devonia 146 LS | Devonia 146 LS | Devonia 146 LS |
| The Bulbul 5 LS, Wagendrift 244 LR, Kafferftuin 241 LR, Hebe 249 LR, Amo Amass 250 LR, Leno 252 LR, Plato 253 LR and Tuskow 255 LR | Bahananwa Tribe | Dismissed |
| Tshivhula tribe Tshivhula tribe Tshivhula tribe Tshivhula tribe Tshivhula tribe Tshivhula tribe Tshivhula tribe Tshivhula tribe | Maid stone 371 MS Wentworth 377 MS Drinkwater 307 MS Tally-Ho 331 MS Riversdale 340 MS Alldays 295 MS Purekrantz 250 MS Rietspruit 385 MS | Validation Validation Validation Validation Validation Validation Validation Validation |
| Ames fort , Witfontein | Kibi tribe | Investigation |

3.3.1.5 Municipal Ward Boundaries

The municipality is divided into 22 wards, formed by incorporating certain villages from the disbanded Agananag Local Municipality. The map below offers an overview of the municipality's wards.



Map 22: Blouberg Local Municipality Municipal Ward Boundaries

3.4 Infrastructure Development and Service Delivery

Infrastructure is fundamental to economic activity, enabling the delivery of essential services such as education, healthcare, sanitation, and clean water. Infrastructural development improves the distribution of these services, including water supply, electricity, and waste management. Access to safe water and sanitation is crucial for well-being and human dignity. Service delivery is a mandate of local government because local governments are closest to the people and are responsible for representing them. Local governments are tasked with providing efficient basic services to the community. This section provides a comprehensive overview of infrastructure and service delivery for Blouberg LM.

3.4.1 Source and Supply of Water

As it is known water is a source of life essential for survival and shapes our planet. Section 27 (1)(b) of the South African Constitution states that “Everyone has the right to access sufficient water “ and is mandated by the Water Service Act 108 of 1997. The Capricorn District Municipality is responsible for the distribution of water supply for all municipalities under its jurisdiction as the Water Services Authority (WSA). The district seeks to provide each household with a reliable, affordable, equitable and sustainable water supply for all households within its jurisdiction. Although this is the case CDM's water services have been under scrutiny due to a decline in the quality of drinking water and a drop in its blue-drop status. The CDM's blue drop status dropped from 71.9% in 2014 to 38.1% in 2023, which is below the required 95% by the Department of Water and Sanitation (DWS). The

responsibility to provide clean and safe drinking water rests with the CDM as the WSA.

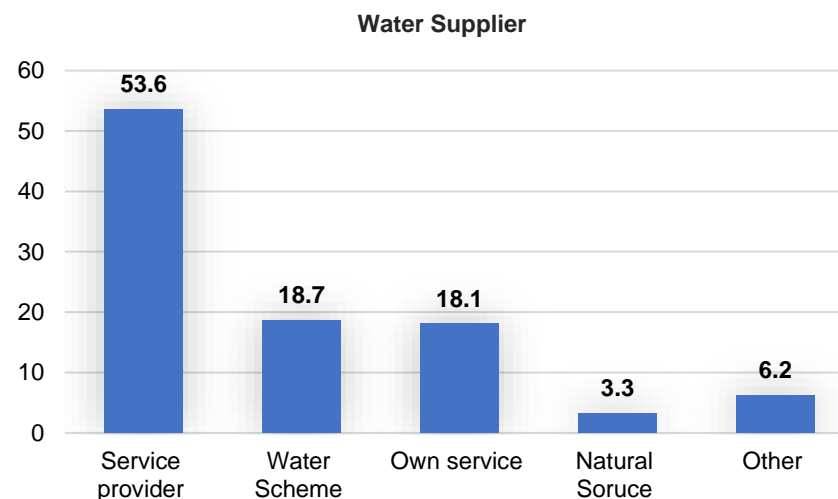


Figure 17: Blouberg Local Municipality Water Supply
Source: Stats SA, Community Survey (2016)

As per Fig.17 above, the majority 53,6% (92,556) of households used the service provider which is the municipality in contrast to any other form of water supply, followed by 18,7% (32,334) households who are supplied by other water schemes. The municipality receives water from the Glen Alpine Dam, which is fed by the Mogalakwena River, the only perennial river in the area.

Blouberg Local Municipality receives water from the Glen Alpine Dam, which the Mogalakwena River, the only perennial river in the area, feeds. Subsequently, Blouberg is a hot area with a Mediterranean climate, and annual rainfall ranges from 380–550 mm. Most of the rainfall occurs in the summer, and the area is prone to drought.

Moreover, the Blouberg LM IDP 2023/2024-2027 indicated that even though some households have access to water in BLM there is still a huge water supply backlog. The municipality is dependent on underground water sources as there are no dams to assist with the water provisioning. Capricorn District in their Final Draft 2023-2024 IDP and Budget report indicate that currently, the district is experiencing high water losses due to old infrastructure. Blouberg and Molemole rely solely on groundwater sources. Boreholes have low yields and are not sufficient to meet current water demands. Furthermore, borehole transformers are frequently stolen which further increases the water backlog. Most households in Blouberg and Molemole are serviced by communal standpipes within 200m from the furthest house.

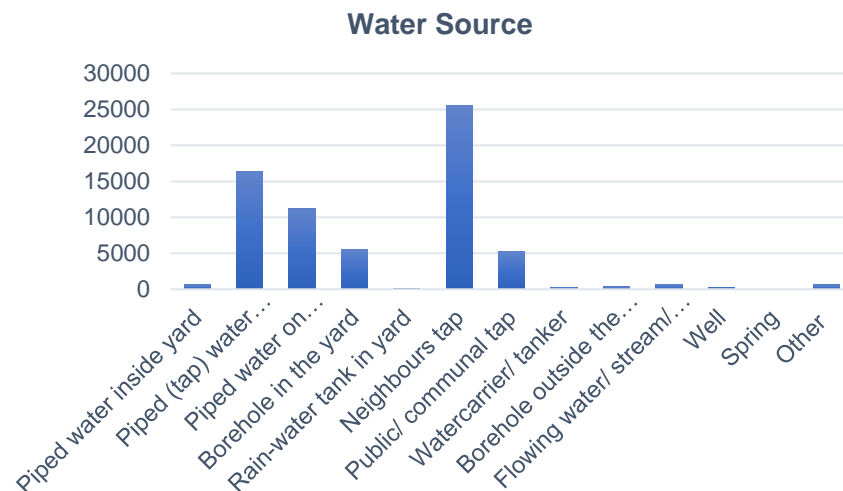


Figure 18: Blouberg Local Municipality Water Source
Source: Stats SA, Community Survey (2016)

Fig.18 above indicates the majority of households (25525) have access to water through neighbours' taps, followed by 16337 households accessing water from piped water inside the yard, 11190 households accessing water from piped water on community stand, 5582 households have boreholes in the yard and 5244 households accessing water from public/communal taps. Even though water is supplied, it is clear that the water infrastructure and supply are of concern in the municipality.

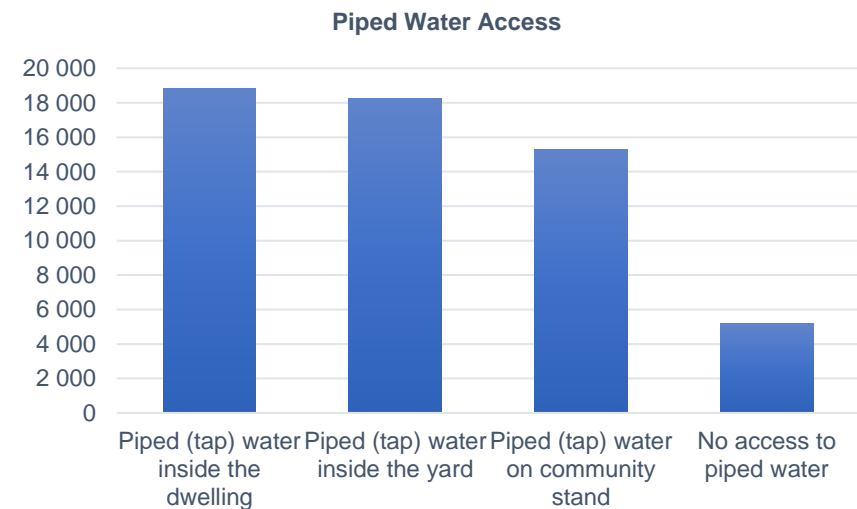


Figure 19: Blouberg Local Municipality Access to Piped Water
Source: Stats SA, Census 2022

Fig.19 above indicates 18 853 households receive water through piped water inside the dwelling, 18 254 households receive water through piped water inside the yard, 15 272 households receive water through piped water on a community stand and 5 196 households have no access to piped water.

3.4.2 Sanitation Services

The provision of adequate sanitation services is critical to public health because it promotes hygiene and human dignity. The provision of sanitation services in South Africa is the responsibility of both the national and local governments. Local municipalities are responsible for providing basic sanitation services to residents. In the Blouberg LM sanitation provision is the function of the district municipality and there has been a huge backlog in the provision of the service within the municipality due to budget constraints. Fig.20 below illustrates the types of toilet facilities being by Blouberg LM. The majority of households (35 864) in the municipality use pit toilets, followed by 17 798 households that use flush toilets connected to the sewerage system, 1 088 households use bucket toilets, 1 054 households use other forms of toilets, and 1 173 households that have no access to toilet facilities.

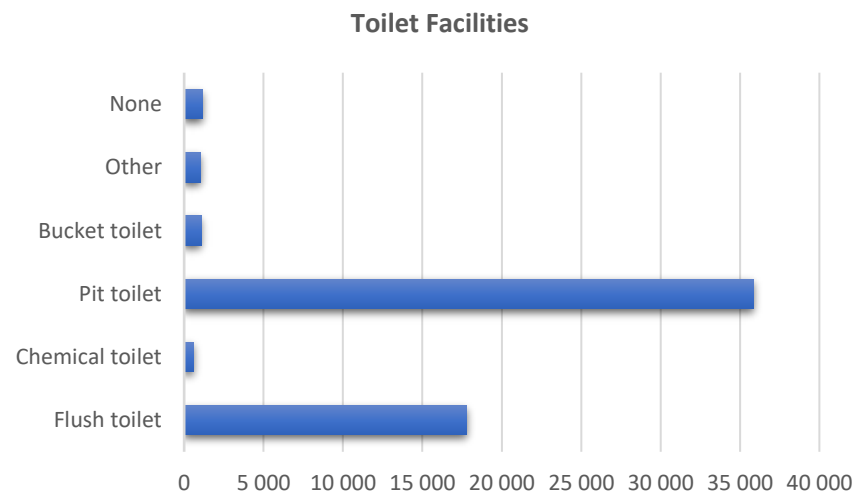


Figure 20: Blouberg Local Municipality Toilet Facilities
Source: Stats SA, Census 2022

The persistent reliance on pit toilets by a substantial number of households within the municipality presents considerable concerns related to the health and safety of the residents. Pit toilets, often associated with inadequate sanitation practices, can lead to various health risks, including the potential spread of waterborne diseases and contamination of drinking water sources. While the occurrences of households using bucket toilets are relatively minimal, and the number without access to any toilet facilities is also low, these conditions still highlight a broader issue regarding sanitation infrastructure in the area. The lack of safe and hygienic toilet facilities not only affects individual households but also poses a risk to community health as a whole. Therefore, addressing these sanitation challenges is essential to enhance the overall well-being of municipal residents.

3.4.3 Refuse Disposal

The provision of refuse disposal services constitutes a fundamental aspect of waste management, aimed at fostering clean and safe environments. It is imperative to ensure that citizens have consistent access to refuse removal services to mitigate potential health risks associated with inadequate waste management. Currently, the Blouberg Local Municipality operates two licensed landfill sites, located in Alldays and Senwabarwana, along with a fully operational waste transfer station at Taaibosch. According to the Blouberg Local Municipality 2024-2027 IDP, refuse removal services are provided in 14 settlements, covering a total of 18,544 households, which represents 45% of the total population in these areas. Nevertheless, there remains a backlog of 22,872 households, accounting for 55%. Table 18 below provides details on the type of refuse removal being offered within the municipality.

Table 18: Main Refuse Disposal

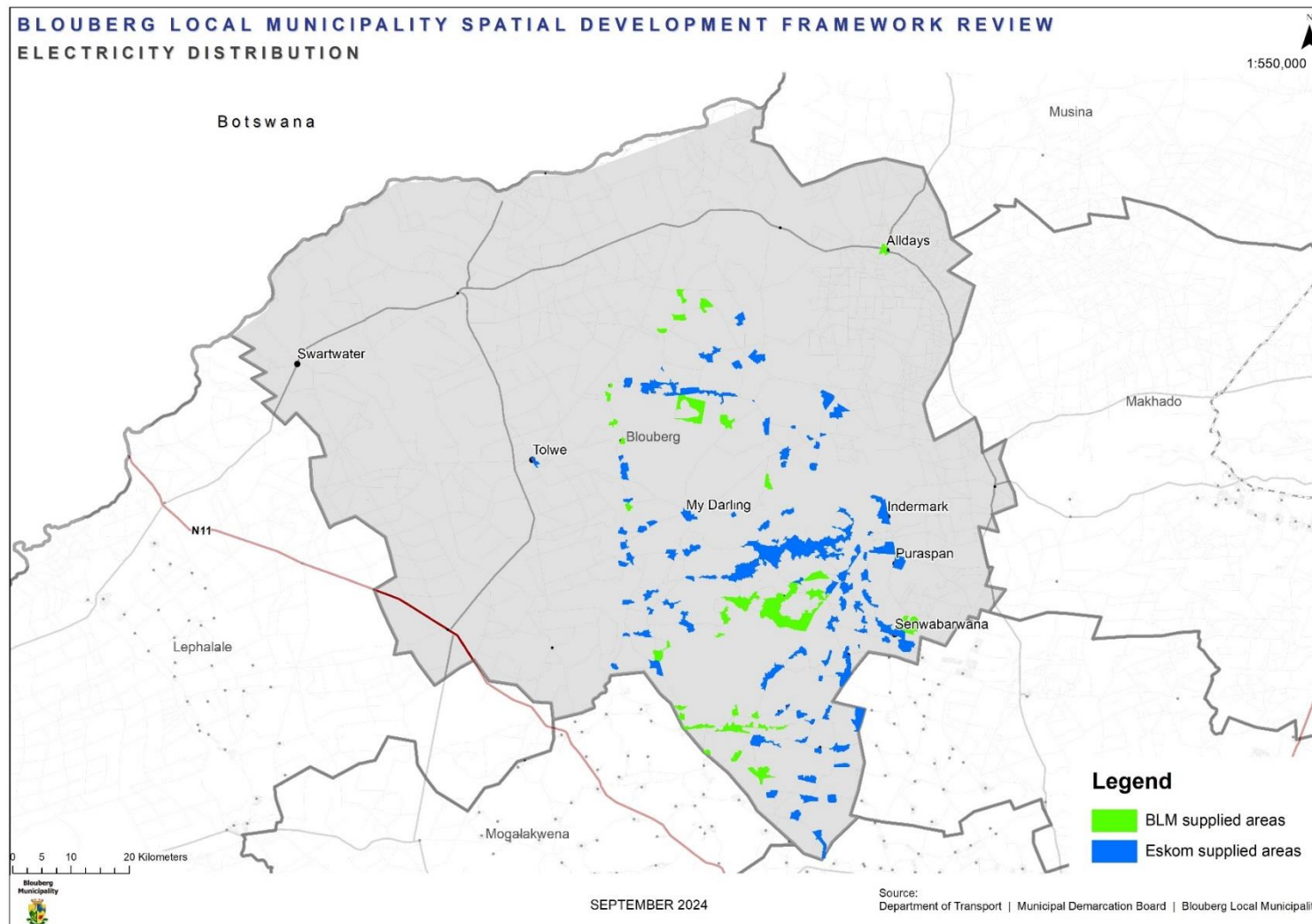
| Level of Service | Households | % |
|---|------------|-------|
| Removed by local authority at least once a week | 19 174 | 33,3% |
| Removed by local authority less often | 200 | 0,3% |
| Communal refuse dump | 1 045 | 1,8% |
| Communal container/central collection point | 698 | 1,2% |
| Own refuse dump | 32 757 | 56,9% |
| No Rubbish Disposal | 3 313 | 5,8% |
| Other | 387 | 0,7% |

| | | |
|-------|--------|--|
| Total | 57 574 | |
|-------|--------|--|

Census 2022 reports that 33.3% of households have refuse removed by the municipality at least once a week. Meanwhile, 56.9% of households use their refuse dumps, and 5.8% of households do not have refuse disposal.

3.4.4 Electricity Supply

Energy is fundamental to people's daily lives, serving as the driving force behind numerous activities and technologies that shape life's existence. It is essential not only for maintaining basic functions like heating, cooling, and transportation but also for enabling communication, entertainment, and a wide range of services. In the modern world, electricity is particularly critical, as it powers a vast array of devices that people rely on every day, from household appliances like refrigerators and washing machines to essential systems such as lighting, heating, and telecommunications. The availability of a stable and reliable electricity supply enhances people's productivity, safety, and overall quality of life, making it a cornerstone of contemporary society. As the world continues to advance technologically, the energy demand particularly electricity will only grow, highlighting the need for sustainable and efficient energy solutions to support the future.



Map 23: Blouberg Local Municipality Electricity Distribution

This section deals specifically with the types of energy usage for lighting, cooking and heating by households within the jurisdiction of Blouberg LM. The supplier of electricity in the municipality is offered by both Eskom and Blouberg LM. In the municipality, the energy sources used for cooking by households are diverse. Specifically, 34.2% of households rely on electricity from the mains, 24.7% use gas, 40.7% prefer wood, and a small fraction, 0.2%, use paraffin. In rural areas like Blouberg LM, wood is commonly used for cooking for several reasons: it helps reduce the high cost of electricity, is often easily accessible and abundant, is deeply rooted in the traditions and culture of African communities, serves dual purposes for cooking and heating, and many people enjoy the flavour of food cooked over a fire. However, this type of energy source poses a threat to the environment as it leads to loss of biodiversity, air pollution, deforestation and climate change. Therefore, it is undeniable that provisions need to be made to enhance the provision of alternative energy (solar) and also to ensure the preservation of the natural environment (indigenous forests).

Table 19: Energy for Cooking

| Level of Service | Households | % |
|------------------------|------------|-------------|
| Electricity from mains | 19 673 | 34,2% |
| Gas | 14 222 | 24,7% |
| Paraffin | 138 | 0,2% |
| Wood | 23 413 | 40,7% |
| Coal | 27 | 0,0% |
| Animal dung | 4 | 0,0% |
| Solar | 13 | 0,0% |
| Other | 34 | 0,1% |
| None | 52 | 0,1% |

Source: Stats SA, Census 2022.

In terms of energy usage for lighting in the municipality, 97,7% of households use electricity from the main supply, while 1,3% of households use candles and only 0,6% of households use gas. This signifies that the majority of households have access to electricity in their homes which is a notable milestone for the municipality. However, the fact that about 1,3% of households still use candles raises concerns as such needs to be curbed against as it has proven over the years to be a hazardous energy source leading to life loss and trauma.

Table 20: Energy for Lighting

| Level of Service | Households | % |
|------------------------|------------|-------------|
| Electricity from mains | 56 259 | 97,7% |
| Gas | 319 | 0,6% |
| Paraffin | 73 | 0,1% |
| Candles | 727 | 1,3% |
| Solar | 51 | 0,1% |
| Other | 35 | 0,1% |
| None | 111 | 0,2% |

3.5 Transportation and Road Network

The transportation and road network is a crucial component of any modern infrastructure, facilitating the movement of people and goods. It encompasses various modes of transportation such as roads, highways, public transit, railways, and airports, all of which play a vital role in connecting communities and enabling economic activity. The road network is the backbone of transportation, providing essential links between cities, towns, and rural areas. It is essential for ensuring accessibility, mobility, and efficient traffic flow.

a. Major Road Linkages

In terms of Blouberg Local Municipality, four main roads serve as the main links between the municipality and the rest of its surroundings, namely:

- The N11 connects Blouberg and Botswana through Baltimore via Mokopane and Lephalale.
- The R521 between Polokwane and Alldays to Musina, Via Mogwadi and Vivo.
- The R572 between Alldays and Lephalale, Via Swaartwater, also connects the N11 to Groblersburg port and Botswana.
- The R561 from Mokopane via Tolwe, linking with Botswana through the Zanzibar port.

b. Road Conditions

The roadways in this vicinity are subject to heavy traffic, predominantly comprised of heavy-duty trucks engaged in transporting goods to and from neighbouring nations. An intricate network of provincial, district, and municipal roads facilitates intra-municipal connectivity. Generally, these roads exhibit poor to slightly poor conditions and necessitate substantial refurbishment, compounded by the predominance of single-carriageway configurations. Noteworthy priority routes serve to interconnect communities and nodes within the municipality, as well as the link to pivotal economic locales beyond the confines of Blouberg.

Blouberg Municipality is responsible for a 640km road network, including 215km of access roads and 425km of internal streets. Unfortunately, the roads and stormwater facilities are in poor condition, with many roads becoming waterlogged during rainy

days. Settlements near mountains have been particularly affected. Despite an annual allocation from the Municipal Infrastructure Grant, only 56.1 kilometres of internal streets have surfaced, leaving a significant backlog of approximately 584 km, representing 91.25% of the total backlog, including access roads.

The Senwabarwana to Eldorado road via Windhoek village and the Senwabarwana to Indermark road are critical for economic development and must be paved. The Schiermoonikoog road (Road D1589) has been paved for 24km, but further paving is needed to connect it to the Eldorado growth point. Additionally, priority should be given to paving the road to the Blouberg Health Centre.

The consideration for tarring the road connecting Schiermoonikoog to Allday's town is imperative. The residents of Blouberg rely on taxi services for public transportation, given the scarcity of public bus services. This predicament compels commuters to contend with escalating taxi fares, necessitating the revival of discontinued bus routes for the benefit of the populace.

The absence of shelters at several taxi ranks, and bus stops highlights a pressing need to establish a commuter association that addresses public transport issues. It is worth noting that a Roads and Transport Forum is already in operation.

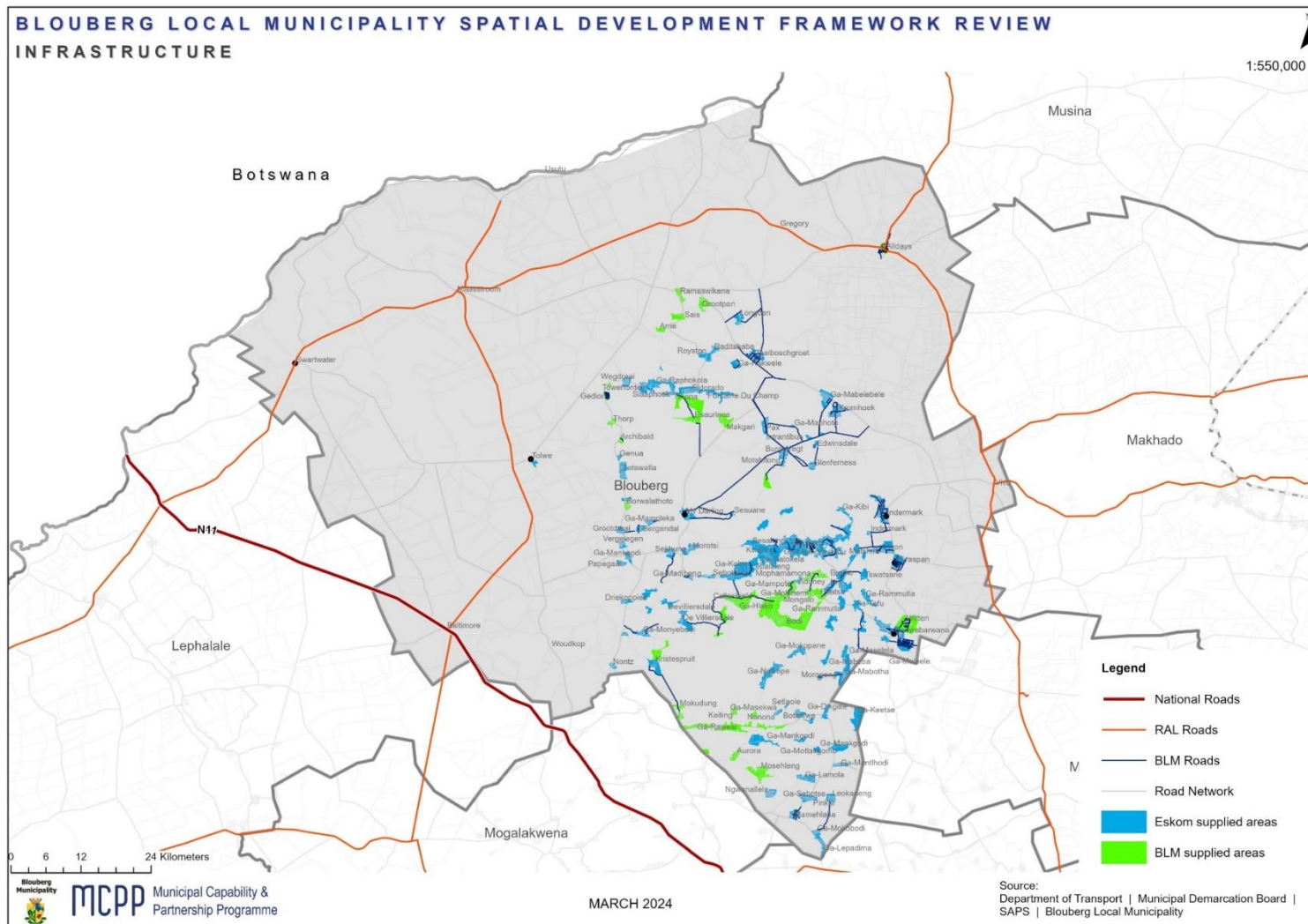
The LSDF has identified areas in the north-western part of Blouberg, Senwabarwana, and the weak regional road link between Gauteng via the Moloto road and N11 at Marble Hall/Groblersdal to Jane Furse and Lebowakgomo as places that are not adequately served by the regional network.

Table 21 below provides all the municipal roads that will be upgraded from gravel to tar.

Table 21: Blouberg Local Municipality Upgrading: Gravel to Tar

| Route Particulars | | | | Growth Areas | | | |
|-------------------|----------------------|---|-------------|--------------------|-------------------|-----------------------|--|
| Priority | Road No. | Roads | Length (KM) | Local municipality | Growth point | Level of Growth point | Other development strategies supported |
| 1 | D1589, D3297, D3292 | De Vrede via Raditshaba to Eldorado | 25 | Blouberg | Eldorado | Local | Farming, retail development and administrative |
| 2 | D1200, D688, D2657 | Dendron via Makgato to N1 (Botlokwa) | 35 | Molemole, Blouberg | Dendron (Mogwadi) | District | SDR, Agriculture, Tourism |
| 3 | D 3330, D3474, D3440 | Ga Moleele, GaDikgale, GaLetswalo, Raweshi, Pollen, Mons, Swartz to Driekoppies | 30 | Blouberg | Senwabarwana | Local | Major Link |
| 4 | D3275-D3287 | Windhoek to Eldorado | 38 | Blouberg | Eldorado | Local | Farming, administrative and major access |
| 5 | D3322 | Blouberg health center via Bahananwa Tribal Office to Buffelshoek | 12 | Blouberg | Senwabarwana | Local | Major Access |

Source: BLM IDP 2024-2027



Map 24: Blouberg Local Municipality Road Network

c. Public Transport

In the municipal area, the primary mode of public transport is road transport. The main public transport mode is the minibus taxi, while other services, such as Great North and MMabi bus services, have suspended their operations. The communities also use Donkey carts and bicycles for transportation. However, municipal public transport is only available between 6H00 in the morning and 18H00, leaving many commuters stranded outside these times. The public transport routes cover nodal points within Blouberg, including Alldays, Senwabarwana, Tolwe, and Eldorado, as well as major destinations outside of Blouberg, such as Musina, Louis Trichardt, Lephalale, Steilloop, and Polokwane.

Table 22: Status of Taxi Rank Facilities

| Location | Status | Destination |
|--------------|---|--|
| Senwabarwana | The rank is formal with the following facilities: shelter, loading bays, ablution blocks, and hawkers' facilities | The rank covers the rest of Blouberg and destinations such as Polokwane, Johannesburg, |
| Eldorado | The rank is formal with the following facilities: shelter, loading bays, ablution blocks | The rank covers the rest of Blouberg and areas such as Senwabarwana, and it connects to Polokwane via Kromhoek taxi rank |
| Kromhoek | The rank is formal with the following facilities: shelter, | The rank covers the rest of Blouberg and |

| | | |
|-------------|--|--|
| | loading bays, ablution blocks, and hawkers' facilities | destinations such as Polokwane, Johannesburg and Louis Trichardt |
| Alldays | The rank is formal with the following facilities: shelter, loading bays, ablution blocks | The rank covers the rest of Blouberg and destinations such as Musina and Louis Trichardt |
| Windhoek | The rank is informal | It covers Senwabarwana, Steilloop and Lephalale municipality |
| Avon | The rank is informal | It covers Senwabarwana, Vivo, Indermark |
| Buffelshoek | The rank is informal | It covers Senwabarwana |
| Vivo | The rank is informal | It covers Senwabarwana, Alldays, Mogwadi and Louis Trichardt |
| Letswatla | The rank is informal | It covers Senwabarwana |
| Mamehlabe | The rank is informal | It covers surrounding villages and links with Tibane taxi rank to Polokwane |

Source: Blouberg LM IDP 2024

Challenges related to public transport:

- public transport is only available between 06H00 in the morning and 20H00 leaving most commuters stranded outside these stipulated times.
- bad state of roads that increases the operation and maintenance costs of public transport operators
- Lack of formal taxi ranks with all related amenities in some strategic areas
- Lack of public transport diversity
- Conflicts among taxi associations.

d. Air Transportation

The landing strip is located at Alldays which mainly caters for private airplanes. The airport has a single asphalt runway and limited facilities. It primarily caters to general aviation, private aircraft, and chartered flights. Alldays Airport provides convenient access to the nearby wildlife reserves and natural attractions in the region. There is a flying school that offers lessons and some skydiving and other flying experiences. Other nearby airfields are Alldays (Greater Kuduland) Airport, Alldays Safaris Airport, Venetia Mine Airport, Bergtop Airport and Limpopo Valley Airport.

3.6 Strengths, Weaknesses and Opportunities

The following strengths, weaknesses, opportunities, and threats (SWOT) were identified during the status quo analysis phase.

3.6.1 Strength

- The analysis findings highlighted that the Municipality has implemented adequate measures to encourage and facilitate public involvement in decision-making processes and community initiatives.
- The municipality is home to two nature reserves, namely Maleboho and Blouberg Nature Reserves, as well as several environmentally sensitive areas with significant potential for boosting tourism in the region. The area's rich cultural history also presents an opportunity to further enhance its appeal to tourists.
- The agricultural sector plays a significant role in BLM, contributing 23% to the municipality's Gross Value Added (GVA). Strengthening this sector is of paramount importance. Initiatives such as establishing the Blouberg Agri-Services Hub can bolster this sector while exploring opportunities for cross-border exports of fresh produce from the municipality should be considered.
- The municipality has an effective council structure.
- Senwabarwana is a central developed node, classified as a Provincial Growth Point per the NSDF and LSDF. This serves as the administrative head office of the Municipality. Several government services are offered in the center. The node includes several community facilities, including a hospital and three modern shopping centres.

3.6.2 Weakness

- The agricultural sector, a primary economic driver in the local municipality, faces significant challenges due to climate conditions such as high temperatures leading to drought and lack of rain. This directly impacts livestock

farming, grazing, and the limited water supply for these purposes.

- The municipality is facing significant challenges with maintaining its infrastructure, including roads, bridges, and public facilities. The lack of regular maintenance has led to deteriorating conditions, posing safety risks and inconveniences for residents and businesses. This has also increased repair costs and decreased overall quality of life.
- There is insufficient bulk infrastructure capacity and distribution infrastructure coverage to accommodate significant industrial and human settlement developments that will accelerate economic development and diversification.
- The BLM economy is not diversified, relying on agriculture and mining. Both sectors face global environmental challenges, and mining is not presently dominant in the municipality.
- The municipality's heavy reliance on external grants to fund its operations, coupled with its inability to generate significant revenue independently, presents a significant challenge to its financial sustainability and autonomy.
- The absence of consistent enforcement of local by-laws has increased violations.
- There is a noticeable failure to adhere to the practices and regulations of supply chain management.
- The municipality is grappling with a significant understaffing issue, particularly in critical sector departments. This shortage has diminished capacity and capability within these departments, impacting their overall efficiency and ability to fulfil their responsibilities effectively. For instance, the town planning department

does not have a GIS technician, not enough town planners to run the town and regional planning functions.

- The municipality is home to a single Further Education and Training (FET) college, which unfortunately does not offer courses in fields such as engineering and science. This presents a significant drawback, forcing grade 12 pupils to seek educational opportunities outside the municipality.

3.6.3 Opportunities

- The municipality has established a positive and robust partnership with traditional leaders and authorities. This collaboration has been incredibly beneficial for facilitating development initiatives, as traditional tribunal authorities primarily govern the municipality.
 - The municipality has many untapped tourism opportunities, including natural landmarks, cultural heritage sites, and unique local experiences. By prioritising the development of this sector, the municipality can unlock substantial economic growth through increased visitor numbers, job creation, and investment in local infrastructure and services.
4. Based on the Census 2022 data, it is evident that the municipality is effectively providing essential services to its residents. The statistics reveal that 97.7% of households have access to electricity for lighting, indicating a high level of electrification. Additionally, only 9.0% of households do not have access to piped water, demonstrating a relatively low percentage of households without this essential service. These figures reflect the municipality's commitment to ensuring that basic amenities are widely accessible to its residents.

5. The strategic location of the municipality offers the potential to facilitate cross-border collaboration, which in turn can enhance economic growth in the region significantly.
6. Mining opportunities in the area: two mines have acquired mining rights, Waterberg and Ironveld.

Table 23: Summary of SWOT Analysis of BLM

3.6.4 Threats

- The climate change indicators for the area suggest a projected increase in temperatures and a slight reduction in rainfall. These changes pose additional challenges to the area's potential for sustainable agriculture, impacting economic diversification and livelihoods.
- The BLM is currently experiencing a backlog in providing health facility services. This backlog impacts delivering essential healthcare services to individuals within BLM-managed areas.
- The municipality experiences a high level of poverty, with a significant portion of its population living below the poverty line. This has led to various socioeconomic challenges and disparities within the community, impacting many residents' accesses to resources, opportunities, and quality of life.
- The municipality is experiencing a shortage of surface water, posing challenges for residents and local authorities.
- Council disruptions in the municipality.
- The municipality is experiencing a significant decrease in population, coupled with a noticeable migration of residents from rural areas towards the bustling economic centres. This demographic shift poses a looming threat, as it may result in the abandonment and neglect of the rural areas within the municipality.

| Strengths | Weakness | Opportunities | Threats |
|--|--|--|--|
| <ul style="list-style-type: none"> • Effective Public Participation • Effective Council Structure • Rich in cultural heritage • Tourism Potential • High agricultural growth • Provincial Growth Point • Good electricity infrastructure • Strategically located to be a gateway to the SADC region • Declared as a Regional Development Anchor | <ul style="list-style-type: none"> • Climate change • Lack of infrastructure maintenance • Grant dependency • Unavailability of developable land • Lack of revenue collection • Lack of By-Law enforcement • Insufficient bulk infrastructure capacity • Lack of municipal monitoring and evaluation strategies • Lack of water monitoring and management system • Inadequate sewerage system • No economic diversification • Lack of capacity to provide infrastructure. • Lack of financial stability • Lack of staff capacity • No central application System for projects (GIS) | <ul style="list-style-type: none"> • A good relationship with traditional authorities • Tourism opportunities • Mining prospects • Strategic location (potential to facilitate cross-border collaboration) • Basic service delivery improvement • Critical biodiversity improvement • Livelihood development • Improved service delivery through satellite offices | <ul style="list-style-type: none"> • Global environmental challenges • Health facilities backlog • High poverty levels • High unemployment rate • Low household income levels • Lack of surface water • Depopulation in rural areas • Unavailability of land for development • Damaged road infrastructure • No delineation of urban edges • Delays in water, roads, electricity and sanitation services for new developments • Biodiversity is threatened by deforestation and climate change impacts. • Agriculture is threatened by water scarcity and lack of grazing land. |

| | | | |
|--|---|--|--|
| | <ul style="list-style-type: none">• Electronic Records Management• Poor ICT services in the municipality• Unqualified Audit• No support from government departments. | | |
|--|---|--|--|

3.7 Growth Expectations

3.7.4 Baseline Population Projection

Census 2022 has placed the Blouberg LM population at **192 109** people, residing in **57 575** households. With this demographic profile as a base (2002-2031), polynomial regression analysis was employed to arrive at a 20-year population forecast. Over the next 20 years, **233 148** people will be added to the Blouberg population, in 101,825 households. The average household size will shrink to 2.3 people per household.

Table 24: BLM 20-Year Population Projection

| Year | Population | Households | Household Size |
|------|------------|------------|----------------|
| 2022 | 192109 | 57 575 | 3,3 |
| 2023 | 193 807 | 59 087 | 3,3 |
| 2024 | 195 520 | 60 638 | 3,2 |
| 2025 | 197 249 | 62 230 | 3,2 |
| 2026 | 198 992 | 63 864 | 3,1 |
| 2027 | 200 751 | 65 541 | 3,1 |
| 2028 | 202 526 | 67 262 | 3,0 |
| 2029 | 204 316 | 69 028 | 3,0 |
| 2030 | 206 122 | 70 840 | 2,9 |
| 2031 | 207 944 | 72 700 | 2,9 |
| 2032 | 209 782 | 74 609 | 2,8 |
| 2033 | 211 636 | 76 567 | 2,8 |
| 2034 | 213 507 | 78 578 | 2,7 |
| 2035 | 215 394 | 80 641 | 2,7 |
| 2036 | 217 298 | 82 758 | 2,6 |
| 2037 | 219 219 | 84 931 | 2,6 |

| | | | |
|------|---------|---------|-----|
| 2038 | 221 157 | 87 161 | 2,5 |
| 2039 | 223 111 | 89 449 | 2,5 |
| 2040 | 225 084 | 91 798 | 2,5 |
| 2041 | 227 073 | 94 208 | 2,4 |
| 2042 | 229 080 | 96 681 | 2,4 |
| 2043 | 231 105 | 99 220 | 2,3 |
| 2044 | 233 148 | 101 825 | 2,3 |

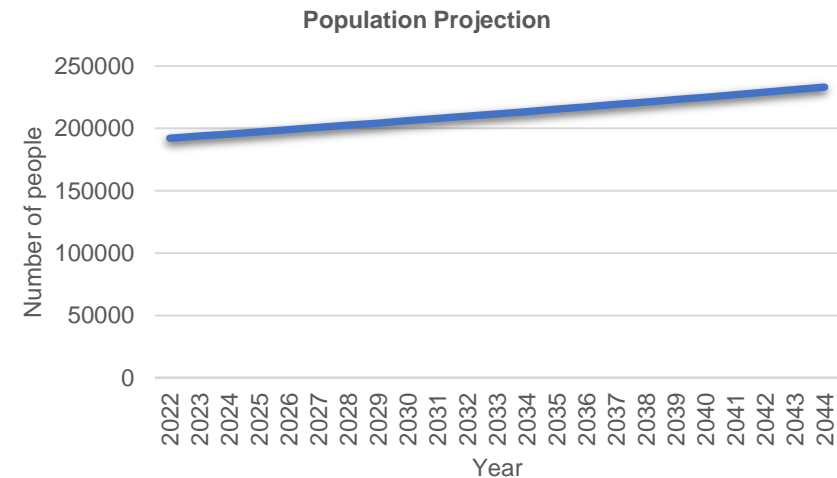


Figure 21: 20-Year Municipal Population Forecast

3.6 Spatial Vision and Objectives

3.6.4 National, provincial, district, and municipal visions

The spatial vision of Blouberg Local Municipality must align with the visions of the National Government, Limpopo Provincial Government,

and Capricorn District Municipality. This is also consistent with the BLM vision, as expressed in the IDP. The Blouberg Local Municipality must coordinate its spatial vision with the national and provincial governments and the local district municipality to ensure all parties work towards a common goal. Such alignment will enable the municipality to leverage all stakeholders' collective resources, expertise, and knowledge, thereby ensuring efficient and effective spatial planning and development. These visions are summarised below:

| Spatial Frameworks | Development | Visions |
|--|-------------|--|
| National Spatial Development Framework Vision, 2022 | | All our people live in shared and transformed places in an integrated, inclusive, sustainable and competitive national space economy |
| Limpopo Spatial Development Framework Vision, 2022 | | A provincial spatial structure where the natural environment and valuable agricultural land in the rural areas are protected for future generations, with a strong, diverse and growing economy focused on a range of the nodal regions and that offers its residents high-quality living environments and good job opportunities in a sustainable manner. |
| Capricorn District Municipality Spatial Development Framework Vision, 2016 | | Capricorn District should ultimately be spatially connected, attractive, sustainable and well-managed. |

| | |
|---|---|
| Blouberg Local Municipality Vision (IDP) | A participatory municipality that turns the prevailing challenges into opportunities for growth and development by optimally utilising available resources. |
| Blouberg Local Municipality MSDF Spatial Vision, 2019 | Spatial transformation for inclusive, sustainable development |

The 2019 BLM MSDF Spatial Vision incorporates several components that are consistent with the IDP vision, thereby ensuring coherence and alignment between the two visions:

- **Sustainable development** (development must be undertaken in cognisance of all the elements of sustainability)
- **Inclusive/inclusivity** (spatial development must be undertaken in partnership with local communities and key stakeholders and partners) and
- **Transformation** of the current fragmented spatial arrangements (requires a radical shift from the planning interventions that maintain the status quo).

3.6.4 Proposed Draft Spatial Vision Statement for the BLM MSDF 2024

The following factors were taken into consideration in reviewing the 2014 MSDF Spatial Vision Statement:

- As per the 2019 Municipal Socio-Economic Development Framework (MSDF), the mining sector has been identified as the primary economic driver in the municipality. However, it is

worth noting that the two mines operating only commenced operations in 2022. An economic analysis revealed that agriculture is the most significant contributor, accounting for 25% of the Gross Value Added (GVA) and 23% of employment. Therefore, prioritising this sector in terms of development and investment is crucial. It is recommended that the authorities allocate resources to develop and promote the agriculture sector. This will lead to a more diversified economy, reducing the municipality's dependence on a single sector, and ensuring long-term economic stability.

- Few of the development proposals set out in the 2014 MSDF have been realised.
- The 2019 MSDF Spatial Vision neglects key sustainable development principles, such as integrated development, natural resource conservation, liveable spaces, diversified economic growth, poverty alleviation, and livelihood sustenance. Addressing these issues is crucial to meeting the region's sustainable development objectives.
- The 2019 MSDF Spatial Visions refers to what will be done rather than expressing Blouberg Local Municipality's future outlook. A spatial vision should provide an optimistic portrayal of the Municipality's future, setting the tone for future planning and development efforts.

The draft Spatial Vision Statement for the BLM MSDF 2024 reads as follows:

“An integrated and spatial transformation that fosters sustainable development through inclusive human settlements, promoting diversified economic growth, conserving the natural environment, and sustaining livelihoods through the judicious use and management of natural resources”.

3.6.5 Development Objectives

The overall spatial development objectives are derived from and consistent with national, provincial, district, and local municipal legislation, policies, strategic plans, and the context of the Blouberg Local Municipality and area:

- Give effect to national spatial development principles, including:
 - Spatial efficiency
 - Spatial justice
 - Spatial resilience
 - Good governance
 - Good administration
- The amalgamation of diverse sectors within Blouberg Local Municipality to establish an efficiently operating spatial economy.
- Transforming the spatial configuration facilitates the development of holistic and integrated human settlements.
- Enhancing and augmenting nodal growth points (Senwabarwana, Alldays, Avon, Mogwadi, Eldorado, Tolwe) to foster investment opportunities, stimulating local economic expansion and facilitating employment opportunities.
- The effective stewardship and sustainable management of natural environmental assets and heritage.
- Enhancing cross-border linkages facilitates optimised economic interactions and benefits with neighbouring nations.
- Enhancing the integration and collaboration among various departments within the Blouberg Local Municipality is essential for establishing a robust, capable, and efficient governance

structure. Such improvements are critical in ensuring high-quality service delivery to the residents of the Blouberg Local Municipality. This allows for:

- Enhance municipal capabilities and skill development.
- Develop or adopt a centralised system within the municipality so that all development projects can be circulated easily through the various departments and archived through a central database or electronic library.
- Development of a functional and practical asset register to enable the municipality to maintain and manage its assets.

4 Spatial Analysis and Synthesis

4.6 Environmental Planning

Blouberg Local Municipality is a predominantly rural municipality situated on the northwestern boundary of the Republic of South Africa, with Botswana and Zimbabwe. The municipality is characterised by dispersed, fragmented and low-density development patterns that affect sustainable service delivery and economic development. Blouberg LM is known for its extensive woodlands and shrubs, which dominate the area. However, these natural habitats are mixed with commercial and subsistence farming, indicating the degraded areas of the region. Due to the high temperatures in the region, there is a risk of drought, which is harming the local ecosystem and economy due to climate change.

Development in Blouberg is essential for economic growth and the betterment of the residents' daily lives. With that said therefore it is crucial to consider environmental aspects when proposing any developments. It is imperative to impose constraints on specific developments within designated areas to mitigate environmental degradation. These limitations are essential for the preservation of ecosystems and the maintenance of ecological processes, particularly concerning critical biodiversity and threatened ecosystems. Notably, these restrictions necessitate the inclusion of critical biodiversity, as alluded to in the Limpopo Spatial Development Framework, as well as the designation of protected areas as exclusion zones for any form of development.

As indicated in the Biophysical analysis section, there is only one perennial river, the Mogalakwena River, that feeds the Glen Alpine Dam in BLM, serving as the sole source of pipeline water in the area. These two water sources need to be protected to save water resources, as the climate change impacts (higher temperatures and low rainfall) are putting more pressure on the water sources of the municipality. Moreover, it is imperative to discourage the development of structures such as buildings, solid surfaces, and other forms of infrastructure within these areas, as they possess the potential to significantly impact the hydrological characteristics. It is also important to consider natural buffers in areas such as rivers to protect them. Strict measures, including criminal offences and enforceable fines, should be implemented to address developments that contribute to water pollution. This pollution harms water tables and ultimately affects wetlands adversely. It should be noted that the Capricorn District Municipality is the water service authority for the Blouberg Local Municipality, and there is a water shortage within the municipality. In addition, the people living near these water bodies should be educated through informative workshops about the significance of preserving

water resources to prevent pollution and damage caused by human activities.

Blouberg LM encounters substantial obstacles in the allocation of land for development within the municipality. This is chiefly attributable to a notable 58% of the land being privately owned, while the municipality holds a meagre 0.49% of the land. Consequently, there exists a formidable challenge stemming from the scarcity of available land for developmental purposes, necessitating the municipality to expend funds for land acquisition from the private sector. This financial burden proves to be unsustainable, given that the municipality relies heavily on grants for its operational functionality.

Additionally, Blouberg LM encounters difficulties in providing consistent and sustainable fundamental municipal services, notably water, waste management, and health care, particularly in rural regions. Implementing sustainable approaches to delivering municipal services involves utilising resources in a manner that prevents the depletion of natural resources and upholds ecological equilibrium. It is therefore advisable that the municipality approaches CDM to find other suitable water sources that can provide water, together with a proper municipal infrastructure maintenance plan for the maintenance of water infrastructure.

Agriculture is one of the major economic contributors to the local economy of the municipality, and more intensive agricultural activities pose a threat to the environment, leading to degradation. Bad management practices include poorly managed animal feeding operations, overgrazing, ploughing, fertiliser, and improper, excessive, or badly timed use of pesticides. Pollutants from agriculture greatly affect water quality and can be found in lakes, rivers, wetlands, and groundwater. Furthermore, intensive agriculture leads to the depletion of natural resources and soil degradation. Livestock farming leads to

overgrazing, which causes damage to grassland. To curb these challenges, Blouberg LM should have educational initiatives that educate both large and small-scale farmers on sustainable agricultural practices, together on ways to conserve natural resources.

It should be noted that development proposals require thorough environmental investigations, including specialised studies like Environmental Impact Assessment (EIA), to ensure sustainable use of the Municipality's natural resources.

4.7 Economic Drivers

Below is a demonstration of some of the types of economic drivers that fall under the jurisdiction of Blouberg Local Municipality.

Table 25 Blouberg Local Municipality Economic Drivers

| Economic Sector | Product | Location |
|-----------------|--|--------------------------------|
| Agriculture | Crop farming (vegetables, tomatoes, onions, potatoes, and tobacco) | Vivo area, Tolwe and Baltimore |
| | Livestock farming (cattle, poultry) | |
| | Gaming farming | |
| Tourism | African Ivory Route Blouberg Nature Reserve | Throughout the municipality |

| | | |
|---|---|---|
| | Wonderkop nature reserve Malebogo nature reserve Langjan nature reserve Makgabeng Rock Art Paintings Malebogo Battlefield | |
| Mining | Diamond | There is no operational mine within the Blouberg LM. However, Blouberg is close to such mines, as De Beers Venetia Mine, DMI Minerals Krone-Andorra Diamond Mine. |
| Wholesale, Retail and SMME Development | Retail and SMME Development Sector | Senwabarwana, Alldays, Eldorado, Vivo, Harrietswish, and Langlaagte. |
| Community, social and personal services | Education (Private) | Senwabarwana, Alldays, and Eldorado. |

4.7.4 Agricultural Sector

There is a development of an Agri-hub in the Northeast of Blouberg Local Municipality is an initiative strategic partnership between the Agricultural Development Agency (Agda), the De Beers Group and Anglo American. The hub's primary objective is to uplift and assist farmers around the Blouberg Municipality area. The hub aims to bring services such as marketing the product and giving them niche markets abroad. The hub brings along potential markets, production financing, and training. The BLM agricultural community, together with surrounding communities (Musina, Lephalale and Molemole), will benefit from the Agri-hub through training, logistics, agro-processing, packaging, product distribution and branding.

The Blouberg area encompasses two distinct economies within the agricultural sector: established and commercial farming, and less established and subsistence farming. The Blouberg municipality is well-suited for livestock farming, particularly the Nguni and Bonsmara breeds, owing to its abundant sweet veld and mixed grass conducive to cattle farming. Livestock farming is prevalent across the community, albeit with varying levels of engagement and intensity. Game farming is primarily practised in the northern and southwestern regions of Blouberg, including the areas of Alldays, Vivo, Tolwe, Maastroom, and Baltimore, where private game farms have proliferated, drawing significant tourist traffic, particularly during the winter hunting season. The cultivation of tomatoes and potatoes is predominantly concentrated in the Vivo area, Tolwe, and Baltimore, with the produce primarily destined for national and international markets. Furthermore, the region exhibits potential for the cultivation of tobacco and pumpkins.

Table 26 Potential of the Agricultural Sector

| | Crops | Livestock | Mechanisation |
|--------------------------------|--|-------------------------------------|-------------------------------|
| Vegetable processing | Agro-processing of field crops: Tomatoes | Plants | Agricultural input services |
| Animal feed production | Pumpkin chutney and jam | Beef, Goat and Game Meat Processing | Letting of farming implements |
| Tomatoes and Tomato processing | Cotton production | Leather production | Processing and packaging |
| Sun-dried tomatoes | Traditional beverages | Establishment of Abattoirs | Refrigerated trucks |
| Frozen vegetables | Production and processing of potatoes | Egg Production and Broilers | Processing and packaging |
| Canned vegetables | Traditional beverages | Dairy Production | Refrigerated trucks |
| Organic farming | Citrus production | Poultry Processing | Processing and packaging |
| Packing and export | | | |
| Tobacco curing | | | |

The municipality should play a facilitating role in establishing cooperatives to empower communities and stimulate the expansion of the agricultural sector. Additionally, the municipality must prioritise the protection of potential agricultural land.

4.7.5 Tourism Sector

The tourism sector of Blouberg LM is backed by activities and has the potential and capacity to generate revenue for both the local and district economies. These activities include the Blouberg Nature Reserve, African Ivory Route, Wonderkop Nature Reserve, Malebogo Nature Reserve, Langjan Nature Reserve, Makgabeng Rock Art Paintings, Malebogo Battlefield, The Glen Alpine Dam, German mission, Leipzig, and the Lutheran church. The tourism corridor stretches from the Central Business District Senwabarawana to the Northern part of the municipality in Alldays into the Musina Local Municipality through the African Ivory route leading to the Mapungubwe National Park. Furthermore, it leads to the Pont Drift, Groblersbrug, Zanzibar and Platjan Border Posts of Botswana. The Blouberg Nature Reserve is located close to Vivo, west of Makhado town. Blouberg Nature Reserve covers an area of 9,360 ha from the eastern portion of the Blouberg mountain range down to the savanna near the Brak River.

The Seraki Blouberg Route, situated at the foothills of Blouberg Mountain, traverses local villages, community projects, and a diverse array of cultural and natural attractions. Encircled by Blouberg Mountain, Makgabeng Mountain, and nature reserves, the route encompasses historically significant summit attractions. The prison camp, located at the base of Blouberg Mountain and a brief walk from the African Ivory Route Cultural Campsite, was constructed by the Boers to enforce their jurisdiction over the Bahananwa people and to facilitate the relocation of indigenous inhabitants from Blouberg Mountain. The formidable thickness of the prison's walls serves as a testament to the robustness of its construction.

The Leipzig German Mission, adjacent to the Blouberg Mountain, holds historical significance due to its association with the 1894 Bahananwa Boer War. Visitors can explore ancient structures, a nearby graveyard, and Box Mountain. The Makgabeng Plateau, known for its rock art

depicting conflicts between Boers and Chief Malebogo, is located southwest of the Soutpansberg Mountain Range. The Glen Alpine Dam provides a fishing site, and the Malebogo Nature Reserve, near Blouberg Mountain, is home to diverse wildlife.

Table 27: Blouberg Local Municipality Tourism Attractions and Accommodations.

| Tourism Attractions | Accommodation |
|--|--|
| <ul style="list-style-type: none"> • Blouberg Nature Reserve • 1930 Prison Camp at Beaulay • Seabakgwana Pottery Project • Leipzig German Mission • The Box Mountain • Statue of Chief Malebogo • Franz Family Grave Site • Helene Franz House • The Helene Franz Lutheran Church • Leprosy Asylum • The Franz Family House • Madibaneng Pottery • Mogalakwena Craft Art • Makgabeng Plateau and Rock Art • Thabanathlana | <ul style="list-style-type: none"> • Dumukwa Lodge • Platjan Lodge • Makoppa's Nest River Lodge • Mogalakwena River Lodge • Munala Lodge • Alldays Hotel • Alldays and Onions Guest House • Molohe Bush Camp • Mashatu Camp • Tamboti Camp • Modumele Wilderness Camp • Blouberg Cultural Camp • Mareba Game Lodge • Makgabeng Research Campsite |

| | |
|--|--|
| <ul style="list-style-type: none"> • Glen Alpine Dam • Maleboch Nature Reserve • Wonderkop Nature Reserve • Tsolopatwe "Rock Hide Site" • Makgabeng Mission Station • Devillierdale Natural Canyons • Malebogo Boer War Battlefield site • The Wetlands in Senwabarwana • Blouberg Mountain | <ul style="list-style-type: none"> • Makgabeng Base Campsite • Makgabeng Farm Lodge • Bakone Mathega Lodge • Motlele Guest House |
|--|--|

4.7.6 Mining

Blouberg LM currently has no active mining operations. However, the area contains mining deposits with significant potential. These include mineral deposits in Harrietswish (platinum) and Arrie and steamboat farms (diamond, coal, gold, and other minerals). Additionally, there is potential for sand mining in Indermark and Eussoringa. The most recent active mine was the Oaks mine, operated by De Beers Consolidated Mines (DBCM), until its closure in 2008. The municipality serves as a labour-sending area to the De Beers Consolidated Mine's Venetia operations, located in the Musina Municipality (Vhembe District), as well as the DMI mine neighbouring the Venetia mine. Both mines extract diamonds from kimberlite pipes that extend to the Limpopo River. The mine is in the Vhembe district in the Musina Local Municipality, about 36 kilometres north of Alldays. There are mining potential opportunities from companies such as DMI Minerals, Krone-Endora Diamond Mine, Hacra Mine (Ironveld Plc), Naked Mine, and Waterberg Project that will enhance and unlock employment opportunities in the Blouberg LM.

4.7.7 Wholesale, Retail and SMME Development

Three retail centres have been established in Senwabarwana, signalling substantial retail expansion. Additionally, a state-of-the-art retail centre is currently under construction in Alldays town. The Blouberg Municipality demonstrates proactive efforts in coordinating the retail and business sectors by identifying nodal points such as Eldorado, Alldays, and Senwabarwana as strategic areas for encouraging major retail development. Furthermore, the municipality has successfully

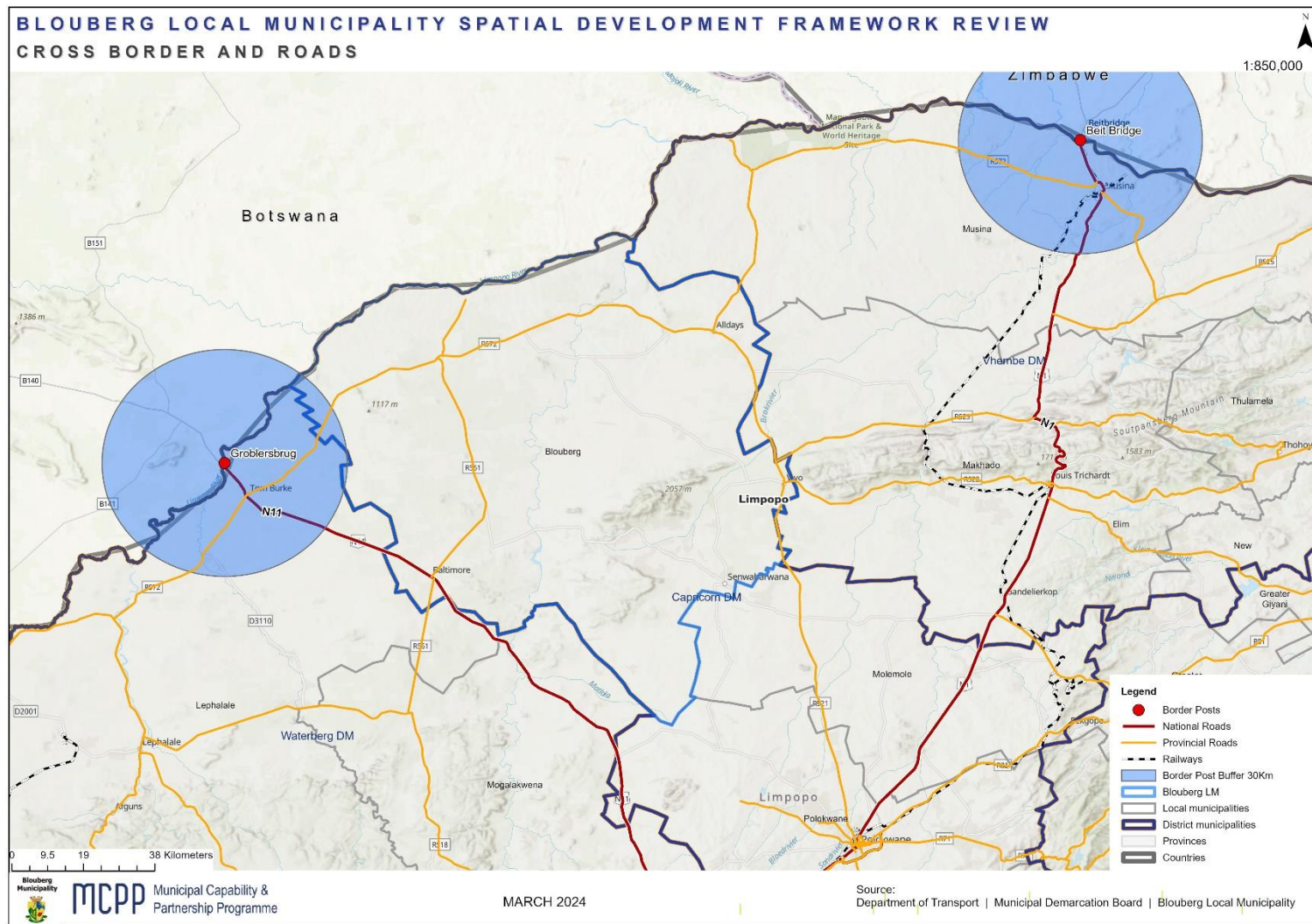
secured an investor to commence the construction of a mall in Senwabarwana town in 2021. The two primary nodes of Senwabarwana and Alldays enjoy a larger share of medium to high-impact retail development anchored by the presence of national retailers such as Shoprite and Spar. Eldorado nodal point has a huge demand for retail development, coupled with additional office space for government services as part of the deconcentration of services to settlements. There is a failed retail development by Flying Falcon cc due to land agreement disputes between the municipality and the traditional authority. The established precinct plan for Eldorado will greatly benefit the area's developmental needs. Vivo hosts a mini retail centre anchored by Spar and supporting convenience stores and two filling stations. Harriet's Wish has an approved precinct plan that will meet the development needs of this mining town. The Blouberg Municipality has purchased 39 hectares to provide government services and prepare for the development of mining houses. Langlaagte, due to its strategic location, is close to large settlements, providing an opportunity for small to medium retail and SMME development. The municipality has proposed precinct plans for the majority of the nodes, with others currently in the planning phase. These precinct and master plans are anticipated to expedite development within these nodes.

4.8 Transport Planning

Transportation planning integrates policy, investments, technology, and land use to facilitate long-term growth and strategic accessibility. Successful transport planning commences with a thorough analysis of community needs, travel patterns, and demographics before plan development.

4.8.4 Cross-Border Planning

The geographical positioning of the Blouberg Local Municipality facilitates cross-border connections between Botswana and Zimbabwe. This link warrants transformation into a pivotal strategic thoroughfare, duly recognised as a critical conduit to other African nations. This route must be harnessed as a corridor, fostering the advancement and expeditious promotion of economic prosperity within the region. This will be achieved through facilitating goods transportation, advancing industrial initiatives, agro-processing, and manufacturing. The Groblersburg, Zanzibar border links Blouberg LM to Botswana and the Beit Bridge border links South Africa through Zimbabwe to all Northern African countries.



Map 25: Cross-Border and Road Alignment

a. Alignment to Neighbouring Countries

Blouberg LM shares borders with neighbouring countries, particularly Zimbabwe through the Beit Bridge Border Post, and Botswana through the Pont Drift Border and Martin's Drift Border. Notably, the Beit Bridge Border Post experiences a higher volume of cross-border traffic to Zimbabwe from Musina than other border posts. The transportation of trucks and heavy vehicles from these border posts contributes to traffic delays on routes such as R521. Blouberg LM serves as a vital transportation link to these border ports, and its enduring impact will significantly influence Blouberg's infrastructure, local economy, and the overall transportation system.

Table 28 below illustrates the alignment between Blouberg LM and the neighbouring countries via the border posts.

Table 28: Alignment to Neighbouring Countries

| Country | Location | Description | Infrastructure condition and main activities |
|---------------------------------------|--|--|--|
| Zimbabwe (Beit Bridge Border Post) | The border post is located 194.6 km on the northern side of Blouberg via the R523 and N1 (Limpopo province) | Beit Bridge serves as the main access point for masses of populations and freight from northern Africa. Given the busy activity of both people and freight along the N1 route, there is unmatched immigration and customs control present at the border post. As a result, crime dominants and illegal immigrants as well as unauthorized freight leak in or out of the country unnoticed. | The border post accommodates both rail and road freight, with a focus on transporting coal, animal feed, and various commercial consignments, including tobacco, cotton, and fruits. It witnesses a significant daily influx of 10,000 to 12,000 individuals, with peak movement patterns during specific hours. The daily truck traffic, predominantly exporting from South Africa, amounts to approximately 1000 trucks, 20% of which operate without cargo. Notably, the border post's infrastructure and facilities are inadequately planned for managing both passenger and commercial traffic movement patterns, requiring urgent attention to enhance its planning and development. |
| Botswana (Pont Drift Border Post) | <p>This border post can be located via three routes in Blouberg LM:</p> <p>Via the R521 about 147.7 km.</p> <p>Via Ga-Mmalebogo Rd and R521 about 1146.2 km.</p> | The Pont Drift border post serves as a tourism and conservation node within the municipal area. The border post is situated just west of Mapungubwe National Park. | The Pont Drift border post is an important freight transport route connecting Vivo to Botswana. The area offers tourist attractions and agricultural activities. However, there is a need for infrastructure catering to informal trading near the border post. Providing informal trader stalls and an information centre can help optimize the border post's potential as an efficient gateway to Botswana and stimulate tourism growth. |

| | | | |
|---------------------------------------|--|---|---|
| | Via Tolwe Rd and R521 about 163.1 km. | | |
| Botswana (Martin's Drift Border Post) | This border post is located 135.8 km via the N11 through Baltimore on the northwestern side of Blouberg. | The Martin's Drift Border Post, also known as Groblersburg in South Africa, is formed by the Limpopo River, separating South Africa and Botswana. This border post serves as an entry point for transporting goods between South Africa and Botswana. | The road infrastructure exhibits significant deterioration, leading to the occurrence of flooding during precipitation events owing to the absence of a suitable bridge. In this context, the flow of trucks headed northwest on the N11 towards the Martin's Drift Border Post in Botswana results in congestion extending into South Africa at the Groblersbrug Border Post. Furthermore, the absence of trading stalls, convenience stores, and information centres diminishes the border post's capacity to function as an efficient conduit for the transportation of goods and the promotion of tourism. Integrating these facilities stands to optimize the border post's potential. |

b. Alignment to adjacent municipalities

Table 29 below demonstrates the alignment between Blouberg LM and neighbouring municipalities.

Table 29: Alignment to adjacent municipalities

| Local Municipalities | Linkage | Function |
|-------------------------------------|--|---|
| Polokwane Local Municipality | It is located on the south side of Blouberg LM and is linked via the R521 connector route. | The municipality is the provincial capital of the Limpopo province, it is a strategic location for the exchange of goods and services for the |

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| | | province, and it forms part of the Capricorn District Municipality. |
| Musina | Located on the northern side of the Blouberg LM and is linked via Alldays through three routes: R521, R521 and R572 and via the N1. | Musina's spatial vision entails transforming the town into a bustling, resilient, and sustainable hub that connects the African continent. With its strategic position, Musina is a pivotal gateway, facilitating international connections to Botswana, Zimbabwe, and Mozambique. Alldays connects Blouberg Local Municipality to Musina, while R521 connects Blouberg Local Municipality with Venetia Mine and Musina Town. |
| Molemole | Located southeastern side of the Blouberg LM and is linked via two routes: R521 via Mogwadi and R521 and N1. | The Molemole Local Municipality is situated in the Capricorn District Municipality. It shares boundaries with the Blouberg Local Municipality on both the eastern and western sides of Senwabarwana. Some significant developments are underway that will have a substantial impact on Molemole. |
| Makhado | Located on the northeastern side of Blouberg LM and can be accessed via three routes: R522 via Vivo, R521 and R521 and N1. | Makhado LM forms part of the Trans-Limpopo Corridor (also identified as a National Corridor) which moves along the N1 from Polokwane, passes through Musina and moves northwards towards Zimbabwe. A railway also moves from Musina, towards the southern side of Makhado LM. It is undeniable that transportation plays a major role in integrating Musina and Makhado LM. |
| Lephalale | Located on the northwest side of the Blouberg connected via the R527 which starts from the Alldays node and passes through Masstroom and Swaartwater | The municipality of Lepahalele is located on the northwest side of the Blouberg municipality. Lephalale Local Municipality is currently one of the fastest-growing municipalities in the country and governs a town that has the |

| | | |
|--------------------|---|---|
| | | potential to become the future hub of power generation in South Africa. |
| Mogalakwena | The N11 highway links Mogalakwena and Blouberg via Baltimore to Lephalale and Botswana through the Groblersbrug border post. Also, Mogalakwena is connected to Blouberg via the R561 through Tolwe. | The Spatial Development Framework (SDF) have identified a crucial requirement for expanding the Rebone node situated on the N11 road. The Rebone node provides direct access to the proposed Mankodi node, including the settlements of Blouberg. |

4.9 Nodal Planning, Corridor Development and Growth Points

Nodal planning and corridor development play a major role in creating feasible transportation network systems, land use regulations, the promotion of economic growth and development, and infrastructure development. This section identifies the proposed nodal points located within Blouberg LM's jurisdiction.

4.9.4 Development Nodes

Table 30: Provincial Nodal Classification

| Nodal Classification | Description |
|------------------------------|--|
| National Urban Node | <p>National Urban Nodes (previously known as Provincial Growth Points) represent urban core areas or nodes within the Province which are also recognised in the national spatial context.</p> <p>These urban core areas have established and diverse economies, together with a range of higher-order social and government services, rendering them existing and/or future core nodes in the provincial and national economy.</p> <p>They should be managed as compact, productive, sustainable, inclusive and well-governed urban areas. It is acknowledged that the bulk of future economic development will be undertaken by the private sector but should be supported by public investment in quality engineering infrastructure and social services, to serve the rapid urbanisation and population growth. Continued investment in infrastructure and social facilities is therefore a prerequisite to maintaining these nodes' status and national role.</p> |
| Provincial Urban Node | <p>Provincial Urban Nodes (previously also known as Provincial Growth Points) represent the fast-growing urban areas or nodes within the Province, both in terms of population growth and prospects for economic growth.</p> <p>Settlement growth should preferably be consolidated in the existing large emerging and fast-growing urban nodes. However, the development and emergence of new cities in identified densely populated and high-potential transformation corridors should be proactively supported. Most of these existing urban nodes have established and diverse economies, together with a range of higher-order social and government services contributing towards its preference for human settlement development.</p> <p>However, some nodes are currently experiencing rapid urbanisation and population growth but lack the necessary infrastructure and bulk services for growth and investment. Although these nodes have immense resource potential, predominantly mineral and agriculture, they require a consolidated effort to ensure development and economic prosperity.</p> <p>Unlike National Urban Nodes, however, these Provincial Nodes require public sector intervention and investment to ensure that future economic development will be undertaken by the private sector. Investment in new or additional engineering infrastructure and social services to serve the fast-growing local population is therefore necessary.</p> |

| | |
|-------------------------------------|---|
| Regional Development Anchors | <p>Regional Development Anchors (previously known as District or Municipal Growth Points) comprise nodes which are strategically located in productive rural regions and priority national development, trade and transport corridors.</p> <p>These nodes provide a range of services within the specific towns/cities and surrounding network of settlements and productive rural regions, of which most of them are very well positioned along the national and provincial movement networks and have a strong resource base (including mineral potential and agricultural activities), whilst others represent large rural settlement clusters, but with very small economic and institutional bases and very limited local resources on which to build.</p> <p>They function as high-order service centres, have relatively large local populations, and have relatively well-established institutional cores, and most of them, relatively strong economies.</p> <p>However, while some of them may have well-established local economies, others lack economic and engineering infrastructure due to years of under-investment or due to recent rapid population growth.</p> <p>Despite the above mentioned, all these nodes have potential for economic growth, which should be supported by public investment in infrastructure. However, high levels of public investment are needed to unlock the potential of historically under-invested nodes.</p> <p>Regional Development Anchors must be supported and strengthened through:</p> <ul style="list-style-type: none"> • Targeted settlement planning and development • Higher-order social infrastructure provision • Focused support for small and medium-sized enterprise development, industrialisation and economic diversification <p>These development anchors should further:</p> <ul style="list-style-type: none"> • Serve as rural regions for commuting labour to reside in, and contribute to the local economy, instead of commuting to larger towns or cities on a daily or weekly/monthly basis • Create gateways and interchanges on the regional public transportation network, and incorporate them into the planning of 'functional rural regions' • Connect traditional areas and rural settlements with higher-order urban settlements and economic systems in functional rural regions, by making use of the road and rail network and regional corridor development • Use investment and planning of social infrastructure to establish and create well-functioning, compact and lively rural settlements and 'regional rural systems' |
|-------------------------------------|---|

| | |
|-----------------------------|--|
| Rural Service Centre | <p>Rural Service Centres (previously also known as Rural Nodes or Service Points) generally have limited economic and institutional bases at present. Social services are to be consolidated at these nodes to efficiently serve the extensive surrounding rural communities.</p> <p>Although small local economies might emerge over time because of the proposed agglomeration of public services, it is acknowledged that the economic potential of these nodes is less than in Urban Nodes and Regional Development Anchors.</p> <p>The focus should thus be on community infrastructure and not necessarily economic infrastructure. Rural development must be supported through this network of prioritised service centres where people in rural areas and settlements can be optimally provided with municipal and social services, and where rural logistics and support can be provided to support rural development.</p> <p>Specific support must be provided to:</p> <ul style="list-style-type: none"> • Towns that act as border towns and trade posts • Growing towns in border regions • Town in dense rural settlement regions. Consolidation within nodal centres and rural design is required. |
|-----------------------------|--|

Nodal Hierarchy set out in the Limpopo Spatial Development Framework 2016/2024:

- Regional Development Anchor: Senwabarwana
- Local Service Centre: Alldays

Nodal Hierarchy as in Capricorn District Municipality Spatial Development Framework, 2017:

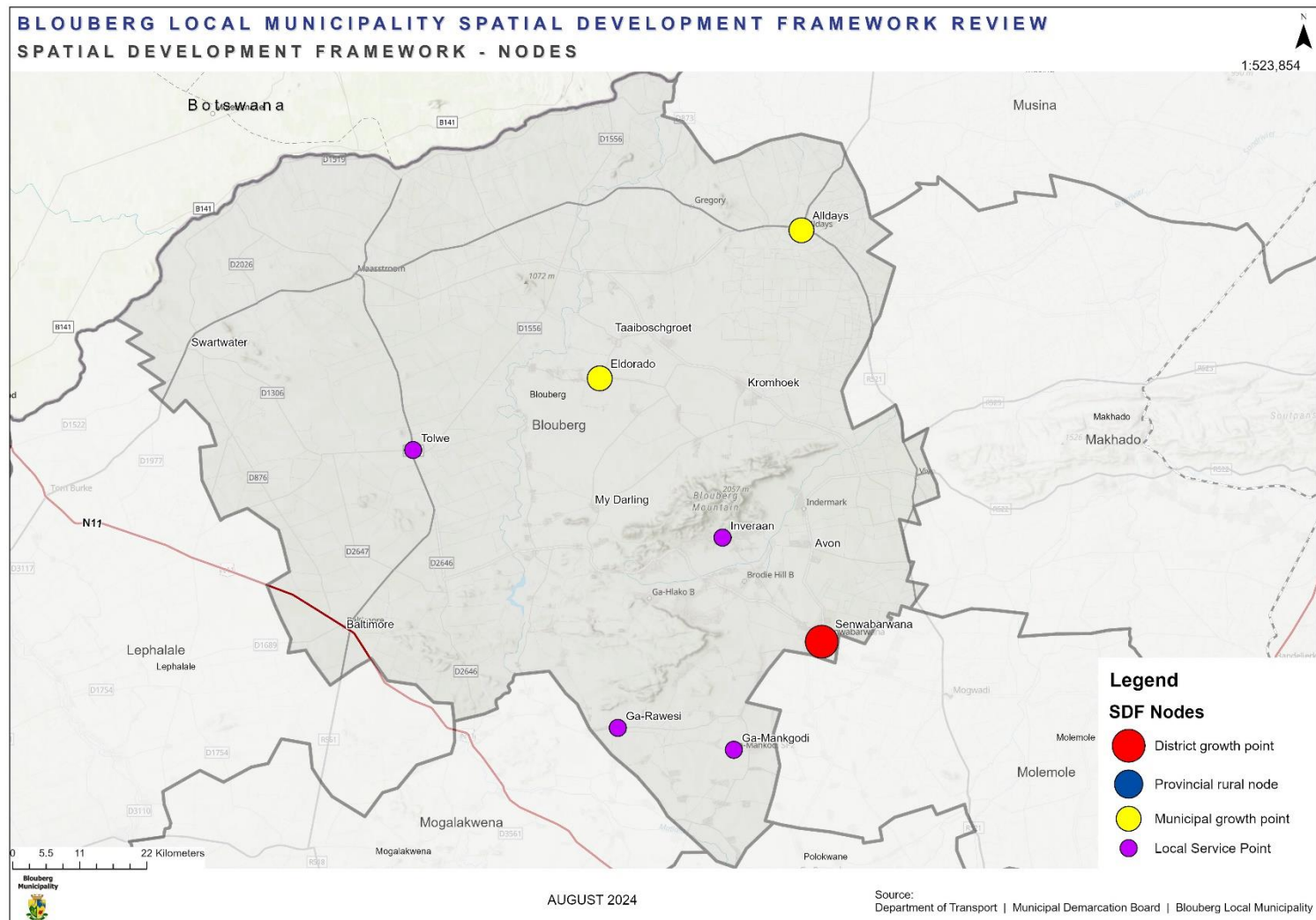
- District Growth Point: Senwabarwana
- Municipal Growth Point: Alldays
- Rural Node/ Service Points: Eldorado; Tolwe; Vivo; Avon; Taaiboschgroet; Kromhoek; My Darling; Baltimore; Swartwater; Sekhung; and GaRawesi

Municipal Hierarchy of Settlements as per the current SDF:

- Municipal Growth Point: Senwabarwana, Alldays, and Eldorado
- Service Points: Tolwe, Langlaagte, Inveraam and Harriswich

The SDF proposes adding Vivo as a potential service point in the municipality due to the farming town's strategic location between R521 and R522.


Below is a map illustrating the Nodal Hierarchy as per the Limpopo Spatial Development Framework, Capricorn District Municipality Spatial Development Framework and Municipal Spatial Development Framework.



Map 26: Blouberg Local Municipality Nodal Hierarchy

The designated place of the nodes in the nodal functional hierarchy is summarised below:

Table 31: Nodal Hierarchy and Roles for BLM

| Map Key | Functional classification | Settlement or cluster | Local Municipality | District Municipality |
|---|------------------------------|-----------------------|--------------------|-----------------------|
|  | Regional Development Anchors | Senwabarwana | Blouberg | Capricorn |
| | Local Service Centre | Alldays | Blouberg | Capricorn |

Source (Draft Limpopo Spatial Development Framework 2024)

4.9.5 Corridor Development

Development corridors are essential for a region and a country's economic growth. They provide access to different levels of economic opportunities and play a crucial role in economic development between urban and regional centres. The functional relationships between development centres are key in creating these corridors. Corridors are functional transport links that carry people or goods between nodes or other regions. It can either consist of road or rail corridors. However, unless specifically mentioned, corridors in this context do not include development corridors or other geographical areas targeted for investment or land development.



Figure 22: Network of corridors and roads
(Source: Draft LSDF 2024)

The network of corridors and roads in the province is as follows:

Table 32: Network of Corridors and Roads

| Corridors and Roads | Description |
|---------------------------|---|
| National Corridors | <p>The National Corridors include key national roads and derive names from their national importance and serve the national interest of South Africa as well as the interest of the Province.</p> <p>The Province therefore supports the national request to maintain and strengthen these corridors because they also serve as inter-regional and National Development Corridors whereby these roads must be:</p> <ul style="list-style-type: none"> • Adequately planned for and enabled SADC-focused trade, which includes: <ul style="list-style-type: none"> ○ a focus on SADC corridors, and ○ improving cost and efficiency at border and port facilities to handle greater international and regional trade flows. • Ensure that all the roads in this network are appropriately surfaced, and the key routes are prioritised for regular maintenance. • Logistics hubs, ports (airports) and border posts are maintained and expanded, and their capacity and efficiency are optimised. <p>The National Corridors in the Province as depicted in Figure 44 include:</p> <ul style="list-style-type: none"> • The N1 from Gauteng in the south passes many towns in the Province up to the Beit Bridge port of entry in the north at the border with Zimbabwe. This corridor serves both as public/tourist transport and road freight routes. It should further be noted that this corridor forms part of the SADC North-South corridor that carries traffic between the countries of DRC, Zambia, Zimbabwe and South Africa (Trans-Limpopo Corridor). • The N11 runs from Mpumalanga in the south across the N1 (at Mokopane) and up to Grobler's Bridge port of entry with the Botswana border. This route serves as an alternative to the Gauteng-Zimbabwe corridor, for long-distance traffic that wants to avoid congestion and long waiting times at the Beitbridge border post. As in the case of the N1, it also serves as a public transport and tourism route (East-West Corridor). <p>The draft Limpopo Province Land Transport Framework (Limpopo Dept. of Transport and Community Safety, 2023) mentions that:</p> |

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| | <p><i>“The Trans-Limpopo Corridor and the East-West Corridor form part of the larger North-South Corridor that links the ports of Durban and Richards Bay to the Copperbelt in Zambia and the DRC.</i></p> <p><i>The N1 up to the Beit Bridge Border Post between South Africa and Zimbabwe (also known as the Trans-Limpopo Corridor connecting Polokwane with Musina), as well as the N11 from Mokopane to the Groblersbrug / Martin’s Drift Border Post between Botswana and South Africa (also known as East-West Corridor linking Polokwane via Mokopane to Botswana), are both located in Limpopo and form part of the NSC.”</i></p> <p>The North-South Corridor routes as depicted in Figure 45 include:</p> <ul style="list-style-type: none"> • From Zambia to Harare (through the Chirundu border post), Beitbridge, Gauteng and ultimately the Port of Durban. • From Zambia into Zimbabwe (through the Livingstone border post), to Beitbridge, Gauteng and the Port of Durban. • From Zambia into Botswana (through the Kazungula border post), into South Africa (through either the Grobler’s Bridge or Lobatse border post), to Gauteng and the Port of Durban. |
| Transformation Corridor | <p>The Transformation Corridor is concerned with the national interest of transforming the north-eastern parts of the Province as intended with the Eastern Escarpment Spatial Transformation and Economic Transition Region (STETR) as set out in the National SDF (DALRRD, National Spatial Development Framework, 2022), located in the eastern part of the province. In the LSDF, the corridor is recognised as supporting the Eastern Escarpment STETR. However, in the provincial context it still fulfils the function as Provincial Corridor with a wider impact on the Province and to ensure connectivity to Mpumalanga Province.</p> <p>The following national priorities in terms of connectivity and the provincial road network are adopted as strategic interventions in Limpopo Province:</p> <ul style="list-style-type: none"> • Extend and improve the transportation networks, ensure regular maintenance and upgrading of existing infrastructure, notably roads, and enhance urban-rural and rural-rural connectivity. • Provide road infrastructure to support: <ul style="list-style-type: none"> ○ consolidated settlement development and support the development of new cities in the Eastern Escarpment STETR, ○ the development of a network of strong and vibrant existing and emerging cities and large towns to fulfil the role of nodes and local service centres, ○ fast-growing formal and traditional settlement areas within a strategic network of nodes, and |

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| | <ul style="list-style-type: none"> ○ the tourism sector and creative industries in the area, with an emphasis on small and medium farming activities and Agri-eco production. • Introduce and upgrade transport infrastructure with a focus on: <ul style="list-style-type: none"> ○ human settlements development (housing), ○ basic service delivery, ○ public transport, and ○ rural-urban and rural-rural connections, which will also act as a trigger for enterprise development and expansion |
| Provincial Corridors | <p>As in the case with national corridors, the identified Provincial Corridors serve national and provincial interests by ensuring that:</p> <ul style="list-style-type: none"> • all nodes within the Province are well connected to each other, and • all nodes in the Province are well connected to other provinces and nodes outside the province. <p>The highest priority in the identification of these corridors was to ensure that the National Urban Nodes, Provincial Urban Nodes and Regional Development Anchors are well connected using a system of corridors using the provincial primary road network. These corridors are further supported by other provincial R-routes as part of the primary road network of the province as well as other district roads (D-routes). The national corridors discussed above also complete the provincial corridors and connectivity between nodes.</p> <ul style="list-style-type: none"> • R510 from the boundary with North-West Province close to Northam up to Lephalale. The future connectivity via this route to Rustenburg in the North-West Province is regarded as essential in supporting economic interaction. • R511 from Thabazimbi to Mogale City in the North-West Province. • R516 from the R511 to Bela-Bela and the N1. • R572 from Lephalale to the N11 close to the border with Botswana. Together the R510 and R572 serve as corridors. |

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| | <ul style="list-style-type: none"> • R518 from Lephalale to Mokopane and the N1. • R518 from Mokopane to Lebowakgomo and connecting to the R37 towards Burgersfort and Mpumalanga. • R37 from Polokwane to Burgersfort and onwards to Mashishing in Mpumalanga and finally to Kwazulu-Natal. • R33 from Lephalale via Modimolle over the N1 to the N11 which then connects to Marble Hall and Groblersdal and eventually into Mpumalanga (Middelburg and eMalahleni). • R521 from Polokwane to Alldays. • R572 from Alldays to Musina and the N1 which finally links with Beit Bridge into Zimbabwe. • R71 from Polokwane via Tzaneen and Gravelotte to Phalaborwa, and finally into the Kruger National Park. • R81 from Polokwane via Mooketsi to Giyani where it joins the National Eastern Escarpment Transformation Corridor. • R36 from the N1 close to the Capricorn Toll Plaza via Morebeng, Mooketsi, Modjadjiskloof and Tzaneen to Orighstad and eventually into Mpumalanga. • R578 from n1 close to Makhado via Elim to the R81 close to Giyani. • R573 from Marble Hall to the border at Siyabuswa in Gauteng towards Pretoria (known as the Moloto Corridor). • R25 from Groblersdal to the border with Gauteng at Dennilton/Elandsdoring. • D1547 from the R33 just outside Groblersdal via Motetema to the R579 at Monsterlus. • R579 from the R37 just outside Lebowakgomo passing west of Jane Furse to the border where it joins the R33 in Mpumalanga where it runs to Belfast and eventually towards Kwazulu-Natal. • R555 from Orighstad via Burgersfort and Steelpoort to the border with Mpumalanga to Middelburg and eMalahleni. • R40 from Phalaborwa via Hoedspruit to Mpumalanga. |
| Provincial Freight Corridors | <p>The identified Provincial Freight Corridors' function is to ensure movement of freight commodities in the Province.</p> <p>It further accommodates large volumes of transit traffic, specifically traffic travelling between countries, ports, provinces and nodes.</p> |

Key commodities being produced in the Province and for which the Provincial Freight Corridors have been identified are:

- Mining: Coal, magnetite, stone, limestone, rock phosphate and chrome.
- Manufacturing: Processed food, cement, bricks, animal feed, ferrochrome.
- Agriculture: Forestry, citrus, vegetables, maize.

The Limpopo Provincial Land Transport Framework (PLTF) (Limpopo Dept. of Transport and Community Safety, 2023) indicates that *“A strategic freight network was developed for the province, to identify key road and rail infrastructure and facilities that enable freight movement, and to prioritise this network for future preservation and rollout of any future programmes in support of freight movement.*

By focusing resources on a strategic freight network, one can achieve improved efficiency along key corridors. It can also reduce freight transportation's environmental impact by promoting increased utilisation of rail transport, where appropriate.

The strategic freight network integrates the different modes of transport into a single network, for the efficient movement of goods and products from the point of origin to the point of consumption. This can also involve the use of terminal facilities that enable the transfer of freight between different modes of transport.”

The Provincial Freight Corridors as depicted in Figure 17 follow the strategic freight network proposals from the PLTF. The strategic freight network includes in some instances only certain parts of the Provincial Freight Corridor or the other primary road network, namely:

- R71 from Polokwane to Haenertsburg thereafter it follows the R526 through Tzaneen and thereafter follows the R36 south towards Mpumalanga. This corridor carries large volumes of agricultural products specifically forestry-related products. (part of the Phalaborwa Corridor).
- R524 from Thohoyandou to Makhado, which is also part of the forestry network and in support of industrial activity in Thohoyandou and the area.
- R33, R516 and R510 routes which support mining-related activities around Lephalale and Thabazimbi to North-West Province in the south-west, and a southern direction to Mpumalanga and Gauteng with connection to the N1. (East-West Corridor)
- R521 from Polokwane to Mogwadi (north) and the R37 to Lebowakgomo (south), to support local industrial activity. (Dilokong Corridor).
- The R555, R33 and R36 from Burgersfort and Steelpoort to Mpumalanga. The R555 route supports mining-related activities, linking up with the R33 and the R36 to cross into Mpumalanga.

Strategic Links

Strategic Links (SL) are identified routes that either need to be upgraded to a higher level (e.g. from district to provincial route) or need at least to be maintained properly to ensure proper connectivity between nodes, and to hinterland areas (urban-urban; urban-rural).

Many of these links are not only important to link the nodal areas but also provide critical access to a large number of rural settlements, especially in the Eastern Escarpment Spatial Transition and Economic Transition Region. These routes mainly include identified district roads.

It is proposed that:

- The maintenance of these routes should receive high priority.
- The possible upgrading to Provincial R-routes be investigated by the road's authorities

As depicted in Figure 17 these links include:

- SL1: Local Road P227/1 from Sibasa (Thohoyandou) to Mutale.
- SL2: Road D1200 (extension of the R36) from the N1 close to the Capricorn toll gate to Mogwadi.
- **SL3: Road D1200 from Mogwadi to Senwabarwana.**
- **SL 4: Road D1200 from Senwabarwana to Rebene at the N11.**
- SL 5: Road D3500 and D4380 from R518 close to Mokopane, passing through Ga-Mapela to Bakenberg and back to the D192 close to the R518 at Lyden.
- SL 6: Road D192 from the R518 close to Lyden passing rural settlements such as Rantlakane, Jakkalskuil and Ga-Monare to road D1711 and the R518 at Marken.
- SL7: From the R555 at Ga-Malekana following the D2219 road through Jane Furse to the R579 close to Ga-Moloi.
- SL 8: Road D4 from the N1 through Elim, passing Vuwani up the D3756 (SL20) close to Malamulele.
- SL 9: Road D3744 from the D4 (SL8) route to road R578 close to the new Nkuna Mall at Ka-Majosi.
- SL 10: Road D 1253 from Tshukuma to D4 (SL8) route.
- SL 11: From the R578 following roads D3827, D3150 and D11 to the R81.
- SL 12: Road D3748 from the D4 (SL8) route to road R578.
- SL 13: From Marble Hall following the D2534, D4356 and D4100 routes to the R579 at the Apel Fourway Crossing, approximately 25km from Lebowakgomo.
- SL 14: From the R555 following the D212 route up to the border with Mpumalanga, eventually leading towards the R37 to Mashishing (Lydenburg).
- SL 15: From the R81 following the D844 route at Sebayeng to the D617 road at Mankweng.
- SL 16: From R71 close to Moria following the D4020 and D4040 to the R37 just before Chuenespoort.
- SL 17: The D19 Matlala road from Polokwane to the R567 at Tibane.

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| | <ul style="list-style-type: none"> • SL 18: From the D2219 (SL7) at Jane Furse following the D4190, D4204, , D191, and D4250 to the R579 at the Apel Fourway Crossing. • SL 19: From the N11 approximately 5km outside Marble Hall, following the D4323, D4300, D4373, D988 and d4285 route to the D1547 at Maserumo on the way to Monsterlus. • SL 20: The D3756 road from the R524 close to Thohoyandou to Malamulele. • SL 21: From the D4 (SL8) close to Vuwani following the D3778 and D3634 routes to Giyani. • SL 22: From the D4 (SL 8) road approximately 6km outside Elim following the local road over the Albasini Dam wall, linking with the R524 at Levubu between Makhado and Thohoyandou. • SL 23: From the R524 at Mathule, following the D3750 road (known as the Vuwani-Zwkengani Main road) to D4 (SL8) close to Vuwani. |
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4.9.6 Productive Regions

A productive region is defined as a functionally linked area with an interconnected system consisting of nodes which serve as gateways to economic activity, connective infrastructure that is the conduit for moving people, goods and information, areas of value-adding urban economic activity (e.g. manufacturing, retail, services), and areas of value-adding rural economic activity (e.g. mining, agriculture and tourism).

The LSDF identified three regions as:

- Western
- **Central**
- Eastern

The Blouberg Local Municipality falls under the Central region. The central region in general has a high-intensity development pattern, centred around nodes such as Polokwane, Mokopane and Burgersfort. It contains the main provincial node, Polokwane, as well as major mining areas around Mokopane, and along the R37 to Burgersfort and

Steelpoort area, part of the Northern and Eastern Limb of the Bushveld Igneous Complex. It has both urban and rural population concentrations, which are growing. The region has a strong investment focus on economic diversification and industrialisation, including a proposed SEZ/industrial hub near Burgersfort / Steelpoort, with the mining supplier park to support the surrounding platinum and chrome mining activities, the Industrial Park in Seshego (Polokwane) and the planned expansion of platinum mining north-east and south-east of Mokopane. Polokwane has a central place in the provincial logistics network, with the four provincial freight corridors converging in Polokwane. Mogalakwena is part of the national Hydrogen Valley initiative and the endpoint of the hydrogen corridor stretching from Durban. The region is also home to growing rural residential settlements located around nodes such as Burgersfort, Jane Furse, Lebowakgomo, Groblersdal and **Senwabarwana**. The nodes in the rural settlement areas require focused investment to strengthen their service offering and connectivity to the surrounding area, whilst the sprawl of the rural residential areas needs to be contained. This region mostly aligns with the Capricorn and Sekhukhune Districts but includes a small part of the Waterberg District around Mokopane. Part of this region, as far west as **Senwabarwana**, falls within the national Eastern

Escarpment Spatial Transformation and Economic Transition Region as provided for in the National SDF, 2022.

Table 33: Proposals and Guidelines Central Region

| Regional Element | Proposals and Guidelines |
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| <p>Regional nodal network</p> <p>National Urban Node: Polokwane.</p> <p>Provincial Urban Nodes:</p> <ul style="list-style-type: none"> • Mokopane: Mining gateway • Burgersfort: Mining, industrial and logistics gateway <p>Regional Development Anchors:</p> <ul style="list-style-type: none"> • Groblersdal: Agriculture gateway • Senwabarwana: Administrative and services, and agriculture gateway • Lebowakgomo: Administration and Services Gateway • Jane Furse: Administration and Services Gateway <p>Local Service Centres:</p> <ul style="list-style-type: none"> • Alldays • Mogwadi • Morabeng • Atok • Serokolo • SteelpoortOhrigstad • Monsterlus • Motetema • Marble Hall | <p>Polokwane (Polokwane Smart City): Administration and Services, and Industrial and Logistics Gateway</p> <p>The Polokwane/Mankweng National Urban Node is the administrative capital of the Province. Its administrative, financial role and logistic function in the Province cannot be ignored. However, it supports various other sectors as well such as agriculture, mining, transport and manufacturing.</p> <p>It is also one of the fastest-growing urban areas and provides housing to a large percentage of the urbanised population of the Province.</p> <p>The Polokwane Municipality also envisages a Smart City, and the city is an aspiring metro. The City's Vision-2030 of a Smart City identified six pillars:</p> <ul style="list-style-type: none"> • Smart Economy • Smart environment • Smart governance • Smart living • Smart mobility • Smart people <p>The Municipality adopted a model of smart city governance or smart administration which uses technology to manage their systems rather than to identify a specific "place" for a smart city greenfield development.</p> <p>The SDF supports the Polokwane Municipality's mission to provide cost-effective services that promote sustainable livelihoods through socio-economic development and good governance. The municipality's</p> |

planning towards 2030 is to achieve real and sustainable economic growth and development, as well as transform and align the City to become a Smart City.

Mokopane/Mahwelereng: Mining Gateway

Mokopane is one of those nodes whose role has changed in the past decade, from being a small town which supported a farming community to being a mining hub. This is because of the large platinum fields (Platreef) located to the north of the node and mining activity southeast.

As in the case of many other nodes, it also has components of agriculture, tourism and vast rural settlement areas.

The node's strategic locality on the intersections of the N1 and N11 provides this gateway with a competitive advantage above any other node in the Province.

Burgersfort/Tubatse/Driekop: Mining, Industrial and Logistics Gateway

The Burgersfort/Tubatse/Driekop Provincial Urban Node, with areas from Atok to its north and Steelpoort to its south, forms the original platinum and chrome mining belt of the Province.

Although this node has a strong (or primary) function to serve as Mining Gateway, it also has the potential for industrial development. This is specifically because of initiatives for the development of the Fetakgomo-Tubatse Platinum Industrial Hub, as mentioned in the Limpopo Development Plan. (Limpopo OTP, 2020). Fetakgomo Tubatse Local Municipality has a vision for the node to become a developed Platinum City for a sustainable human settlement. This area had the potential to become a strong development node, and its nodal hierarchy should be reviewed when the LSDF is reviewed, depending on development growth in the area at that time.

Groblersdal: Agriculture Gateway

Groblersdal together with the Mable Hall area is known for commercial irrigation farming where water is obtained from Loskop Dam. The main crop farming activities include cotton, tobacco, citrus fruit, table grapes, maize, wheat, vegetables, sunflower seeds, peanuts, lucerne and peaches.

However, the area also provides tourism areas close to Loskop Dam as well as cattle and hunting farms.

Senwabarwana: Administration and Services, and Agriculture Gateway

The Mogwadi/Senwabarwana area is well known for its irrigation and commercial potato crop farming. Both table potatoes and seed potatoes are produced. Other vegetables and fruits produced in this area include onions, butternut squash and dragon fruit. However, cattle and game farming are also prominent. Commercial game and cattle farms occur to the north along the Limpopo River and Alldays area, whilst small-scale farming is more prominent in the central parts as far down as Moletji and Matlala area in Polokwane Municipality's area of jurisdiction and Bakenberg in Mogalakwena Municipality's area, where Traditional Authority land is found.

Senwabarwana is also developing as a future administration and services gateway in a growing rural residential area.

Lebowakgomo: Administration and Services Gateway

Lebowakgomo has a strong central place function in the region which provides it with the status of Administrative and Services Gateway.

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| | <p>Although Polokwane is the capital of Limpopo and the seat of the provincial government, Lebowakgomo is still the home of many government offices which has its origin serving as capital of the former Lebowa Government.</p> <p>Jane Furse: Administration and Services Gateway Jane Furse and the surrounding rural areas are one of the fastest-growing human settlements areas and provide housing to a large percentage of residents in the Province.</p> <p>This upcoming Regional Development Anchor forms for all practical purposes the core of Sekhukhune and can therefore serve as an administrative and services gateway. It is strategically located between Burgersfort-Steelpoort, Lebowakgomo and Groblersdal, of which the latter nodes all have their functions as Gateways to different productive regions. Jane Furse will also be the location of a new government precinct, cementing its role as an administration and services gateway.</p> |
| Connective infrastructure network | <ul style="list-style-type: none"> • Additional rail infrastructure should be considered for the Sekhukhune mining area to relieve pressure on the road network and support future industrialisation leading to economic diversification. This initiative could be implemented in the form of a public-private partnership. • Key connective infrastructure elements to be strengthened and prioritised for maintenance: • National Corridor: N1, N11 providing national and international accessibility. The expansion will assist in freight and passenger transport services. • Provincial Freight Corridors: R555, R579, R532, R521, Moroke to Praktiseer Road, mostly used for mining freight. The R555 is a priority. R521 should be expanded for ease of movement and safety measures. • Provincial Corridors: R33, R576, R81, R518, R37, R25, R573, and D1547, also important for the transport of agricultural |

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| | <p>produce and providing access to rural residential areas. R37 transport corridor: expansion of lanes Polokwane to Ga-Mathipa. Upgrading from Moroke to Praktiseer via Mabotsha). Upgrading of R33</p> <ul style="list-style-type: none"> • Provincial Main Roads: R572, R561, D1589 giving access to agricultural areas in the far north of the region. • Strategic Links: SL2, SL3, SL4 giving access to agricultural and rural residential areas around Senwabarwana. SL13, SL14, SL18, and SL19 give access to agricultural, rural residential and mining. |
| Urban production areas | <p>There are two urban production areas in the central region. Polokwane is an established urban node with a diverse economy. Burgersfort is the gateway to a significant mining area, but also to an area with plans for future industrialisation in the form of a proposed SEZ. Although not yet the gateway to an urban production area, Mokopane is currently servicing at the gateway to a mining area but may in the future need to support a more economically diverse region including alternative power generation.</p> <p>Industrialisation and Logistics:</p> <ul style="list-style-type: none"> • Support industrial activities in Polokwane and the Burgersfort / Steelpoort area. Also consider Mokopane in the longer term. • Support alternative power generation such as PV power and hydrogen power. • Support industrial activities by the appropriate logistics facilities. Integrated, intermodal logistics facilities should be supported. • Include freight transport options on the planned Polokwane to Gauteng high-speed rail project. • High-intensity development should be located within an urban edge established by the City of Polokwane in their Municipal SDF. • Rehabilitation of the existing rail from Steelpoort to Belfast and the same rail be extended to mines in close proximity for the transportation of goods. |

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| | <ul style="list-style-type: none"> • Proposed commuter's rail from Pretoria via Moloto connecting Marble Hall and Jane Furse to Burgersfort. • In the case of the proposed new development, the water balance should be considered, and it must be demonstrated how the new development will be accommodated within the limitation of water availability. |
| Rural production areas | <p>In addition to urban production areas, the central region has significant mining and also agricultural activities. It also borders on and contains some areas with tourism potential, although it is not the main focus of the region. Rural production areas are:</p> <ul style="list-style-type: none"> • Significant mining areas near Burgersfort/Steelpoort and Mokopane. • Agricultural areas are mostly around Senwabarwana, Lebowakgomo and Groblersdal, Marble Hall and Ohrigstad. and also include small centres such as Mogwadi. Groblersdal and Marble Hall specialise in agriculture and oil production. <p>Mining:</p> <ul style="list-style-type: none"> • Work towards the consolidated development of the two mining areas around Mokopane and Burgersfort, by also supporting beneficiation and value-adding activities, industrialisation, alternative power generation (e.g. hydrogen power and PV power), and appropriate skills development programmes. • Improve the capacity and maintenance of the rail line through Steelpoort, Burgersfort, and Ohrigstad to relieve mining traffic pressure on the road network, especially the R37, R555 and R577 near Steelpoort and Burgersfort. New residential development to accommodate mining should be concentrated in nodes to facilitate access to social and basic services, e.g. Mokopane, Burgersfort and Jane Furse, as opposed to establishing new settlements. Support facilities for residential communities should be supported in Burgersfort, Jane Furse and Mokopane: medical services, education facilities, business services |

- Strict environmental management protocols should be followed during and after mining operations to ensure the protection of sensitive ecosystems, water sources, agricultural land and residential communities.
- Investigate the resuscitation of the Blue Ridge mine in Groblersdal and Mapochsgronde mine in Roossenekal.
- Inter-provincial connectivity: the mining area around Burgersfort and Steelpoort is functionally linked to Mashishing in Thaba Chweu Municipality in Mpumalanga. A Regional Spatial Development Framework should be developed for the mining industrial and logistics regions around Burgersfort up to Lebakgomo, incorporating the region around Mashishing in Thaba Chweu Local Municipality in Mpumalanga.

Agriculture:

- Proclaim and develop the proposed High Potential Agriculture Areas.
- Strengthen the role of Groblersdal as an agriculture gateway by implementing the Agri Park and its supporting network elements, including agri-processing facilities.
- **Strengthen the role of Senwabarwana as an agriculture gateway by providing agricultural support facilities such as logistics points, cold storage and agri-processing facilities.**
- Support the establishment of agricultural educational institutions in agricultural gateways and focus areas. This includes Universities, TVET facilities and high schools with agricultural subjects. The revitalisation of Tompi Seleka Agricultural College to function fully.
- **Manage settlement expansion risk onto High Potential Agriculture Areas around Senwabarwana and Blouberg.**
- Commercial agriculture should be supported by upgrading and maintaining the current movement network. The elements of the movement network that should be focussed on include:

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| | <ul style="list-style-type: none"> ○ Preserving the mobility function of regional routes by managing encroachment of land uses taking direct access off regional roads. ○ Maintenance of regional roads, including consideration of transferring critical routes still under provincial management to SANRAL. ○ Maintenance of minor roads that form the feeder system from farming areas to regional roads. ○ Revitalisation of stations/terminals and the rail network to enable a move of produce from roads to rail. ○ Strengthen the road network that connects agricultural areas around Zebediela to Groblersdal and across provincial boundaries to provide for the transport of agricultural produce: the N11 national corridor, provincial corridors R25, R537, D1547, D2535, and the provincial main road R33, and provincial freight corridors R577 and J579. ○ Strengthen the connectivity to Senwabarwana by considering an upgrade of strategic links SL2/3/4 and the R572 which connects Lephalale, Zwartwater, Alldays and Musina. the reroute R572 connects to N11 which links to Gobblers Bridge border post(Botswana). ○ Upgrading of SL2 ● Provide support for small-scale and subsistence farmers to improve production and access markets. ● Implement growth management of residential settlements and economic activities such as surface / open case mining to avoid encroachment on agricultural land, by including high-potential agriculture areas and buffers around high-potential agriculture areas in Municipal SDFs. ● Manage all human activity to improve and retain quality of water sources, including run-off from agricultural activities and |
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avoiding pit latrine systems in areas that could affect ground or surface water.

Tourism:

- Support the role of Polokwane as a potential tourism entry point via the N1 and Polokwane International Airport by ensuring maintenance of facilities and access routes, tourist information centres and appropriate signage.
- **Protect natural areas and potential tourist areas by prohibiting development and sprawl in protected and sensitive areas near Mokopane, northwest of Senwabarwana and on the southeastern boundary of the region.** Consider the upgrade of strategic link road S2/3/4 to give access to the N1 from the tourism areas to the west. Also, consider the strategic link for SL15-17.
- The central region is not a strong tourism destination point but contains elements to make tourism opportunities in the western and eastern regions more accessible.
- Focus on initiatives such as:
 - Develop DE-hoop dam as tourist attraction point (artificial beach and holiday resort).
 - Ohrigstad (echo caves, the shoe) and Strydom Tunnels to be modernized to attract more tourists.
 - Rossenekal to be supported for tourism activities and heritage sites.
 - Development of tourism route e.g. Aram Lily Annual Festival to attract more tourists.
 - Promote and marketing of Erholweni (in Roosenekal) tourist centre.

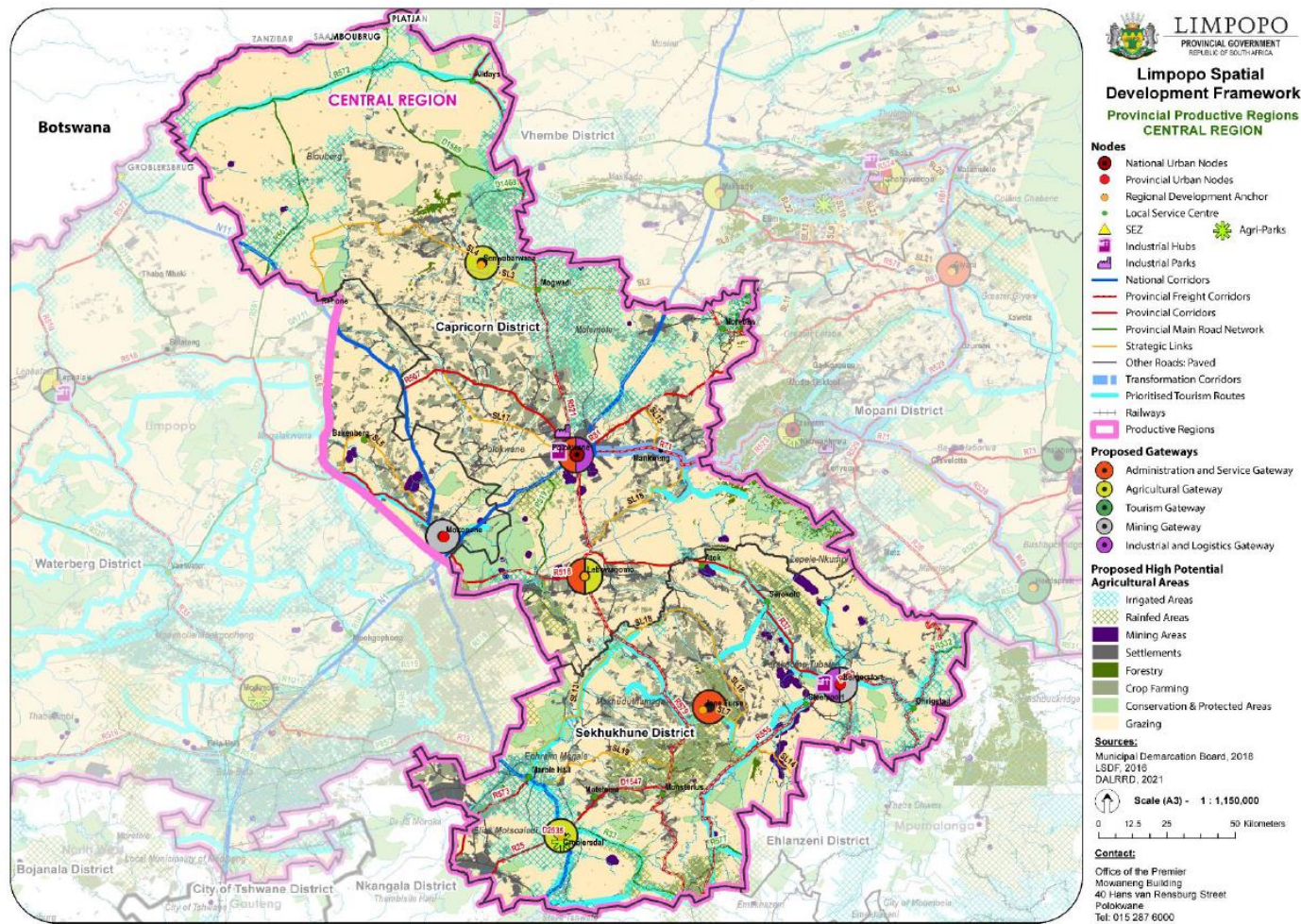


Figure 23: Central Region
(Source: LSDF 2024)

4.10 Growth Pressures

Settlement indicators, including factors like population density, the quality of the urban environment, as well as levels of social and economic integration, play a significant role in determining the level of development within a municipality. A growing population within settlements presents diverse challenges that need to be addressed, both in rural and urban areas.

4.10.4 Senwabarwana Town Settlements

The town of Senwabarwana is a rapidly growing hub for both public and private sector services, with significant retail development potential. However, it faces urban sprawl and challenges such as traffic congestion and unauthorised land activities. Addressing the need for inclusive housing and implementing an infrastructure maintenance plan is crucial to managing these issues.

4.10.5 Rural Settlements

The District GDS and the Provincial SDF have jointly identified Taaiboschgroet, Eldorado, Kromhoek, Tolwe, Baltimore, Swartwater, My Darling, Avon, Vivo, and Ga-Rawesi as rural nodal/service points. The Blouberg LM IDP has specifically pinpointed Tolwe, Langlaagte, Inveraan, and Harriswich as service points. The Blouberg Local Municipality has acquired privately owned land in Tolwe and Eldorado for potential public and private sector investment. Additionally, the municipality has prioritised the development of precinct plans/master plans for all growth areas and some service points to improve existing settlement patterns to be more inclusive. These master plans include

detailed implementation strategies to guide the municipality's spatial planning over both short and long-term horizons.

4.10.6 Strategic Growth Points

The Limpopo Provincial Development Plan categorised the Hierarchy of settlements. The First Order Settlement (Growth Points) are outlined hereunder:

- Provincial Growth Points;
- District Growth Point;
- Municipal Growth Points; and
- Local Service Points.

Senwabarwana and Alldays are the first-order settlements, according to the Blouberg Spatial Development Framework 2019, followed by Eldorado, Indermark, Avon-Innes, Puraspan, Witten, Kromhoek, Taaibosch, and Inveraan. The third settlement order includes Letswatla, My-Darling, Buffelshoek, Devrede, and Borkum. Third- and fourth-order centres are widely distributed throughout the rest of the municipality. There are only three municipal growth points: Senwabarwana, Alldays, and Eldorado. Senwabarwana is also the district's growth point, and Eldorado has been identified as the provincial rural node. Tolwe, Langlaagte, Inveraan, and Harriswich are the municipalities' four service points.

It is advisable to prioritise the development of local service points that cater to the needs of local and rural communities under traditional authorities, even though the Growth Points remain the primary strategic focus.

4.11 Development Opportunities

Agricultural activities make up large portions of land in the municipality, with more than half of the employed population in this sector. The agricultural sector of Blouberg LM significantly contributes 25.87% to the local economy, establishing itself as the primary economic driver in the region. This underscores its pivotal role in the local economy. It is imperative to ensure equitable distribution of employment opportunities across all demographics, particularly among residents of the rural settlements in the western part of the municipality. These areas demonstrate a disparity in benefits compared to the urban population surrounding Senwabarwana town.

Mining prospects within the municipality will contribute to employment opportunities and enhance the municipality's performance and contribution to the district and provincial GVA. The regions of Harriswich and Aurora exhibit notable potential for the presence of platinum mineral deposits. Furthermore, the areas encompassing Arrie and Steamboat farms are known to contain deposits of pencil, coal, gold, and various other minerals. Additionally, the Blouberg area, particularly locations such as Indermark and Eussoringa, boasts substantial potential for sand mining.

The tourism industry in Blouberg LM possesses the potential to significantly bolster the local economy through the generation of employment opportunities, augmented revenue, and the cultivation of local cultural experiences and attractions. Regrettably, the municipality appears to be currently inadequately engaged in fully capitalizing on the prospects within this sector. Noteworthy sites such as the Glen Alpine Dam, Makgabeng Plateau Rock Art, and the various camps warrant enhancements. The municipality must prioritize rectifying prominent

challenges within this sector by establishing retail outlets, fuel stations, and dedicated tourist information centres.

The wholesale and retail sector in the municipality has exhibited suboptimal performance and is identified as one of the lower economic drivers. Nevertheless, the municipality has acknowledged the imperative for growth within this sector, owing to the expansion of municipal development and enhanced service delivery. Given the proliferation of nodal points and population concentration, proactive coordination of the retail and business sectors is essential, necessitating strategies to ensure their sustainability. The strategic plan highlights Eldorado, Alldays, and Senwabarwana as nodal points where substantial retail development should be promoted. Optimizing this sector has the potential to make significant contributions to the local economy by generating employment opportunities and attracting both private and local business investments.

The municipality currently exhibits a minimal presence in the manufacturing sector. Nevertheless, opportunities for manufacturing exist within the municipality by leveraging other economic sectors. The absence of agro-processing facilities in the agricultural sector presents a viable business prospect for establishing such operations. Similarly, there exists potential for manufacturing input resources to support both existing and prospective mining activities. These input resources encompass a spectrum of products, including but not limited to protective clothing, stationary, and ventilation pipes. Subsequently, a comprehensive assessment of the manufacturing sector strategy is needed to explore this potential.

The municipality benefits from a potentially economically active population that comprises approximately 20% of the total population, which provides the municipality with a small human resource base. The municipality has an unemployment of 37%, and over 60% of the total population is not economically active. This is a huge challenge for the

municipality as the local economy is not able to generate enough jobs for people seeking work. The high rate of people not participating in economic activities, such as employment or business, is presenting a significant challenge for the municipality. People are not economically active for different reasons, such as they are students, homemakers, suffering from illness/disability, too old/young to work, discouraged or for other reasons. The municipality needs to involve and benefit local people with employment opportunities through development projects. The age distribution of the municipality's population also indicates a fairly young potentially economically active population, necessitating development to focus on the youth.

In terms of economic indicators, the municipality also enjoys comparative advantages in agriculture, forestry, mining, beverages and tobacco, water, transport and storage, private education, national and provincial government, and other community, social and personal services industries compared to the District. The municipality should therefore capitalize on these advantages to further strengthen its position in the district and the province as a whole.

Furthermore, the fastest-growing sectors in the municipality were those of manufacturing, coke, petroleum products, nuclear fuel, construction, wholesale and retail trade, catering and accommodation services, and health and social work sectors. The current growth occurring in these sectors should be exploited to ensure the creation of new job opportunities for the local people.

4.12 Development Constraints

- Dispersed rural settlements leading to the challenge of accessible service delivery.

- Due to high temperatures in the region the municipality is subjected to climate change which affects the development of the local economy, including the adding pressure on basic services and infrastructure.
- High levels of unemployment experienced, and the majority of the population earn income below the Minimum Living Level.
- Blouberg LM settlements are characterized by dispersed, fragmented and low-density development patterns that affect sustainable service delivery and economic development.
- Land claims (224,664ha) and a small portion (0.49%) of land owned by the municipality are a major factor influencing development.
- The economic relationship between the settlements and Senwabarwana town is not yet strong.
- The employment opportunities in the municipality should also benefit people from other settlements within the municipality.

Priority Challenges:

- Rotational water shortage in some villages
- Dispersed spatial pattern
- Lack of law enforcement
- Conditions of road infrastructure
- No waste management strategy
- No infrastructure plan
- No human settlement plan
- Informal trading in the growth points
- Land unavailability
- Lack of community development
- Littering in the CBD
- Trucks on the R521

- No central development system to monitor and track development projects in the municipality.

4.13 Spatial Concepts

SPLUMA (section 21c) requires a Municipal Spatial Development Framework to 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. In addition, the Guidelines for Spatial Frameworks and Precinct Plans (DRDLR, 2017) stipulates that a desired focus of an MSDF is to:

- enable a vision for the future of regions and places that is based on evidence, local distinctiveness, and community-derived objectives;
- translate this vision into a set of policies, priorities, programmes, and land allocations together with the public sector resources to deliver them.

Accordingly, this section will establish a vision and a key set of development objectives or principles that will guide further detailed spatial proposals for Musina Local Municipality.

4.13.4 Vision Statement

The SDF sets out a spatial vision for the Municipality. The spatial vision draws on the vision as set out in the IDP. The key spatial concepts are underpinned by what the vision seeks to achieve, and unpack the vision spatially, to inform the spatial strategies and framework.

The Vision for Blouberg Local Municipality, as contained in the IDP reads as follows:

“A participatory municipality that turns the prevailing challenges into opportunities for growth and development through optimal utilisation of available resources”.

The purpose of the Municipal Spatial Development Framework is to provide spatial proposals and a reflection of the future desired state of a Municipality. Therefore, it makes sense that the Blouberg MSDF should guide being a participatory municipality that turns challenges into opportunities through optimal utilisation of available resources.

A participatory municipality. Participatory municipalities are municipalities where citizens are actively involved in the decision-making processes of the government. This is a form of governance known as participatory democracy. A municipality must develop “a culture of municipal governance that complements formal representative government with a system of participatory governance. Key characteristics towards achieving being a participatory municipality:

- Building trust
- Inclusion
- Respect
- Integrity
- Prioritisation
- Review and evaluate
- Transparent communication

Spatial Vision Statement

“An integrated and spatial transformation that fosters sustainable development through inclusive human settlements, promoting diversified economic growth, conserving the natural environment, and sustaining livelihoods through the judicious use and management of natural resources”

4.13.5 Spatial Concept and Development Objectives

The vision described earlier is supported by several development objectives or principles. These objectives provide the basis (or focus) not only for the high-level spatial concept but also for more detailed settlement-level plans.

- **Development Objective 1:** Give effect to national spatial development principles, including:
 - *Spatial efficiency* - The optimal use of existing resources and infrastructure, as well as effective decision-making. It also involves limiting the negative impact of human activities on the environment.
 - *Spatial justice* - Focuses on which social and economic groups have access to geographical spaces that offer valued resources and opportunities. It also involves redress, inclusion, flexibility, and appropriate land use management.
 - *Spatial resilience* - The protection of livelihoods from economic and environmental shocks. It also involves creating sustainable livelihoods and the ability to handle unexpected incidents.
 - *Good governance* - The production of results that meet the needs of society while making the best use of resources. It also involves the sustainable use of natural resources and the protection of the environment.
 - *Good administration* - An efficient, effective, and inclusive approach to planning and development management. It also involves planned decision-making involving all relevant stakeholders.

- **Development Objective 2:** The amalgamation of diverse sectors within Blouberg Local Municipality to establish an efficiently operating spatial economy. The integration of various sectors within the Blouberg Local Municipality is designed to foster a well-functioning spatial economy. This initiative involves the collaboration of key industries, including tourism, retail, and agriculture, to enhance economic growth and sustainability in Blouberg. By coordinating resources, infrastructure, and services across these sectors, the municipality seeks to create synergies that promote efficient land use and support the needs of the local community. Ultimately, this comprehensive approach aims to boost economic development while ensuring that spatial planning aligns with the aspirations of residents and businesses alike.
- **Development Principle 3:** Transforming the spatial configuration facilitates the development of holistic and integrated human settlements. Modifying the spatial layout of Blouberg plays a crucial role in fostering the growth of cohesive and interconnected communities. By rethinking and redesigning how different spaces are arranged, Blouberg can promote not only better functionality but also enhance social interactions, accessibility, and overall quality of life for residents. This integrated approach helps ensure that essential services, recreational facilities, and housing are seamlessly connected, ultimately leading to more sustainable and vibrant human settlements.
- **Development Objective 4:** Enhancing and augmenting nodal growth points (Senwabarwana, Alldays, Avon, Mogwadi, Eldorado, Tolwe) to foster investment opportunities,

stimulating local economic expansion and facilitating employment opportunities. The aim is to enhance and develop key growth points located within the municipality. This initiative is designed to attract new investment opportunities driving economic expansion within these communities. By improving infrastructure, increasing access to resources, and fostering a supportive business environment, we seek to stimulate local economic development. This, in turn, will create a variety of employment opportunities for residents, empowering them to contribute to and benefit from the economic progress in their areas. These nodes all fulfil a different function within the Municipality and should be accommodated within the spatial concept and supported over time with more detailed plans such as precinct plans or local spatial development frameworks.

- **Development Objective 5:** The effective stewardship and sustainable management of natural environmental assets and heritage. Effective stewardship and sustainable management of natural environmental assets and cultural heritage involve actively preserving, protecting, and enhancing these valuable resources for current and future generations. This includes implementing practices that ensure the responsible use of land, water, and biodiversity, while also recognising the cultural significance of heritage sites and landscapes. By fostering a deep understanding of ecological systems and promoting conservation efforts, Blouberg LM can maintain the integrity of its natural surroundings and heritage, ensuring they continue to thrive and provide benefits to society.

- **Development Objective 6:** Enhancing cross-border linkages facilitates optimised economic interactions and benefits with neighbouring nations. Improving cross-border connections plays a crucial role in optimising economic interactions and creating significant benefits among neighbouring nations. By fostering stronger linkages whether through trade agreements, infrastructure development, or collaborative initiatives countries can enhance the flow of goods, services, and investments. This not only helps to reduce trade barriers and lower transaction costs but also promotes sustainable economic growth. The resulting synergies can lead to job creation, technological exchange, and shared resources, ultimately enriching the economies of all involved nations and strengthening their regional ties. Blouberg Local Municipality should focus on optimising the strategic transportation routes that connect to Zimbabwe and Botswana. Enhancing these routes can improve trade efficiency, boost tourism, and strengthen economic ties with our neighbouring countries. It is essential to assess current infrastructure conditions, identify potential areas for development, and implement effective strategies that ensure safe and reliable passage for vehicles and goods.
- **Development Objective 7:** Enhancing the integration and collaboration among various departments within the Blouberg Local Municipality is vital for establishing a robust and efficient governance structure. By fostering better communication and teamwork among these departments, we can streamline processes, eliminate redundancies, and improve overall effectiveness. This collaborative approach is essential not only for addressing the intricate challenges faced by the municipality but also for ensuring that the needs of the residents are met in

a timely and satisfactory manner. High-quality service delivery hinges on the ability of different departments to work together seamlessly, share valuable information, and coordinate their efforts effectively. Ultimately, strengthening these interdepartmental relationships will lead to improved outcomes for the community, enhancing the overall quality of life for the residents of the Blouberg Local Municipality. This allows for:

- Enhance municipal capabilities and skill development.
- Develop or adopt a centralised system within the municipality so that all development projects can be circulated easily through the various departments and archived through a central database or electronic library.
- Development of a functional and practical asset register to enable the municipality to maintain and manage its assets.

The overall goal of the spatial proposals is to depict the ideal spatial form for the Blouberg Local Municipality. The spatial proposals will be based on development principles specific to each node, indicating where development should, could, and cannot take place.

4.13.6 Development Principles

The Blouberg 2019 development principles remain in effect, but they have been amended to better meet the municipality's current development needs. Therefore, the development proposals are based on the following principles:

Table 34: Development Principles

| Principles | Description |
|---------------------------------|--|
| Service Delivery | <p>Ensuring effective service delivery and accessibility that addresses the needs of all community members through integrated human settlements, accessible economic development, and interconnected transportation.</p> <p>Investment in critical engineering infrastructure at nodes and local service points serves as a catalyst for economic activity and the development of human settlements within the municipality.</p> |
| Spatial Economy | To create an efficient spatial economy by integrating various sector departments and enhancing road infrastructure and transport networks in key development areas. |
| Place Making | The creation of holistic physical spaces that foster interconnected and harmonious environments that promote a sense of wholeness and integration. |
| Nodal Development | The development of growth points and local service points can catalyse investment opportunities, job creation, and the stimulation of local economic growth. Critical investments in engineering infrastructure must be directed toward these nodal points to enhance economic activity and facilitate the subsequent development of human settlements. |
| Conservation | Protect the natural environment, conservation resources and historical sites to promote tourism development throughout the municipality. |
| Corridor Cross-border Alignment | To enable and strengthen cross-border linkages in optimising economic interactions and reaping mutual benefits with neighbouring nations. |
| Collaborative planning | Integrating and fostering collaboration amongst various sector departments within the Blouberg Local Municipality will ensure the effective implementation of projects, an efficient local government structure, and enhanced performance. |
| Agricultural development | To encourage the commercialisation of small-scale and subsistence farming within the community by enhancing skills and improving market access. |
| Rural development | To ensure equitable access to goods and services within rural communities by establishing local service centres that provide close proximity to quality service delivery. |
| Local economic development | <p>To consolidate various business activities, formal and informal, within identified activity nodes to optimise their development potential.</p> <p>The exploration of mining potential in the municipality can create opportunities for small-scale mining activities, contributing to local economic development and job creation.</p> |

| | |
|------------------------|--|
| Industrial development | Exploring the municipality's industrial potential can provide opportunities for small-scale industrial activities and contribute to job creation and local economic development. |
|------------------------|--|

4.13.7 Development Proposals

4.13.7.1 Identification and allocation of land for development purposes

To tackle the ongoing issues of spatial fragmentation and exclusion, it is essential that spatial planning facilitates the development of human settlements on well-situated land. The core objective of this is to integrate spaces and transform places effectively. In the municipality, land ownership is predominantly held by the private sector, which accounts for over 58% (589,564 hectares) of the total land. The government stands as the second largest landowner, possessing 30% of the land. Within this governmental category, the State emerges as the principal landowner, holding 29% of the total land area. Blouberg LM (BLM) possesses a minimal share, approximately 0.49%. Furthermore, 11% of the land has been allocated to communities, either in the form of communal property associations or transferred directly to the Tribe. The fact that the municipality does not possess the majority of land presents a significant challenge and poses a threat, as there is insufficient land allocated for development purposes. Therefore, the municipality needs to come up with a strategy for acquiring some of the land from the private sector, and national and provincial governments. Strategies such as exploring non-financial compensation where the municipality can offer non-financial compensation such as land use development incentives, investment incentives, land swaps or land banking should be considered. The municipality can explore options for land expropriation under certain conditions, engage with traditional

authorities regarding the identification and demarcation of land for development, and explore purchase options, leases and donations for land development in the municipality.

Therefore, the SDF proposes the following interventions:

- The municipality needs to acquire some of the land from the private sector through various beneficial strategies such as Public-Private Partnership (PPP).
- Engage in progressive continuous negotiations with potential land sellers in areas of strategic importance for the acquirement of land for development purposes.
- Explore non-financial compensation and expropriation of land under certain conditions
- Extensive engagements with Traditional Authorities on the demarcation of land for development purposes.
- Negotiate arrangements with private investors and developers.
- Use land readjustment, transferable development rights, or strategic land banking.
- Provide investment opportunities to private investors to bring forth development prospects.
- Creation of transparent pathways for development.

4.13.7.2 Integrated Roads Infrastructure Development

Integrated road infrastructure development involves the systematic planning and maintenance of a road network that is vital for the

transportation of people and goods. The municipality categorises its roads into municipal, district, provincial, and national types. Currently, the road infrastructure is in poor condition, primarily due to insufficient maintenance. The Blouberg road network spans approximately 640 kilometres, including 215 kilometres of access roads and 425 kilometres of internal streets. Many municipal roads and stormwater facilities are damaged, leading to impassable conditions during rainfall. Communities near mountainous regions have also suffered from deterioration due to uncontrolled surface runoff. Thus far, the municipality has only surfaced 56.1 kilometres of internal streets, resulting in a significant backlog of approximately 584 kilometres, which accounts for 91.25% of the required maintenance. The lack of resources and staff personnel in the technical service department within the municipality hinders the improvement of infrastructure within the municipality.

All roads, access points and internal roads need to be maintained as these are essential for development, connecting people and goods to markets, jobs, schools, hospitals and services. Poor road conditions can contribute to poverty by depriving communities of their livelihoods, basic goods and services. Improved road infrastructure can reduce the cost of inputs and transport to markets. In the municipality, improved road conditions can unlock tourism potential, economic enhancement, access to job opportunities and enhance the agricultural sector. Due to Senwabarwana being identified as an agricultural getaway and Alldays as a provincial corridor all roads within the municipality should be in good condition and maintained regularly.

To unlock economic development and improve tourism the municipality should develop a road infrastructure master plan that will guide the management, investments, and enhancement of the municipality's road infrastructure. This will allow the municipality to

achieve the interconnectedness of the growth points and local service points. This can be achieved through the following guidelines:

- Paving of all internal streets
- Paving of main pedestrian routes to define main pedestrian movements and connect activity nodes
- Regular maintenance of all roads to enhance their life-span

For the municipality to achieve this developmental principle the SDF proposes the following interventions :

- Development of a road infrastructure/transportation master plan.
- Maintenance of all the strategic routes leading to growth and local service points.
- Upgrading, tarring and paving of all internal streets within the municipality to maximise accessibility of goods and services.
- The upgrading and expansion of road R521 passes through Vivo and Alldays to ease the flow of traffic and decrease volatile road accidents.
- Upgrading, tarring and maintenance of all District roads connecting and providing accessibility to goods and services within the municipality.
- Engaging with SANRAL and RAL to prioritise the upgrading, and maintenance of provincial and national roads connecting to the municipality.
- Increase in resources and recruitment of skilled personnel for the technical service department of the municipality.
- Efficient resource management and the increase of the MIG grant funding
- Strict By-laws and Police law enforcement.

4.13.8 Enhancing Senwabarwana Town

Enhancing the community and infrastructure of Senwabarwana Town. This initiative aims to improve various aspects of Senwabarwana Town, focusing on upgrading the local infrastructure, enhancing community services, and fostering economic development. Key projects may include renovating public spaces, improving transportation networks, promoting local businesses, and creating programs that support the education and health of residents. Investing in these areas will create a vibrant, sustainable environment that meets the needs of the community and encourages growth for years to come. The town consists of a central business district, municipal offices, a shopping complex, Blouberg Plaza, a police station, a fire station, a post office, a magistrate court, a traffic department, a business activity node, an educational node, a taxi rank, health facilities, community facilities and sports complex. The town consists of the following townships: Bochum-A; Bochum-A ext.(1;2;3;4;5;7;8;9 and 10). Due to the potential growth of the node and the current development activities taking place, the node has experienced in flux of people due to the need for both public and private sector services. The node is experiencing the mushrooming of structures coupled with a significant amount of illegal demarcation of sites, informal trading and land invasion activities. This hinders development and growth within the node.

There is a pressing need to revitalise the Central Business District (CBD) to address current challenges such as economic stagnation, deteriorating infrastructure, and environmental degradation. To this end, the municipality should develop a comprehensive urban regeneration strategy for rejuvenating the Senwabarwana CBD. The revitalisation of the Senwabarwana CBD will attract investment and tourism opportunities, which will assist in poverty reduction, promote employment growth, and enhance local livelihoods. The revitalisation

plan should focus on upgrading infrastructure, supporting local businesses, and improving public spaces. Key interventions in the regeneration plan should include economic revitalisation, social improvement, physical enhancements, and the preservation of heritage.

The municipality may adopt the following strategies for revitalisation:

- Gentrification
- Improving infrastructure
- Pedestrianisation
- Supporting local businesses
- retrofitting, repurposing, and repositioning.
- Green infrastructure
- Mixed-use development

Better management and monitoring shall improve the business conditions within the CBD precinct. This can be achieved by:

- Fast-tracking the current development of the Senwabarwana Shopping Complex will add to the local GDP and provide employment opportunities.
- Upgrading, renovation and maintenance of buildings in the Central Business District.
- Upgrading of the existing taxi rank for an integrated public transport node where taxi and bus services interlink.
- Providing municipal vending stalls for illegal vendors within the CBD.

Development of a tourism information centre, including local art, Indigenous Knowledge systems (heritage) and crafts market with appropriate infrastructure. The new proposed shopping mall is centrally located on the opposite side of the current shopping centre. This development will enhance the growth of the local economy, apart from the creation of job opportunities, this opportunity will enhance

economic sustainability and the provision of the community's economic and social welfare.

Most of the business activities are located along routes that cater to a larger number of people. Therefore, the municipality should improve its regulations and law enforcement on the informal economy to maintain the cleanliness and safety of the town. Furthermore, there should be an improvement in the environment surrounding the CBD to enable a sense of place. The upgrading of the taxi rank for integrated public transport services, where both taxis and bus services are interlinked, including the redesign of trading stalls, will add to the sense of the place. This must be done together with upgrading of internal roads, road signs, street naming, planting of trees and providing designated bus stops.

All of these proposals will ultimately have the following success:

- Spatial integration
- Urban regeneration
- Mixed land use
- Efficient use of land and resources
- Employment opportunities
- Universal accessibility to economic activities
- Increased movement patterns between different economic activities; and
- Integrated public transport.

The SDF proposes the following:

- Central Business District (CBD) boundary delineation
- Development of a regeneration concept for the CBD.
- Development of urban edge.

- By-law enforcement and removal of illegal occupation of the formalised land parcels on the southeastern side of Bochum-A.
- Infill development of vacant land within and around the CBD.
- Removal of illegal trading along D1200 and D1468 to be moved into the proposed trading market and stall on Erf 300 opposite the newly developed filling station.
- The upgrading, renovation and maintenance of old buildings along D1200 and D1468 to meet municipal By-Law standards.
- Full functionality and use of the information centre, including local art, Indigenous Knowledge systems (heritage) and crafts market with appropriate infrastructure. This will improve the tourism market within the Municipality.
- Provision of place-making and cultural identity such as legible gateway signs, street names, managed public spaces, street furniture, formal bus stops and streetscapes.
- Tarring and regular maintenance of all internal roads;
- Landscaping and maintenance of parks and public spaces;
- Construction of landscaped pedestrian networks with street lighting, trees, etc.
- Strict enforcement of municipal bylaws.

4.13.9 Blouberg Agri-Services Hub

Agriculture is one of the pillars of Blouberg Local Municipality's economy. The approved Agri-Service hub is a Venetia Mine social and labour plan project to assist local small-scale farmers in growing and marketing their produce across South Africa and beyond. The proposed location of the Agri-service hub is suggested to be in Avon (Innes farm) INNES LS (Map 27) where the majority of agricultural activities take place. This hub will not only cater for local farmers within Blouberg but will also service neighbouring communities such as Musina, Lephalale and Molemole. This will boost the Blouberg agricultural sector, offer job opportunities and unlock other small business opportunities such as transport services and storage.

This will enable the municipality to identify further and demarcate land to develop agri-parks in local service points where agricultural activities are happening to support local small-scale farmers.

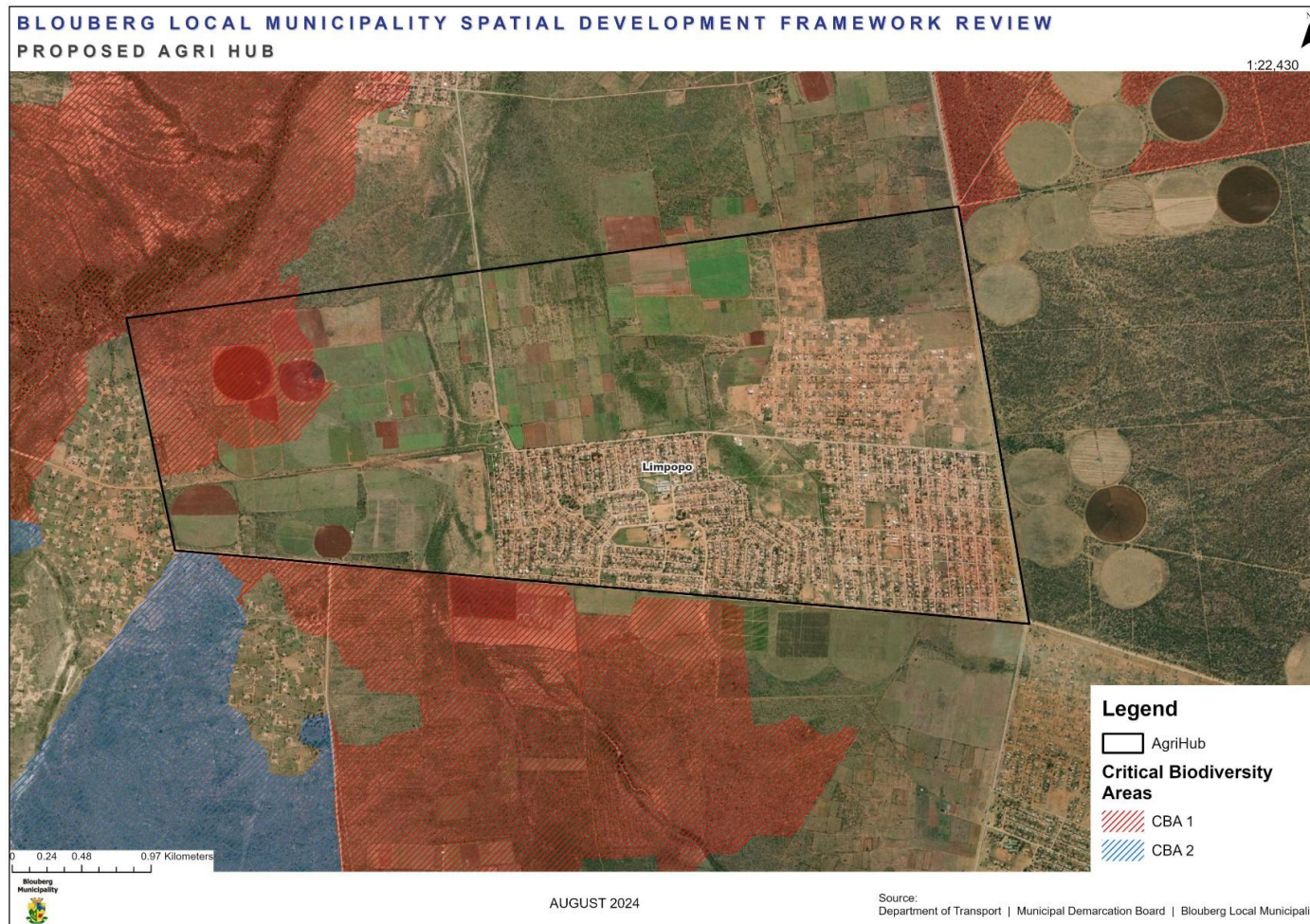
The agri-service hub will have the following benefits:

- Uplifting and upscaling local farmers
- Introducing marketing skills, products and introduction to niche markets abroad.
- Introduction to potential markets, production financing, and training.
- Agricultural training.
- Development of sectors such as logistics, agro-processing, packaging, product distribution and branding.
- employment and entrepreneurial opportunities
- Basic service delivery improvement
- Diversification of the local economy

The development of the Agri-service hub will additionally assist in rural depopulation, curbing urban growth where there will be a controlled influx of people in the primary and secondary nodes reducing the pressure on the municipal infrastructure. Enhance the growth of other economic sectors such as tourism, manufacturing and retail development. An example of an Agri-hub in South Africa is the Philippi Agri-hub in Cape Town.



Figure 24: Philippi Agri-hub Farmers' Market in Cape Town
 (Source: Pedi Agri-hub Accessed – 14 October 2024 <https://www.pedi.org.za/agrihub>)



Map 27: Location for BLM Agri-Hub

4.13.10 Urban-Rural Linkages and Growth Points

These local service areas complement the Senwabarwana node. This section illustrates how the various settlements complement each other and how they can contribute to the economy of the municipality. The key focus will however be on Eldorado, Ga-Rawesi, Tolwe, and Vivo linkage. It is important to note that all proposed developments for the identified growth points should be facilitated by the provision of bulk infrastructure. Development proposals' success depends on the infrastructure's ability to handle such intensification. Furthermore, business developments should be carried out in a manner that accommodates the income levels of the population at the identified growth, service points and its surroundings. The Blouberg Local Municipality is encouraged to encourage future residential, business, and commercial developments, prioritising infrastructure provision and employment opportunities to reduce unemployment, attract investment, and improve rural livelihoods.

4.13.10.1 Eldorado Rural Node

The Limpopo Provincial SDF has identified this node as one of the rural service points of the province with the highest potential for developmental growth. The Capricorn District Rural Development Plan identifies this rural service point as a Farmer Production Support Unit (FPSU), which will assist local farmers with skills and other inputs needed to enhance production. The area is famous for livestock farming, potato plantation and other crops. There are ongoing projects in the vicinity such as the Nguni bulls exchange program, potato belt and an abattoir. The development of an FPSU in this area will assist several villages such as Taaiboschgroet, Ramotsho, Tlhona and Slaaphoek. The FPSU will be supported by the Ga-Poopedi Agri-hub. The challenges

faced by the growth point are vandalism of agricultural infrastructure, poor access road linking commodities, and poor infrastructure maintenance.

This node is centrally located to settlements north of the Blouberg Mountain and services villages from 8 municipality wards. This node comprises agriculture, retail, community, social and personal services. Public services available in this node include municipal satellite offices, a clinic, a police station, periodic justice offices, a sports complex, a taxi rank and a mini-shopping complex. There is an approved precinct plan in place for this node to unlock potential development and attract private sector investors for light commercial and retail development. This node is linked to municipal access routes such as the D3287 and D3292 connecting it to other settlements and major routes for the transportation of goods and services to surrounding communities and improving accessibility.

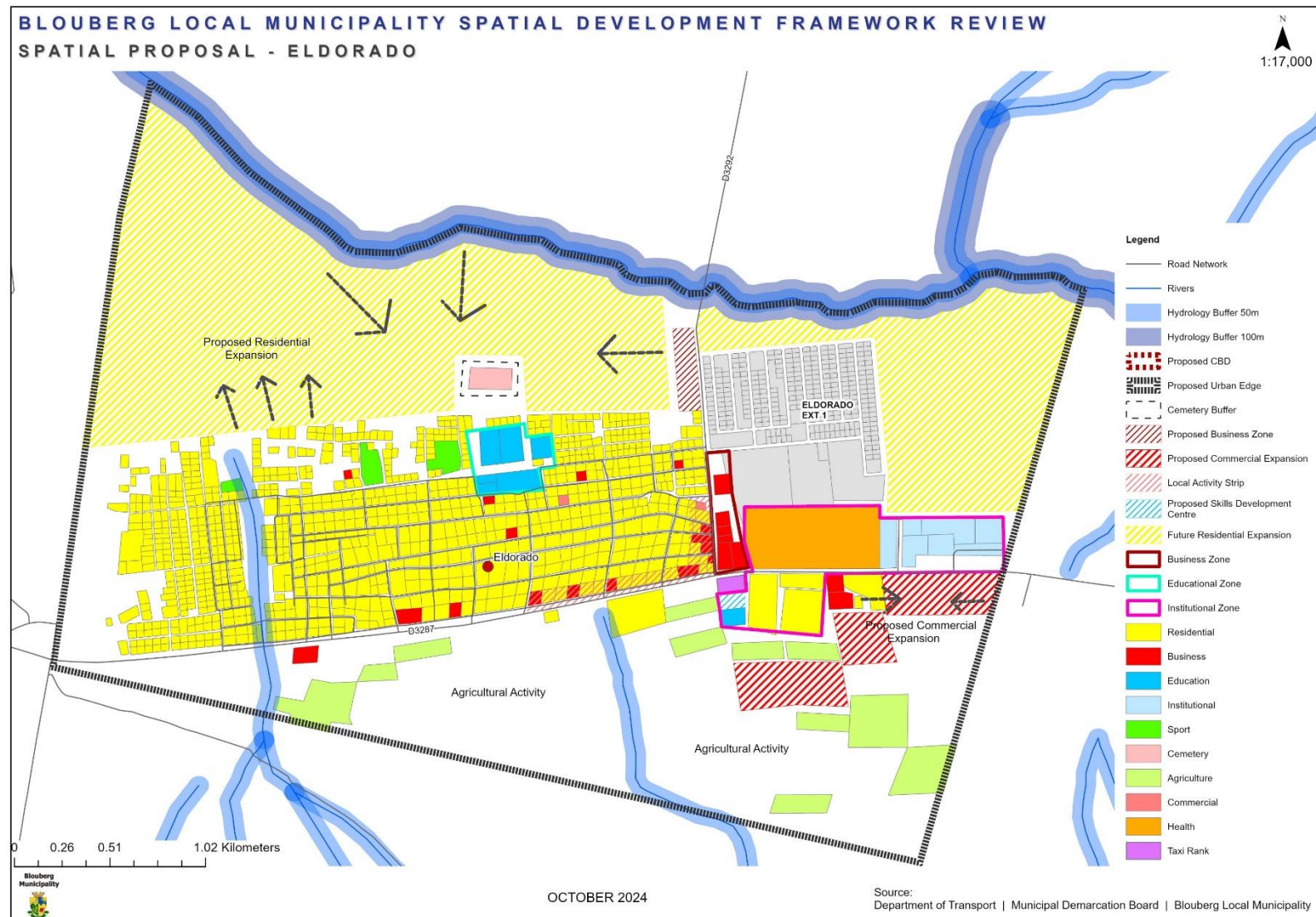
Furthermore, developments occurring in and around this node should be cognisant of protecting and preserving the natural environment including the livelihoods. It is proposed that additional social amenities be established close to the existing cluster community facilities and public transport facilities. These facilities such as libraries, senior centres, a Youth and Arts Development Centre, a Community Hall and an Adult Basic Education Centre (ABET). These will consequently supplement the existing cluster of community facilities available in the node.

The SDF proposes the following developmental proposals:

- Infill development on vacant stands particularly on Eldorado Extension 01.
- Future residential expansion on the eastern side of Eldorado ext.1.

- Futures business and commercial expansion on the southeastern side of Eldorado (3 farm portions acquired by the municipality).
- Protection of exiting agricultural activities in the southeastern and southwestern side of Eldorado.
- Discourage uncontrolled settlement growth and sprawl.
- Compact development should be prioritised along D3287 at the existing cluster of non-residential development in the south-east, including additional non-residential activity such as local businesses, informal trading activity, and community facilities should be promoted along D3287 and D3292.
- Infill development between neighbouring settlements (Tlhona and Ga-Mashamaite) to ensure spatial integration and optimum use of existing and future anticipated services around the Eldorado node.
- Establishment of additional social amenities close to the existing cluster community facilities and public transport facility.
- Upgrading of connector routes linking remote settlements to enhance local access and unlock development opportunities, specifically routes D3287, D3309, D3287 and D3308, which connect to Eldorado.
- Upgrading route D3287 will create opportunities for agriculture, business, and social services, while improvements to routes D3287 and D3292 will facilitate better access and transfer of goods, supporting the Rural Node.
- The development of Infrastructure Master Plans addressing services such as water, sanitation, energy and waste management to be compiled for the whole local municipality.
- The area south of D3287 be reserved for agricultural use and future expansion of the surrounding villages.

- Land identification and feasibility study for the development of a landfill site.
- Implement CBA guidelines for the preservation and conservation of the natural habitat such as the Leokeng river system running east-west and mountain ridge.
- Installation of proper gateways, street naming, and name boards should be prioritised to improve a sense of sense of legibility (orientation and navigation) and identity.



Map 28: Proposals for Eldorado

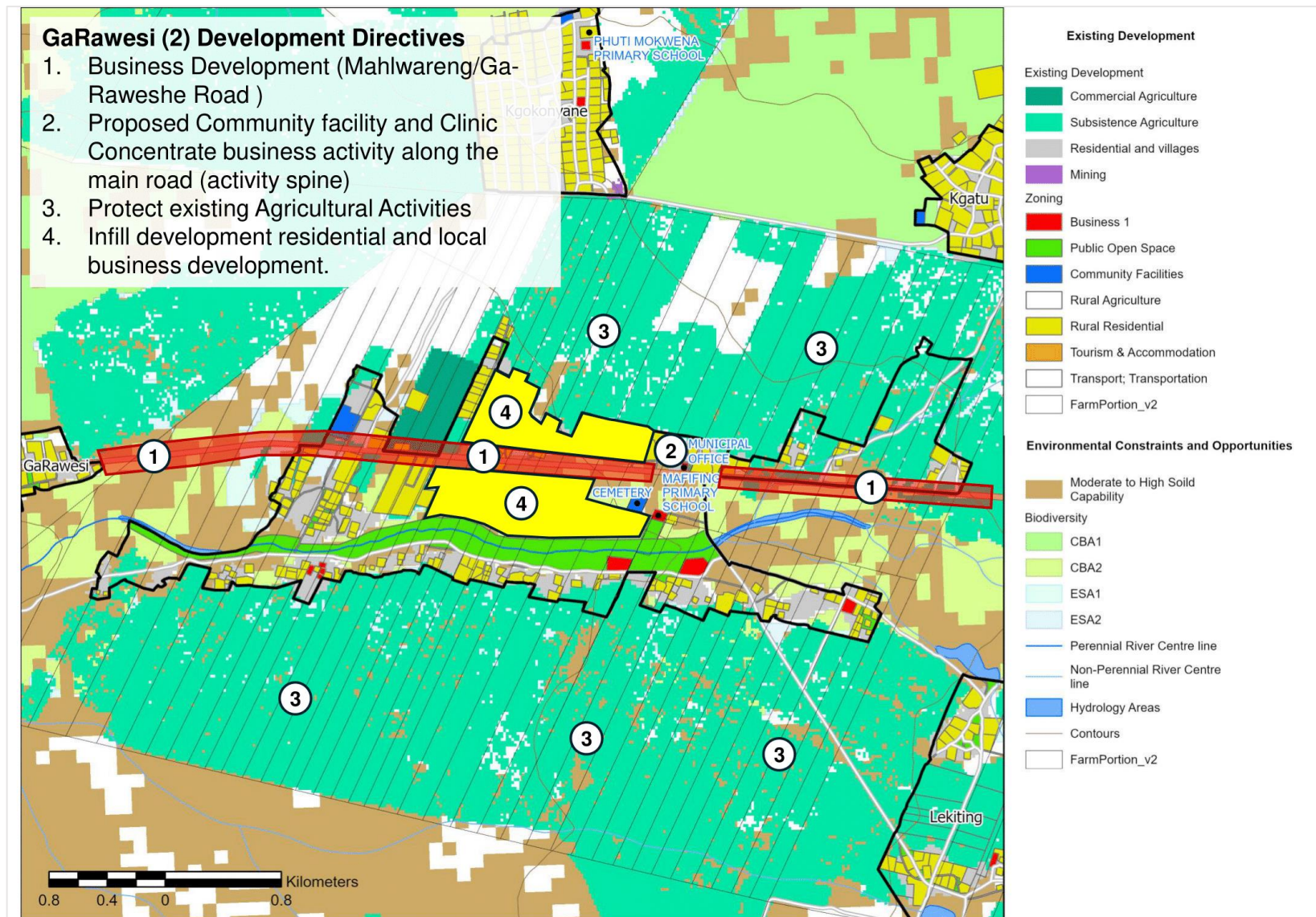
4.13.10.2 Ga-Rawesi (Harrietswich) Service Point

This service point is located in the Southwestern part of the municipality and links with the rest of the municipal settlements through road D3325. The service point services settlements in five wards of the municipality, including neighbouring settlements in the Mogalakwena municipality. There are mining prospects for platinum along the Mokopane platinum belt Via N11 if harnessed, it can stimulate the economy of the area and its surroundings. There are prospective mining companies that have been granted mining licenses in this area, which will unlock economic opportunities such as employment. The municipality has developed a precinct plan for the service point to guide development in a more orderly fashion, thereby protecting existing investment in the area and creating opportunities for future investment. There is a proposed Multi-purpose community centre which is aimed at triggering development within this service point. The area should be designated and allocated for the development of multifamily residential units to effectively accommodate the anticipated influx of individuals to this mining region. This area encompasses two mining companies, Ironveld and PGM Waterberg, which have received the necessary mining rights.

The SDF proposes the following developmental proposals:

- Upgrading and maintenance of road D3440 to GaRaweshi, Senwabarwana, Vivo, Mogwadi and Rebone.
- Land on road D3440 should be prioritised only for business development.
- Proposed a community facility and clinic on vacant land adjacent to the municipality offices and concentrated business activities along the main road (activity spine).

- Infill residential development within the local service point.
- Upgrading and maintaining road 3435 from D1200, which will connect several villages to the south with Harrietswish.
- Consolidate economic development along road D3440 as the main collector road linking major nodes such as Senwabarwana and Steilloop in the Mogalakwena Municipality.
- Convert the old Dawana Commercial School into a Development and Skills transfer training centre.
- Establishment of a regular working relationship between the municipal planning department and Tribal Authorities to identify areas for demarcation of stands for various mixed land use purposes.
- Educational initiatives for tribal authorities and communities on land use management, municipal by-laws, and land use schemes.
- Upgrading and maintenance of road D3440 and internal roads for the accessibility of goods and services.
- Upgrading of water supply in the entire GaRaweshi area.
- Protect existing agricultural activities within the local service point.



Map 29: Proposals for Ga-Rawesi

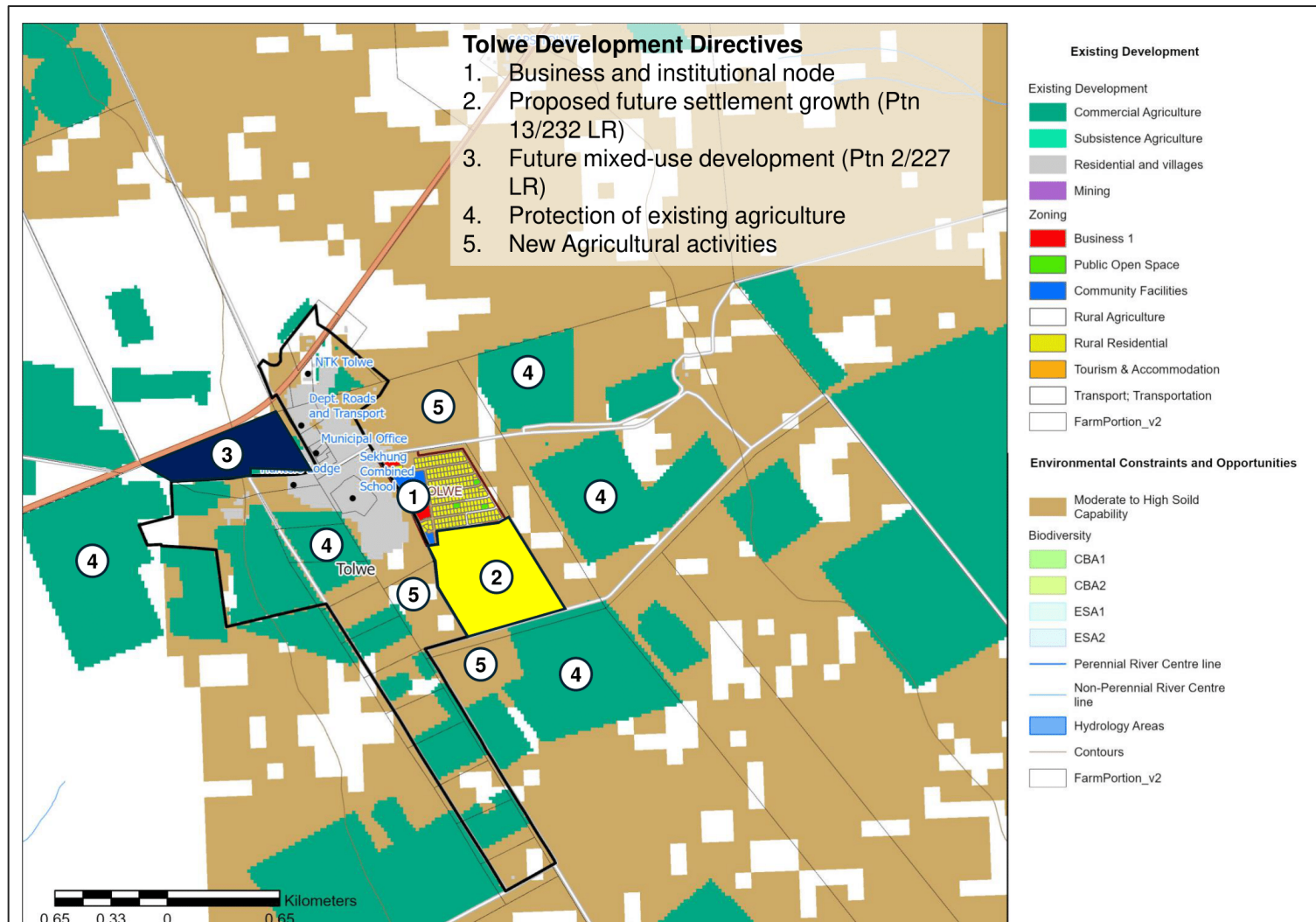
4.13.10.3 Tolwe Service Point

Tolwe is characterised as a centre for providing essential services and goods to the surrounding farming communities. The main economic activities in the service point are agriculture and tourism. It has a municipal satellite office, mobile services clinic, a school, a road camp for the Department of Roads and Transport, a police station, a post office and a hotel, NTK Agricultural cooperative and Telkom offices in the area to service the neighbouring farms and villages in the vicinity. There is a retail centre, and there is a development of about 290 sites in the service point. It is a tourism stopover for travellers going to Botswana including safari lodges for hunters as the area has game farms. The area serves as the gateway to both Lephalale and Botswana, therefore the area has a niche potential for commercial and retail development. **Densification in Villages.** The prevailing settlement pattern in villages located within the Traditional Authority Areas such as Tolwe and surrounding villages designates plots between 1,200 and 2,500 square meters. This arrangement is inefficient, particularly in light of the costs associated with engineering services and the necessity for optimal resource utilisation. Consequently, the SDF advocates for densification within villages where traditional authorities should implement smaller plot sizes to facilitate infill and densification. This approach will enhance the efficiency of engineering service provision.

The SDF proposes the following developmental proposals:

- Appointment of a professional service provider for the development of the Tolwe Precinct Plan.
- Identification of vacant land that offers maximum accessibility and visual exposure on main roads D1179 and R561

- Proposed future settlement growth (Ptn 13/232 LR).
- Futured mixed-use development (Ptn 2/227 LR) adjacent main Road D1556.
- Protect existing agricultural activities and foster new agricultural within the local service point.
- Consolidate economic development along D1556, the main collector road linking major routes such as the R561 and R572.
- Formal demarcation and development of sporting facilities around the sports field.
- Upgrading and maintaining road D1179, D1556, D2646 connecting Tolwe to major provincial routes R561 and R572.
- Upgrading, paving and tarring of all internal roads connecting to municipal roads D1179, D1556, D2646.
- Installation of proper gateways, street naming, and name boards should be prioritised to improve a sense of legibility (orientation and navigation) and identity.



Map 30: Proposals for Tolwe

4.13.10.4 Senwabarwana Growth Point

The Limpopo Spatial Development Framework (SDF) for 2024 identifies Senwabarwana as a Regional Development Anchor within the District Agri-Park initiative, aimed at driving economic growth in Limpopo Province. With an approved Master Plan in place, the SDF focuses on enhancing development in this area by establishing urban edges in the northern and southern parts to combat urban sprawl and maintain municipal infrastructure. Additionally, the SDF promotes mixed land-use development that supports sustainable and eco-friendly practices near social services and public transit. Significant implementation of the Community Residential Unit (CRU) Programme is necessary, particularly in the approved Bochum Extensions 9 and 10, to facilitate high-density development similar to projects in Marapong, Seshego, and Lufhereng.



Figure 25: Lufhereng Social Housing Project
(Source: accessed 21 October 2024 <https://www.lufhereng.co.za/the-project/project-vision.html>).

Development within this node should be limited to the urban edge to effectively manage the boundaries around urban areas. The urban edge serves as a strategic boundary that helps control growth, reducing urban sprawl and promoting sustainability and efficiency. In South Africa, the importance of an urban edge is established in the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), which mandates the inclusion of environmental management in the Spatial Development Framework (SDF).

The municipality should prioritise infill development on vacant stands in Extensions 8, 9, and 10, as this promotes a more sustainable and integrated community without expanding outward. Allowing development outside the urban edge can lead to urban sprawl,

increased reliance on cars, and environmental degradation. Infill development can lower costs, create mixed-use spaces, and enhance housing opportunities. Thus, the municipality should carefully consider the implications of permitting development beyond the urban edge to effectively meet the needs of the current and projected population. According to projected growth calculations, the number of households in the designated growth point is expected to increase by 1,045 over the next two decades. Presently, there are 1,539 vacant residential erven located within the urban edge. A comparison between the existing stock of vacant land to growth patterns, all growth over the next 20 years can be accommodated within the existing vacant residential erven. This might only change due to the migration of people outside the growth point into Senwabarwana.

The municipality should create an infrastructure plan that includes strategies for providing bulk infrastructure services for all developments, along with service and maintenance plans. It is also important to include measures for place-making and promoting cultural identity, such as clear gateway signs, street name signs, and effective management of public spaces and streetscapes. Senwabarwana has been designated as an Agricultural Gateway per the Limpopo Spatial Development Framework (LSDF) and is classified as Functional Region 4 in the Capricorn District Rural Development Plan (DRDP). The Capricorn DRDP has proposed establishing an Agri-hub in Ga-Poopedi village to assist local farmers, as well as farmers throughout the district, with marketing and service-related needs for their agricultural products.

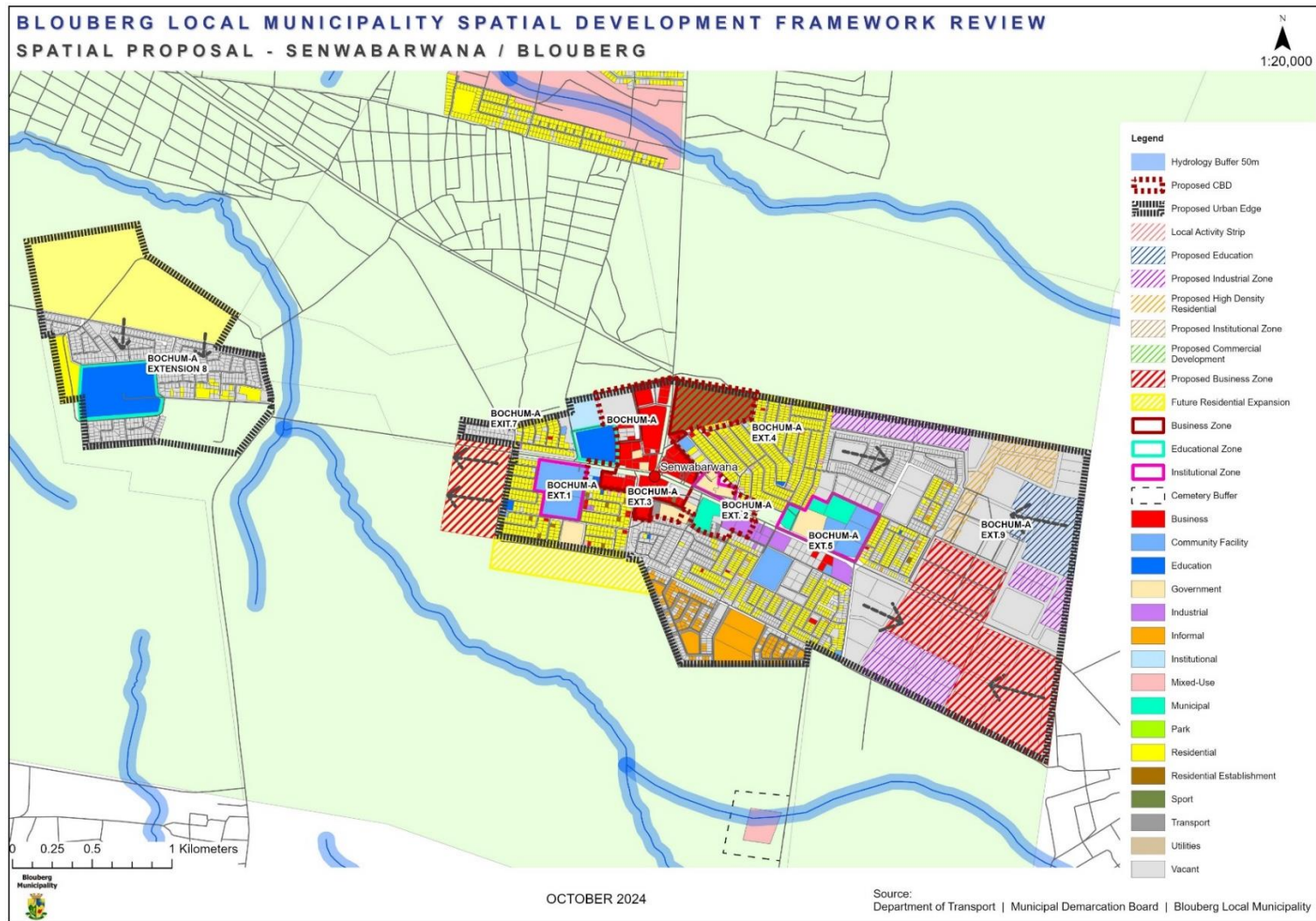
The northern part of this functional region is close to the Botswana border, which facilitates cross-border trade between South Africa and Botswana. This opportunity should be effectively utilised to generate

employment, stimulate growth in various business sectors, and significantly contribute to the development of the municipal economy.

The SDF proposes the following developments:

- The delineation of an urban edge to prevent further sprawl
- Rehabilitation of road D1200 in the CBD.
- Future business growth on the south of Bochum ext. 3 and west of Bochum ext. 1.
- Future residential expansion on the south of Bochum, ext.3.
- Upgrading, paving, and tarring of all internal roads in the growth point.
- Infill development for vacant stands and existing extensions.
- Develop an Infrastructure, Water, Roads and Transport Master Plan to sustain the current and future development of Senwabarwana.
- The proper maintenance of public open spaces, road reserves, and vacant land.
- Upgrading and maintenance of all community and social facilities.
- Provisions for place-making and cultural identity, such as legible gateway signs, street name signs, and proper management of public spaces and streetscapes, are also proposed.
- Protect existing agricultural activities within the growth point.
- Implementing a fully functional Geographic Information System (GIS) for resource management, land development, transport planning, and asset management fosters communication and collaborations among municipal departments to inform critical decision-making.
- Exploring and implementing alternative energy sources, such as solar streetlights like the Alldays solar streetlights.

- Strict By-law enforcement.



Map 31: Proposal for Senewabrwana Growth Point

4.13.10.5 Alldays Growth Point

Alldays Growth Point is recognised as a Provincial Local Service Centre, linking the Vhembe District, Pont Drif, and the Beit Bridge border posts. Designated as a Municipal growth point in the District Spatial Development Framework (SDF), it has experienced rapid development, leading to increased demand for services. The municipal Integrated Development Plan (IDP) highlights this area as a provincial stopover, promoting opportunities for retail, tourism, and a market for arts and crafts. There is significant demand for residential and business growth. Gilfillan has built a shopping plaza, and the community hall serves as the taxi rank. The large landing strip at Evergreen Farm may be upgraded for private aircraft. The town currently has two newly occupied residential extensions and a low-income housing project underway, while the internal street project is almost complete, and a landfill site has been finished.

The municipality is currently in discussions with the Department of Public Works to acquire land on the southern side of the node for future development. This land is designated and zoned for institutional purposes, so it should be developed for uses such as hospitals, clinics, homes for the elderly, orphanages, colleges, schools, and government offices. Additionally, infill development should be prioritised for vacant lots primarily in Extensions 02 and 03, as they are located within the urban edge. This approach will inject new energy into the node, attract investment, stimulate economic growth, and foster a sense of community and belonging among residents, businesses, and visitors.

The municipality should also implement a comprehensive maintenance strategy for all public spaces, road reserves, and vacant land to reduce

pollution. The Spatial Development Framework (SDF) recommends establishing a fully equipped neighbourhood park, which would provide significant environmental, aesthetic, and recreational benefits to the wider community. Ideally, this park should be situated on one of the vacant lots designated for open space or recreational use.

In addition, the municipality should create a rehabilitation and maintenance plan for all social infrastructure within the area. This initiative will enhance placemaking, strengthen social connections, and foster a sense of community, encouraging residents to invest their time and resources into utilising the available amenities. Moreover, the municipality should develop an infrastructure plan that details strategies for providing essential bulk infrastructure services for all developments, including service and maintenance provisions.

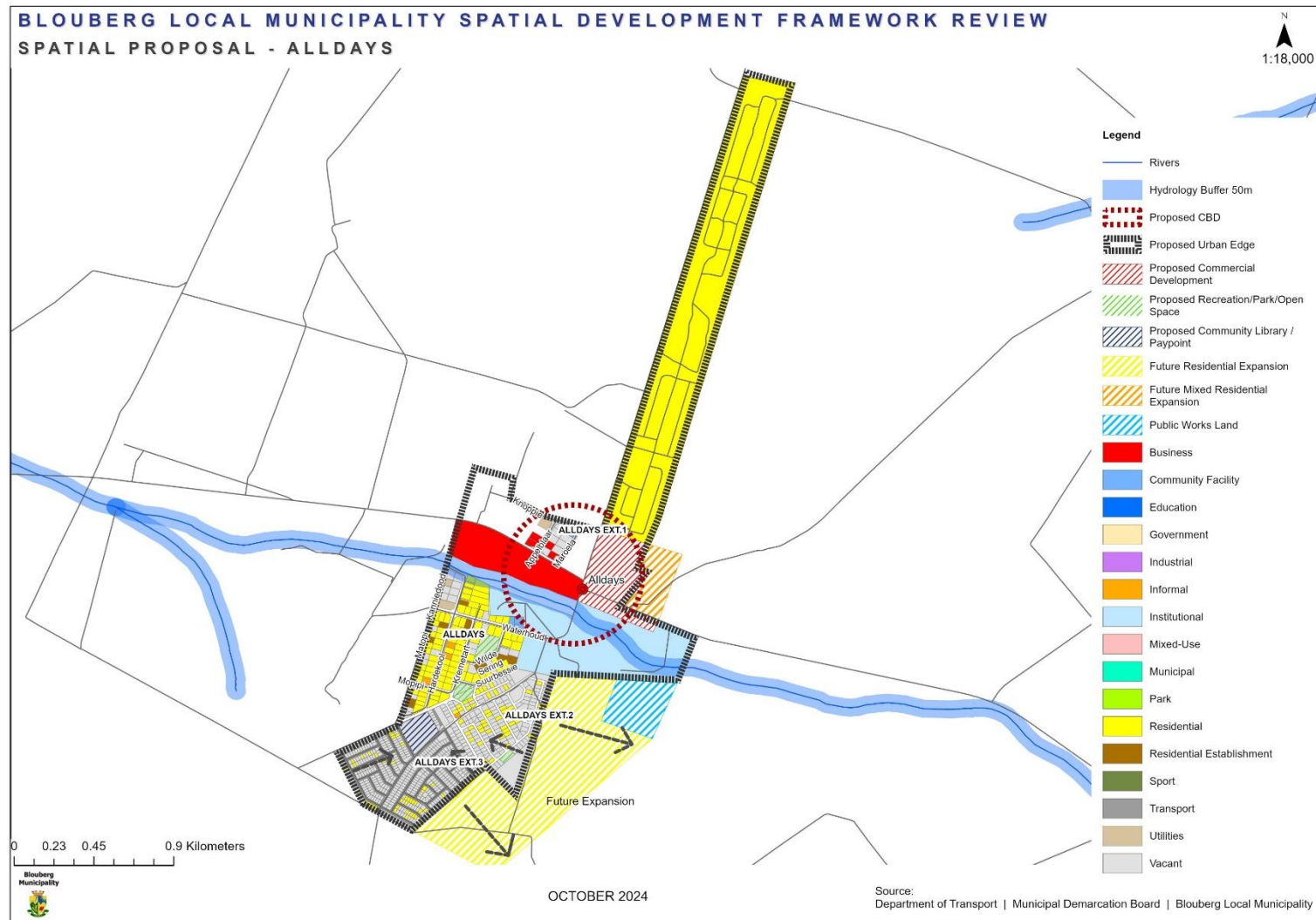
Alldays is currently not experiencing notable growth; consequently, its proposal requirements closely align with those of the Senwabarwana node.

The SDF proposes the following developments:

- The municipality is currently in talks with the Department of Public Works to acquire land parcel 8/294 on the southern side for institutional use such as the construction of a hospital, college, information centre, fire station or government offices.
- Infill development of vacant stands within the node, particularly on extensions 02 and 03.
- Future residential expansion on the Southeast of Alldays, ext.3 and 2.
- Future business and mixed residential expansion on the Northeastern side of Alldays Ext1.
- Provision of place-making and cultural identity, such as legible gateway signs, street names, managed public spaces, street

furniture, formal bus stops and streetscapes along R572 and R521.

- Upgrading, paving, and tarring and regular maintenance of all internal roads in the growth point.
- Formalised public transport facility opposite the community hall that accommodates both minibus taxis and buses, including formalised trading structures.
- Constructing proper new public transport pick-up/ drop-off points with shelter, seating, lighting, dustbins etc.
- Development of public open space with street furniture, lighting, trees and security on Erf 130.
- Landscaping and maintenance of parks and public spaces.
- Construction of landscaped pedestrian networks with street lighting, trees, etc.
- Exploration of the construction of a water purification plant to ensure water quality as specified by the SABS.
- Introduction and strict enforcement of by-laws.



Map 32: Proposals for Alldays

4.13.10.6 Puraspan-Avon-Indermark-Vivo Corridor

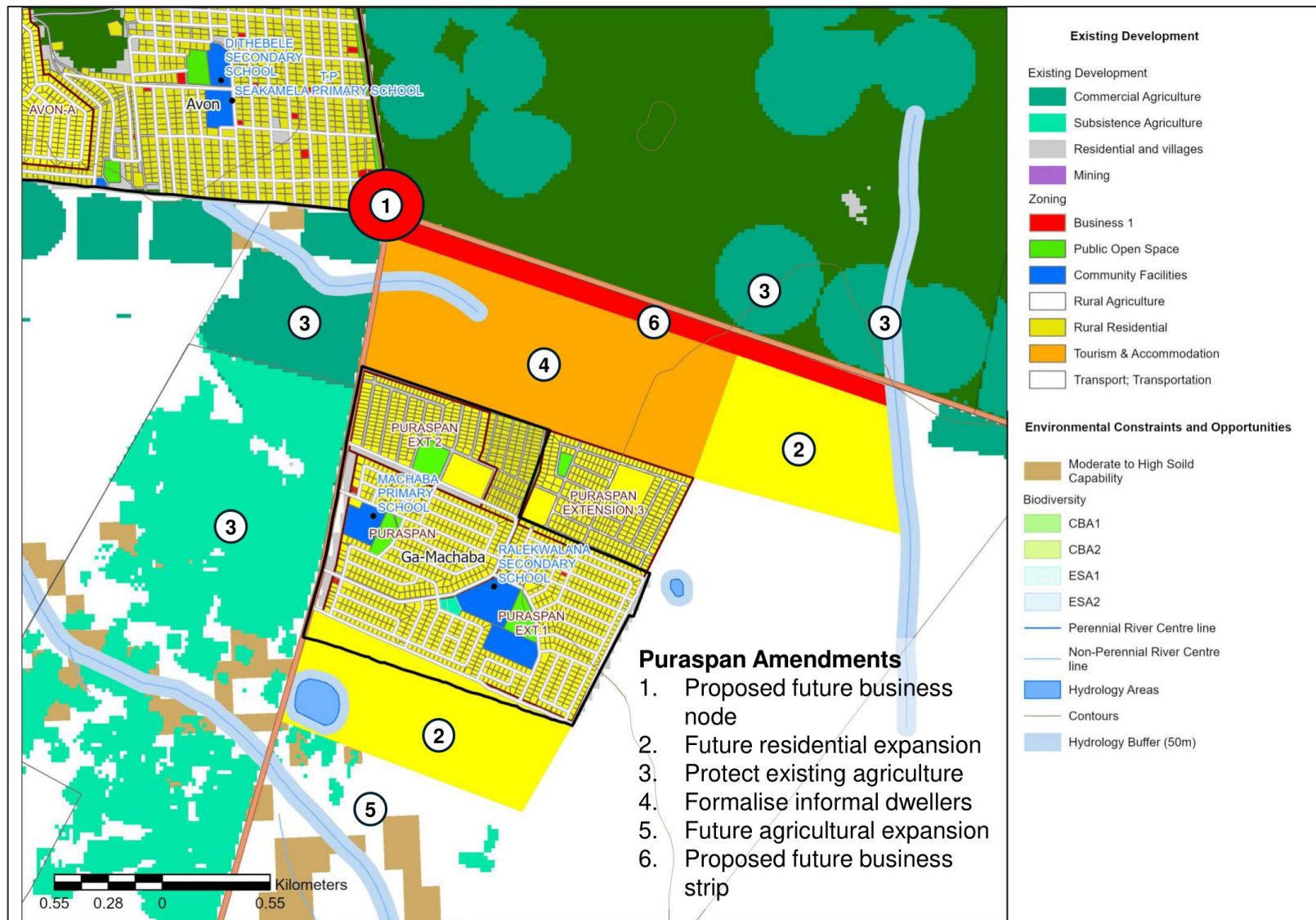
This corridor links the municipality to the Makhado, Molemole, and Polokwane Local Municipalities. This corridor is said to serve as a conveyor belt linking the municipality to surrounding municipalities by the IDP. Therefore, the SDF suggests that a municipal cross-border strategy to link the corridor to surrounding municipalities should be developed to demonstrate the linkage benefits. All internal access in the corridor should be upgraded, paved and maintained, including the provision of road signs that link the corridor to strategic locations and surrounding villages.

The municipality should fast-track the development of the road infrastructure plan, which will assist the municipality in increasing access to employment opportunities, social amenities, business opportunities, and other recreational activities to improve the quality of life. Constructing landscaped pedestrian walkways linked with pedestrian destinations. Demarcation of proper public transport pick-up/ drop-off points with shelter, seating, lighting, dustbins, etc, within the corridor. Public open space (including river buffers, wetlands, and parks) should be utilised for low-intensity (minimal infrastructure) purposes such as recreation to add value to the urban-rural landscape.

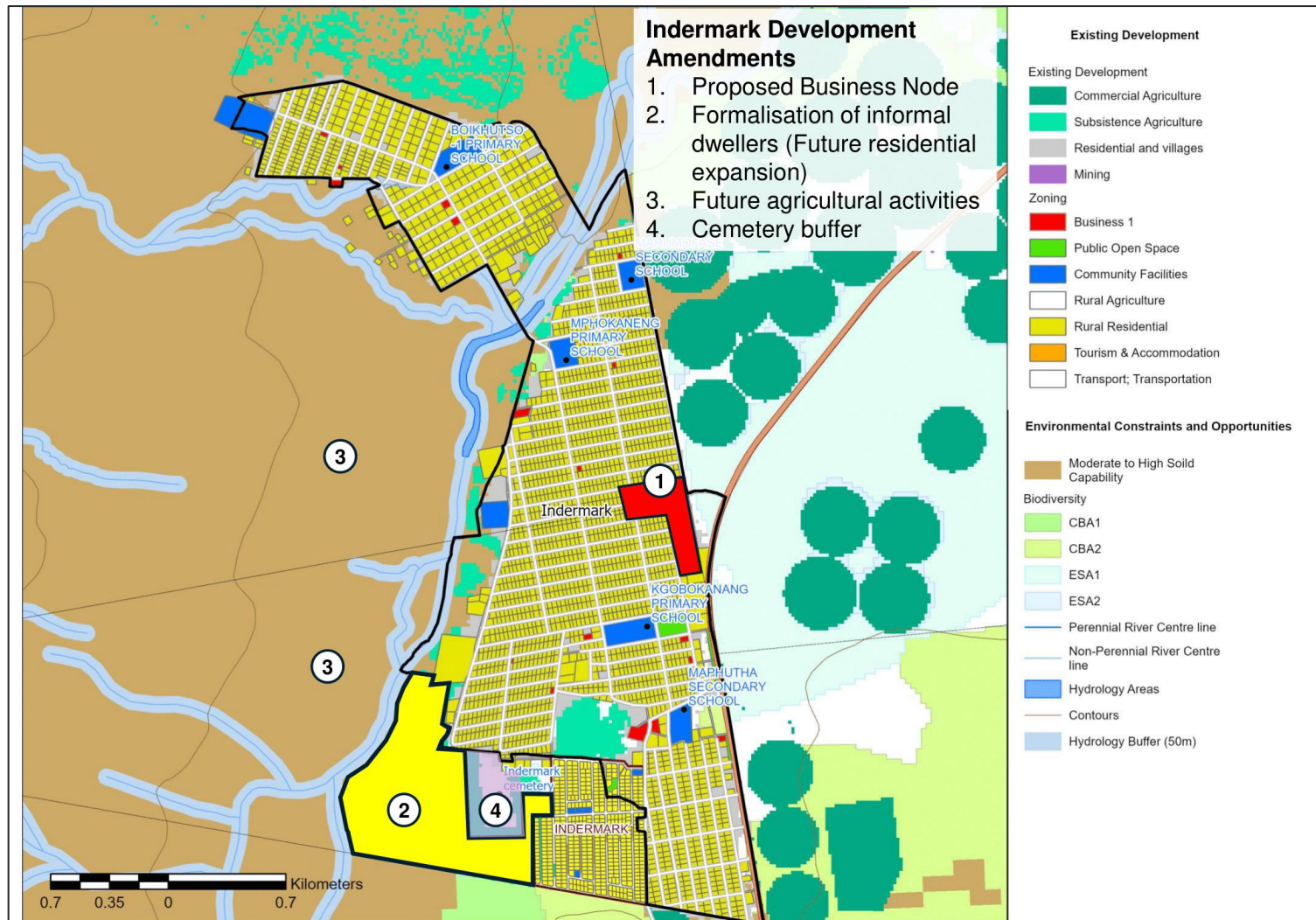
Therefore, the SDF proposes the following development interventions:

- Proposed future business node on the intersection of roads D1468 and D2801 connecting Avon and Puraspan.
- Concentrate business development along D2801.
- Formalise informal settlements on the northern side of Puraspan ext.2 and 3, adjacent to road D2801.
- Future residential expansion on the south and eastern side of Puraspan.
- Protect existing agricultural activities and hydrological areas.

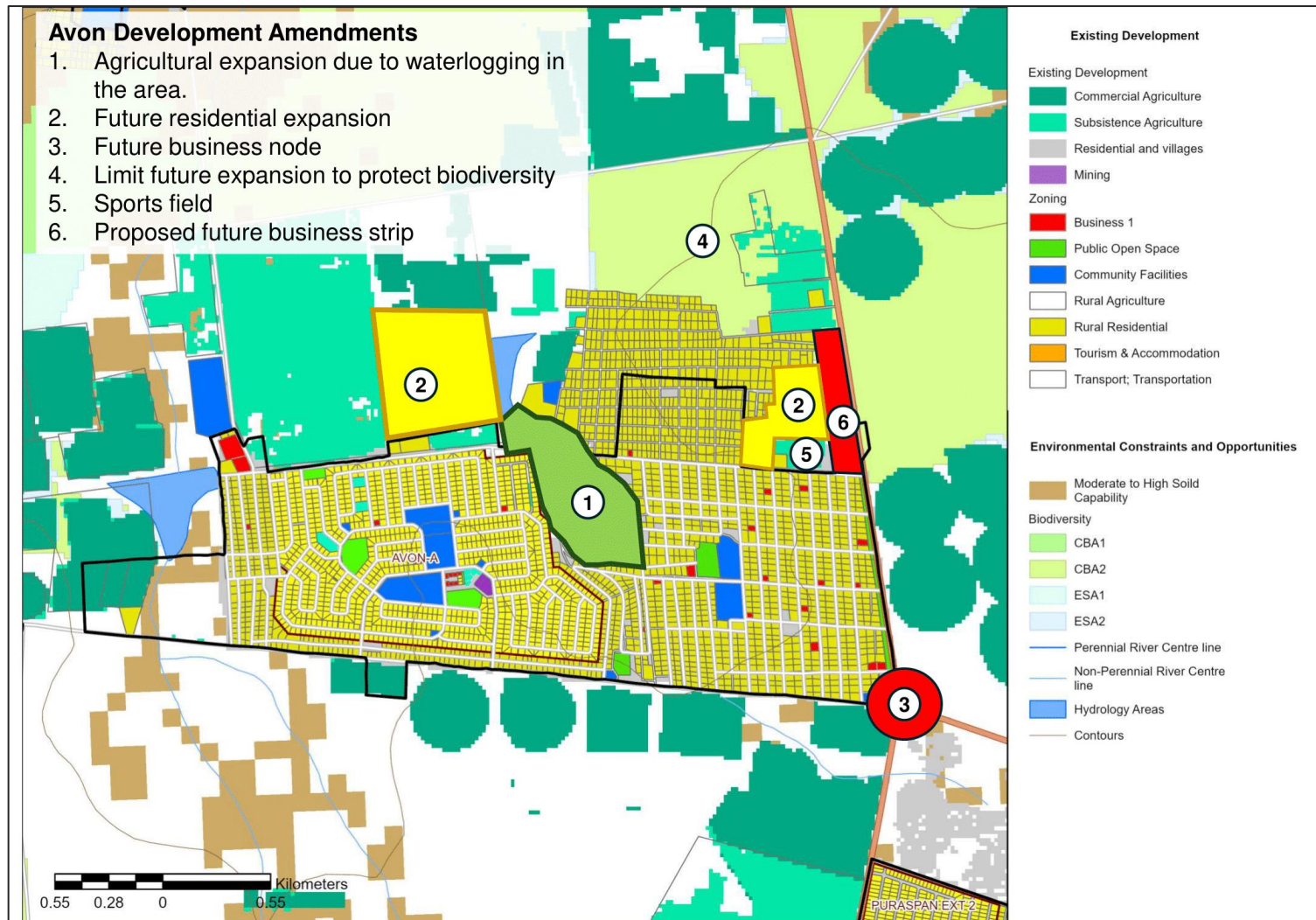
- Development of a formalised taxi rank with designated trading stalls and proper new public transport pick-up/ drop-off points with shelter, seating, lighting, dustbins, etc.
- Formalisation and proper demarcation of all sports fields.
- Upgrading and regular maintenance of all community facilities.
- Upgrading, paving, and tarring and regular maintenance of all internal roads in the corridor.
- Encourage the implementation of natural resource protection and management initiatives.
- Installation of proper gateways, street naming, and name boards should be prioritised to improve a sense of legibility (orientation and navigation) and identity, particularly on D1468, D2801 and D1200.
- Upgrading and proper maintenance of roads D1468, D2801 and D1200 as the main route connectors in the corridor for the transportation of goods and services.
- Consolidate economic development along roads D1468 and D2801 as the main collector road linking major nodes such as Senwabarwana, provincial route R521, and neighbouring municipality Molemole.
- Traditional Authorities engagement for the identification of land for business opportunities, light industrial sites, and agricultural sites for economic growth and enhancement.
- Roadshows and workshops on land use management and land demarcation with traditional authorities and rural communities.



Map 33: Proposals for Puraspan



Map 34: Proposals for Indermark



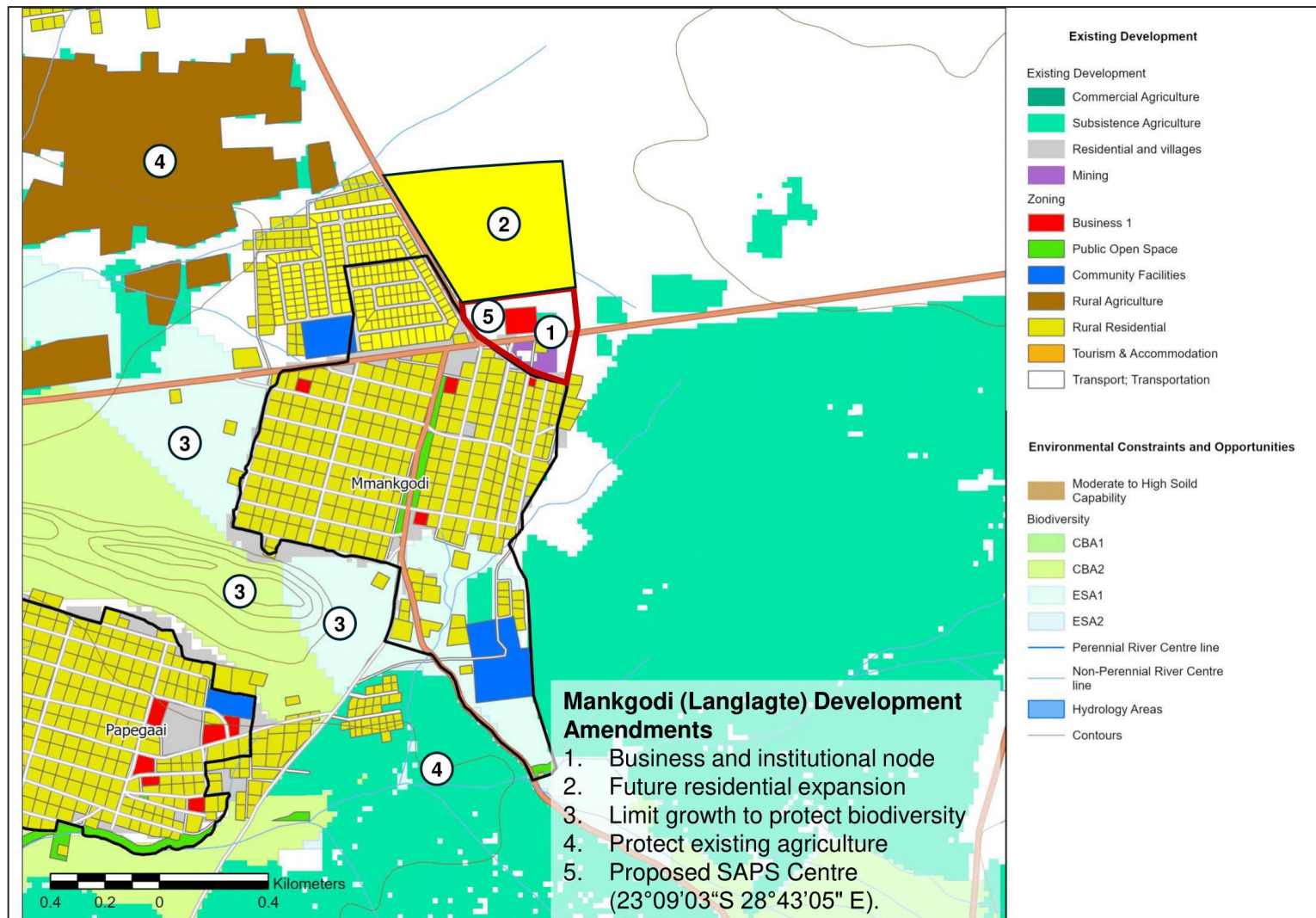
Map 35: Proposals for Avon

4.13.10.7 Langlaagte (Mmankgodi) Service Point

The 2019 SDF identified this service point, and the current reviewed IDP has identified this area as a new service point due to the development patterns occurring within the area. This service point is located at the busiest intersection of the roads D1200 and D327. It connects with various rural settlements (PapenOgaai, Sekhung, and Springfield Tiekeline) in the municipality, demonstrating this area as a strategic location for providing both public and private sector investments. Developing land around the service point, such as the approved Lephhalala shopping complex in Springfield Tiekeline, will boost economic growth and job opportunities, thus enhancing the service point's development.

Therefore, the SDF proposes the following development interventions:

- The prioritisation of economic investment and the establishment of a shopping complex along the main road D1200.
- Appointment of a professional service provider for the development of the Langlaagte Precinct Plan.
- Traditional Authorities engagement for the identification of land for business opportunities, light industrial sites, and agricultural sites for economic growth and enhancement.
- Roadshows and workshops on land use management and land demarcation with traditional authorities and rural communities.
- Demarcation of proper public transport pick-up/ drop-off points with shelter, seating, lighting, dustbins etc.
- Strict enforcement of all municipal by-laws and critical biodiversity regulations.



Map 36: Proposals for Mmakodi (Langlaagte)

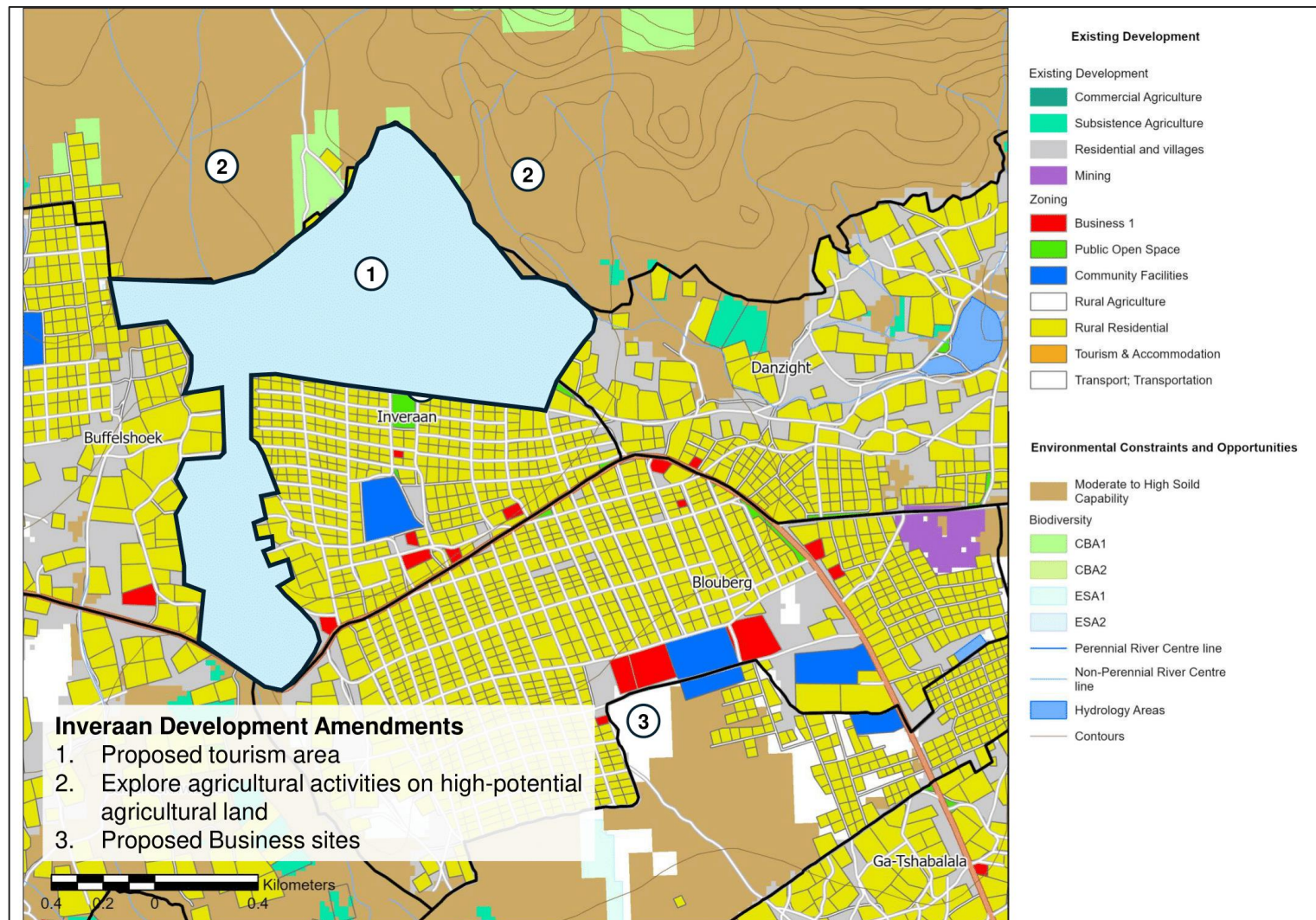
4.13.10.8 Inveraan Service Point

The municipality has identified this service point as a potential growth point due to its tourism attractiveness. The African Ivory route passes through the area to Beaulieu camp and Blouberg Mountain. It is linked to heritage and historical sites such as the Leipzig mission church and the statue of the prominent King Kgalusi Seketa Masilo Ratshatsha Malebogo. It is home to the Kingdom of Maleboho. The upgrade of the D3322 road presents a significant opportunity to enhance tourism potential within the area. With proper development, the region could further capitalise on its tourism prospects. Additionally, the Blouberg Municipality has established a Multi-Purpose Community Centre to improve access to government functions and services for the communities within its scope of influence.

The following land use developments are suggested for the service point:

- Development and implementation of a tourist centre with information and guides to all the local tourist locations in the area (Beaulieu camp and the Blouberg Mountains), including all the historical heritage sites and their significance (Leipzig mission church and King Ratšhaatšhaa statue).
- Upgrading, paving and tarring of internal roads leading to road D3322.
- Develop a shopping complex for the convenience of residents and tourists passing through the area along road D3322.
- Demarcation of proper new public transport pick-up/ drop-off points with shelter, seating, lighting, dustbins etc.

- Placemaking along the service point through road signage, road marking, and landscaping.
- No development zone and buffer zone on the northern side of the area leading to the Blouberg camp through D3270.
- Traditional Authorities engagement for the identification of land for business opportunities, light industrial sites, and agricultural sites for economic growth and enhancement.
- Roadshows and workshops on land use management and land demarcation with traditional authorities and rural communities.



Map 37: Proposals for Inveraan

4.13.11 Tourism Corridor

This corridor includes Senwabarwa, Vivo, Tolwe and Alldays via roads R521, D1200, and R572. This corridor leads to the African Ivory Route into the Mapungubwe National Park and Heritage Site towards Musina, Pontdrift Border Post in Botswana and Beit Bridge Border Post of Zimbabwe. This corridor focuses on providing tourism facilities, including the Campsite part of the African Ivory Route, Blouberg Nature Reserve, and Mapungubwe Resort near Pontdrift. The corridor aims to promote eco-tourism and conserve the environment. It includes small facilities, mobile clinics, information centres, and luxury private accommodations. The primary objective is to enhance camps and tourist attractions, but challenges include the absence of retail outlets and a tourist information centre.

Priority areas:

- The Glen Alpine Dam
- Heritage site (German mission, Leipzig, and Lutheran church)
- Makgabeng Mountain (rock art paintings and Iron Age sites)
- Blouberg and Maleboho Nature Reserves (natural environment)
- 1903 prison in the Blouberg Mountain
- The Glade (Morale village - Cape Vulture colony breeding)
- Devilliersdale Natural Canyons
- Yellowwood trees
- Cape vulture colony
- Wetlands
- Blouberg Conservation Education Centre
- Statue and Battlefields of Chief Maleboho of Bahananwa

The following land uses are proposed for future developments in the area (Refer to the map below.)

- Implementation of the Tourism Development plan to enhance tourism in the municipality.
- Embark on road shows, advertising and encouraging local tourism.
- Approach entities such as Sho't Left to attract and reach a wider audience.
- Approach the Limpopo Department of Economic Development, Environment, and Tourism and the Limpopo Tourism Agency about potential funding for revitalising tourist attractions in the municipality.
- There is a regular flow of travellers from Gauteng en route to the Tuli Block in south-east Botswana. These travellers could be persuaded to stop over if appropriate facilities are created, including the reviving and maintenance of all the current tourism attraction areas.

4.13.11.1 The Glen Alpine Dam

The Glen Alpine Dam is a gravity and earth-fill dam built on the Mogalakwena River near Ga-Mankodi in Bochum, Limpopo, South Africa. It was established in 1968 and serves primarily as an irrigation system. The Glen Alpine Dam provides the municipality with an opportunity to boost tourism. The dam currently hosts fishing activities. A visitor centre should be built to explain the history of the dam, its capacity, and the animals that live there (ecosystem).

The following land uses are proposed for future developments in the area:

- Fishing competitions can be hosted in the areas (catch and release) to demonstrate the type of aquatic ecosystem found in the area.
- This location can be turned into a local school trip strategic location for educational purposes.
- The development of a visitor's centre that charges a standard, affordable flat rate, for instance R20 per person for the maintenance and management of the area.

4.13.12 Revitalisation and Enhancement of Agriculture, supply and production.

Agriculture has the potential to foster inclusive growth and make a substantial impact on poverty reduction by creating opportunities for low-skilled employment, addressing unemployment, and enabling rural communities to participate more fully in the broader economy. In South Africa, agriculture plays a crucial role in economic development and significantly contributes to ensuring food security at the household level. Although small emerging and rural farmers in the Blouberg Local Municipality contribute to economic growth, their long-term viability has been hindered by limited market access. Furthermore, recent droughts have heightened the risk of food insecurity, particularly in rural households, and have led to a decline in livestock production.

Agriculture is a crucial driver of the economy in the Blouberg Local Municipality, making a substantial contribution to the local workforce. In accordance with the prevailing land use scheme, the majority of areas in Blouberg are primarily designated for agricultural purposes. The municipality is a leading producer and exporter of tomatoes, onions, and potatoes in the Limpopo Province, alongside Molemole and Makhado Municipalities. In addition, tobacco farming is identified as a

key pillar of agricultural development in the municipality. The municipality also boasts a competitive edge in livestock production, particularly in beef and goat farming. Various agricultural programs, such as the Limpopo IDC Nguni Cattle Development Programme, have proven beneficial for the municipality. Moreover, there are opportunities for game farming, which also supports ecotourism in various parts of the municipality.

In the municipality, there is a clear racial divide within this sector. Most white farmers are engaged in commercial agricultural activities, whereas the majority of black farmers are involved in subsistence farming. The membership of organised commercial farmers is also segregated along racial lines. In the Blouberg area, white commercial farmers belong to various organised farmers' unions such as Koedoesrand Landbou Unie (KDLU), Bo-Brakrivier Boerevereniging, and Transvaal Agricultural Union, while black commercial farmers are affiliated with the National African Farmers Union. Below are some of the challenges faced by the agricultural sector in BLM.

Challenges encountered by local emerging and small-scale farmers in the BLM area:

- No processing facilities available
- poor skills, group approaches
- racially divided
- lack of water resources
- climate variability
- Lack of capital resources
- Transport and logistics issues
- agricultural infrastructure
- Agricultural marketing
- Invest in farm productivity

- Business development skills
- tough economic conditions

The Capricorn District Rural Development Plan 2016 has identified Blouberg as a district gateway, Senwabarwana as a Functional Region, and Ga-Poopedi settlement as an Agri-Hub location. Furthermore, proposed Farmer Production Support Unit (FPSU) locations near Matsibela and Ramatshowe are under consideration. Gateways facilitate the movement of people and the transportation of goods and services from functional regions to intervention areas, bolstered by robust transport infrastructure. The FPSUs are envisioned to bolster developments in the neighbouring settlements and facilitate seamless interaction with the Agri-Hub through the utilisation of secondary and major routes as transport infrastructure. Noteworthy agricultural commodities and infrastructure within the functional regions include smallholder irrigation schemes, grain silos, and a red meat abattoir. Furthermore, the CDM Rural Development Plan has earmarked Eldorado's growth point as an FPSU, which is aimed at assisting local

farmers with skills and other inputs needed to enhance production. The Department of Agriculture, Land Reform and Rural Development has set up an office and deployed agricultural extension officers to assist local farmers. The development of this FPSU will assist several villages such as Taaiboschgroet, Ramotsho, Tlhona and Slaaphoek. The FPSU will be supported by the Ga-Poopedi Agri-hub.

The Department of Agriculture, Land Reform and Rural Development has proposed the development of eight (8) FPSUs for the CDM Agri-Park, in the following proposed locations:

1. Aganang (Matlala),
2. Molemole (Botlokwa, along N1),
3. **Blouberg (Avon, Dendron, and Ga- Malebogo),**
4. Polokwane (Moletjie),
5. Lepele–Nkumpi (Tooseng and Mogodi)

These areas are selected due to their proximity to small-scale farmers, suitability of land, proximity to existing farming activities, and existing infrastructure.

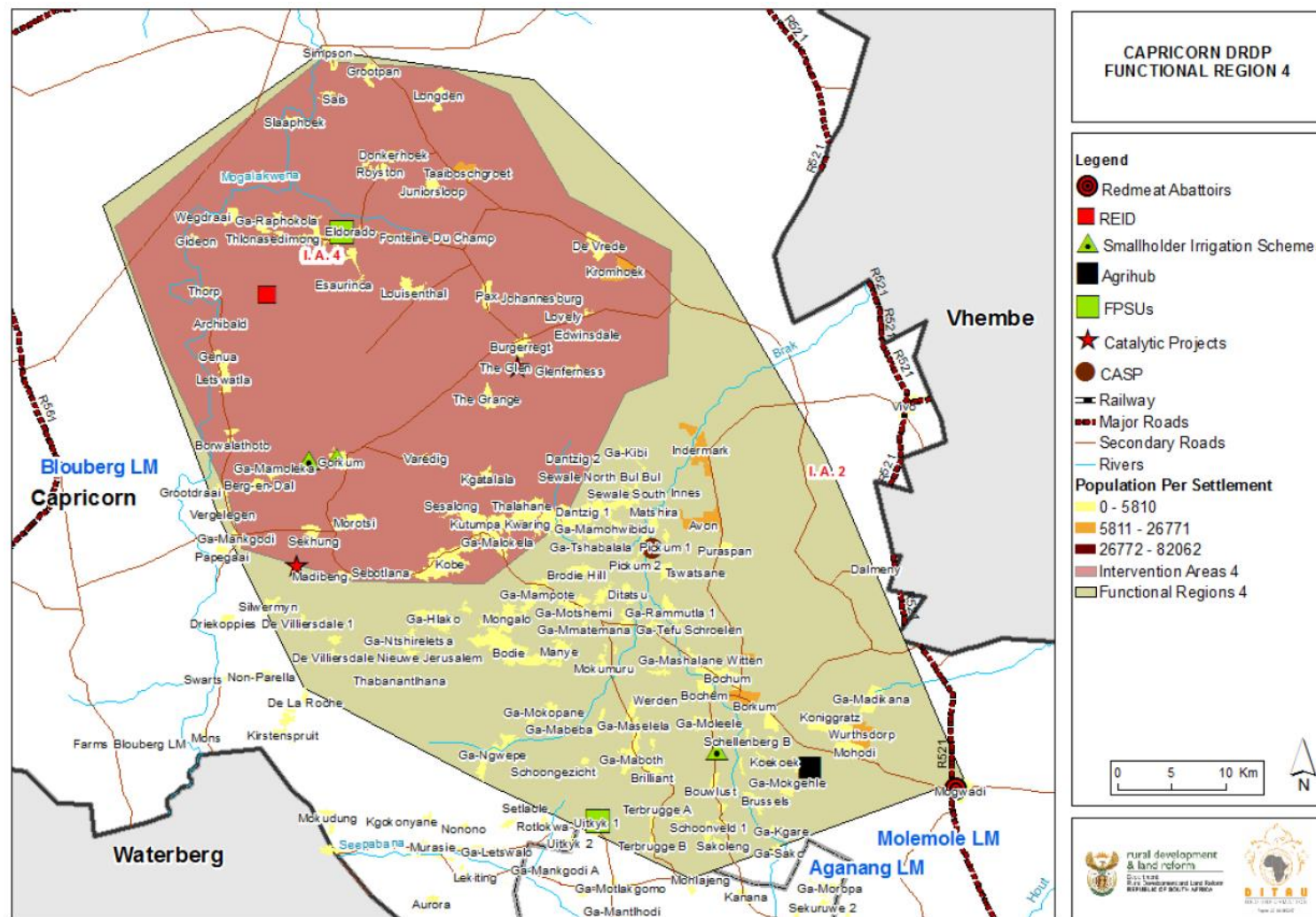


Figure 26: Senwabarwana Functional Region 4
(source: Capricorn District Rural Development Plan)

In response to the challenges faced by rural agricultural sectors, the Limpopo Provincial Government has implemented initiatives such as the Limpopo Revitalisation of Agriculture and Agro-processing Value Chain Plan, 2021. This strategic intervention is aimed at augmenting primary agricultural production and bolstering agro-processing capabilities. The following Strategic proposals are prioritised for implementation in the province relating to BLM as per the LDSF, 2024, in terms of Agriculture:

- Potato belt development (Lesedi and Mazeli projects), Capricorn District Municipality.
- Develop Senwabarwana as an agricultural gateway by investing in agricultural support facilities such as logistics points, cold storage and agri-processing facilities.
- Manage the risk of settlement sprawl onto High Potential Agriculture Areas (HPAAs), on or in the vicinity of HPAAs, especially at Senwabarwana, Bela Bela, Modimolle, Thabo Mbeki
- Promote effective agrarian practices and enterprise development programmes
- Implementation of Agri-hubs, Farmer production support units, and Rural-urban market centres in all regions
- Identify alternative sustainable land uses for the old crop fields found in the northern parts of Vhembe and Capricorn districts, which are part of the Spatial Transformation & Economic Transition Area (STETA 1 & 4), to support the sustainable livelihood of these vulnerable communities in the wake of climate change predictions.
- Pursue effective management and custodianship of strategic water source areas (SWSA) for agricultural use, especially in the

light thereof that the SWSA are mostly located in rural areas (STETA 1,3 &4) with unaccounted water usage.

- Promote fresh produce markets, farmer support and agri-processing initiatives in all spatial regions linked to HPPAs/PAAs.

The SDF proposes the following key strategies that could assist in achieving this goal:

1. Infrastructure Development:

- Improving Irrigation Systems: Reliable water access is essential for sustainable agricultural production. The municipality can invest in efficient irrigation infrastructure to increase crop yields, especially in dry seasons.
- Access to Markets: Enhancing road networks, storage facilities, and transportation systems is essential for facilitating farmers' access to markets, which in turn will significantly reduce post-harvest losses.
- Cold Storage Facilities: This would be essential to prevent the spoilage of perishable goods, ensuring that farmers can store their produce until they can sell it at a reasonable price.

2. Training and Capacity Building:

- Farmers' Education Programs: Offering training in modern farming techniques, sustainable practices, and new technologies can significantly increase productivity. Topics could include organic farming, crop rotation, and pest management.
- Entrepreneurial Support: Agricultural cooperatives or associations could be established, enabling small-scale

farmers to collaborate and share resources while increasing their bargaining power.

- Investigate alternative sources of water supply, including surface water schemes, and the re-use of water
- Foster collaboration between commercial and sustenance farmers in the municipality to enable skills transfer and capability building.

3. Promoting Sustainable Farming:

- Soil Fertility Management: Providing support and education on sustainable soil management practices will help maintain and improve the quality of land for future generations.
- Agroecology and Climate-Smart Agriculture: Encouraging farmers to adopt practices that enhance biodiversity, reduce chemical use, and improve resilience to climate change can foster long-term agricultural sustainability.

4. Access to Finance and Support:

- Government Grants and Loans: Facilitating access to financial resources for smallholder farmers can enable them to invest in modern technology, equipment, and inputs. Public-private partnerships could also play a role in bridging the gap between financial institutions and farmers.
- Insurance Products for Farmers: Implementing crop and livestock insurance schemes can help safeguard farmers against the risks of unpredictable weather, pests, and other challenges.

5. Promoting Local Agricultural Value Chains

- Developing Agro-Processing Industries: By encouraging the establishment of local food processing industries, Blouberg can add value to agricultural products and create more jobs. For example, producing fruit juices, canned goods, or

processed meat products locally could benefit both farmers and the wider community.

- Value-Added Products: Encouraging farmers to process raw products into finished goods (e.g., milling maize into meals, making jams or sauces from fruit) can increase their income and reduce reliance on raw exports.

6. Enhancing Agricultural Research and Innovation:

- Partnerships with Research Institutions: Collaborating with universities or agricultural research institutions could lead to the development of new varieties of crops that are more drought-resistant, pest-resistant, or yield higher volumes.
- Technology Integration: Introducing smart farming solutions, such as precision agriculture tools and mobile apps for market access, can improve the efficiency and profitability of local farmers.

7. Encouraging Youth and Women's Involvement in Agriculture to promote gender equity:

- Youth Empowerment: Developing programs that encourage young people to take up careers in agriculture could revitalise the sector. This might include youth training on modern agricultural practices, as well as access to land and resources.
- Gender Equality: Supporting women farmers through access to land rights, finance, and skills training can increase agricultural productivity and improve community resilience.

8. Strengthening Agricultural Extension Services:

- On-the-Ground Support: Ensuring the availability of extension officers who can provide direct, hands-on support to farmers is crucial for the success of any agricultural project.

- Advisory Services: Providing farmers with regular advice on market trends, weather forecasting, pest control, and best farming practices will ensure that they remain competitive and sustainable.

9. Collaboration with Stakeholders:

- Engaging NGOS and Community-Based Organisations: Working with non-governmental organisations that focus on agriculture can bring additional expertise, resources, and training to the municipality.
- Private Sector Partnerships: Collaborating with agribusinesses and corporations can also unlock investments and technical know-how to enhance agricultural practices.

In consideration of the information provided above, the SDF underscores the following proposed course of action for the BLM Agricultural sector.

Proposed developmental actions:

- Develop an agricultural plan/strategy to enhance and expand the agricultural sector in the municipality
- Implementation of the proposed development of an Agri-hub in Avon (Innes farm), INNES LS.
- Development of Agri-villages and Parks in agricultural villages such as Tolwe, Baltimore, Vivo, Maastroom, and Alldays.
- Develop and roll out the programmes to support local farmers
- Agricultural-related infrastructure in settlements and villages around Blouberg will be provided;
- Investment in irrigation infrastructure to benefit small-scale farmers;

- Create investment opportunities in agro-processing and agricultural logistics.
- The provision of agricultural implements, seeds, fertilisers as well as irrigation equipment to small-scale farmers;
- Establishing water infrastructure, especially in those areas affected by water shortages.
- Introduce and support the use of drought-tolerant crops
- Undertake necessary training of agricultural community members
- Develop business plans for commercial ventures
- Identify projects to develop and unlock the agro-tourism industry.

Enhancing agricultural practices in Blouberg necessitates a comprehensive strategy that encompasses improvements in infrastructure, the advancement of education and training, the promotion of sustainable practices, and the encouragement of value-added activities. By fostering an enabling environment for farmers and agricultural entrepreneurs, the Blouberg Local Municipality can facilitate sustained agricultural growth and drive economic development within the region.

4.13.13 Protection of the natural environment, natural resources and rural livelihoods.

The municipality is renowned for its ecologically sensitive areas, requiring special conservation efforts to preserve the diverse flora and fauna. The region's cultural and historical heritage is linked to its natural resources, including the Blouberg and Makgabeng mountains and the Mogalakwena River. Wetlands in Senwabarwana, Gemark, and Thlona-Sedimong are particularly vulnerable. Blouberg LM's woodlands and shrubs dominate the area, but commercial and subsistence farming coexist, highlighting degraded areas. The region's

hot temperatures pose a risk of drought, threatening the local ecosystem and economy. Therefore, development in the Blouberg LM should adhere to the guidelines provided in the Provincial and District Bioregional Plans. The SDF suggests the use of the Critical Biodiversity Tool Kit for the evaluation of land use development initiatives in the municipality. The inclusion of the CBAs as protected areas will ensure the protection of natural resources by protecting CBAs and Ecological Support Areas marked as No Development Zones.

The following proposals are made for the no-development zones:

- The inclusion of the Critical Biodiversity Areas (CBA) for the protection of critical protected areas.
- Identification of no development zones throughout the municipality.
- Enforcement of environmental bylaws.
- Creation of a municipal biodiversity and action plan.
- Education and awareness campaigns to community residents, including various forums such as the agricultural forum on the importance of protecting the natural environment and the local ecosystem.

Table 35: Critical Biodiversity Areas Guidelines

| CBA Map Category | Description | Land Management Objective | Land Management Recommendations | Compatible Land-Use | Incompatible Land-Use |
|---------------------------------|---|---|---|---|--|
| Protected Areas | Formal Protected Areas and Protected Areas pending declaration under NEMPA. | <ul style="list-style-type: none"> • Maintain in a natural state with limited or no biodiversity loss. • Rehabilitate degraded areas to a natural or near natural state and manage for no further degradation. • Development subject to Protected Area objectives and zoning in a NEMPAA-compliant and approved management plan. | Maintain or obtain formal conservation protection. | Conservation and associated activities (e.g., eco-tourism operations), and required support infrastructure. | All other land uses. |
| Critical Biodiversity Areas (1) | <p>Irreplaceable Sites. Areas required to meet biodiversity pattern and/or ecological process targets.</p> <p>No alternative sites are available to meet targets.</p> | <ul style="list-style-type: none"> • Maintain in a natural state with limited or no biodiversity loss. • Rehabilitate degraded areas to a natural or near natural state and manage for no further degradation. | <ul style="list-style-type: none"> • Obtain formal conservation protection where possible. • Implement appropriate zoning to avoid net loss of intact habitat or intensification of land use. | <ul style="list-style-type: none"> • Conservation and associated activities. • Extensive game farming and eco-tourism operations with strict control on environmental impacts and carrying capacities, where overall there is a net biodiversity gain. • Extensive Livestock Production with strict control of | <ul style="list-style-type: none"> • Urban land uses including Residential (including golf estates, rural residential, resorts), Business, Mining & Industrial; Infrastructure (roads, power lines, pipelines). • Intensive Animal Production (all types including dairy farming associated with confinement, imported foodstuffs, and improved/irrigated pastures). |

| CBA Map Category | Description | Land Management Objective | Land Management Recommendations | Compatible Land-Use | Incompatible Land-Use |
|--------------------------------|--|---|--|--|--|
| | | | | <p>environmental impacts and carrying capacities.</p> <ul style="list-style-type: none"> • Required support infrastructure for the above activities. • Urban Open Space Systems | <ul style="list-style-type: none"> • Arable Agriculture (forestry, dry land & irrigated cropping). • Smallholdings |
| Critical Biodiversity Area (2) | Best Design Selected Sites. Areas selected to meet biodiversity pattern and/or ecological process targets. Alternative sites may be available to meet targets. | Maintain in a natural state with limited or no biodiversity loss. Maintain current agricultural activities. Ensure that land use is not intensified and that activities are managed to minimize impact on threatened species. | Avoid conversion of agricultural land to more intensive land uses, which may have a negative impact on threatened species or ecological processes. | Current agricultural practices including arable agriculture, intensive and extensive animal production, as well as game and ecotourism operations, so long as these are managed in a way to ensure populations of threatened species are maintained and the ecological processes which support them are not impacted. Any activities | <p>Urban land uses including Residential (including golf estates, rural residential, resorts), Business, Mining & Industrial; Infrastructure (roads, power lines, pipelines).</p> <p>More intensive agricultural production than currently undertaken on site.</p> |

| CBA Map Category | Description | Land Management Objective | Land Management Recommendations | Compatible Land-Use | Incompatible Land-Use |
|--------------------------|---|--|--|--|---|
| Ecological Support Areas | Natural, near-natural and degraded areas supporting CBAs by maintaining ecological Processes. | Maintain ecosystem functionality and connectivity, allowing for limited loss of biodiversity pattern | Implement appropriate zoning and land Management guidelines to avoid impacting ecological processes. Avoid intensification of land use. Avoid fragmentation of natural landscape | Conservation and associated activities. Extensive game farming and eco-tourism operations. Extensive Livestock Production. Urban Open Space Systems. Low-density rural residential, smallholdings or resorts where development design and overall development densities allow maintenance of ecological functioning. | Urban land uses including Residential (including golf estates), Business, Mining & Industrial; Infrastructure (roads, powerlines, pipelines). Intensive Animal Production (all types including dairy farming associated with confinement, imported foodstuffs, and improved/irrigated pastures). Arable Agriculture (forestry, dry land & irrigated cropping). Note: Certain elements of these |
| Other Natural Areas | Natural and intact but not required to meet targets or | No management objectives, land management recommendations or land-use guidelines are prescribed. These areas are subject to all applicable town and regional planning guidelines and policies. Where possible, existing Not Natural areas should be favoured for development before "Other natural areas" as before "Other natural areas" may later be | | | |

4.14 Conclusion

The tourism/conservation corridor, nodal point development and the upgrading and maintenance of the central business district will contribute immensely to the spatial development of the municipality. This contribution will be attributed to the spatial location and opportunities these development proposals present. The tourism/conservation corridor covers the Pont Drift and Beit Bridge border post, Musina and other municipal surrounding areas. As highlighted, these proposals will contribute greatly to the current economic drivers and unlock other economic drivers such as the manufacturing sector, financial services, agro-processing and transport. The eventual visualisation of these projects will significantly impact the economic state of the local municipality as well as the district and province as a whole. The proposed growth point, Vivo, has been proposed to improve the spatial form, enhance accessibility and uplift the overall livelihoods of the residents both in the urban and rural settlements of the municipality.

5 Capital Investment Framework

The Capital Investment Framework guides decision-making for capital investments and aims to enhance connections between spatial planning, infrastructure and services provision, and the budgeting and financing process. Furthermore, it is a municipality's method for aligning its capital budget and operational funds with strategic spatial objectives and national and provincial directives. It ensures that funding allocations support the municipality's developmental realities and spatial plans, including economic development areas, residential communities, natural areas, transportation networks, and areas for accessing economic, educational, and recreational opportunities. The Municipal Planning and Performance Management Regulations, 2001

mandate that a municipality's SDF must establish a capital investment framework for the municipality's development programs. According to SPLUMA (2013, a municipality's SDF must define a Capital Expenditure Framework for the municipality's development programmes, presented spatially.

5.6 Purpose

Achieving fair distribution of infrastructure during municipal development poses a challenge due to the insufficient human, capital, and technological resources within municipalities to tackle existing and recognised deficiencies. A well-defined implementation framework is essential to actualise the development principles and strategies outlined in the Spatial Development Framework. Without such a framework, these principles and strategies are likely to remain theoretical, hindering the municipality's growth and development strategy from being achieved.

The Capital Investment Framework (CIF) is the implementation framework that aims to achieve the principles and strategies outlined in the Spatial Development Framework. This framework also originates from the Integrated Development Plan (IDP). It translates the municipality's goals and objectives into concrete investment strategies and budget allocations.

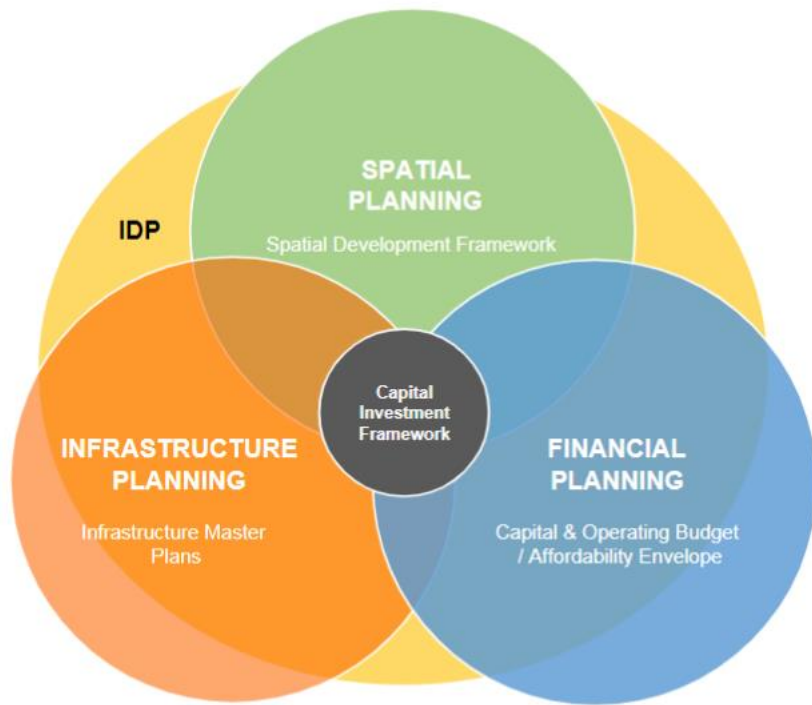


Figure 27: Capital Investment Framework (Source: Eden Spatial Development Framework, November 2017).