



# MARULENG LOCAL MUNICIPALITY

## SPATIAL DEVELOPMENT PLAN REVIEW 2024

### Draft SDF Report



Maruleng Spatial Development Framework Review  
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## Maruleng Spatial Development Framework Review 2024

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## Draft SDF Report



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## Acronyms & Abbreviation

ABET	Adult Basic Education and Training
APAP	Agricultural Policy Action Plan
CBA	Critical Biodiversity Area
CBD	Central Business District
COGHSTA	Cooperative Governance, Human Settlement & Traditional Affairs
CRDP	Consolidated Rural Development Programme
DC	Development Corridor
DO	Development Objective
DDM	District Development Model
DPW	Department of Public Works
DRDLR	Department of Rural Development and Land Reform
EPTZ	Environmental Protection and Tourism Zone
ESA	Ecological Support Area
FAR	Floor Area Ratio
FPSU	Farmer Production Support Unit
GIS	Geographical Information System
GMFP	Growth Management Framework Plan
HODs	Head of Departments
I&APs	Interested and Affected Parties
ICT	Information and Communication Technology
IDA	Infill Development Area
IDP	Integrated Development Plan
IUDF	Integrated Urban Development Framework, 2016
K2CB	Kruger to Canyon Biosphere
KNP	Kruger National Park

LDP	Limpopo Development Plan
LEDET	Limpopo Department of Economic Development, Environment and Tourism
LM	Local Municipality
LUMS	Land Use Management Scheme
LUS	Land Use Scheme
MDM	Mopani District Municipality
ME	Monitoring and Evaluation
MLM	Maruleng Local Municipality
MSA	Municipal Systems Act 2000 (Act 32 of 2000)
MSDF	Municipal Spatial Development Framework
NDP	National Development Plan
NEMA	National Environmental Management Act, 107 of 1998
NGP	National Growth Path, 2010
NSAA	National Spatial Action Area
NSDF	National Spatial Development Framework
NTMP	National Transport Master Plan
PA	Protected Area
PPs	Precinct Plans
PSC	Project Steering Committee
RAL	Roads Agency Limpopo
RDP	Rural Development Project
RIDS	Regional Industrial Development Strategy
RSA	Republic of South Africa
SANRAL	South Africa National Roads Agency
SACPLAN	South African Council Planners
SANBI	South African National Biodiversity Institute
SAPAD	South African Protected Areas Database
SDA	Strategic Development Area
SDF	Spatial Development Framework
SG	Surveyor General
SL	Strategic Link
SMME	Small, Medium, and Micro Enterprise
SPLUMA	Spatial Planning and Land Use Management Act, 16 of 2013
TFCAs	Trans Frontier Conservation Areas
TVET	Technical and Vocational Education and Training
UIA	Upgrading Intervention Area

## 1. INTRODUCTION

### 1.1. Background

Spatial Development Frameworks (SDFs) seek to influence the overall spatial distribution of current and future land use within the Municipality to affect the vision, goals, and objectives of the Municipal Integrated Development Plan (IDP). In 2007, Maruleng Local Municipality developed its SDF as per the requirements of the Municipal Systems Act, No. 32 of 2000 (the "MSA") and to respond to spatial challenges within the municipal rural and urban areas. In 2015, the Municipality initiated a review of the 2015 SDF as per MSA and Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA) compliant tools.

Section 26(e) of the Local Government: Municipal Systems Act, No. 32 of 2000 (the "MSA") requires all municipalities in the country to compile Spatial Development Frameworks (the "SDF") as a core component of Integrated Development Plans (the "IDP"). The Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013) requires national, provincial, and municipal spheres to prepare SDFs that establish a clear vision based on spatial planning principles and long-term development goals and plans. SPLUMA implies that municipalities should update their SDFs every five years, which explains the timing of this update.

The strategic growth and development of the Municipality and its local communities should align with the municipal area's policies and strategies. SPLUMA, the framework act for all spatial planning and land use management across the country, is meant to integrate and align the multiplicity of laws, policies, and institutions that impact land use planning. SPLUMA, through its instruments, such as the SDF, provides the legal framework for spatial planning principles that should lead to outcomes consistent with precepts enunciated in the Constitution.

Since the adoption of the 2015 SDF, there have been significant global, national, provincial, and Local spatial and economic developments, and a range of plans and policy documents have been prepared. Additionally, The COVID-19 pandemic has resulted in significant disruptions and devastation, climate change has impacted the development context, and land development has exceeded what was initially planned in the 2015 SDF.

The SDF review needs to reflect the latest policy documents and plans at the provincial and national levels, including the Limpopo Development Plan 2020–2025, the newly adopted National Spatial Development Framework 2022, the District Development Model (DDM), the Consolidated Rural Development Programme (CRDP), the Medium-Term Strategic Framework 2019–2024, the National Development Plan, and the 2019 Human Settlements Framework for Spatial Transformation and Consolidation. In addition, the SDF is based on dated Statistics South Africa (Stats SA) information, which weakens the evidence base used to develop other plans, policies, and projects in the Municipality. The Maruleng Municipality has appointed Pfukani-Kusile Consulting to review the existing SDF and prepare a detailed



Spatial Development Framework for the municipal area (refer to Map 1).

## 1.2. Purpose

The project's primary purpose is to review and update the current Maruleng Spatial Development Framework (SDF), which was last reviewed and approved in 2015, to address the municipal area's spatial, environmental, and economic issues. This process will be guided by and comply with several legislative pieces, including the Municipal Systems Act and, the Municipal Planning and Performance Management Regulations, 2001, and the Spatial Planning and Land Use Management Act, 2013 (Act 16 of 2013).

Section 21 of SPLUMA (Act No. 16 of 2013) outlines that the contents of a municipal SDF. These requirements guide the review and development of the Maruleng Spatial Development Framework. SPLUMA states that a Municipal Spatial development framework must:

- Set out objectives that reflect the desired spatial form of the municipality.
- Contain strategies, policies, and plans that must:
  - *Indicate desired patterns of land use within the municipality.*
  - *Address the spatial reconstruction of the location and nature of development within the municipality and*
  - *Provide strategic guidance with respect to the location and nature of development within the municipality.*
- Set out basic guidelines for the land use management system in the municipality.
- 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 SDFs reflected in the integrated development plans of neighbouring municipalities and
- Provide a visual representation of the desired spatial form of the municipality, which must:
  - *Indicate where public and private land development and infrastructure investment should occur.*
  - *Indicate the desired or undesired utilization of space in a particular area.*
  - *Delineate the urban edge.*
  - *Identify areas where strategic intervention is required.*
  - *Indicate areas where priority spending is required.*

## 1.3. SDF Legal Requirements

Section 21 of the Spatial Planning and Land Use Management Act (SPLUMA), No. 16 of 2013, stipulates the contents of a municipal spatial development framework must:

- (a) Give effect to the development principles and applicable norms and standards set out in Chapter 2 (spatial justice, spatial sustainability, efficiency, spatial resilience, and
- (b) include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality.

- (c) 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.
- (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 socioeconomic categories and the planned location and density of future housing.
- (g) include estimates of economic activity and employment trends and locations 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 areas in the municipality where incremental upgrading approaches to development and regulation will be applicable.
- (l) identify the designation of areas in which:
  - more detailed local plans must be developed and
  - 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 sectoral policies of all municipal departments.
- (n) determine a capital expenditure framework for the municipality's development programmes, depicted spatially."

### 1.3.1. SDF Objectives:

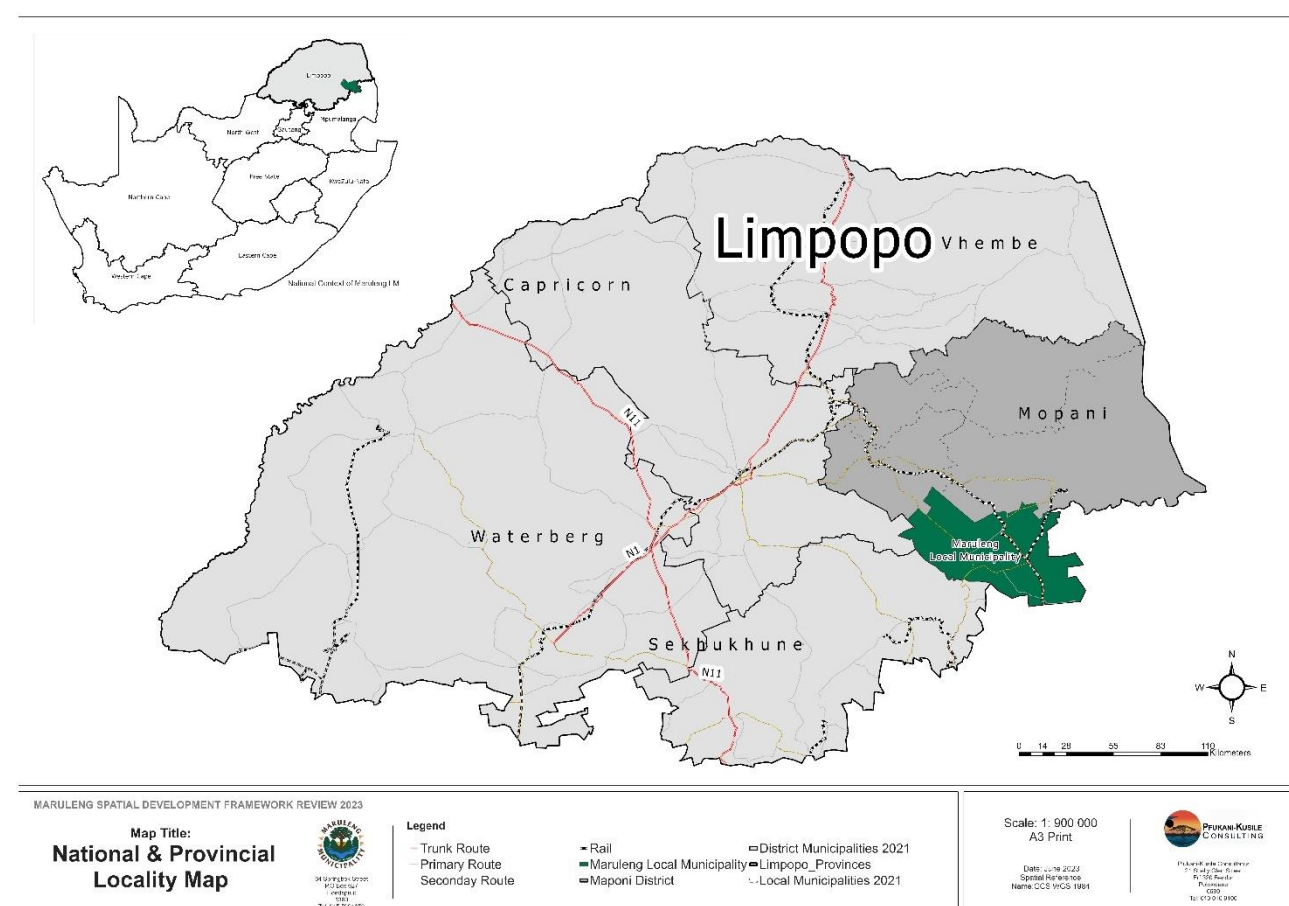
The main objectives of the SDF Review process can be summarised as follows:

- *To build on the successes and address the limitations of the previous SDF.*
- *To provide a spatial dimension and plan to direct investment, growth and development in a manner that can deliver on the desired outcomes of the Municipal IDP and other planning tools.*
- *To fulfil the legislative requirements of review, noting the requirements of the MSA and SPLUMA.*
- *To capture, analyse and utilize the most updated information regarding developmental trends and issues, both within the municipal area, and in wider contexts including international, regional, national, provincial and the Mopani District Municipality.*
- *To collect, collate and reflect on the needs of a range of stakeholders in the municipal area and different spheres of government.*

## 1.4. Municipal Overview

The Maruleng Local Municipality is a Category B municipality situated outside a metropolitan area and in the south-eastern quadrant of the Limpopo Province within the Mopani District Municipality. It is one of the five (5) local municipalities within the Mopani District Municipality, comprising approximately 324,699 HA in size, making up 18% of the district's geographical area (refer to *Map 1*). Ba-Phalaborwa and Tzaneen border the Maruleng Municipality to the north, Tubatse and Bushbuckridge to the south, the Kruger National Park to the east, and Lepelle-Nkumpi to the west.

The main access points to the municipal area are in Mica in the north, Klaserie and the Strijdom Tunnel in the south, and Ofcolaco in the west. The R81, connects the Municipality via Giyani to Mopani and Polokwane. The R524 connects the Municipality to Kruger National Park to the east, and to its north, the Municipality connects to Makhado and the N1 via Thulamela Local Municipality. Hoedspruit is the Municipality's main administrative and economic centre, which also accommodates Hoedspruit Air Force Base.



## 1.5. Approach

This document reviews the existing SDF and should be seen as an evolving document rather than a total overhaul. As such, the intent is to build on the strengths and successes of the previous SDF and address its limitations. This document details the spatial policies, strategies, and implementation mechanisms that will carry over from previous SDFs and those that have been amended, removed, or added.

This review will present a vision through which spatial transformation can be achieved, as defined by the SPLUMA principles of spatial justice, sustainability, resilience, and efficiency. It is influenced by and takes direction from the Growth and Development Strategy (GDS) and the Integrated Development Plan (IDP) and, in turn, guides the formulation of more detailed spatial planning and strategic frameworks, including the Urban and Rural Plans, Local Plans, and Precinct Plans (PPs).

As such, the SDF should find a balance between its proposal and its implementation framework. Direction should be sufficiently detailed to give concrete guidance, yet not overly prescriptive to the point that it inhibits creativity and meaningful action.

### 1.5.1. Project Process and Methodology

This review of the Maruleng SDF is compiled according to the *Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans*, published by the Department of Rural Development and Land Reform in 2017. *Figure 1* demonstrates the six distinct project phases and methodology followed in each phase for the preparation of the Maruleng SDF, 2024.

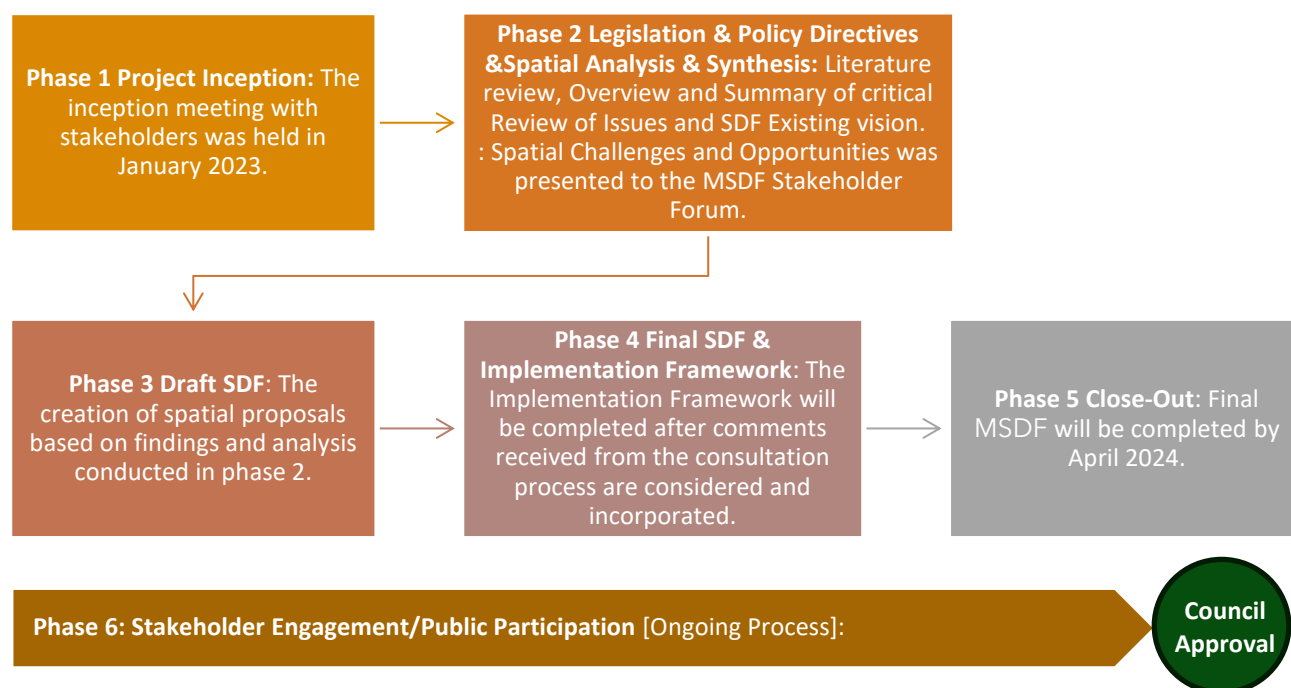


Figure 1: Project Process and Methodology.



## 2. POLICY DIRECTIVES

### 2.1. International Policy Directives

A range of strategic planning instruments, policies and position papers set the strategic direction for development at an international level. The Maruleng SDF implementation is guided by key policies outlined below.

#### 2.1.1. United Nations Sustainable Development Goals (SDGs)

The United Nations 2030 Agenda for Sustainable Development was adopted by all United Nations member states in 2015. Its foundation lies in seventeen Sustainable Development Goals (SDGs), which provide a guide or blueprint for all countries to achieve sustainable futures relating to other interconnected socio-spatial challenges.



Figure 2: Sustainable Development Goals (source: United Nations).

In rural municipalities like Maruleng, the SDG goals serve as essential guiding principles for sustainable development. Goals numbers 11, 15, 9, and 7 have direct bearings on Maruleng's:

- **SDG 11 - Sustainable Cities and Communities:** Maruleng Municipality is home to rural communities that require sustainable urban planning. This is necessary for inclusive growth, affordable housing, and resilient infrastructure. Additionally, addressing issues such as waste management, public transportation, and environmental protection is crucial for enhancing the quality of life in Maruleng.
- **SDG 15 - Life on Land:** This goal is highly relevant to Maruleng Municipality, a rural municipality with significant critical biodiversity-sensitive areas. Projects that conserve and restore ecosystems, promote sustainable agriculture, and protect biodiversity will be necessary. This is to ensure the well-being of rural communities and preserve

natural resources.

- **SDG 9 - Industry, Innovation, and Infrastructure:** This goal is relevant for Maruleng as it seeks to develop reliable infrastructure, especially in rural areas. Doing so will connect communities, improve market access, and promote economic development. Encouraging innovation and sustainable industrialization can also stimulate job creation and economic growth.
- **SDG 7 - Affordable and Clean Energy:** Access to affordable and clean energy is critical for improving living standards, supporting economic activities, and reducing environmental impacts. It should, therefore, be a priority for Maruleng. Initiatives that transition to renewable energy sources will also be necessary.

### 2.1.2. African Union Agenda, 2063

The African Union (AU) Agenda 2063 is a master plan to support the African continent as a global economic powerhouse. The Agenda comprises 7 Aspirations and 20 supporting goals to achieve them, namely:

1. A Prosperous Africa, based on Inclusive Growth and Sustainable Development
2. An Integrated Continent Politically united and based on the ideals of Pan-Africanism and the vision of the African Renaissance
3. An Africa of Good Governance, Democracy, Respect for Human Rights, Justice, and the Rule of Law
4. A Peaceful and Secure Africa
5. Africa with a Strong Cultural Identity Common Heritage, Values and Ethics
6. An Africa Whose Development is people-driven, relying on the potential offered by African People, especially its Women and Youth, and caring for Children.
7. Africa is A Strong, United, Resilient and Influential Global Player and Partner

Goals numbers 4, 5, 7 (aspiration 1), and 18 (aspiration 6) have direct bearings on Maruleng's:

- *Goal 4 Transformed economies:* highlighting the need for Maruleng to grow a diverse and inclusive economy with sustainable growth.
- *Goal 5: Modern agriculture for increased productivity and production:* relating to Maruleng's position as a big agricultural producer and its reliance on the agriculture sector for economic growth and employment.
- *Goal 7: Environmentally sustainable and climate resilient economies and communities:* The integrity and productivity of Maruleng's natural environment need to be preserved, as the economy and society are dependent on agricultural activities.
- *Goal 18: Engaged and Empowered Youth and Children:* This speaks to Maruleng's need to promote youth and children's economic involvement and empowerment.

### 2.1.3. SADC Regional Indicative Strategic Development Plan (RISDP) 2020–2030

The Regional Indicative Strategic Development Plan (RISDP) 2020–2030 is a 10-year strategic plan to operationalise the Southern African Development Community's (SADC) Vision 2050. SADC Vision 2050 sets out to create:

*"...peaceful, inclusive, competitive, middle- to high-income industrialised region where all citizens enjoy sustainable economic well-being, justice, and freedom by the year 2050. By 2050, there will be a peaceful, inclusive, competitive, middle- to high-income industrialised region where all citizens enjoy sustainable economic well-being, justice, and freedom".*

The RISDP 2020–2030 and Vision 2050 are made up of 6 strategic priority areas:

- The Foundation: Peace, Security, and Good Governance
- Pillar I: Industrial Development and Market Integration
- Pillar II: Infrastructure Development in Support of Regional Integration
- Pillar III: Social and Human Capital Development
- Cross-cutting issues: Gender, Youth, Environment and Climate Change, and Disaster Risk Management.

The RISDP goals applicable to the Maruleng SDF include eliminating trade barriers that undermine interregional trade among SADC countries and emphasising the need for SADC countries to effectively coordinate their Transport infrastructural development programmes to accelerate the regional integration agenda.

### 2.1.4. Man And The Biosphere Programme (UNESCO)

UNESCO's Man and the Biosphere Programme (MaB) is an intergovernmental scientific programme aiming at establishing a scientific basis for the improvement of relationships between people and their environments.

The programme identified three strategic objectives for 2015-25: Conserve biodiversity, restore and enhance ecosystem services, and foster the sustainable use of natural resources.

- ☐ Contribute to building sustainable, healthy, and equitable societies, economies and thriving human settlements in harmony with the biosphere.
- ☐ Facilitate biodiversity and sustainability science, education for sustainable development (ESD) and capacity building.
- ☐ Support mitigation and adaptation to climate change and other aspects of global environmental change.

At present, there are six recognised Biosphere Reserves (also referred to as a Biosphere Regions) in South Africa of which one is the Kruger to Canyons (K2C BR), situated partly in Limpopo province and affects Maruleng LM (Refer to *Figure 3*). It encompasses two key tourist sites, the Kruger National Park, Blyde River Canyon Nature Reserve, the Wolkberg Region – a leading international floral hotspot, as well as other surrounding National and

Provincial Nature Reserves.

The K2C BR is made up of a core zone of 898 300 ha, a buffer zone of 476 400 ha and a transition zone of 1 100 000 – covering a total of 2 474 700 ha. The Region as a whole is home to approximately 1 500 314 permanent residents, making it a diverse and active landscape.



Figure 3: Kruger to Canyons Bioregion (K2C BR) Locality.

### 2.1.5. SADC Transfrontier Conservation Areas

Southern African Development Community's (SADC) and Transfrontier Conservation Areas (TFCAs) are very much similar to Man and the Biosphere Programme's (MaB) biosphere reserves in many respects. With the aim of managing shared natural and cultural resources collaboratively and beyond international boundaries for improved biodiversity conservation and socio-economic development, TFCAs have been established. The critical strategic objectives behind establishing the TFCAs are:

- ☐ Promote conservation and sustainable use of biological and cultural resources beyond international boundaries.
- ☐ Promote synergy in regional initiatives for economic, social and conservation benefits.
- ☐ Facilitate and promote regional peace, co-operation, and socio-economic development.
- ☐ Involve local communities in the programme to bestow the TFCAs with the legitimacy they deserve. At the same time, provides jobs and income opportunities for local people living within and around the TFCAs.
- ☐ 3"Transfrontier Conservation Areas" retrieved from



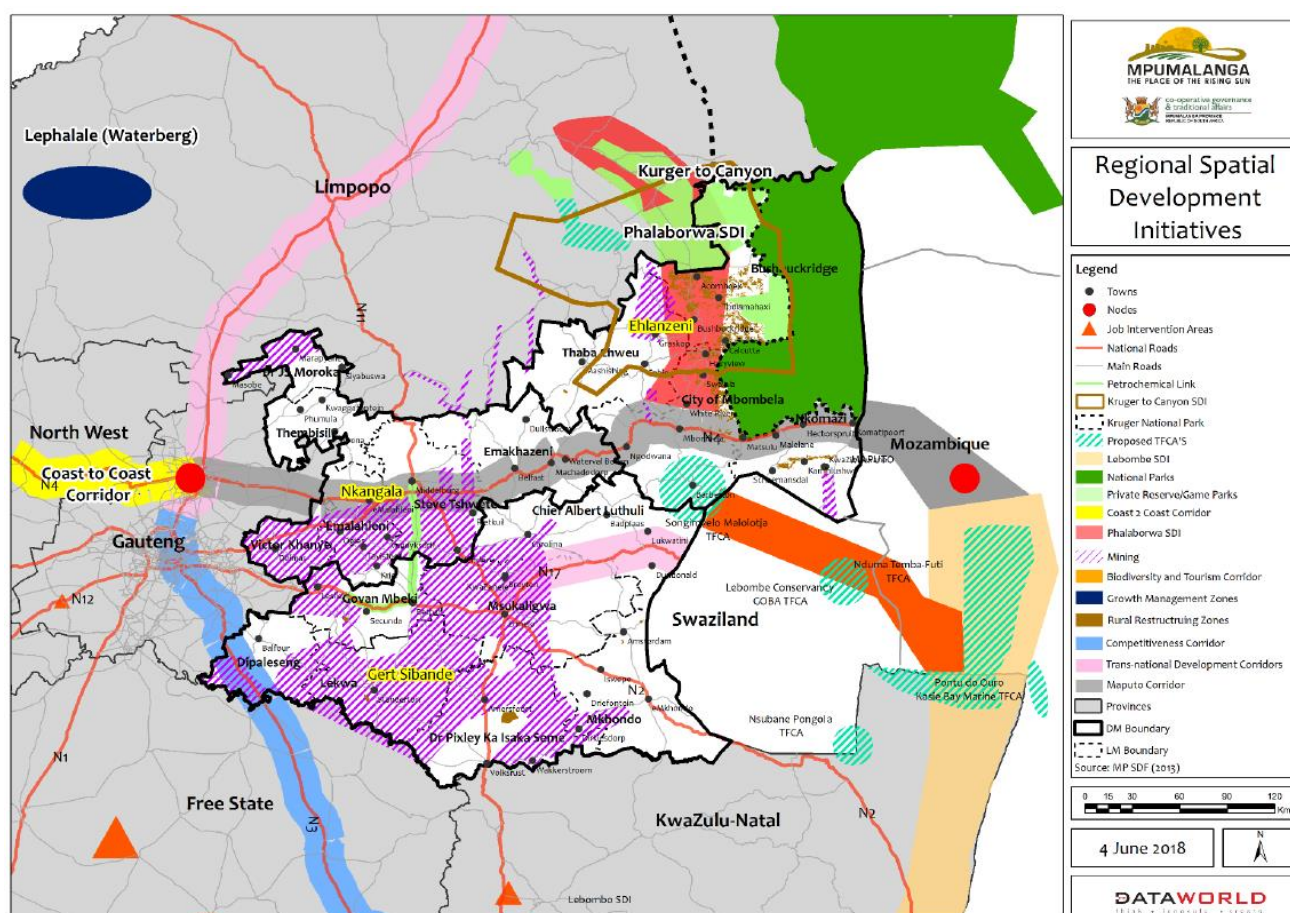
- Enable tourists to drive across international boundaries into adjoining conservation areas of participating countries with minimal hurdles or bother.

With the above-stated aims and objectives a total of 14 TFCAs have been identified and demarcated, out of which the following two fall partially in Limpopo and Maruleng.

- Great Limpopo Transfrontier Park- A vast conservation area, encompassing 37, 5000 sq. km in size, ranges the borders of South Africa, Mozambique, and Zimbabwe. This conservation area joins some of the most established wildlife areas, ecological corridors, communal natural resource management areas, private game reserves, and hunting concession areas.

### 2.1.6. Transnational Spatial Development Initiatives

Transnational agreements that support sustainable, balanced, and equitable regional development include, Trans Frontier Conservation Areas (TFCAs) and tourism-based Spatial Development Initiatives (SDIs) which includes the Great Limpopo Transfrontier Park and Biodiversity Corridor including Songimvelo-Malalotja Transfrontier Conservation Areas (TFCA). Strategic catalytic economic, social, and engineering infrastructure development supports these programmes.



Map 2: Regional Spatial Development Initiatives.

### **2.1.6.1. Phalaborwa Spatial Development Initiative**

The Phalaborwa Spatial initiative establishes a sub-corridor between Ba-Phalaborwa and Nelspruit and is supported by the R40 (linking Ba-Phalaborwa with the MDC) and Phalaborwa rail link. The SDI traverses the municipalities Maruleng and other municipalities such as, Bushbuckridge and the City of Mbombela and focuses on the stimulation of new eco-tourism through the Kruger 2 Canyon Biosphere (refer to Map 2). This has implications for Maruleng's tourism capacity and improves its connectivity to surrounding municipalities and the Mpumalanga province.

## **2.2. National Legislation and Policy Directives**

A range of strategic planning instruments, policies and position papers set the strategic direction for development at a national level. The Maruleng SDF implementation is guided by key policies, which are outlined below.

### **2.2.1. National Development Plan, 2030**

The government committed itself to developing a longer-term perspective on the future of South Africa to ensure that such a perspective would form the foundations for medium-term and annual planning across the country.

The National Development Plan Vision for 2030 focuses on the following key priority areas:

- ☐ An economy that will create more jobs.
- ☐ Improving infrastructure.
- ☐ Transition to a low-carbon economy.
- ☐ Reversing the spatial effects of apartheid.
- ☐ Improving the quality of education, training, and innovation.
- ☐ Quality health for all.
- ☐ Social protection.
- ☐ Building safer communities and
- ☐ Reforming the public sector.

### **Integrated and inclusive rural economy**

Maruleng is regarded as a rural Municipality, rural development and economy should play an essential role in the SDF's review. In the rural areas, the National Development Plan reports that general productivity has been declining, and urbanisation/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. It suggests the following rural interventions:

- ☐ Rural interventions will differentiate less dense marginal areas primarily needing

appropriate service provision from more viable and denser areas with transport and market access.

- ❑ Innovative, targeted, and better-coordinated provision of infrastructure (including ICTs) and services provision supported by the spatial consolidation of rural settlements to enhance densities and associated service delivery.
- ❑ Prioritising agricultural and rural development along mobility corridors to build local economies and contribute to national food security.
- ❑ Identification of non-agricultural opportunities such as tourism and mining, especially with a 'green' focus'.
- ❑ Small-town development as nodes of rural development.
- ❑ Mechanisms to make land markets work more effectively for people experiencing poverty, especially women.

The urban areas experiencing in-migration, especially by the young and poor, increase pressure on services and transport, complicated by apartheid-fragmented geography. Economic growth has been slower than the demand for employment. Accommodation faces challenges, including financing for lower-end housing and its incorporation into the market, and there is slow progress on rental accommodation (CRU and Social Housing) and the upgrading of informal settlements.

The relevance of the NDP within the Maruleng is the core concepts of densities to support public transport, building settlements close to places of work, and, in general, the concept of reversing the spatial effects of apartheid is applicable in smaller towns and rural areas. The relevance can be summarised as follows:

- Upgrading all informal settlements on suitable, well-located land by 2030.
- Increased urban densities to reduce sprawl and costs.
- Investments to shift jobs and investment to the urban townships on the peripheries.
- Substantial investments in safe, reliable, and affordable public transport and better coordination among the various modes.
- A comprehensive review of the grant and subsidy regime for housing to ensure diversity in product and finance options and spatial mix.
- A focused strategy on the housing gap market involving banks, subsidies, and employer housing schemes.

### 2.2.1. National Spatial Development Framework (NSDF), 2050

The National Spatial Development Framework (NSDF) 2050 is a long-term strategic spatial plan, providing the country with a desired spatial pattern and development trajectory in 2050. The NSDF, mandated by SPLUMA (Act 16 of 2013), forms the primary national spatial policy, and directly aligns with the NDP. It acknowledges that radical spatial transformation is needed in order to break away from colonial and apartheid spatial legacies and calls for a 'National Transformation Logic' to be adopted. The vision of the 2050 NSDF is: *"All Our People Living in Shared and Transformed Places in an Integrated, Sustainable, and*

Competitive National Economy".

The NSDF calls for a strong polycentric model of well-connected nodes in urban metropolitan regions that offer a range of services (i.e. high-order medical, education, government, safety, and security) and housing types, encouraging development through a Regional-Rural model (Figure 4). More rural regions must be anchored by at least one core service town or city and also offer a range of services (i.e. high-order medical, education, government, safety, and security) and housing types, which are functionally integrated into the rest of the urban region (refer to Figure 4). The NSDF also demands the combination of national, regional, and local-focused economic activities that support the creation, strengthening and maintenance of wellbeing, inclusive economic growth, and the regional economy.

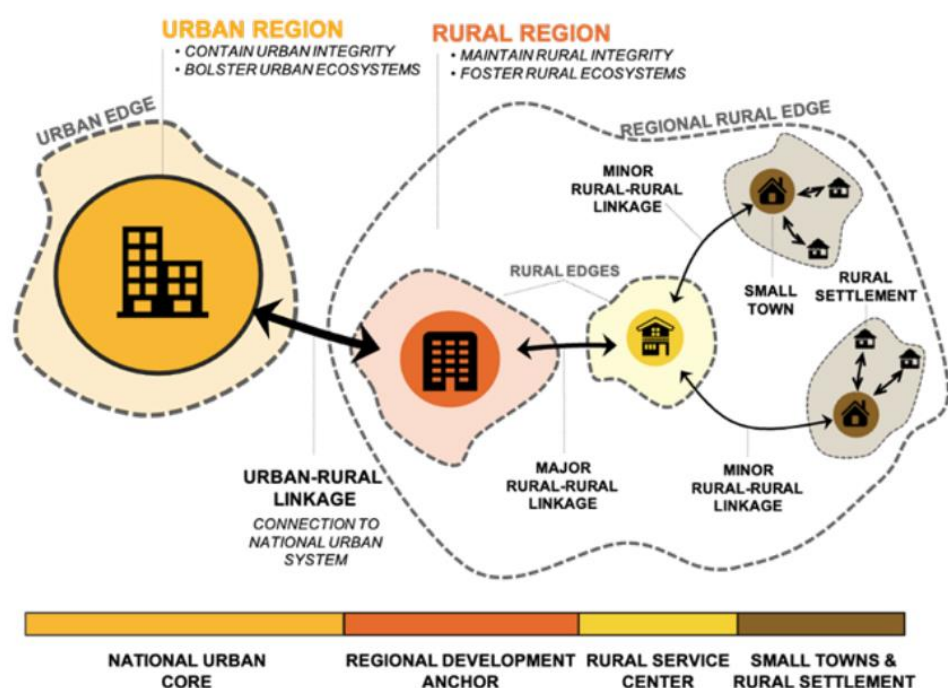


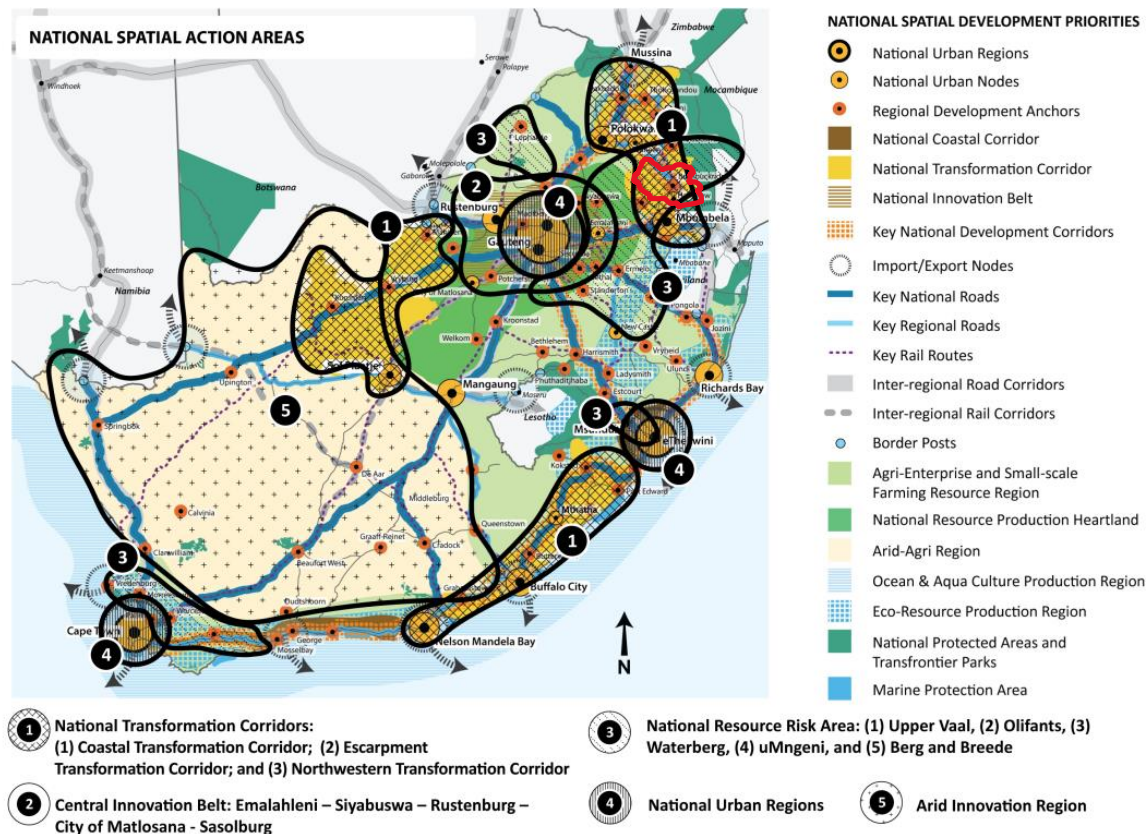
Figure 4: NSDF Regional-Rural Development Model (DALRRD, NSDF, 2022).

The NSDF further outlines a number of interventions, one of which focuses on National Spatial Action Areas (NSAA) as illustrated in Map 3. Five NSAAs are proposed in response to the goal of realising radical spatial transformation at scale and managing current and emerging national risks.

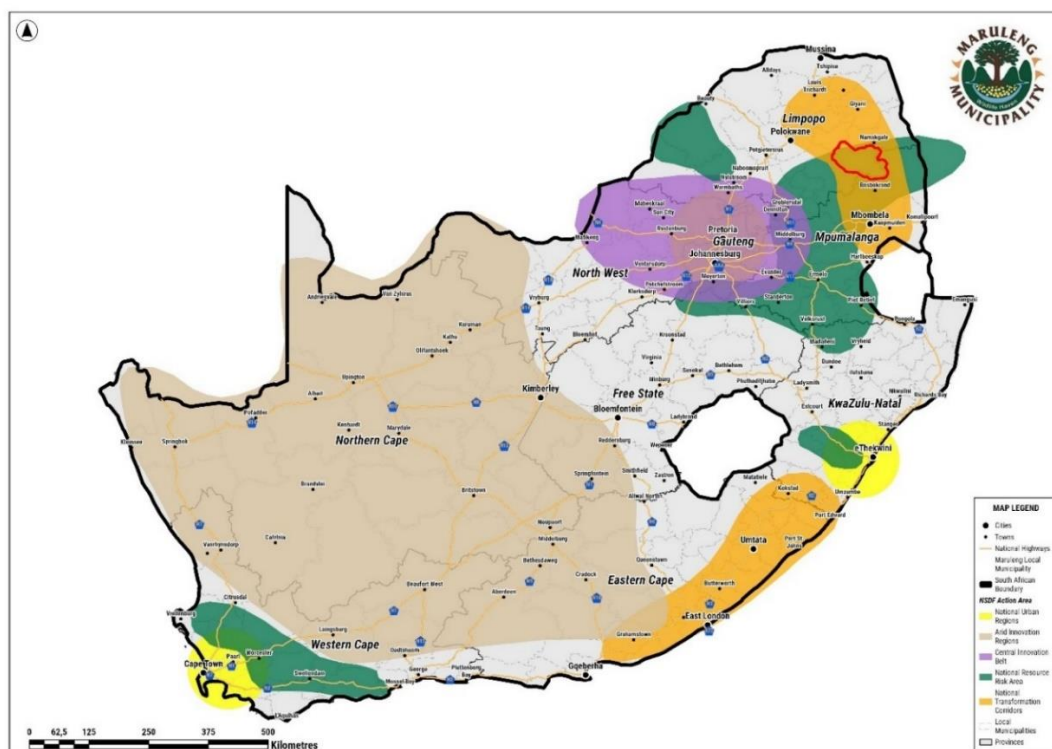
The 5 NSAAs are (refer to Map 3):

- National Transformation Corridors
- Central Innovation Belt
- National Risk Resource Areas
- National Urban Regions
- Arid Innovation Regions





Map 3: National Spatial Action Areas.



Map 4: Maruleng in Context of the NSDF.

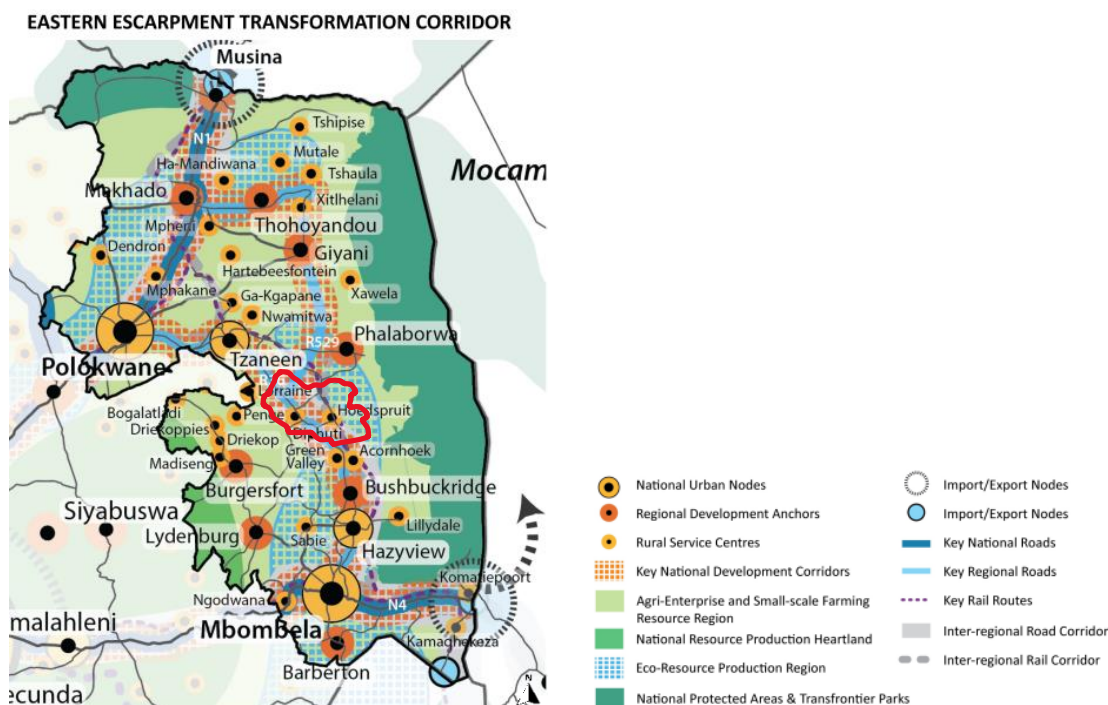
Map 4 above shows that Maruleng is affected by two NSAAs: Transformation Corridor and a National Resource Risk Area. Hence, decision-making on development will need to carefully



consider the impact on the environment and ensure that threats to the natural resources in the municipality are mitigated.

The National Transformation Corridor Maruleng falls under is called the Eastern Escarpment National Transformation Corridor NSAA (refer to *Map 5 below*), which identifies the following:

- Hoedspruit, Lorraine, and Diphoti (The Oaks) are identified as Rural Service Centres.
- The north-eastern part of the municipality is marked as an Eco-Resource Production Region.
- Central and western parts of the municipality fall under the Key National Development Corridor. This strategically positions the site with National Urban Nodes (i.e., Tzaneen, Hazyview, Mbombela and Polokwane) and Regional Development Anchors.
- Inter-regional Rail Corridor and Key Regional Routes: R40, R36, R526, R527 and R531.



Map 5: Eastern Escarpment National Transformation Corridor.

## 2.2.2. Spatial Planning and Land Use Management Act, 16 of 2013

In 2013, the new Spatial Planning and Land Use Management Act (SPLUMA) was promulgated under the jurisdiction of the Department of Rural Development and Land Reform. The Spatial Planning and Land Use Management Act No. 16 of 2013 sets the legal framework for all spatial planning and land use management legislation in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making.

SLPUMA puts forward principles to influence spatial planning, land use management and land development. Other objectives include addressing historical spatial imbalances and

the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments. SPLUMA requires national, provincial, and municipal spheres of government to prepare SDFs that establish a clear vision, which must be developed through a thorough inventory and analysis based on national spatial planning principles and local long-term development goals and plans. SDFs are thus mandatory in all three spheres of government.

The general principles endorsed by this Act stipulate that spatial planning, land use management and land development must promote and enhance the principles of Spatial Justice, Spatial Sustainability, Spatial Efficiency, Spatial Resilience, and Good Administration. These are briefly summarised as follows:

- **Spatial Justice:** Past spatial and other development imbalances must be redressed through improved land access to and use by disadvantaged communities and persons.
- **Spatial Sustainability:** Spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability by encouraging the protection of prime and unique agricultural land, promoting land development in sustainable locations, and limiting urban sprawl, considering all current and future costs to all parties involved in the provision of infrastructure and social services to ensure for the creation of viable communities.
- **Efficiency:** Land development must optimise the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined to promote growth and employment.
- **Spatial Resilience:** securing communities and livelihoods from spatial dimensions of socio-economic and environmental shocks through mitigation and adaptability accommodated by flexibility in spatial plans, policies, and land use management systems.
- **Good Administration:** All spheres of government must ensure an integrated approach to land use and land development, and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendment of SDFs. This principle is the fulcrum of this framework largely because the implementation of the spatial planning vision and objectives is not only highly dependent upon a strong coordinating role of the central government but is also predicated upon good governance mechanisms, incorporating meaningful consultations and coordination to achieve the desired outcomes across the various planning spheres and domains.

The spatial application of the development principles in the Maruleng LM means a focus on the following:

- Addressing rural development and access to services in areas currently not serviced, e.g., village clusters. This is critical not only for local communities but also for the protection of scarce natural resources.
- Managements of sprawling human settlements, both towns and villages.

This is necessary to protect agricultural land and efficiency in service provision.

- Identification of areas that should be subject to unique land use management mechanisms.
- Identifying areas for targeted investment to address specific challenges.

### **2.2.3. The Municipal Systems Act No. 32 of 2000**

In 2000, the Municipal Systems Act (MSA) No. 32 established a municipal planning and performance management framework. The Act changed how municipalities develop policies as it seeks to clarify sustainable development within local governance and the role that communities should play in the integrated development planning phase.

Section 26 (e) of the Municipal Systems Act No. 32 of 2000 states that an SDF should accompany the municipal IDP, and that the SDF should provide guidelines for compiling a land use management system within the affected municipality.

As per the MSA, the SDF should be used as the IDP process's spatial direction-giving and targeted investment coordination instrument.

### **2.2.4. National Environmental Management Act No. 107 of 1998**

In January 1999, the National Environmental Management (No. 107 of 1998, hereafter referred to as NEMA) was promulgated, providing guidelines and principles to be adhered to in all environmental decisions. The Act stipulates that all organs of states must cooperate, supporting cooperative environmental governance, and municipalities are required to adhere to relevant environmental implementation and management plans.

A strong focus will need to be placed on the municipality's demarcated spaces to be both Critical Biodiversity Areas and Protected Areas (refer to Map 6 for Maruleng CBA and PA).

Core principles of NEMA relevant to the SDF:

- Environmental management must place people and their needs at the forefront of its concern and serve their physical.
- Development must be socially, environmentally, and economically sustainable.
- Sustainable development must consider various factors, e.g., disturbance to biological diversity, environmental degradation, and the exploitation and use of non-renewable and renewable resources).

### **2.2.5. National Comprehensive Rural Development Programme, 2009.**

Applicable objectives include the following:

- **Agrarian Transformation:**
  - ❖ Facilitate the establishment of rural and Agro-industries,

cooperatives, cultural initiatives, and vibrant local markets.

- ❖ Increase production and sustainable use of natural resources by promoting farming and related value chain development (exploring all species of food and economic activity).

- **Rural Development:**

- ❖ Access to community and social infrastructure, especially well-resourced clinics.
- ❖ Focus on the development of new and the rehabilitation of existing infrastructure.
- ❖ Improve and develop infrastructure conducive to economic development, for example, distribution and transportation, agriculture, water and electricity, market and storage, retail, and telecommunications infrastructure.
- ❖ Improve and develop infrastructure conducive to social development, for instance, sanitation, health, sports, recreation, and education infrastructure (especially ABET centres).

- **Land Reform:**

- ❖ Promote restitution, tenure reform and redistribution sustainably.
- ❖ Increase access to land by previously disadvantaged people.
- ❖ Establish Agri-villages for local economic development on farms.
- ❖ Up-to-date information about land claims.
- ❖ Provide reliable and efficient property (deeds) registration system tribute to economic growth and housing development by providing government and private agents with essential land information to engage in planning and economic transactions.
- ❖ Provide spatial planning information and services to local municipalities and other public and private institutions that may require these services for development purposes.

### 2.2.6. Traditional Leadership and Governance Framework Act No. 41 of 2003

The Traditional Leadership and Governance Framework Act No. 41 of 2003 requires the participation of traditional authorities in developing municipal policies that affect communities located in areas administered by traditional leaders. The Act states that the functions of a local house of traditional leaders are to advise the district municipality and metropolitan municipality in question on the development of planning frameworks that impact traditional communities and to participate in local programmes that have the development of rural communities as an objective. With the enactment of SPLUMA, areas previously excluded from any planning frameworks are now incorporated.

The Maruleng SDF review process will incorporate areas under the administration of traditional authorities. The traditional authorities and the affected communities will form an integral part of the compilation of the SDF so that the final SDF is entirely accepted as a true reflection of the needs of the rural communities and the entirety of the Maruleng LM.

### **2.2.7. Preservation and Development of Agricultural Land Bill, 2015**

Amongst its objectives, the Bill aims to provide for the preservation of agricultural land, for agricultural regulations about the subdivision and change of land use applications on agricultural land, and for protected agricultural areas. Food production and environmental protection are among the twelve items identified in the Government Outcomes approach adopted by the Cabinet. In a case where there is a conflict between municipal-based legislation and bylaws, the Bill prevails. The Bill requires municipalities to develop policies protecting valuable agricultural land, such as an agricultural sector plan.

The objective of the agricultural sector plan, envisaged by the Bill, is to ensure the preservation and further development of agricultural land. Upon the approval of the sector plan, all organs of the State will be legally bound by its contents. The Bill also calls for the protection of agricultural areas through the development and listing of such areas.

### **2.2.8. New Growth Path, 2010**

In 2010, the National Government adopted the New Growth Path (NGP), which recognised that structural unemployment remains extremely high; poverty continues to afflict millions, oppression of workers continues, and inequalities are deeper than ever. In this regard, the NGP was envisioned to accelerate growth in the South African economy and to do so in ways that rapidly reduce poverty, unemployment, and inequality.

The main intention of the NGP was to lay down a dynamic vision of how the country can collectively achieve a more developed democratic and equitable economy and society over the medium term in the context of sustainable growth. The NGP aimed to create 5 million new jobs through 5 job leavers. Significantly, infrastructure development (Job Driver 1) and spatial development (Job Driver 5) were both identified as foundations for more jobs and addressing rural under-development (National Planning Commission., 2011, p. 2).

Energy electricity production will require increased coal mining activities, affecting water and land resources. The issues of unemployment, poverty, and inequality are seen in the municipal area; hence, the review of the SDF will incorporate the eradication of these issues through spatial interventions.



### 2.2.9. National Infrastructure Plan, 2050

The National Infrastructure Plan (NIP) 2050 offers a strategic vision and plan that links top NDP objectives to actionable steps and intermediate outcomes. Its purpose is to promote dynamism in infrastructure delivery, address institutional blockages and weaknesses that hinder success over the longer term, and guide the way towards building stronger institutions that can deliver on NDP aspirations.

NIP 2050 identifies the most critical actions needed to improve public infrastructure delivery. The NIP 2050 will impact the short term, but longer-term imperatives are also in view. The NIP 2050 focuses on four critical network sectors that provide a platform: energy, freight transport, water, and digital infrastructure. The importance of municipal infrastructure to support the liveability of communities is prioritised.

### 2.2.10. Industrial Policy Action Plan (IPAP)

The key sectors most relevant to Limpopo Province and within the municipal area are:

- ☐ Exploitation of opportunities arising from mining equipment capital investment.
- ☐ Upstream oil and gas (Coal in the case of Limpopo Province).
- ☐ “Green” and energy-saving industries.
- ☐ Agro-processing, linked to food security and food pricing imperatives.
- ☐ Forestry, paper, pulp, and furniture.
- ☐ Creative and cultural industries linked to tourism in the province.
- ☐ Business process services.
- ☐ Electro-technical and ICT.

### 2.2.11. Regional Industrial Development Strategy, 2007

Limpopo's critical advantage is its tourism, agriculture, and mining sectors, along with the service industry in Polokwane. It has a well-developed primary sector, which is its national advantage over other and adjoining provinces. In line with the rationale of the NDP, the Department of Trade and Industry (the DTI) formulated a Regional Industrial Development Strategy (RIDS) (2006), the aim of which is to promote regions based on their key (comparative) advantages, and to design support measures appropriate to each region to:

- ☐ Respond to persistent inequalities between the first and second economies.
- ☐ Encourage regions to seize current and potential opportunities presented by both the national and international market economies and
- ☐ Encourage the country's most successful economic regions to combine and improve their economic potential.

Notably, since the late 1990s, there has been a resurgence of international interest in the

notion of regional industrial development as a spatial economic mechanism to assist regions in achieving their economic potential within a market economy. Key features of 'new' regional support include:

- A focus on enhancing physical and social infrastructure.
- A multi-sectorial approach to development that moves beyond an exclusively manufacturing focus to a focus on knowledge-based development, tourism, and human capital improvement.
- A reliance on partnership formation and the driving of development from 'the bottom-up' through regional agencies and partnerships can galvanise local development and tap into private and State resources and capacities.
- A focus on unique regional programmes based on local strengths and opportunities, i.e., local comparative advantages.
- A focus on cluster development.

Tourism is a vital sector in Maruleng LM that contributes significantly to the region's development strategy. Investing in this sector will not only create job opportunities but also enhance the lives of the municipality's residents. It is a crucial part of the SDF that aims to boost the local economy and promote growth.

### **2.2.12. Agricultural Policy Action Plan (APAP), 2014**

APAP 2014 stems from a concern that South Africa increasingly relies on imports of crops (wheat) and livestock products (poultry). In contrast, the agricultural sector increasingly relies on imports of inputs (e.g., fertiliser, feed, mechanisation). It argues that we need to establish a more sustainable and productive agricultural sector, strengthen our competitiveness by supporting localisation where the potential exists, and promote agricultural development in a manner that translates into rural development and poverty alleviation.

The growth and enhancement of the agricultural sector in the municipality is critical to producing food locally, which will assist the municipal residents. The SDF review will focus on ensuring that the sector is attended to and made an area of priority in the municipal IDP.

### **2.2.13. National Transport Master Plan, 2050**

The main purpose of the National Transportation Master Plan 2005–2050 is to motivate a prioritised programme of interventions to upgrade the transport system in South Africa. Its goal is to develop a dynamic, long-term, and sustainable land use and multi-modal transportation system for the development of networks, infrastructure facilities, interchange and terminus facilities, and service delivery strategies for South Africa.

The core directives and paradigm shifts emanating from the Master Plan are to place greater

emphasis on developing rail as a transportation medium, to ensure greater integration between land use development and transportation planning, and to put more emphasis on enhancing the development of several priority national transport corridors, providing for sustainable rail and road-based transport modes.

## 2.2.14. Integrated Urban Development Framework, 2016

The IUDF provides a holistic agenda for managing urban areas and is designed to unlock the development synergy from coordinated investments in people and places. Four overall strategic goals are introduced:

- **Access:** To ensure people have access to social and economic services, opportunities, and choices.
- **Growth:** To harness urban dynamism for inclusive, sustainable economic growth and development.
- **Governance:** To enhance the capacity of the State and its citizens to work together to achieve social integration.
- **Spatial transformation:** To forge new spatial forms in settlement, transport, social, and economic areas.

These goals, in turn, informed the priority objectives of the eight levers proposed by the IUDF, listed below:

- **Policy lever 1:** Integrated Spatial Planning
- **Policy lever 2:** Integrated Transport and Mobility
- **Policy lever 3:** Integrated and Sustainable Human Settlements
- **Policy lever 4:** Integrated Urban Infrastructure
- **Policy lever 5:** Efficient Land Governance and Management
- **Policy lever 6:** Inclusive Economic Development
- **Policy lever 7:** Empowered Active Communities
- **Policy lever 8:** Effective Urban Governance requires these services for development purposes.

## 2.3. Provincial Policy Objectives

### 2.3.1. Limpopo Development Plan (LDP), 2020-2025

The vision of the LDP (2015–2020) is to fulfil the potential for the prosperity of Limpopo Province in a socially cohesive, sustainable, prosperous, and peaceful manner. The plan aims to focus its economic transformation drive on mining, agriculture, tourism, and manufacturing and empower SMMEs and Cooperatives. It also aims to strengthen support for identified Growth points. In contrast, developing horticulture, meat, forestry, and tourism clusters will promote development in rural areas. The SDF needs to identify the Municipality's comparative and competitive economic advantages in line with the LDP clusters that will address their objectives.

The critical provincial objectives of the LDP include:

- Create decent employment through inclusive economic growth and sustainable livelihoods.
- Improve the quality of life of citizens.
- Prioritise social protection and social investment.
- Promote vibrant and equitable sustainable rural communities.
- Raise the effectiveness and efficiency of a developmental public service.
- Ensure sustainable development.

Maruleng is characterised by tourism, among many other aspects. The LDP aims to enhance further the tourism area, which, together with the Maruleng SDF, will spatially allocate and ensure the conservation of the regions.

### 2.3.2. Limpopo Provincial Growth and Development Strategy, 2005

The Limpopo Provincial Growth and Development Strategy (PGDS) is aimed at enhancing the province's competitive advantages in mining, agriculture, and tourism, and it is underpinned by the following:

- Improving the quality of life of the people of Limpopo.
- Growing the economy of the province and creating sustainable jobs.
- Enhancing innovation and competitiveness.
- Pursuing regional integration and
- Improving the institutional efficiency and effectiveness of government.

The core strategy of the PGDS centres on seven economic development clusters, four development corridors, and several major infrastructure projects. These were selected on the premise that agriculture, mining, tourism, and manufacturing are, and will remain, the main drivers of the Provincial economy. The four economic development clusters are as follows:

- **Platinum and Chrome mining clusters:** on the Dilokong Corridor and in the Waterberg District
- **Coal mining and Petrochemical cluster:** on the East-West Corridor (Waterberg District).
- **Red and White meat cluster:** On all corridors in the province
- The focus of this cluster is to build on current and emerging cattle and poultry production in all the districts, as well as animal-feed production.
- Upstream development opportunities include sorghum production by emerging farmers.
- Downstream activities include improving the efficiency of abattoirs and promoting the packaging and distribution supply chain.
- Other opportunities include taking advantage of the growing trend in game farming, the demand for venison, and increased goat farming.
- Tourism cluster: The whole province

The SDF for the Maruleng LM should comprise a spatial strategy that will further some or all the development objectives and initiatives mentioned above of the Limpopo Province and where these are relevant in the municipal area. The agricultural and tourism clusters are most relevant to the MLM based on the available natural resources and current economic activity.

### 2.3.3. Limpopo Green Economy Plan, 2013

The report concludes that Limpopo Province has the following advantages, which could position it as a leader in this field:

- Perfect geographic position to develop a variety of green industries and economies of scale.
- Valuable mineral resource base for local beneficiation.
- Unexploited biodiversity resources for green tourism, payment for ecosystem services, and
- a vibrant young population to enthusiastically engage in new, innovative, and developmental economic activities.

The implications for any SDF in the province are as follows:

- All natural economic resources should be retained and strengthened.
- Resource conservation and management are essential (i.e., natural resources must be protected).
- Economic production is vital; spatially, this should be included in the SDF.
- Sustainable transportation and infrastructure are critical for economic growth.
- Agriculture, food production and forestry are essential, i.e., productive agricultural land must be protected and retained since the province must maintain its status as a 'food basket in the subcontinent.'
- All local municipalities are part of this because the resource base is existing and vulnerable.
- Silicon reserves and the silicon smelters (in Polokwane) must be protected, and
- The development of solar farms should be considered.

### 2.3.4. Limpopo Provincial Spatial Development Framework, 2016

The vision of the Limpopo Provincial Spatial Development Framework (PSDF) is 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 nodal areas and that offers its residents high-quality living environments and good job opportunities in a sustainable manner."

The following development principles are outlined in the Limpopo Provincial SDF:

- **Development Principle 2:** Define and protect a Provincial Regional Open Space System that ensures that ecosystems are sustained and natural resources are



utilised efficiently. This includes:

- River courses and dams.
- All mountains and ridges.
- Declared conservation areas, nature reserves and conservancies.
- Critical biodiversity areas.

the SDF encourages compaction/ consolidation of the existing urban footprint to protect the natural environment, including high potential agricultural land and water resources, and to support efficient service delivery.

The nodal hierarchy proposed for Mopani District in the LSDF 2016 is as follows (LSDF, 2016):

- **Provincial Growth Points:** Tzaneen; Phalaborwa, Giyani
- **District Growth Points:** Hoedspruit, Giyani; Modjadjiskloof
- **Municipal Growth Points:** Dzumeri; Ga-Kgapane; Nkowankowa; Lenyenye; Gravelotte; Metz
- **Rural Service Centres:** Mandlakazi; Moleketla; Xawela; Mamalia; Lulekani; Haenertsburg; **Diphuti/ The Oaks**

### 2.3.5. Waterberg Biosphere

- **Development Principle 2:** Facilitate efficient spatial targeting by identifying a range of provincial, district, municipal and rural nodal points to serve as focal points for investment and service delivery.
- **Development Principle 3:** Establish a multi-modal transport network to optimise the movement of people and goods between nodes within the province and to all major destinations in Southern Africa. The proposed priority road network, comprising the provincial road network and selected secondary route sections, seeks to capitalise on Limpopo's strategic location within southern Africa by linking to all eight border posts in the province to support import and export activity and cross-border tourism.
- **Development Principle 4:** Direct engineering infrastructure investment towards the priority nodal points where most economic activity and human settlement will be established.
  - Prioritise infrastructure maintenance and expansion projects in line with the proposed provincial nodal network.
  - These nodes represent a combination of well-located (in other words, economically viable) points, where population numbers are expected to increase as urbanisation trends prevail continuously. Suppose the bulk of future economic and residential development is consolidated around the proposed nodal network
  - – as proposed in the following sub-sections. In that case, infrastructure investment in these nodes will serve a much larger population than currently possible. This will enhance the cost-benefit ratio of investments made in this area.

- **Development Principle 5:** Prioritise consolidation of community infrastructure at the identified nodal points and in line with the multi-purpose Thusong Centres/ Rural Development Centres in Rural Nodes.
- **Development Principle 6:** Create conditions conducive to development in multifunctional business areas and implement Urban Revitalization Strategies where required.
- **Development Principle 7:** Optimise the utilisation of the agricultural potential of Limpopo Province to provide sustainable livelihoods to marginalised communities in rural areas in partnership with commercial farms.
- **Development Principle 8:** Utilise the provincial environmental resources as attractions to promote sustainable tourism development (and conservation) in all parts of the province.
- **Development Principle 9:** Promote mining activity and associated job creation potential in an environmentally sustainable manner.
- **Development Principle 10:** Address industrial sectoral diversification through area-specific investment in high-value production and value-added technologies and industries. The sectors are namely 'Green' industries, Agro-processing, and Metal fabrication. More specifically, Limpopo Province is particularly well-placed to focus on the following priority sectors:

- Food, beverage, and tobacco.
- Textile, clothing, and leather goods.
- Petroleum products, chemicals, rubber, and plastic.
- Other non-metal mineral products; and
- Metals, metal products, machinery, and equipment.
- Value chains in the provincial economy are generally very short, and there is especially potential for increased beneficiation in the mining and agricultural sectors.

- **Development Principle 11:** Sustainable Human Settlement in urban and rural Limpopo Province. Future urban development (housing, economic, and community infrastructure) will be consolidated around the identified nodes. It will be done to achieve the Integrated Urban Development Framework vision of "Liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life."

## 2.4. Local Policy Objectives (District and Municipal)

### 2.4.1. Mopani District SDF, 2014

The Mopani District Municipality has five LMs namely Ba-Phalaborwa, Greater Giyani, Greater Letaba, Greater Tzaneen and Maruleng. The spatial development framework for the district is under review. This section will be updated once the SDF review has been completed. The following spatial development objectives are reflected in the Spatial Development Framework 2022 of Mopani District Municipality and provide a directive for the local municipalities under its jurisdiction:

- Establishing sustainable and liveable human settlements that are integrated, served with improved public transportation, and can generate economic activities and job opportunities.
- Establishing an optimal and functional spatial pattern for the municipal area over time.
- To promote infrastructure investment in priority areas and eradication of infrastructure backlogs.
- All land development to ensure the sustainable and efficient use of land that promotes a compact urban/settlement form.
- Improve development linkages between the district growth points and local economic activities with the provincial priority development areas and markets.
- To protect and preserve sensitive environmental areas and high-potential agricultural land.
- To facilitate the release of strategic land for investment, service provision and human settlement development.

### 2.4.2. Mopani District Integrated Development Plan, 2022- 2026

Mopani District Municipality's vision is "To be the food basket of Southern Africa and a tourism destination of choice" in its Integrated Development Plan (IDP). Its mission is "To provide integrated, sustainable and equitable services through democratic, responsible and accountable governance; Promoting the sustainable use of resources for economic growth to benefit the community." Among its strategic objectives, the following are essential to spatial development:

- To have efficient, effective, economical, and integrated use of land space.
- To have integrated infrastructure development.
- To promote the economic sectors of the district.
- To increase revenue generation

The nodal hierarchy proposed in the Mopani Integrated Development Plan, 2022-2026 is as follows (Mopani District, 2022):

- **Provincial Growth Points:** Tzaneen; Phalaborwa; Giyani; Modjadiskloof
- **District Growth Points:** Nkowankowa; Lenyenye; Namakgale; Gravelotte; Ndhambi; Ga-Kgapane; Hoedspruit
- **Municipal Growth Points:** Burgersdorp; Letsitele; Haenertsburg; Lulekane; Xawela; Nkomo; Xikumba; Senwamokgope; Metz; Lorraine
- **Rural Service Centres:** Ka-Mazwi; Rikhotso; Senoppelwa; Ga-Mokgwathi; Runnymede; Serololo; Nkambako; Ga-Selwane; Mahale; Mukwanana; Mavalani; Thomo; Homu; Ngove; Xikukwani; Mooketsi; Thakgalane; Mamaila; Nakampe

The following routes are indicated in the IDP, 2022-2026 as important corridors to the Municipality, namely:

- R36 from Modjadiskloof to Mashishing/Lydenburg
- R40 from Gravelotte to Mbombela
- R71 from Haenertsburg to Phalaborwa
- R81 from Giyani to Polokwane
- R529 from Giyani to Tzaneen

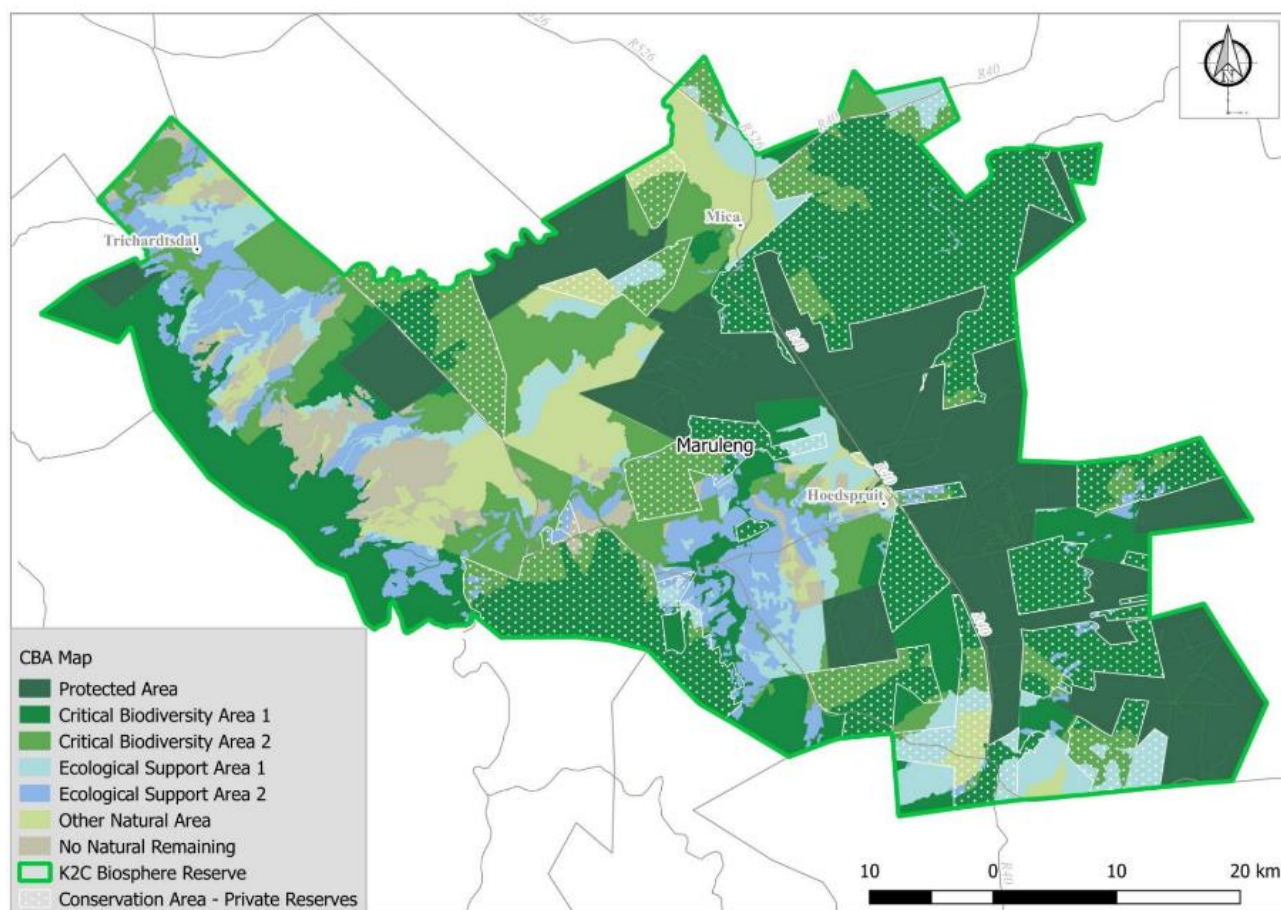
Protected areas form the basis of tourism in the District. Apart from the Kruger-to-Canyon Biosphere, the abundance of valuable conservation areas/ reserves in the District are:

- Kruger National Park
- Modjadji Nature Reserve
- Manombe Nature Reserve
- Provincial Merensky Reserve
- Letaba Ranch
- Soutini Baleni (African Ivory Route in the district where traditional salt making activities take place)
- Various Private Game reserves

#### 2.4.3. The Mopani District Bioregional Plan & Maruleng Biodiversity Sector Plan, 2016

As an accompaniment to the 2016 Mopani District Bioregional Plan – developed for the Limpopo Department of Economic Development, Environment and Tourism (LEDET) – the Maruleng Biodiversity Sector Plan (BSP) was designed to assist the process of implementing the Mopani Bioregional Plan at the local scale. The Maruleng BSP maps the Critical Biodiversity Areas (CBAs) and Ecological Support Areas (ESA) for the local Municipality (refer to Map 6). It is the primary biodiversity informant for multisectoral planning and development applications, aiming to support sustainable development.

This is an important Plan for the SDF process (as well as IDPs and land use schemes) because it informs land use planning, decision-making, and the management tools the Municipality must develop (refer to *Table 1 and 2* for more information regarding land management of CBA areas).



Map 6: Maruleng Critical Biodiversity Areas (LEDET, 2016).

Map 6 above demonstrates that Maruleng has large portions of land categorised as Protected Areas and Critical Biodiversity Areas (CBAs), with Private Reserves scattered throughout the landscape. The entire municipality also falls within the K2C Biosphere Region, which will have an influence on proposed physical and economic development.

Protected Areas (PAs) are scattered throughout the municipality, but concentrations can be found towards the centre of the municipality and in the south-east. The land management objectives of PAs, according to the BPS (see *Table 1* and *Table 2*) is to conserve the natural landscape which restricts any development expansion in these areas, with the exception of low-impact eco-tourism.

Private reserves, which are categorised as Conservation Areas (CAs) are also found to be scattered throughout the municipality. Whilst it may be feasible to propose low-impact development on small portions of these areas – which fall under lower CBA categories such as CBA 2 – the private ownership of the land may challenge this development.

The majority of land in the western-centre of the municipality, where most rural village settlements are found, are categorised as a mixture of CBA 1, CBA 2, Other Natural Area, and No Natural Remaining. This supports low-density development expansion in some areas, with low-impact to medium-impact eco-tourism being the most feasible land use to be proposed (see *Table 1*). The permitted land use activities thus supports the overall



development objective to elevate and strengthen the municipality's tourism capacity.

Table 1: Recommended land uses per land use zone as per the Biodiversity Sector Plan (BSP).

No	Land Use Zone	Associated Land use Activities	PA	CBA 1	CBA 2	ESA 1	ESA 2	ONA	NNR
1	Environmental Conservation (& similar zones in EMFs etc.)	Conservation management, low-intensity eco-tourism activities and sustainable consumptive activities. This includes both gazetted Protected Areas (NEMPA) and non-gazetted conservation areas.	Y	Y	Y	Y	Y	Y	Y
2	Tourism and Accommodation	Low Impact Eco-Tourism (e.g. lodge or other ecotourism infrastructure on game reserve)	Y	Y	Y	Y	Y	Y	Y
		Medium Impact Tourism / Recreational and Accommodation.	N	R	R	R	R	Y	Y
		High Impact Tourism / Recreational and Accommodation (e.g. golf and polo estates).	N	N	N	N	R	Y	Y
3	Rural Residential	Low density rural housing or eco-estates.	N	R	R	R	R	Y	Y
		Moderate density rural housing or eco-estates.	N	N	R	R	R	Y	Y
		Traditional Communal Areas and Rural Communal Settlement (New).	N	N	N	R	R	Y	Y
4	Agriculture	Extensive Game Farming	Y	Y	Y	Y	Y	Y	Y
		Extensive Livestock Production	N	Y	Y	Y	Y	Y	Y
		Extensive Game Breeding ( $\geq 100$ ha camps)	N	R	R	Y	Y	Y	Y
		Low Impact Extensive Game Breeding (permeable fencing and camps $> 100$ ha)	N	Y	Y	Y	Y	Y	Y
		Intensive Game Breeding ( $< 100$ ha camps, high stocking densities, impermeable fencing)	N	N	N	R	R	Y	Y
		Arable Land - Dryland and Irrigated Crop Cultivation	N	N	N	N	R	Y	Y
		Plantation Forestry: Timber Production.	N	N	N	N	R	Y	Y
5	Open-Space	Agricultural Infrastructure - Intensive Animal Farming (e.g. feedlot, dairy, piggery, chicken battery).	N	N	N	N	R	Y	Y
		Public or Private Open-Space (Modified), includes recreational areas, parks etc. i.e. loss of indigenous vegetation	N	N	N	N	Y	Y	Y
6	Residential	Public or Private Open-Space (Natural) - includes natural open space (indigenous vegetation retained or rehabilitated in ESA2)	Y	Y	Y	Y	Y	Y	Y
		Low, low-medium, medium-high, and high density urban residential development.	N	N	N	N	N	Y	Y

Y = YES, permitted and actively encouraged activity; N = NO, not permitted, actively discouraged activity; and R = RESTRICTED to compulsory, site-specific conditions & controls when unavoidable, not usually permitted.

Table 2. Land Management Objective for CBA Categories.

CBA Map Category	Land Management Objective
Protected Areas & Critical Biodiversity Area 1 (CBA1)	<p><b>Maintain as natural conservation or production landscapes that maximize the retention of biodiversity pattern and ecological process:</b></p> <ul style="list-style-type: none"> <li>■ Ecosystems and species fully intact and undisturbed</li> <li>■ These are areas with high irreplaceability or low flexibility in terms of meeting biodiversity pattern targets. If the biodiversity features targeted in these areas are lost then targets will not be met.</li> <li>■ These are landscape that are at or passed their limits of acceptable change.</li> </ul>
Critical Biodiversity Area 2 (CBA2)	<p><b>Maintain as near-natural production landscapes that maximize the retention of biodiversity pattern and ecological process:</b></p> <ul style="list-style-type: none"> <li>■ Ecosystems and species largely intact and undisturbed.</li> <li>■ Areas with intermediate irreplaceability or some flexibility in terms of area required for meeting biodiversity targets. There are options for loss of some components of biodiversity in these landscapes without compromising our ability to achieve targets.</li> <li>■ These are landscapes that are approaching but have not passed their limits of acceptable change.</li> </ul>
Ecological Support Area 1 (ESA1)	<p><b>Maintain as ecologically functional landscapes that retain basic natural attributes (generally natural or near-natural areas):</b></p> <ul style="list-style-type: none"> <li>■ Ecosystem still in a natural or near-natural state, and has not been previously developed.</li> <li>■ Ecosystems moderately to significantly disturbed but still able to maintain basic functionality.</li> <li>■ Individual species or other biodiversity indicators may be severely disturbed or reduced.</li> <li>■ These are areas with low irreplaceability with respect to biodiversity pattern targets only.</li> </ul>
Ecological Support Area 2 (ESA2)	<p><b>Maintain as ecologically partly-functional landscapes that retain some natural attributes (generally cultivated areas):</b></p> <ul style="list-style-type: none"> <li>■ Ecosystem NOT in a natural or near-natural state, which has been previously developed (e.g. ploughed).</li> <li>■ Ecosystems significantly disturbed but still able to maintain some ecological functionality.</li> <li>■ Individual species or other biodiversity indicators are severely disturbed or reduced.</li> <li>■ These are areas with low irreplaceability with respect to biodiversity pattern targets only.</li> </ul>
Other Natural Areas & No Natural Remaining	<p><b>Production landscapes:</b> manage land to optimize sustainable utilization of natural areas.</p>

#### 2.4.4. Maruleng Spatial Planning and Land Use Management By-Law

The Maruleng Spatial Planning and Land Use Management By-Law states that the Municipality should convene an inter-governmental steering committee and a project committee when it intends to prepare, amend, or review its SDF. A review of the SDF is set out in Section 8 of the Maruleng Spatial Planning and Land Use Management By-Law, 2016. A notice must then be published in the Provincial Gazette and a local newspaper circulating in the municipal area, per Municipal Systems Act Section 28 (3). The notices must be in two different official languages and must adhere primarily to the languages spoken within the area of jurisdiction of the Municipality. The relevant Member of the Executive Council (MEC) must be informed in writing of the Municipality's intentions about its SDF.

- Guide the public participation process, ensuring that the critical public sector stakeholders remain informed and align with the SDF.

This act is integral to SPLUMA as they set the guidelines to follow and the committees responsible for reviewing the SDF.

#### 2.4.5. Maruleng LM IDP, 2021-2026

Maruleng LM IDP's vision is to become the powerhouse of socio-economic development through sustainable and integrated agriculture tourism. The Mission of the IDP is that the Municipality is committed to the accelerated provision of quality basic services and promotion of socio-economic development by harnessing all resource endowments in an integrated and sustainable manner.

The following are the priorities of the Municipality:

- Provision of water and sanitation services.
- Job creation and livelihoods (LED).
- Provision of health services.
- Provision of roads and public transport.
- Disaster management and emergency services.
- Provision of educational infrastructure and services.
- Refuse removal, waste, and environmental management.
- Safety and security.
- Provision of social amenities (particularly sports facilities), and
- Land use management and land ownership.

The IDP further integrates the National and Provincial objectives, factors them into the municipal area, and provides KPAs on how the identified priorities within the Municipality will be addressed. A strategy map has been developed to depict a picture of the strategies identified by the Municipality. A strategy map shows the objectives supporting the strategy

from different perspectives, namely the learning, institutional, financial, and customer perspectives. This strategy formulation acts as the integration of strategy and operational planning. The following are the most important benefits of developing a strategy map:

- It focuses on the most critical institutional processes that must be addressed.
- It combines a growth strategy and a productivity strategy to be sustainable.
- It creates a foundation to be innovative.
- It focuses on both the tangible as well as intangible.
- The Strategy Map's methodology is aimed to steer away from a sectoral approach to ensure integrated development of the needs of the Municipality.
- The Strategy Map is depicted in the figure below.

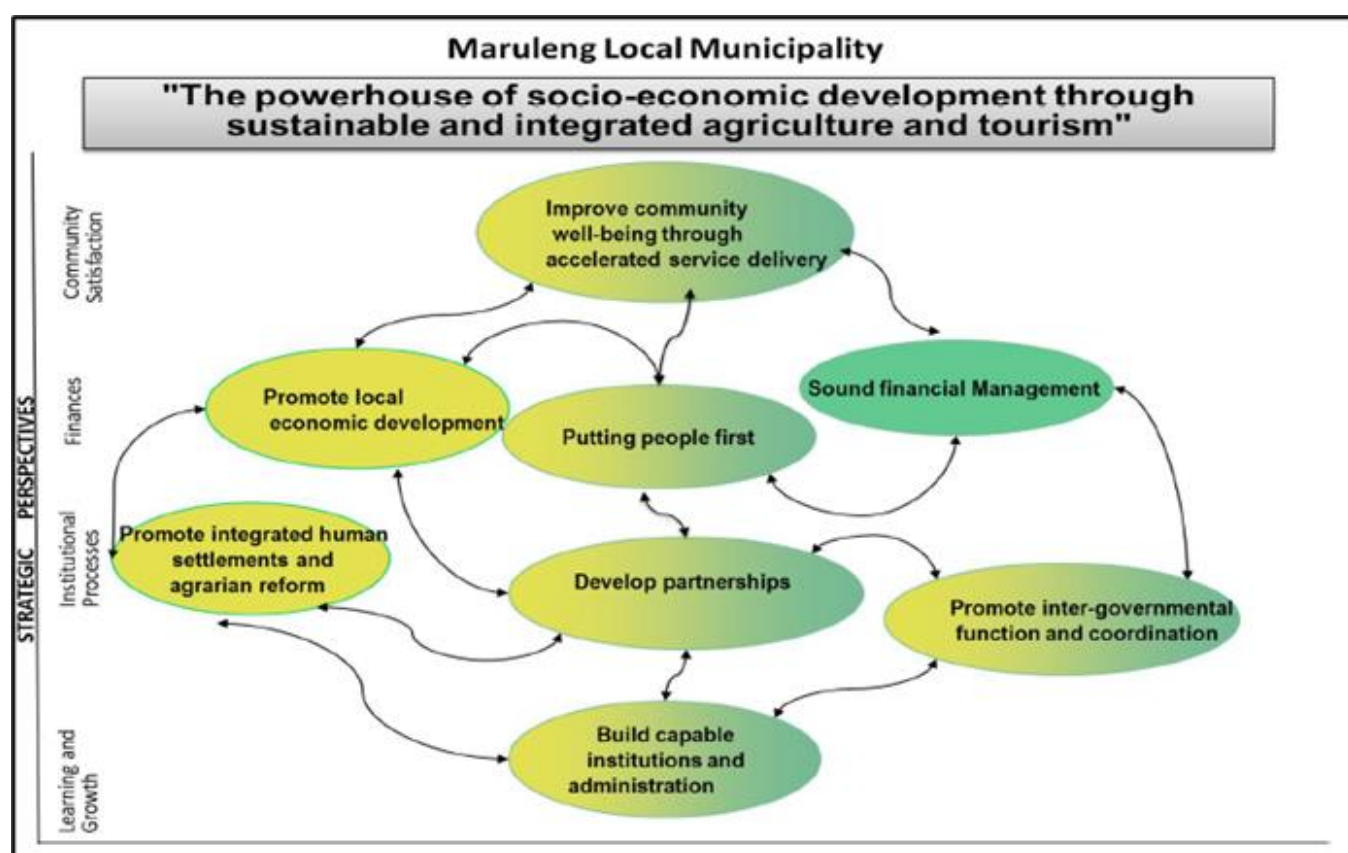


Figure 5: Maruleng LM Strategy Map.

#### 2.4.6. Maruleng LM SDF, 2015

The Maruleng SDF identified the following development principles to be achieved and which are the fundamental points of departure:

- **Development Objective 1:** Actively protect, enhance, and manage the natural environmental assets of the Municipality.
- **Development Objective 2:** Establish a functional hierarchy of activity nodes in the MLM to enhance spatial efficiency.

- **Development Objective 3:** Maintain regional linkages to and through the study area and link all activity nodes to one another and the regional road network.
- **Development Objective 4:** Optimise service delivery by providing a full range of social services at identified activity nodes under the nationally approved Thusong Centre concept.
- **Development Objective 5:** Consolidate the urban structure of the MLM around the identified activity nodes by way of residential infill development in Strategic Development Areas (SDAs).
- **Development Objective 6:** Ensure that all areas in the MLM (urban and rural) are at least provided with the constitutionally mandated minimum levels of service to ensure spatial justice.
- **Development Objective 7:** Consolidate and optimally develop the agricultural resources of the MLM.
- **Development Objective 8:** Establish an Agro-processing Corridor along route R527 between Diphuti/ The Oaks and Hoedspruit and encourage resource-based manufacturing at activity nodes.
- **Development Objective 9:** Support the development of local tourism assets, particularly eco-tourism and adventure tourism-related precincts and activities.
- **Development Objective 10:** Consolidate business activities (formal and informal) in identified activity nodes.
- **Development Objective 11:** Optimise existing mining at Mica sustainably.
- **Development Objective 12:** Maintain and enhance Hoedspruit CBD's function as a regional service centre and
- **Development Objective 13:** Facilitate the establishment of Agrarian Transformation.

#### 2.4.7. Maruleng Local Economic Development Strategy – Draft, 2021

The developmental mandate in the South African Constitution (Chapter 7, Section 152) requires municipalities to implement activities that promote their communities' local socio-economic development agendas. Hence, Maruleng established the LED division, whose purpose is to realise this constitutional mandate.

The 2021 Maruleng Local Economic Development Strategy (LED) Draft identifies 'high adult illiteracy, lack of skills, lack of modern economic infrastructure, ageing social facilities, poor access to organised markets, undiversified local economy, food insecurity, high-levels of HIV infections, and a weakened local business climate due to the Covid-19 pandemic', as challenges hampering the Municipality's economic development.

This LED's vision is to make the municipality "the powerhouse of socio-economic development through sustainable and integrated agriculture and tourism". To improve Maruleng's investment climate by:

- modernising its economic infrastructure,
- streamlining its business licence application processes,
- reforming its investment attraction policies,



- placing SMMEs at the centre of its recovery efforts and
- foster the greater localisation of procurement opportunities.

The LED proposes a 3R Model for economic recovery:

- **Reset:** Towards a resilient and robust economy by creating and enabling an investment climate.
- **Rebuild:** Towards a revitalised township economy through enterprise development and support.
- **Redistribute:** Towards shared and inclusive growth, with greater localisation of economic opportunity.

## 2.5. Conclusions

National and local government policies guide the development of Maruleng LM SDF. The primary concern that requires attention is land reform, which involves expediting the process of finalising land claims and finding a solution to the current service delivery situation where rural areas lack basic amenities such as water and sanitation. The Municipality should explore options to tackle water and energy shortages to facilitate the growth of the business sector.

The agricultural sector should be supported and developed inclusively, including large-scale commercial irrigation, stock farming, small-scale farming, and Agri-processing. Hoedspruit is a central nodal point within the municipal area and should be the focus for higher-order interventions, e.g., Agri-processing.

Tourism is an important economic sector and should be optimised to include eco-tourism and cultural tourism to integrate rural communities. Node development is considered crucial, particularly in rural areas where the concentration of basic services is necessary. The prioritisation of this development is deemed important.

The spatial directives emanating from the policies reviewed can be summarised as follows:

- The SDF has adopted the rationale of spatial targeting. To this end, there is broadly alignment between the LSDF nodes and District nodal hierarchies.
- The need to integrate municipal and traditional council land use planning is highlighted. The fact that large tracts of land is owned by the state and under custodianship by traditional authorities limits the availability of well-located land for economic development as well as human settlements projects.
- Economic growth in the district is premised on the growth of the primary economic sectors (Agriculture and Tourism), as well as growing the Industrial sector and maximising the local tourism potential. The role of good roads and other supporting infrastructure is supported and highlighted.
- The greatest economic assets of the municipality are protected areas and associated plant, bird, and wildlife, as well as rich mineral deposits.
- There is support for green energy generation.
- The Municipalities' strategic role with regard to the SADC countries is emphasised,

noting opportunities of how to enhance and support freight movement, while maximising spin-off potential.

- Alignment of planning between LM within the Mopani district, are of particular relevance to bulk infrastructure supply schemes, transport and movement, and industrial activities and linkages.

## 2.6. 2024 SDF Review: Vision & Development Objectives

The proposed SDF vision is 'Creating sustainable environments with integrated rural and urban communities that have sufficient access to social and economic activities'. The proposed vision aims to integrate different environments and diversify the economy, creating access to social and economic opportunities.

The municipal area consists of several rural, agriculture and tourism nodes. The integration of these nodes through strengthening the infrastructure system will unlock the growth in the economic potential of the Municipality. The aim is to eradicate the spatial imbalances and fragmentation resulting from the apartheid planning by connecting the rural and urban areas.

The development objectives of the former SDF (2015) and the revised objectives proposed are reflected in *Table 3* below.

*Table 3: Revisions of the SDF Development Objectives.*

FORMER SDF (2015) DEVELOPMENT OBJECTIVES	REVISED SDF DEVELOPMENT OBJECTIVES
Objective 1: Actively protect, enhance, and manage the natural environmental assets of the Municipality.	Objective 1: <u>Achieve a sustainable balance between conservation of the natural environment and urban and rural development.</u>
Objective 2: Establish a functional hierarchy of activity nodes in the MLM to enhance spatial efficiency.	Objective 2: Establish a functional hierarchy of <u>primary, secondary, and rural</u> activity nodes in the MLM to enhance spatial efficiency. <u>Additionally, nodes of specific economic activity, namely agriculture, business (formal and informal), and tourism should be consolidated.</u>
Objective 3: Maintain regional linkages to and through the study area, and link all activity nodes to one another and to the regional road network.	Objective 3: Maintain <u>and improve</u> regional <u>and local</u> linkages to <u>establish a network of connected nodes and settlements.</u> <u>Development corridors to be established with specific themes to strengthen connectivity</u>

	<u>and provide opportunity for development between nodes of economic activity and routes of greater importance.</u>
Objective 4: Optimise service delivery by providing a full range of social services at identified activity nodes, in accordance with the nationally approved Thusong Centre concept.	<p>- <i>Integrate former Objective 4 into revised Objective 6</i></p> <p><u>Objective 4: Delineate urban and rural development edges around settlements and identified nodes to direct future growth, limit urban sprawl, promote optimum use of land and infrastructure, and conserve environmentally sensitive areas and agricultural land.</u></p>
Objective 5: Consolidate the urban structure of the MLM around the identified activity nodes by way of residential infill development in Strategic Development Areas (SDAs)	Objective 5: Consolidate the urban structure of the MLM around the identified activity nodes by way of residential infill development in Strategic Development Areas (SDAs) and upgrading or services and land use control in identified Upgrading Intervention Areas (UIA).
Objective 6: Ensure that all areas in the MLM (urban and rural) are at least provided with the constitutionally mandated minimum levels of service to ensure spatial justice.	Objective 6: Optimise service delivery by providing a full range of social services at identified activity nodes, in accordance with the nationally approved Thusong Centre concept. Ensure that all areas in the MLM (urban and rural) are at least provided with the constitutionally mandated minimum levels of service to ensure spatial justice.
Objective 7: Consolidate and optimally develop the agricultural resources of the MLM.	Objective 7: Consolidate and optimally develop the agricultural <u>and mining</u> resources of the Maruleng Local Municipality <u>in a sustainable manner.</u>
Objective 8: Establish an Agro-processing Corridor along route R527 between Diphuti/ The Oaks and Hoedspruit and encourage resource-based manufacturing at activity nodes.	Objective 8: Establish an Agro-processing Corridor along route R527 between Diphuti/ The Oaks and Hoedspruit and encourage resource-based manufacturing at activity nodes. <u>The introduction of Agro-Industry and Manufacturing will facilitate diversification of economic activities in Maruleng LM.</u>

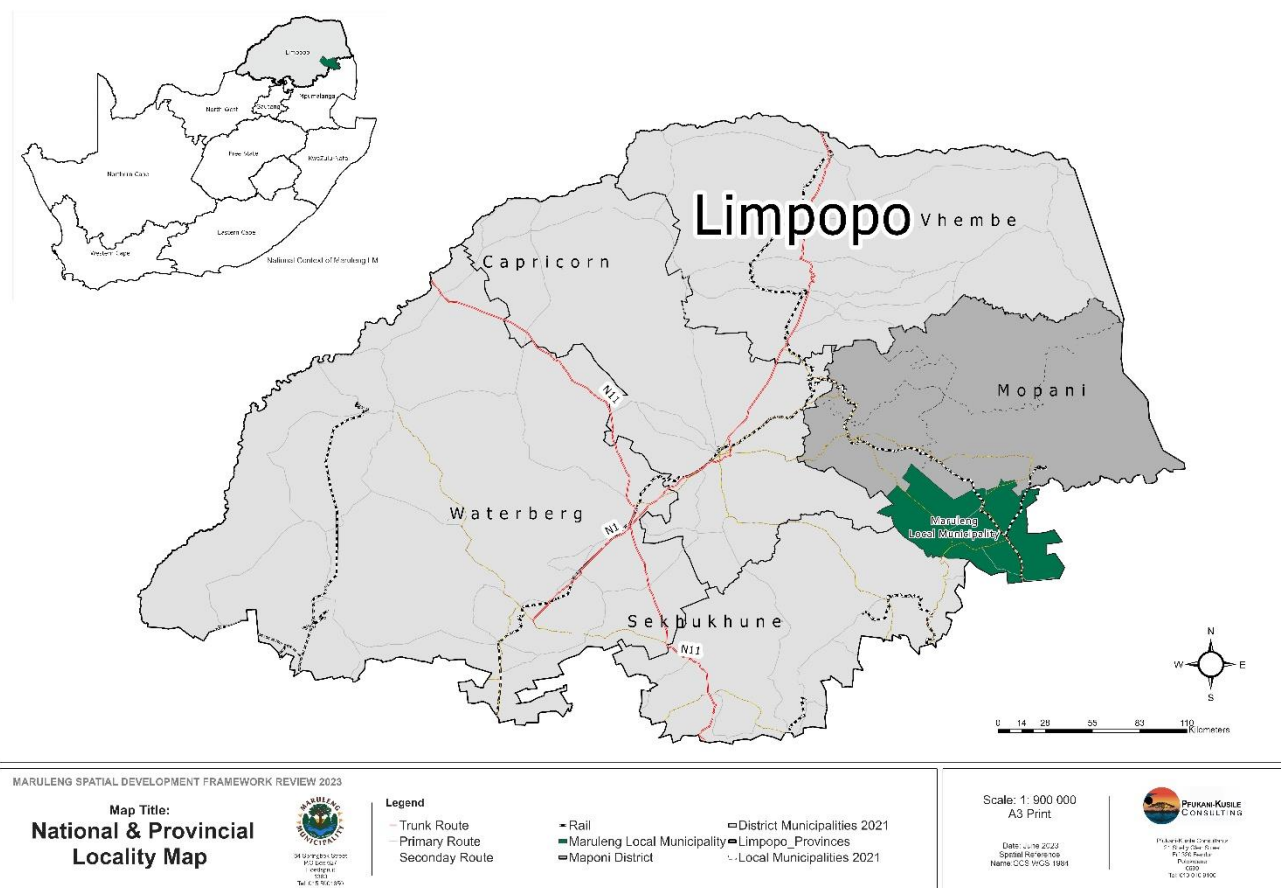
Objective 9: Support the development of local tourism assets particularly eco-tourism and adventure tourism related precincts and activities.	Objective 9: Support the development of local tourism assets particularly eco-tourism and adventure tourism related precincts and activities.
Objective 10: Consolidate business activities (formal and informal) in identified activity nodes.	- <i>Integrate former Objective 10 into revised Objective 2</i>
Objective 11: Optimise existing mining at Mica in a sustainable manner.	- <i>Integrate former Objective 11 into revised Objective 7</i>
Objective 12: Maintain and enhance Hoedspruit CBD's function as regional service centre.	- <i>Integrate former Objective 12 into revised Objective 2</i>
Objective 13: Facilitate the establishment of an Agrarian Transformation Corridor along Route D21 in line with the CRDP.	- <i>Integrate former Objective 13 into revised Objective 3</i>

### 3. SITUATIONAL ANALYSIS

#### 3.1. Regional Context

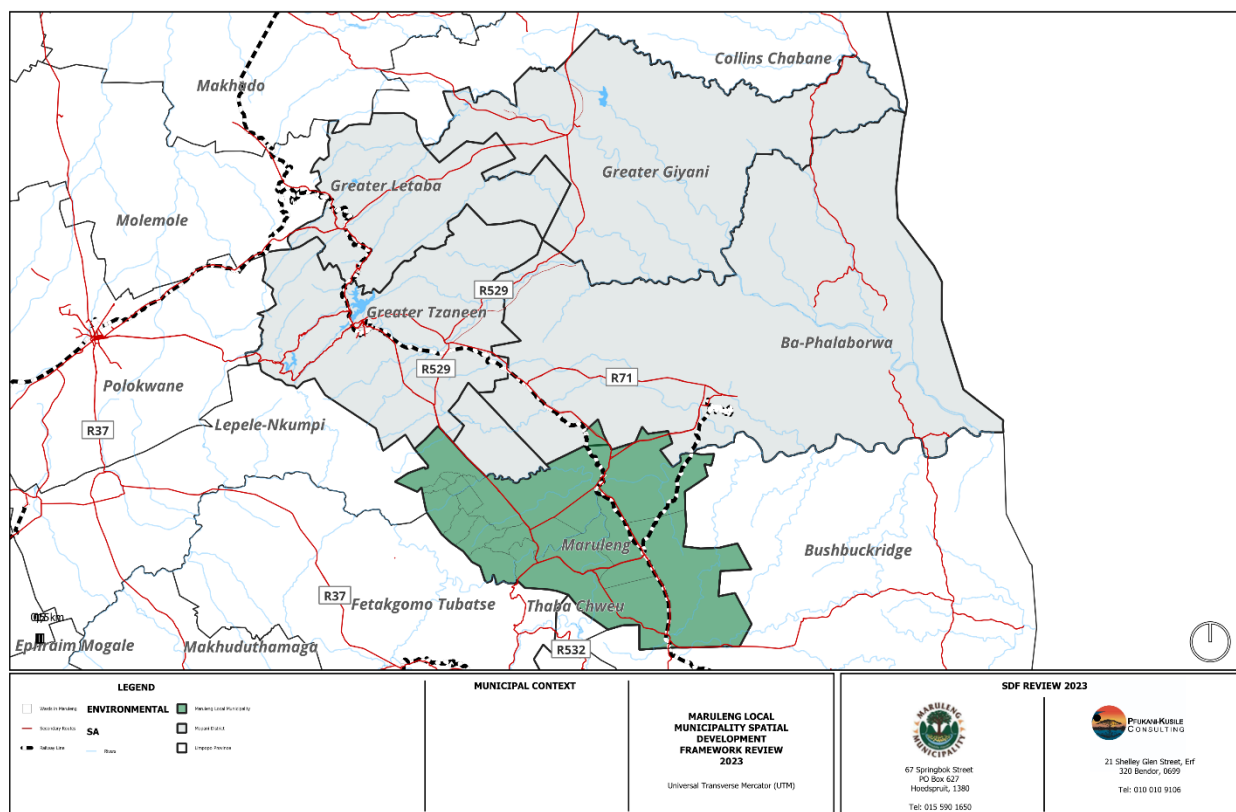
Maruleng is located in the Mopani District Municipality, in the southeast quadrant of Limpopo Province. The Municipality covers an area of 3,247 km<sup>2</sup> and has a population of 104388 people (StatsSA, 2021).

The Municipality shares borders with the Klaserie Nature Reserve, Timbavati Game Reserve, and Thorny Bush Game Reserve to its east. Maruleng is bordered to the north by Ba-Pfalaborwa and Greater Tzaneen Municipalities and to the west by Lepelle-Nkumpi Municipality. The Tubatse and Bushbuckridge Municipalities are to its south. Maruleng also serves as a gateway to Mpumalanga Province and shares a border with the Bushbuckridge Local Municipality.

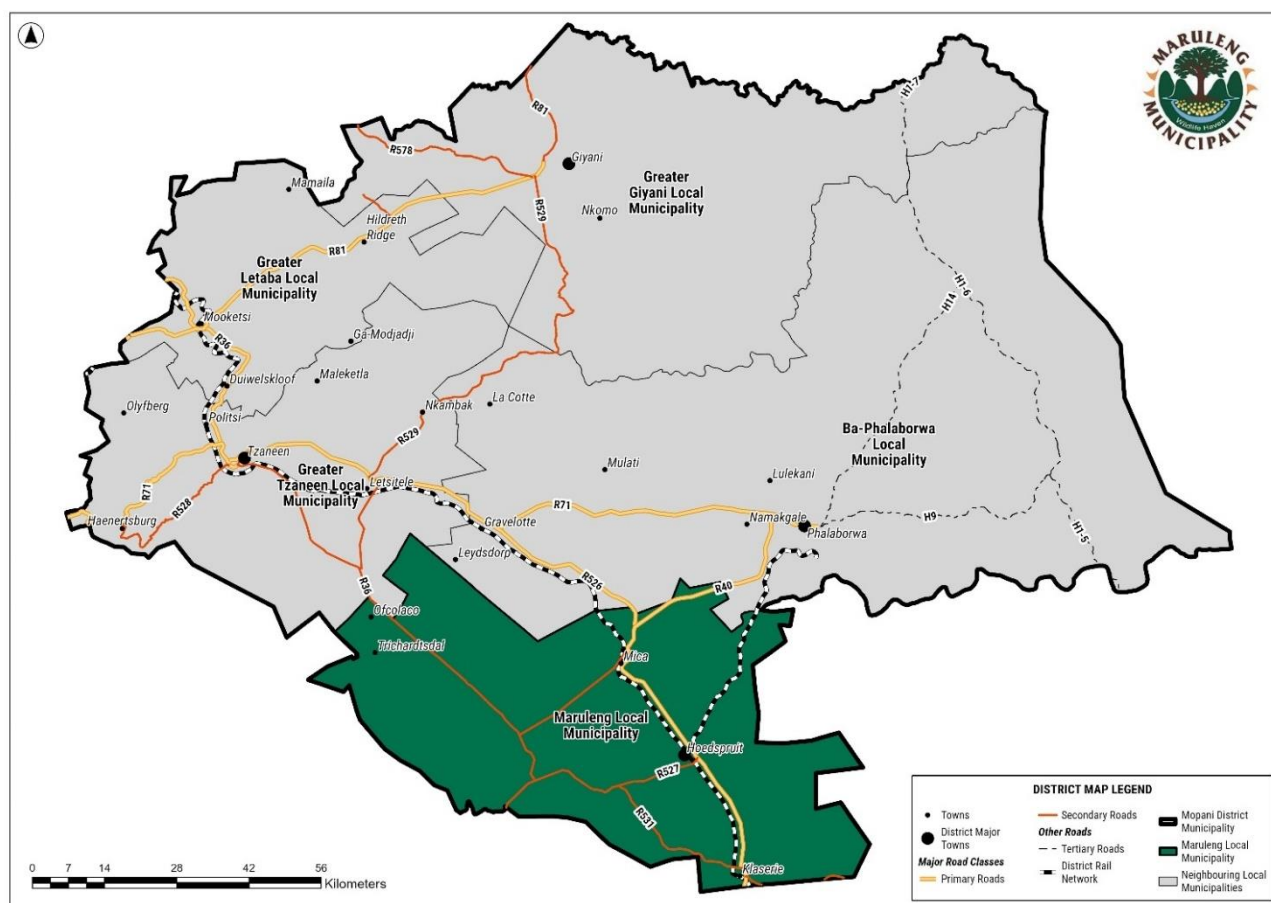


Map 7: Maruleng National and Provincial Locality.





Map 8: Maruleng District Locality.



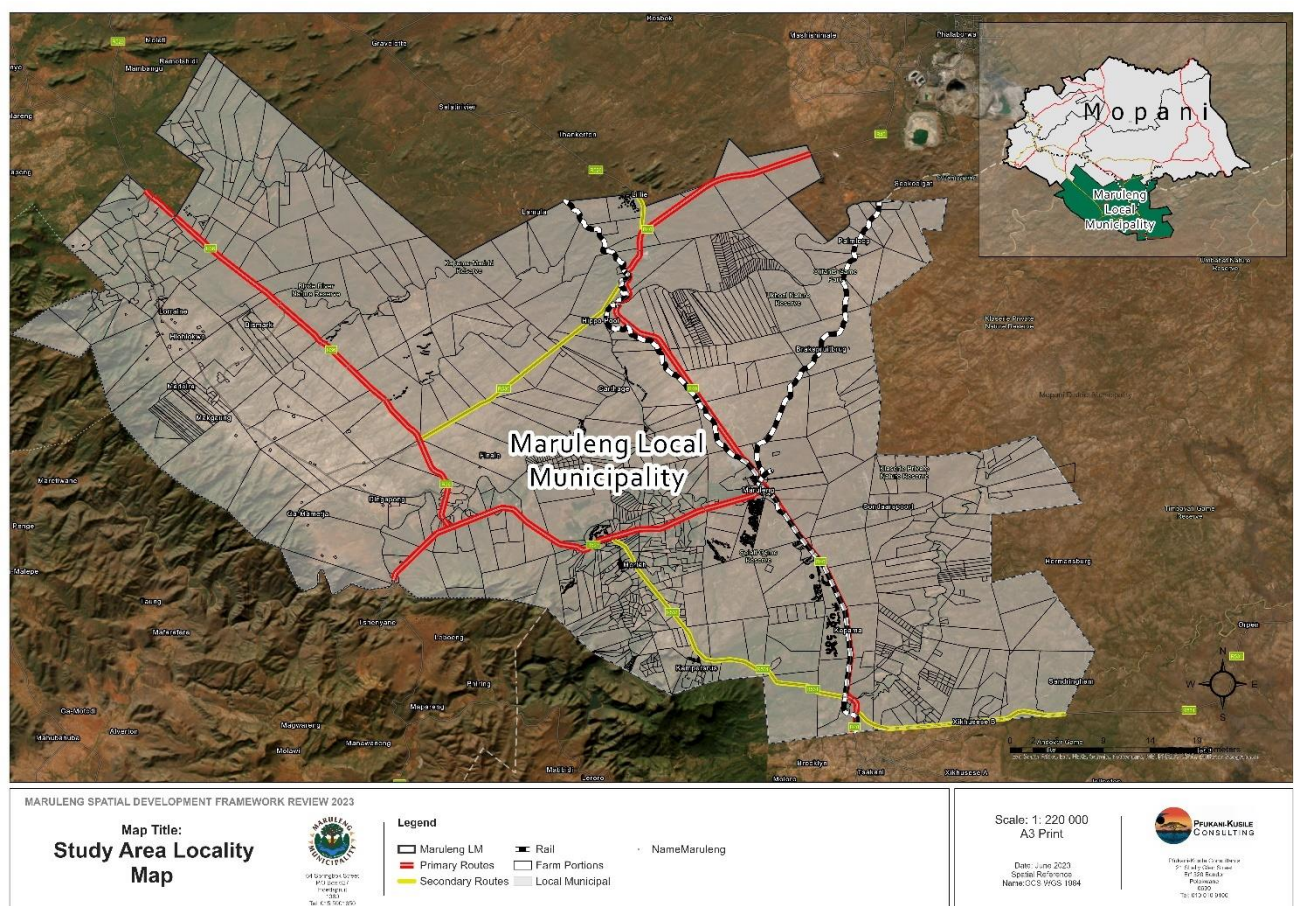
Map 9: Maruleng Local Municipality Locality.

### 3.2. Local Context

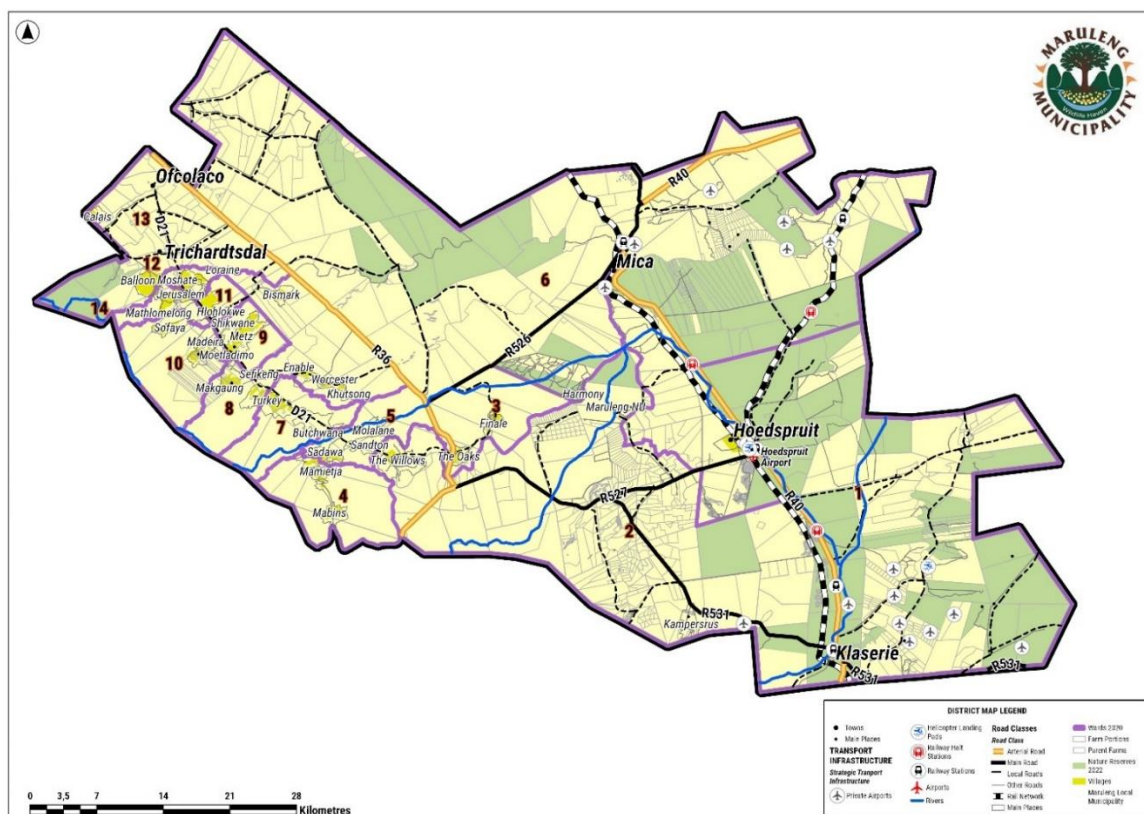
The R40 connects the Municipality to Phalaborwa in the northwest, while the R576 connects it to Tzaneen in the east. The Greater Giyani local municipality lies north of Maruleng and is easily accessible through the R529.

The Municipality's administrative and economic centre is Hoedspruit, located 74 km south of Ba-Phalaborwa via the R40, 135 km northeast of Lydenberg, and 225 km from Polokwane. The Drakensberg escarpment borders the southern part of the municipal area.

The area is characterized by typical Lowveld vegetation. Although the area has limited resources within its boundaries, there are numerous opportunities for development thanks to abundant natural resources, including game reserves and nature reserves both within and outside the region. The main access points to the municipal area are Klaserie and the Strydom tunnel in the south, Ofcolaco in the west, and Mica in the north.





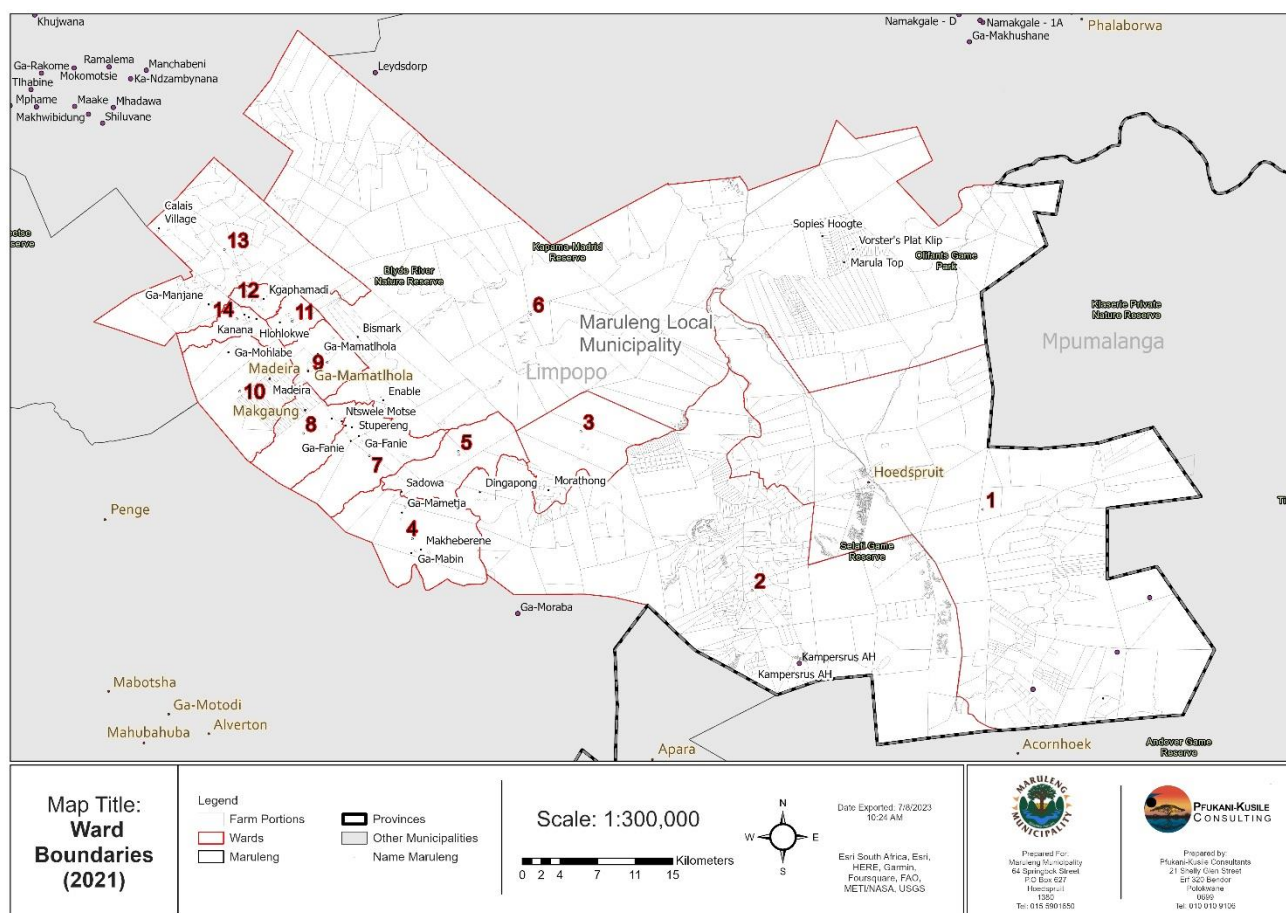


Map 11: Maruleng's Local Context.

### 3.3. Institutional Context

#### 3.3.1. Municipal Wards

The Maruleng LM contains 14 wards, with varying physical sizes depending on the population density. The wards encompassing nature reserves have larger areas due to the scattered settlements. The northwest region has more municipal wards than the east, primarily due to the high concentration of rural villages. The municipal boundary and municipal wards are shown in Map 12.



Map 12: Maruleng Local Municipality Wards.

Table 4. Ward Boundaries (Maruleng LM: GIS Data 2014).

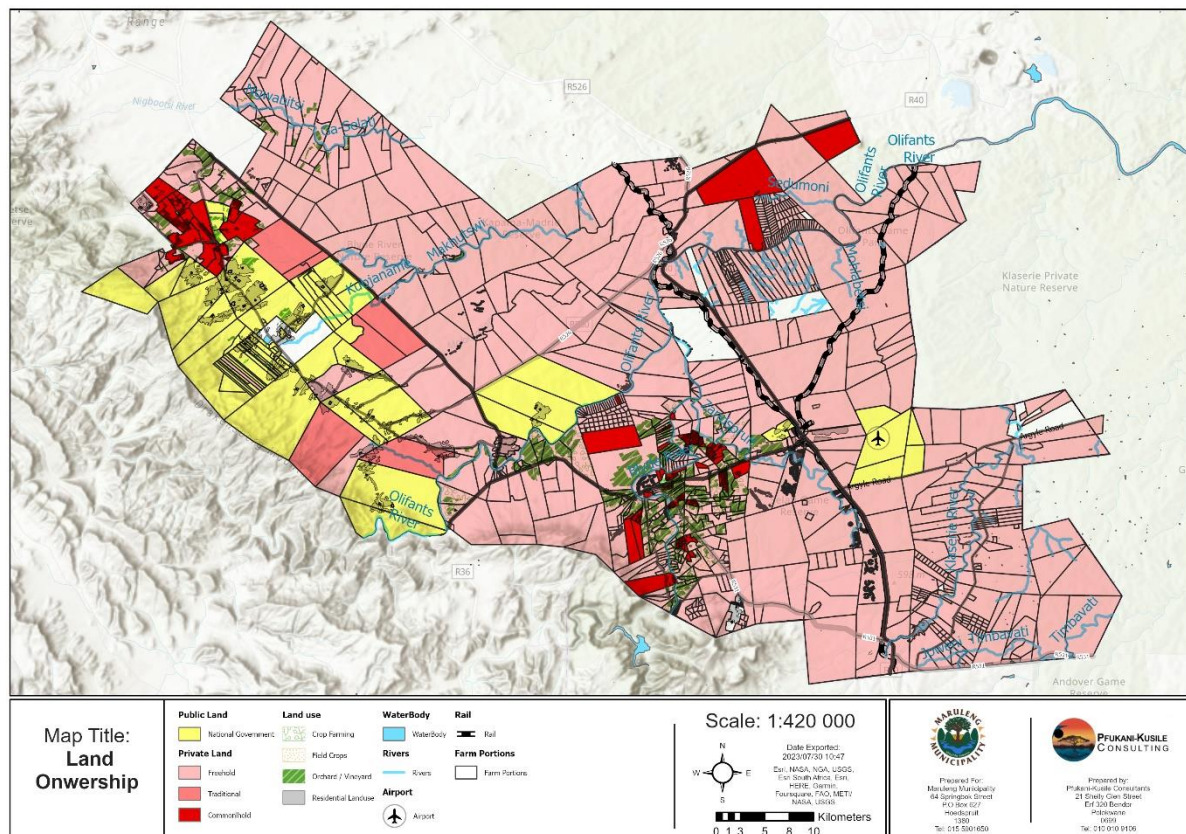
WARDS	Urban/Rural Areas
Ward 1	Hoedspruit (Urban), Farms (East of Hoedspruit)
Ward 2	Klaserie, Kampersrus (Urban), Dingapong, Santeng (part)
Ward 3	Finale, Diphuti/The Oaks (part),
Ward 4	Ga-Mabin, Ga-Mametja, and Sedawa (part)
Ward 5	The Willows, Sedawa (part), Santeng (part)
Ward 6	Mica (Urban), Bismark, London, Sefikeng, Worcester, Enable (part)
Ward 7	Setjupepeng, Naphuno, Turkey, Busthana, Enable (part), Turnkey (part)
Ward 8	Makgaung, Ntswelemotse, Turnkey (part), Moetladimo (part)
Ward 9	Metz, Moetladimo A (part), Madeira (part)
Ward 10	Sofaya (part), Madiera (part)
Ward 11	Hlohlokwe, Ticky Line, and Sofaya (part)
Ward 12	Ga-Sekororo (part), Lorraine
Ward 13	Calais, Balloon (part)
Ward 14	Mahlomelong, Balloon, Ga-Sekororo (part)

### 3.3.2. Land Ownership

The Local Municipality (LM) contains significant privately owned land for tourism and agriculture. The state holds a portion of land in the municipality's western region, primarily overseen by tribal authorities. State owned land Additionally, other parcels of land situated towards the east, south, and southeast of the municipality are under state ownership, including the Hoedspruit Air Force Base located to the east.

In 2021, a Land audit was carried out in the municipality, revealing that private individuals own 81.8% of the land, and Maruleng Local Municipality holds only 0.1% of the land within its jurisdiction. Communal Property Associations have about 3.77% of the land.

As a result, there are challenges in establishing new townships due to the high percentage of privately owned land. Many landowners are unwilling to sell or demand high prices.



Map 13: Land Ownership.

The majority of land in the western extents of the municipality is under tribal jurisdiction. Much of this land is held under leasehold title and Permission to Occupy (PTO) certificates. Over 75% of the local population inhabits traditional land. Improving land tenure in Maruleng is necessary to promote development in and around the already established areas, unlocking the land's potential for growth.

The cluster of state land in the west is under the trust or custodianship of traditional authorities with informal rights per the Interim Protection of Informal Land Rights Act, 1991 (IPILRA). As illustrated on Map 14 below, there are three Tribal Authorities in the study area: Banareng-Ba-Sekororo, Banareng-Ba-Letsoaloa and Ga-Mamietja.





### 3.3.3. Land Claims

Land claims impact the north-western, central, north-eastern, and south-eastern regions. Table 6 highlights 21 land claims filed in the area, with only 5 settled in the municipal zone.

The regions with suitable and fertile land for agriculture are often associated with increased land claims, which can be traced back to the displacement of local communities from their ancestral lands in the past. This has become a recurring issue recently, with such parcels of land becoming the subject of such claims. According to estimates, in Maruleng, 18% of the land is currently under dispute due to land claims.

Table 6: Maruleng LM Status of Land Claims

Status of Land claims	No.
Total number lodged	21
Total after consolidation	20
Total settled	5
Hectares restored	16 702.25
Households benefited	2820
Beneficiaries	19492
Claims outstanding	16

Most land claims focus on agricultural lands like game farms and orchards. While these areas have hurdles to overcome, farming persists in these regions.

Table 7: List of the beneficiaries of the five settled claims.

Settled Claims Ref/Kpa No.	Claimant
4028	Moletele Community
2098	Sekororo
5346	Mpuru Letebele
836	Mokgwanatjane NM (consolidated to Sekororo claim)
1453	Baropodi Ba Moraba

Delays in the decision-making process – which involves the courts, traditional leaders, the municipality, and investors – result in outstanding land claims that restrict a municipality's development. In the case of Maruleng, 16 portions of land under land claims have not been resolved and are delaying or hampering local development and investment.

Land claims are particularly concerning to the agricultural sector in Maruleng, whereby the extent of claims, the uncertainty that claims have generated, and the delays experienced in receiving post-settlement support on those farms that have been redistributed have already disrupted investment and, in some instances, halted production (Draft IDP, 2022-23).

### 3.4. Socio-Economic Profile

#### 3.4.1. Population and Household Indicators

According to the 2021 census data, Maruleng Municipality has a population totalled 104 388 in 2021 (refer to Table 8 below). From Table 8, The population of Maruleng local municipality has grown by an average of 0.63% from 1994 to 2021, which is lower than the growth rate of 0.78% in Mopani and 0.83% in Limpopo over the same period. Additionally, the growth rate in Maruleng is lower than the average growth rate of 1.39% in the South African economy during 1994-2021.

Table 8: Population and Household Indicators (Quantic based on Stats SA. 2021)

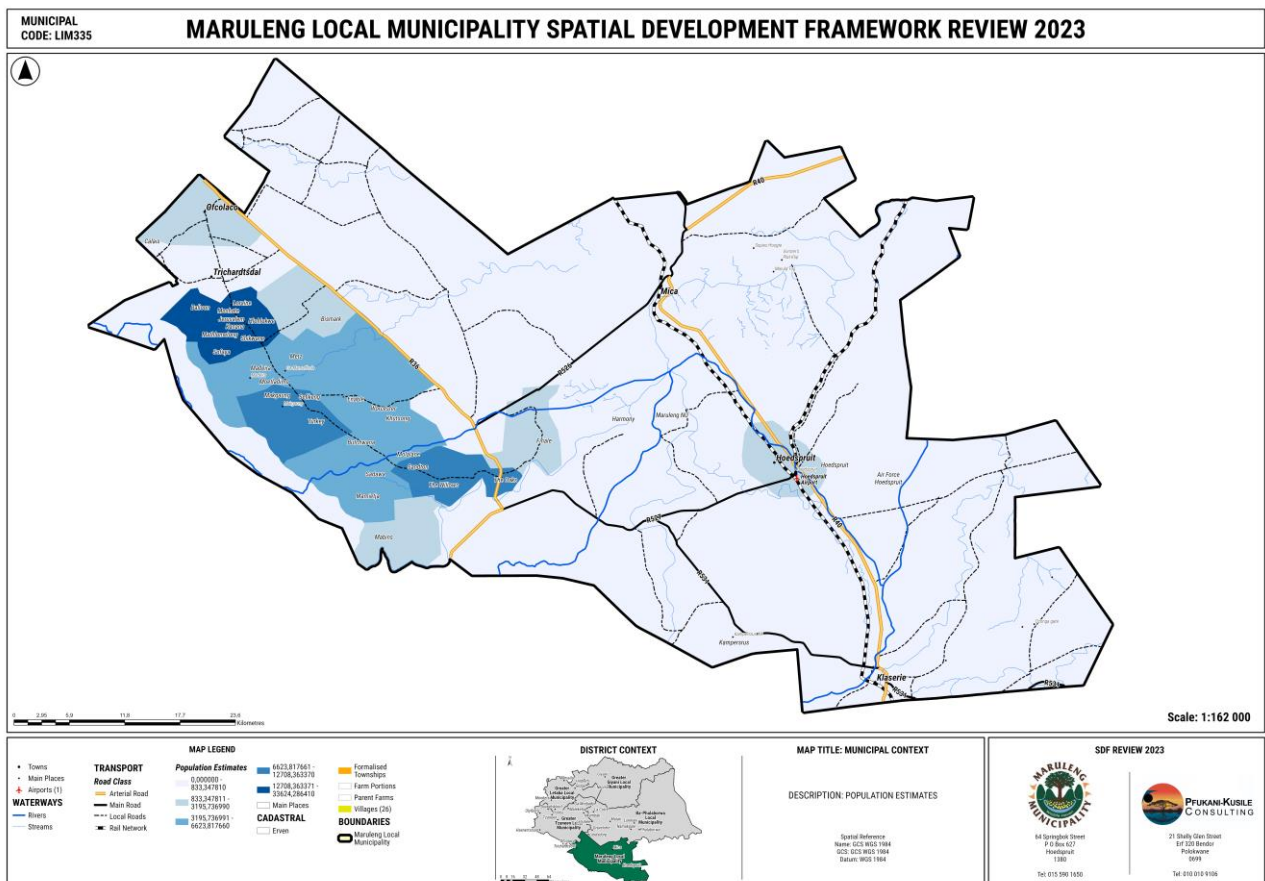
	Limpopo	Mopani	Maruleng
<i>Area (km2)</i>	125,753.88	20,010.93	3,244.30
<i>Population</i>	5909762.516	1198803	104388
<i>Population density (persons / km2)</i>	47	59.9	32.2
<i>Households</i>	1,531,918	321,232	26,677
<i>Households' density (households /km2)</i>	12.2	16.1	8.2
<i>Average household size (persons/km2)</i>	3.9	3.7	3.9
<i>Female</i>	3,093,659	631,413	54,936
<i>Male</i>	2,816,104	567,390	49,452

The number of households was 19 668 in 2001 and has increased to 24 470 in 2011. This 10-year period thus saw an increase of 24.4% (4802) households in the MLM.

Table 9: Maruleng population growth trends 2011-2021(Quantic based on Stats SA. 2021)

	2011 (Census, 2011)	2021 (Census, 2021)	Total growth 2021-2016	Total growth % 2011-2021
<i>Population</i>	96792.4	104387.5	7595.1	7.28%
<i>Households</i>	24081.91	26676.78	2594.87	10%

The western side of the Municipality has a concentration of the population. This is caused by the private land ownership utilised for agriculture and game reserves. Map 15 below illustrates that areas from Orkney to Trichardtsdal are where the concentration of the population is. Hoedspruit, one of the urban areas in the Municipality, has the least number of people. Although the area forms the majority of economic opportunities within the LM, the town only accommodates 3.3% of the municipal population.



Map 15: Population Distribution.

The most spoken languages that are used within the municipal area. 88% of the population speaks Sepedi, followed by Xitsonga-speaking, Afrikaans, and English-speaking people. Few people speak Setswana, IsiNdebele, Sesotho and Isizulu.

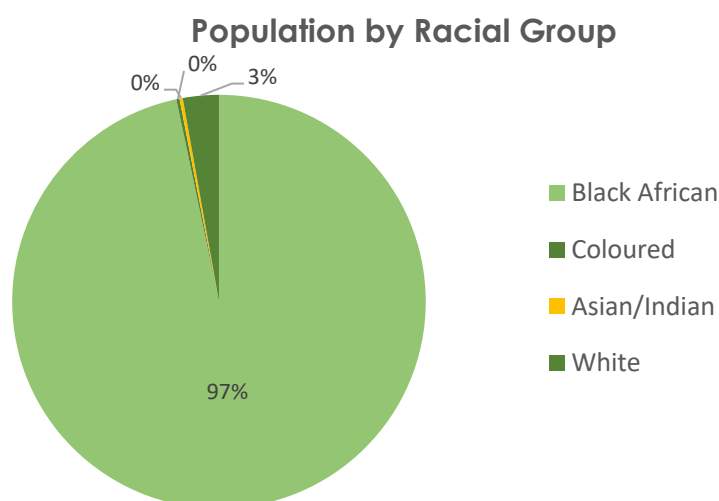


Figure 6: Population by Race.

### 3.4.2. Age & Gender Composition

#### 3.4.2.1. Gender Profile

The Municipality has a slightly higher proportion of females than males. *Figure 7* below shows the population distribution according to the age structure where most of the population group is between 15 and 64; this age constitutes 60.30% of the population, followed by under 15 years at 34.40% and over 65 years at 5.30%. This shows a need for an economic strategy to identify development thrusts that would address the needs of the economically active people.

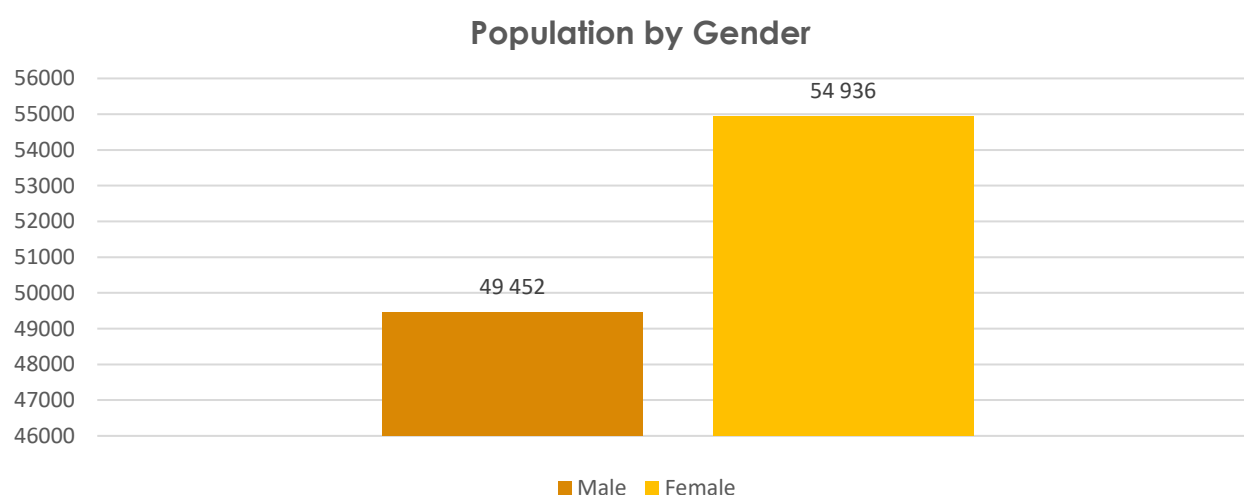


Figure 7: Existing Population by Gender.

#### 3.4.2.2. Age distribution

The population distribution by age categories and gender of the Municipality is presented in *Figure 8*. The Municipality has a high number of young people, with the age range of 10-14 years old making up the most significant percentage at 12.08% compared to other age groups. The percentage of females increases along with age, implying that women live longer in the age group 0-4 years. The percentage of males and females are even compared to the age group 35-65 and older, where female make up 54 % of the population.



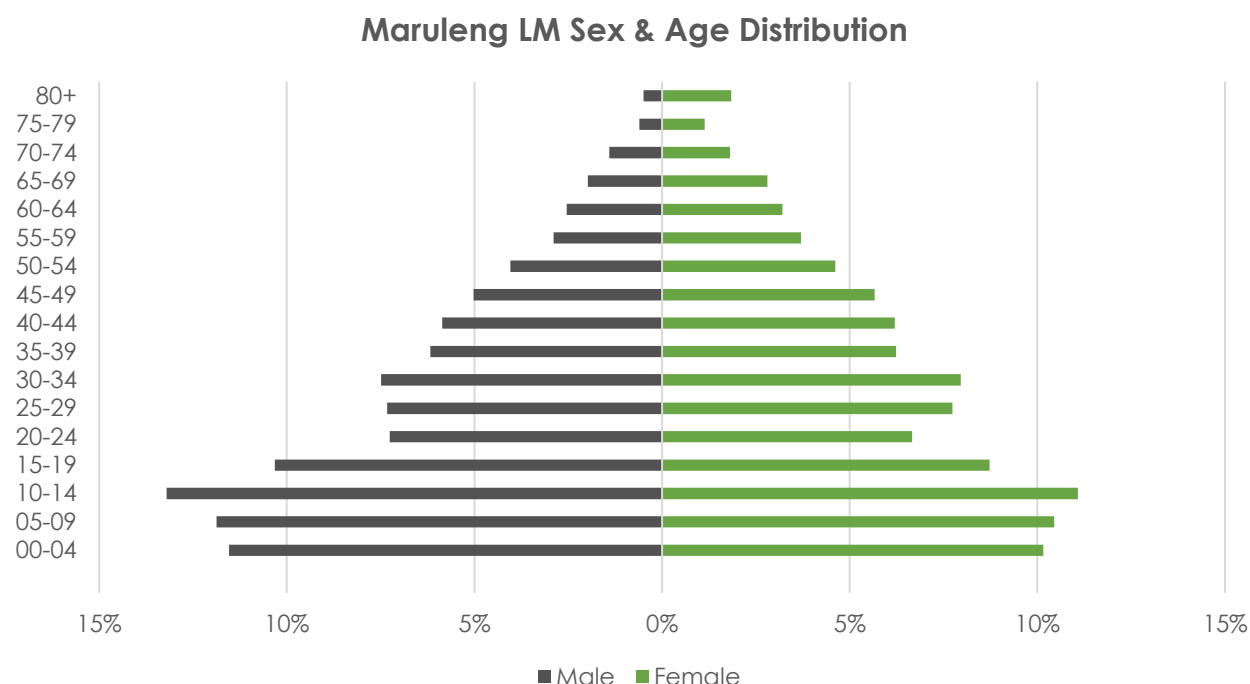


Figure 8: Demographics Age and Sex Distribution

### 3.4.3. Education Levels

Figure 9 below highlights the education levels within the municipal area. 37% of the population have acquired primary education, and only 15% have completed secondary schooling. The literacy level of the municipality is notably low, with 4% of the population having higher education. Low levels of education and literacy worsens the challenges of unemployment in the study area as depicted in Table 9 below.

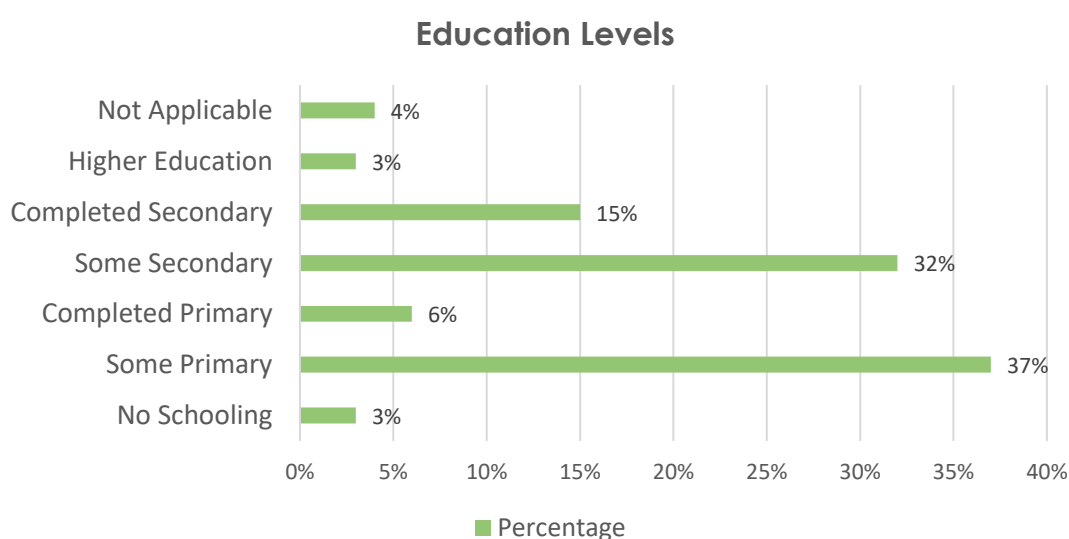


Figure 9: Education Levels (StatsSA, 2021).

### 3.4.4. Employment Status

There are less than 15 00 people employed in the municipality. The highest employment status is not economically active at 30,000 of the population. There are 9,000 unemployed people, and 5,000 people are discouraged work seekers. The majority of the people falling under the category of not economically and unemployed are from the rural side of the Municipality (refer to Map 16).

Figure 10 shows that the total number of people employed has decreased from 2001 to 2021. Number of skilled formal employees has gradually increased between 2001 and 2021 and the number of low-skilled formal employees has decreased. This can be attributed to the decrease in demand for low-skilled workers and the advancement of technology.

Table 10: Employment indicators 2011-2021 (Quantic based on Stats SA. 2021)

Employment indicator	2001	2016	2021
Population - Working age	51835.63	60379.75	62482.65
Labour force (Employed and unemployed)	24223.07	28056.11	26818.5
Employed - Formal and informal	19390	19642	16289
Employed in the Informal sector	4748	6827	4107
Unemployed	4833.066	8414.114	10529.5
Unemployment rate (Percentage)	19.95233	29.9903	39.26208

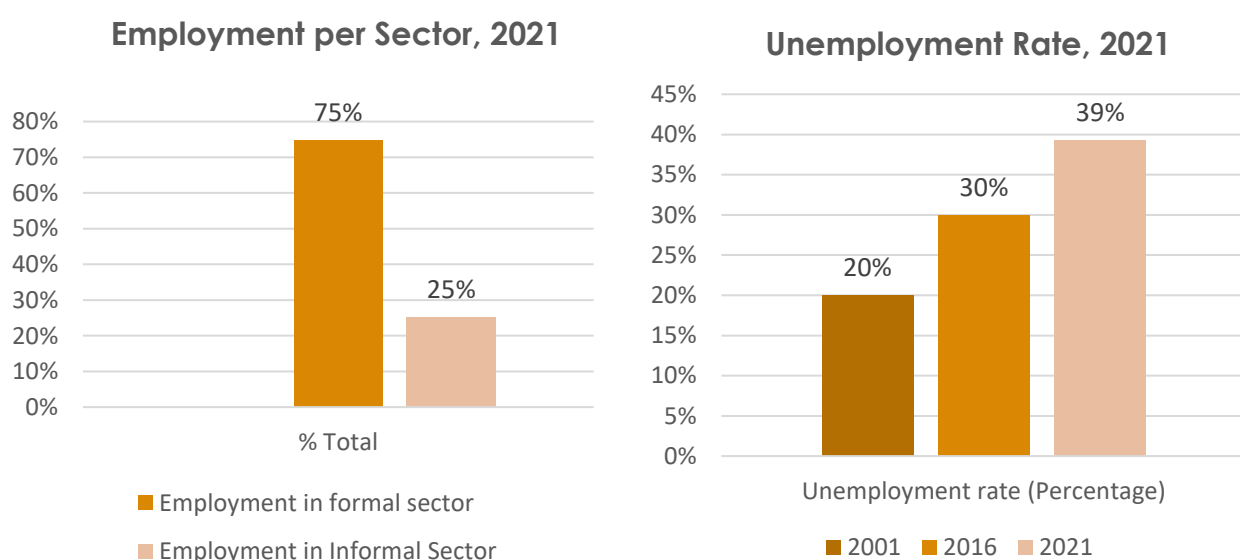


Figure 10: Employment and Unemployment Status (Quantic based on Stats SA. 2021).

### Skilled Level in Formal Sector

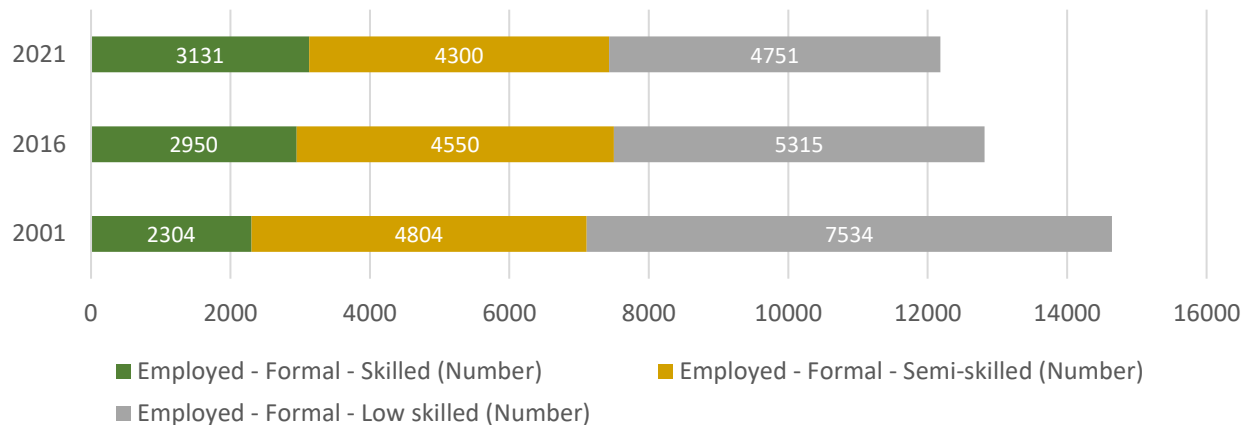
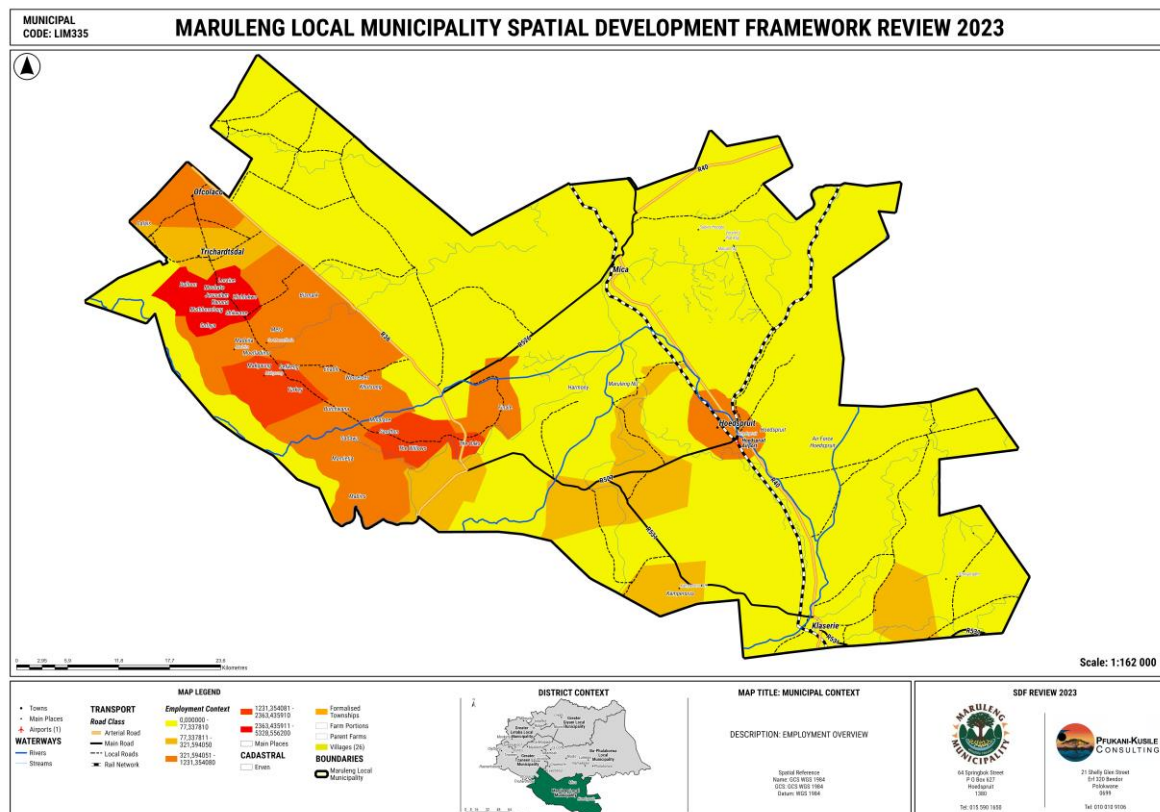


Figure 11: Skills Level in the formal sector (Quantic based on Stats SA, 2021).



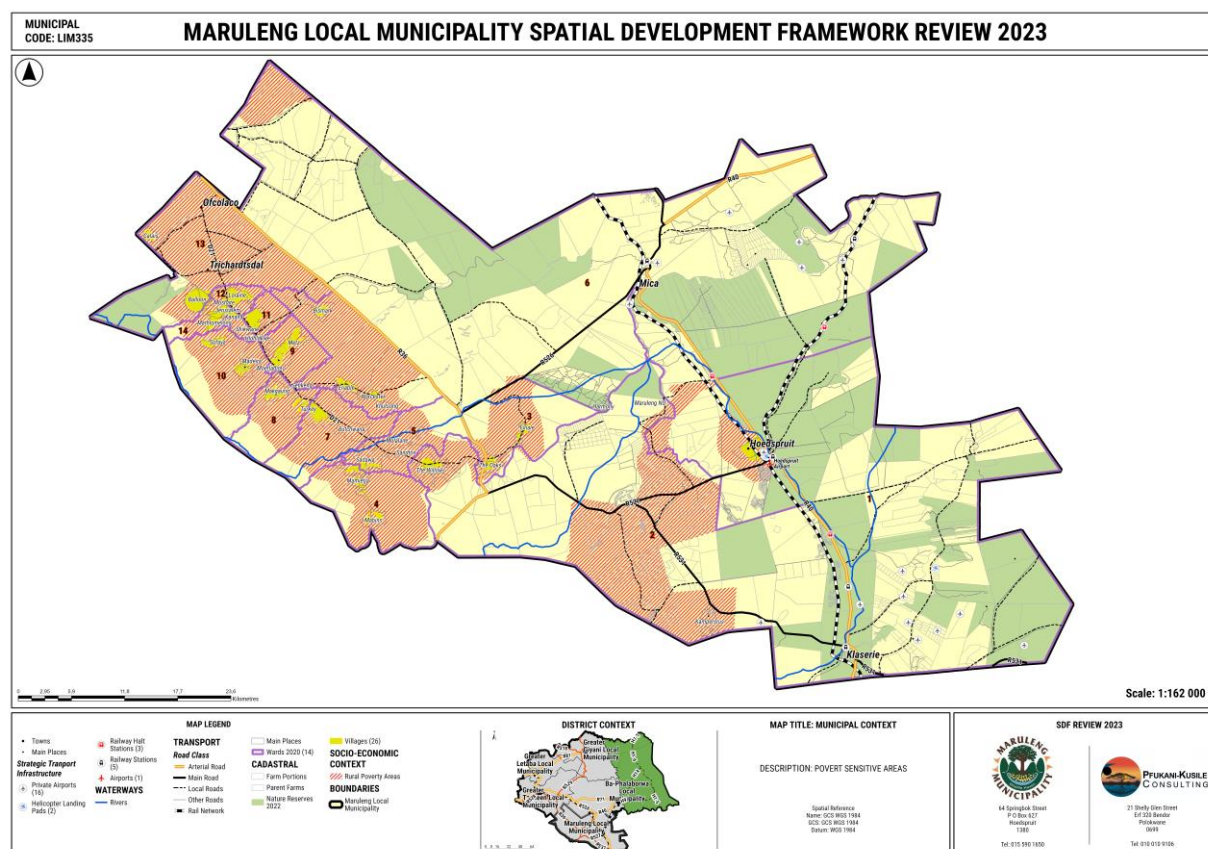
Map 16: Employment Overview.

### 3.4.5. Monthly Household Income

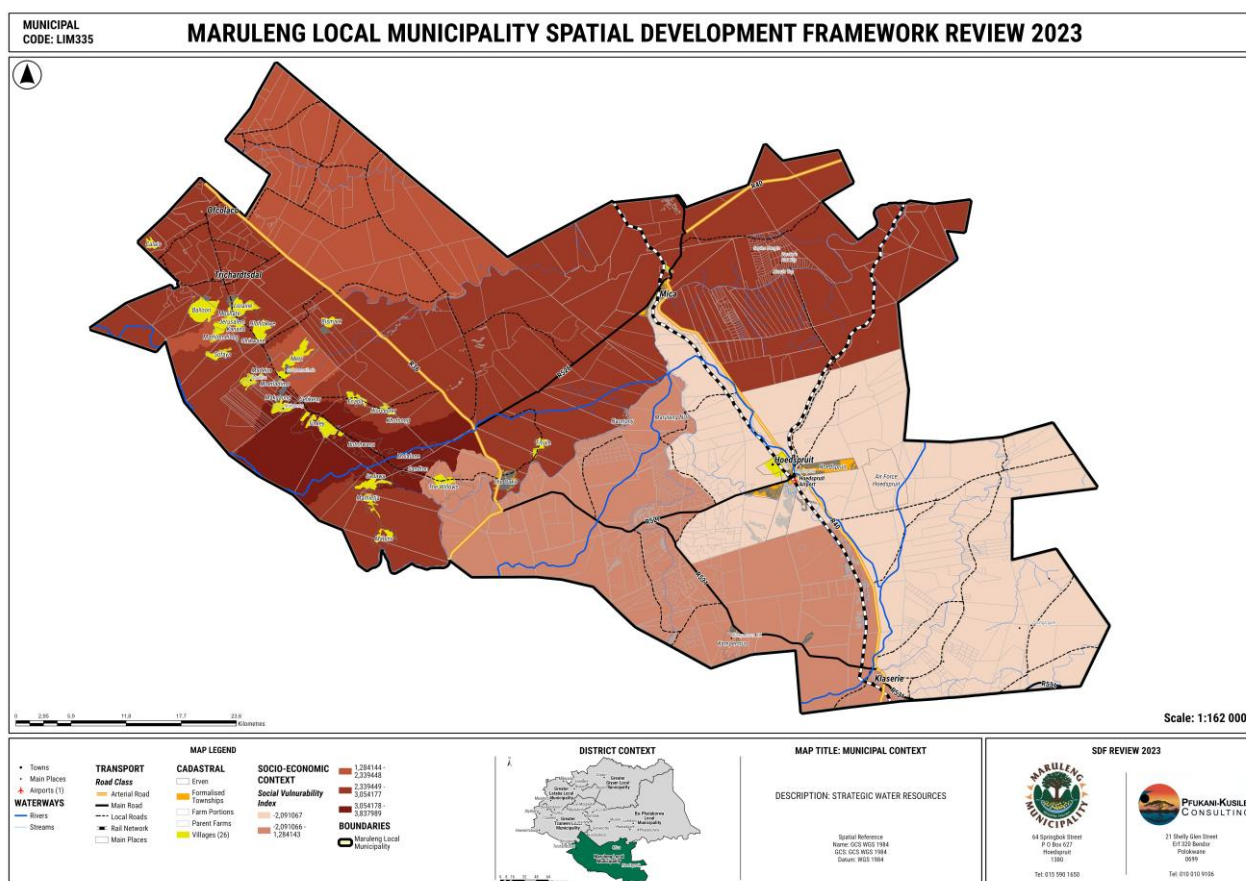
25% of the population receives an average income between R9,601 and R19,600 monthly, while 16% receives no income. This also highlights the poverty level of the Municipality and the reliance on social grants by the residents within the Municipality.

Income Bracket	Percentage
R2,457,601+	0.2%
R1,228,801 - R2,457,600	0.5%
R614,001 - R1,228,800	1.0%
R307,601 - R614,400	2.0%
R153,801 - R307,600	4.0%
R76,401 - R153,800	5.0%
R38,201 - R76,400	6.5%
R19,601 - R38,200	20.5%
R9,601 - R19,600	25.0%
R4,801 - R9,600	14.5%
R1 - R4,800	7.5%
None income	16.0%

Figure 12: Average Household Income (Quantic based on Stats SA, 2021).



Map 17: Rural Poverty Areas.



Map 18: Socio-Economic Context.

### 3.4.6. Local Economy and Employment

Output at basic prices (in R billion constant 2015 prices) in the Maruleng local municipality was 6.13% in 2021. In 2021, the Agriculture, Forestry, and Fishing industry was the most significant contributing industry of all industries, with a contribution of 30.14%.

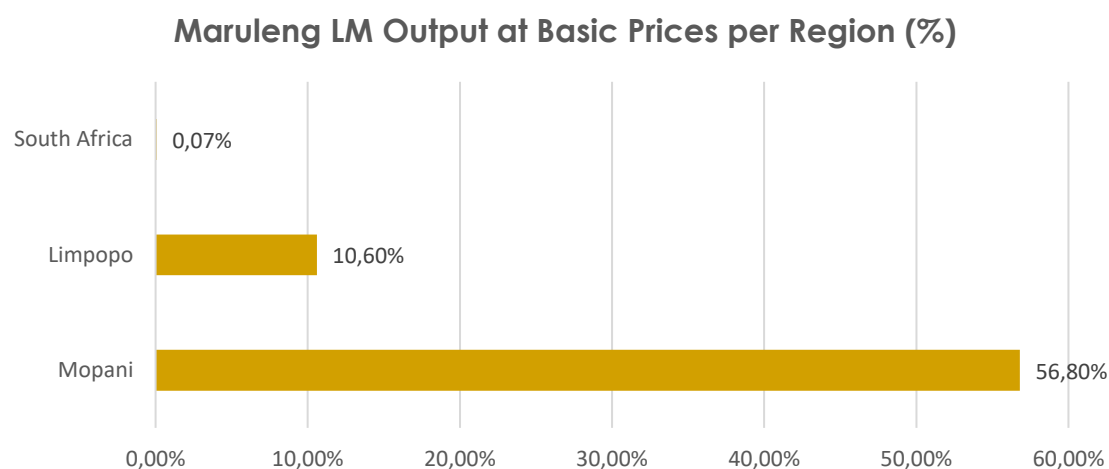


Figure 13: Output at basic prices by 10 primary industries (% of All industries) in 2021 (Quantic based on Stats SA, 2021).



### Output at Basic Prices (%) of All Industries

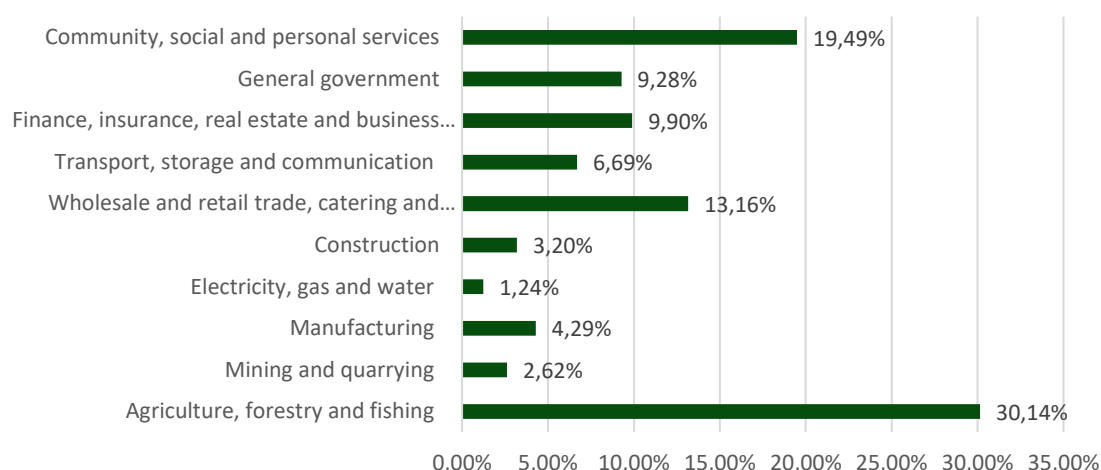


Figure 14: Output at basic prices (%) of all industries (Quantic based on Stats SA, 2021).

### Gross Value Added at Basic Prices (%) of All Industries

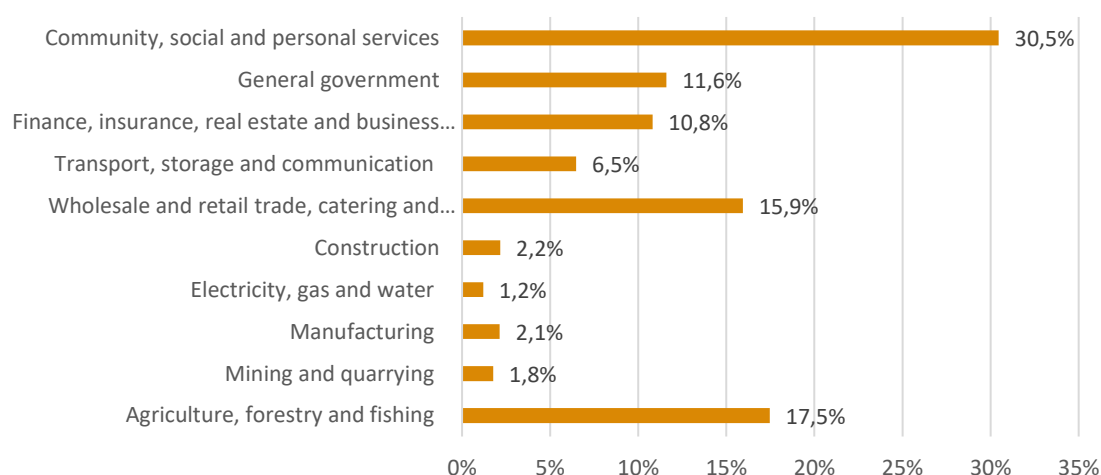


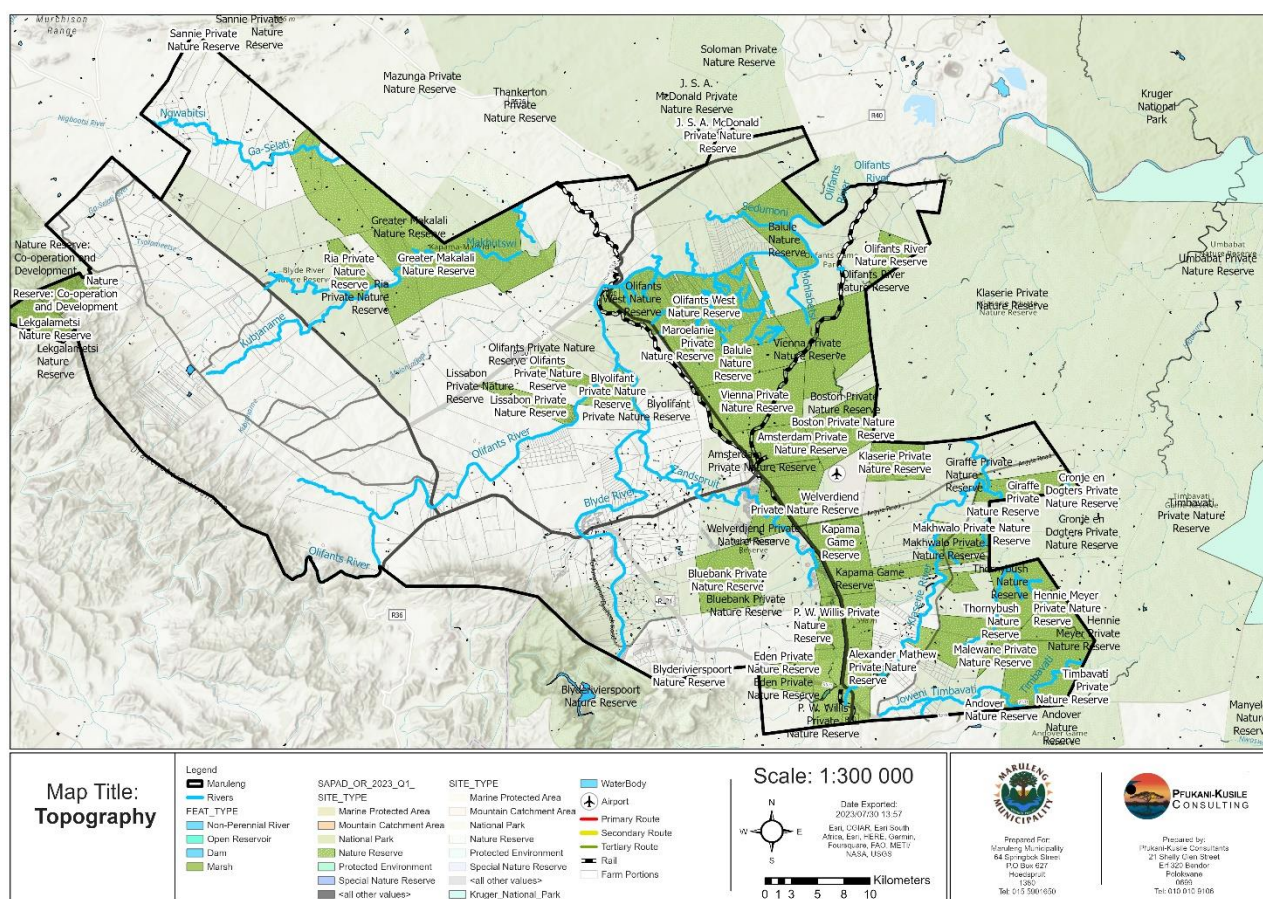
Figure 15: Gross value added at basic prices of All industries (Quantic based on Stats SA, 2021).

Agriculture, forestry, and fishing industry is the largest employer in 2021, however the number of employees in this industry has declined since 2016. This decrease in employment can be related to growing challenges of climate change.

## 3.5. Biophysical Profile

### 3.5.1. Topography and Hydrology

The Maruleng Municipality's topography is characterised by rising and falling slopes with koppies and valleys, with some mountains, and the main is the Drakensberg Mountains to the south and west. Most of the municipal area is evenly sloped, except to the south due to the Drakensberg escarpment, around the area of Mica due and to the north of Trichardt'sdal. The major hydrological features in the municipality are four river systems that traverse the municipality, which include the Ga-Selati and Makhutswi Rivers in the north-western parts of the LM; the Oliphants River south of the village settlements; Klaserie River in the east, and the Blyde River and Rietspruit River that run through the central parts of the municipality, supporting surrounding agricultural activity.



Map 19: Topography.

There are a few dams within the LM borders, of which the most prominent include the Hlakula Lake, found close to Metz village to the west, and the Jan Wassenaar Dam to the east, close to Klaserie. The Northern Drakensberg, which borders the western perimeter of the municipality, is a high-priority water production area, referred to as a Strategic Water Source Area, as it supplies large quantities of fresh water to Maruleng. The Makhutswi, Mounswane, Malomanye, Molomahlapi, Blyde, and Oliphants rivers are key water suppliers for human consumption.

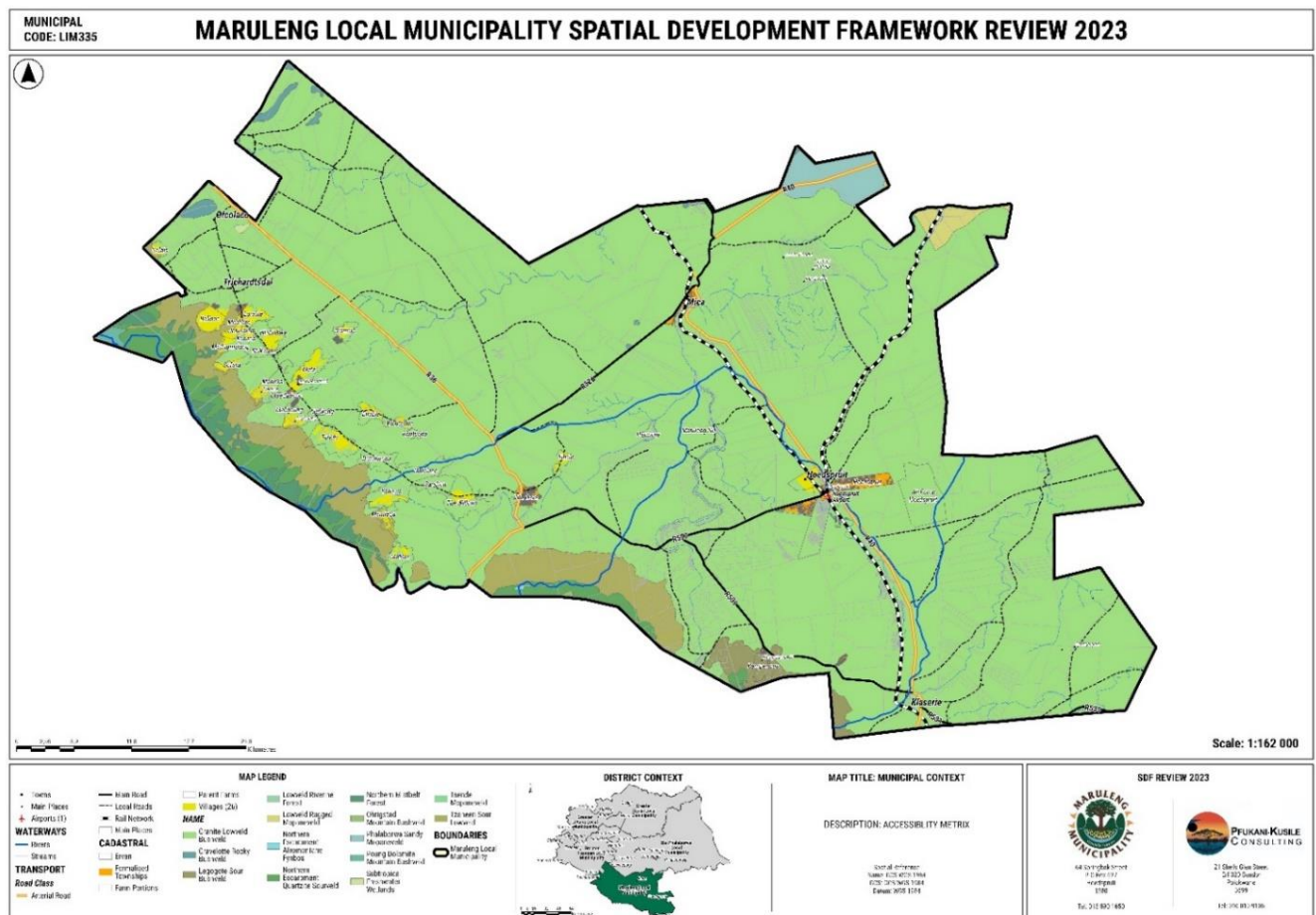
**There are 4 river systems:**

- Ga-Selati and Makhutswi Rivers
- Oliphants River
- Klaserie River
- Blyde River and Rietspruit River

The municipality's identified rivers are found within the Olifants Water Management Area (WMA).

### 3.5.2. Vegetation

The Maruleng Municipality includes Savanna vegetation types but also supports Forest, Grassland and one Azonal Vegetation type. Azonal Vegetation types are associated with riverine or wetland systems and are thus the result of the presence of water, salts, and specific soils. The Kruger to Canyon (K2C) Biosphere Reserve covers the entire municipality and extends beyond its boundaries, stretching across the Limpopo and Mpumalanga provinces. It is the third largest biosphere in the world, encompassing savanna, forest, and grassland biomes.

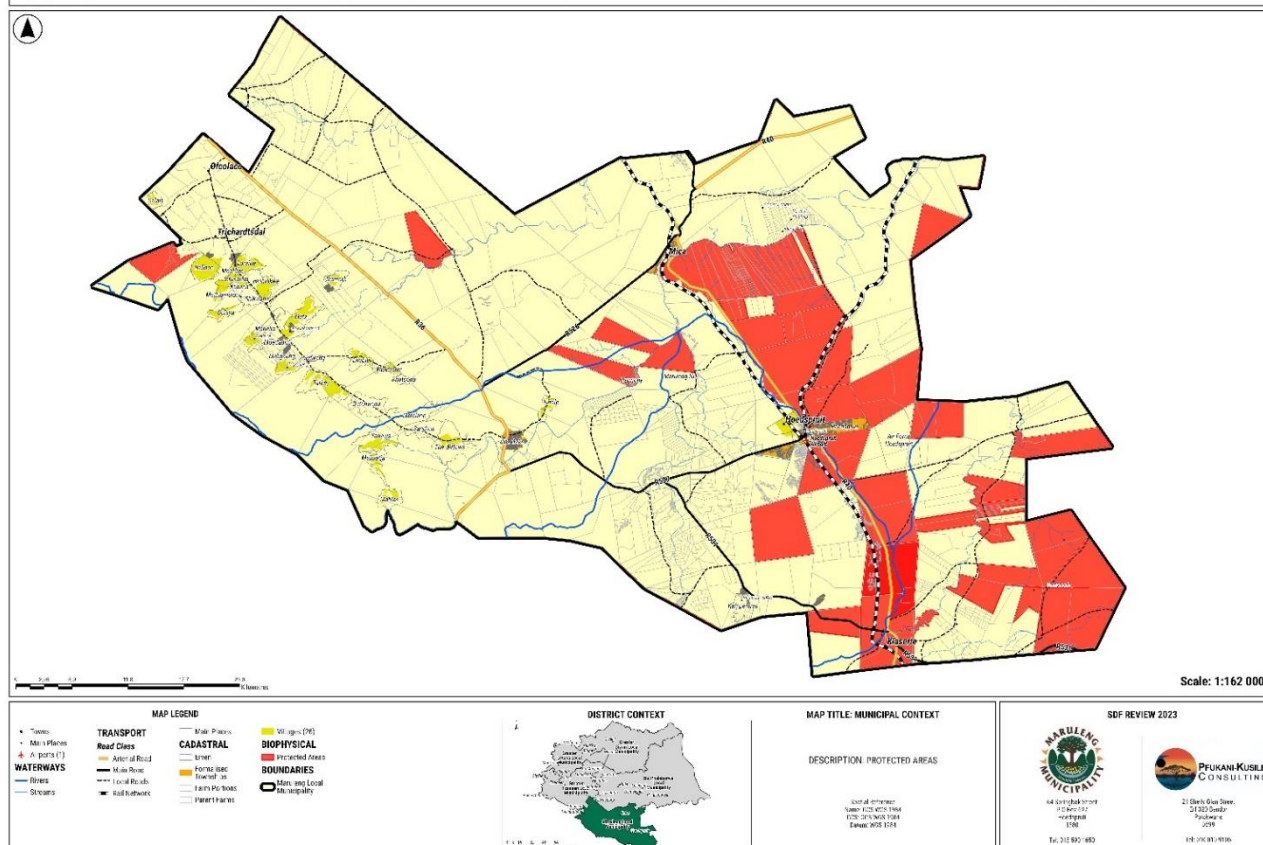


Map 20: Vegetation Status.





The Maruleng area and its surrounds represent some pristine Protected Areas and Conservation Areas, including the Kruger National Park (KNP), Timbavati Game Reserve, Klaserie Nature Reserve, and the Blyde River Canyon Nature Reserve to the south. Most of the reserves within the municipal area are privately owned.

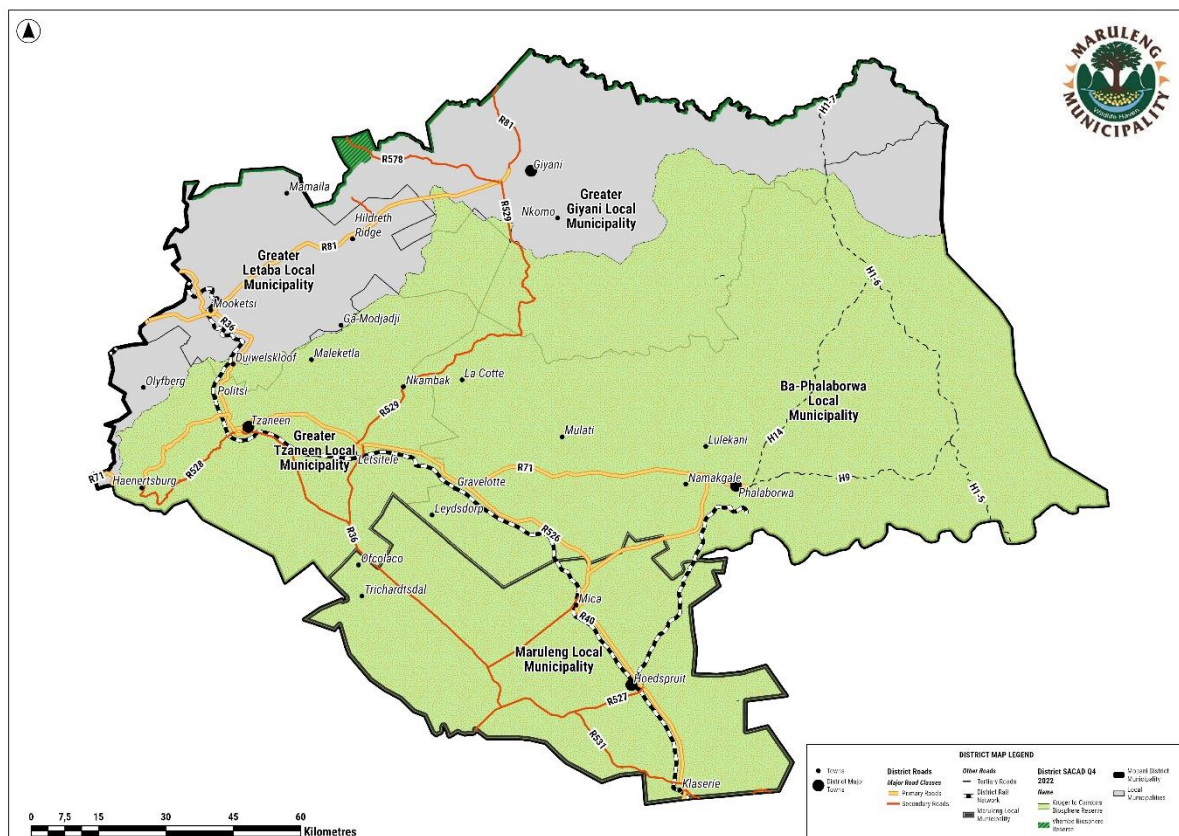


Map 22: Protected Areas.

### 3.5.2. Critical Biodiversity Areas

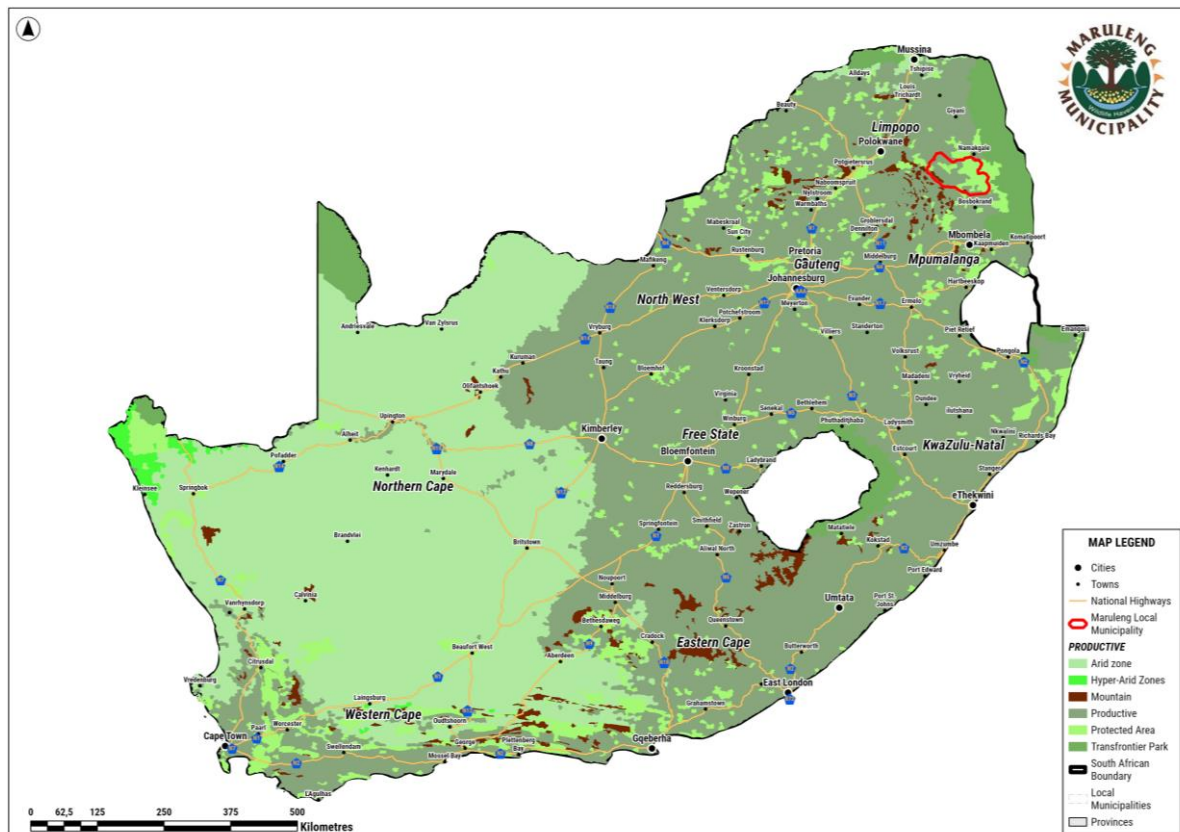
As per the Maruleng Municipality Biodiversity Sector Plan Handbook, 2019, the municipality is home to three threatened ecosystem types. These include the Endangered Tzaneen Sour Lowveld that extends across the mountainous areas, the Vulnerable Lowveld Riverine Forest along the Blyde River, and the Vulnerable Legogote Sour Bushveld. In addition to this, the municipality supports three vegetation types that are endemic and two that are near-endemic to the Limpopo Province. Gravelotte Rocky Bushveld, Pong Dolomite Mountain Bushveld and Tzaneen Sour Lowveld are endemic, whereas Lowveld Rugged Mopaneveld and Ohrigstad Mountain Bushveld are near endemic (2019:35).





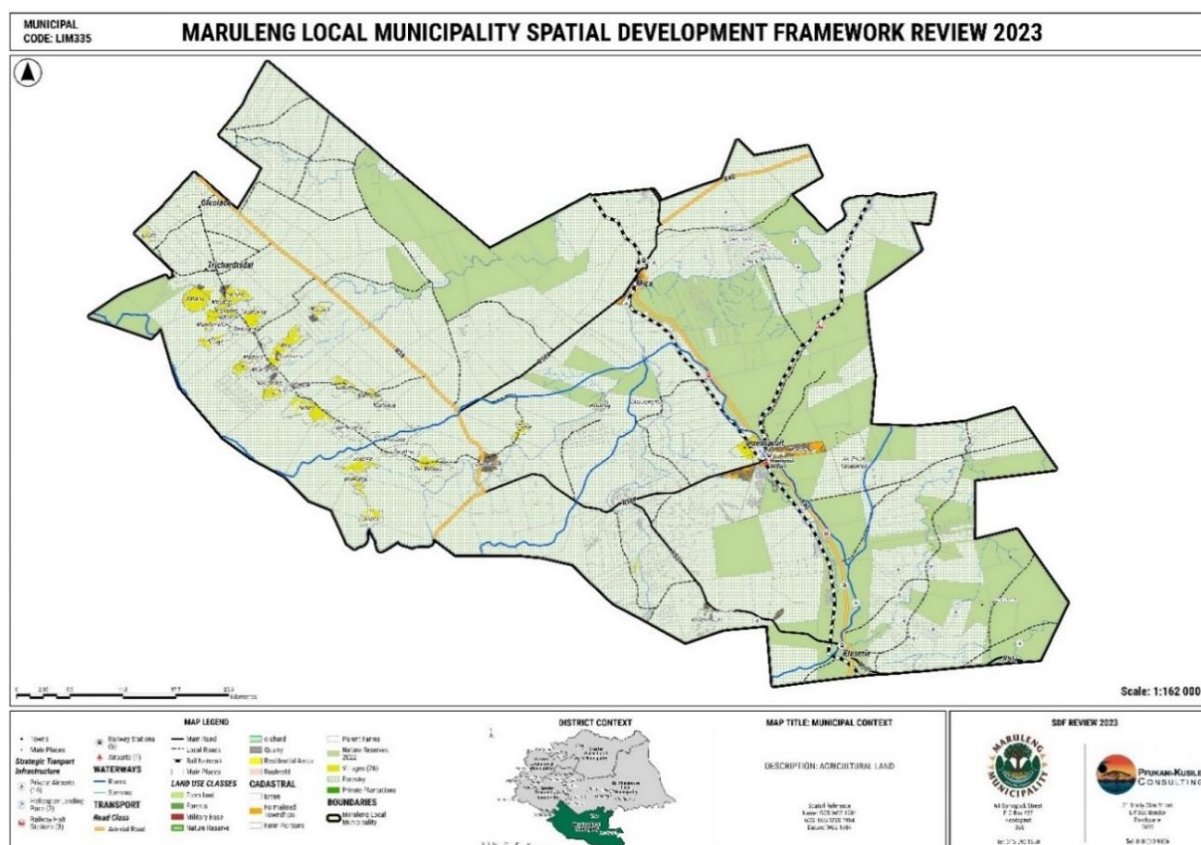
### 3.5.3. Agricultural Potential

Within South Africa, the provinces of Limpopo and KwaZulu-Natal contain some of the most fertile and productive land. Within Limpopo, Mopani District Municipality is rich in fertile loam soils and large swathes of productive land. The district municipality contains pine and eucalyptus plantations, and the Letaba greenbelt produces citrus, avocados, mangoes, and bananas. Mopani is also an established exporter to European and Asian markets.



Map 25: South Africa's Productive Land.

Agriculture, especially the production of citrus, mangoes, litchis, and vegetables (e.g., green and red peppers), in Maruleng LM plays a key role in the local economy. The export of Maruleng's produce is well established nationally, but there is potential to expand exportation into the international market, with citrus being the only internationally exported produce.



Map 26: Agricultural Land in Maruleng.

## 3.6. Movement Network and Transportation Infrastructure

### 3.6.1. Roads

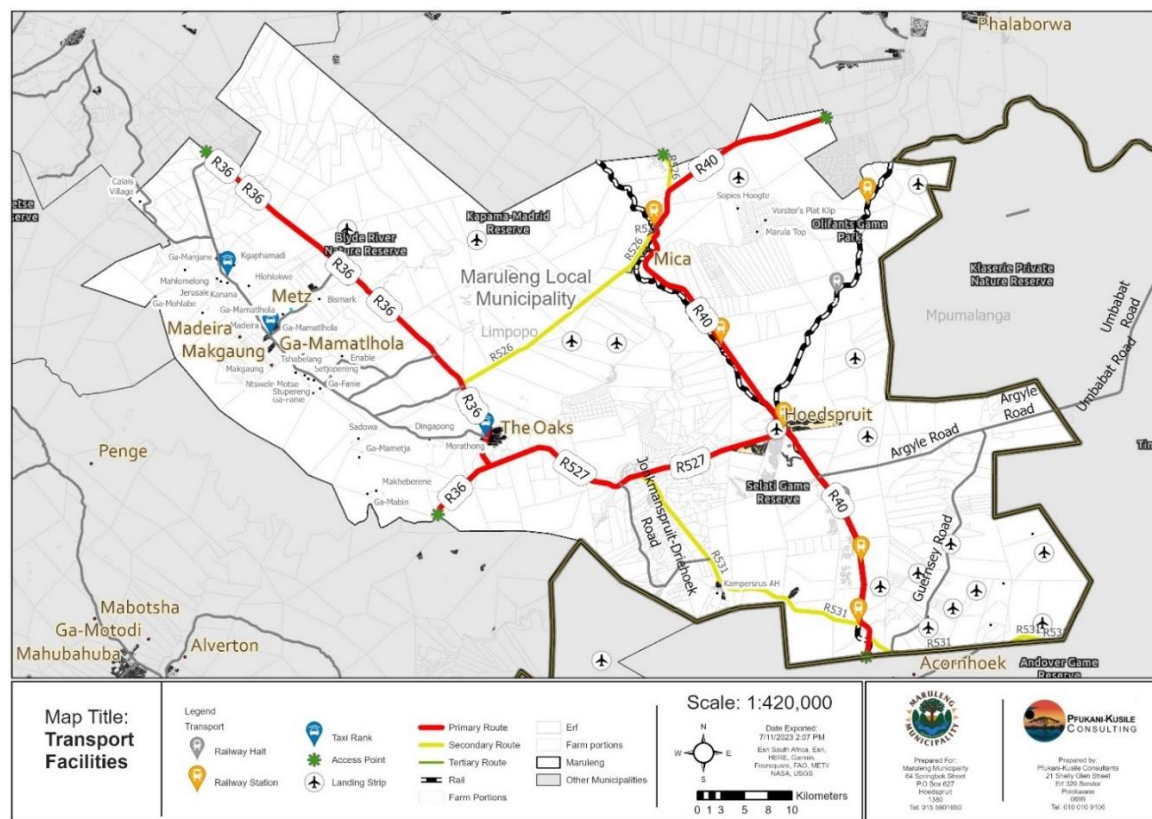
The major provincial roads traversing the area are the R40, R36, R526, R527 and R531. These roads serve the purpose of both regional and national connectivity and give access to nodes within the MLM. The main node, Hoedspruit, is located within the R40. The D21 is an important district road that acts as a corridor servicing rural settlements in the municipality. It forms a key nodal link underpinning the planning and development of the Trichardtsdal, Metz and The Oaks nodal points. These regional and district roads can be summarised as follows:

Table 11: Road Network.

Road	Description	Ownership	Condition
R36	Connects the municipality with Greater Tzaneen through Strydom Tunnel and Drakensberg Mountain	South African National Roads Agency (SANRAL)	Medium
R40	Connects Hoedspruit town with Ba-Phalaborwa through Mica (south) and Bushbuckridge through Acornhoek	SANRAL	Construction
R526	Connects with R36 and R40 to Mica	SANRAL	Medium
R527	Connects with R527 and R40 in Kampersrus with Klaseria	SANRAL	Medium



D21	The district road links the Oaks to Trichardtsdal	Roads Agency Limpopo (RAL)	Poor, partial upgrading.
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Map 27: Road Network.

The municipal area has a total of 563,2km road network, of which only 321,79km (51%) is tarred. The maintenance of roads remains a significant challenge in the LM. The general condition of major regional roads is poor, with severe damage, such as potholes, cracks, and rutting observed along most roads.

The Municipal Integrated Development Plan indicates, amongst other challenges, the following aspects as key:

- Poor access roads to rural communities
- Insufficient commuter transportation
- Inadequate signage on public roads
- Animals cause road accidents.
- Upgrading of public transport infrastructure
- Non-motorised transport, Pedestrian sidewalks, and cyclists
- Hawkers' stalls or illegal settlements along the roadside.

There is a proposed SANRAL interchange on the R40 at Hoedspruit. The purpose of the interchange is primarily to encourage increased mobility that will improve the flow of traffic and reduce potential conflicts between through-traffic (passing through Hoedspruit) and local traffic. The implications of the interchange (should it be implemented in its current

design) will be a decrease in traffic moving through Hoedspruit and closing of access roads. This raises concerns for businesses which benefit from traffic moving through the area.



Figure 16: Condition of major Roads in Maruleng.

### 3.6.2. Rail and Railway Network

The railway network within the municipal area runs parallel along the R40 from Tzaneen to Mica, which connects with Nelspruit to the south, Tzaneen to the northwest and Phalaborwa to the northeast. The rail serves as a freight line and does not cater for commuters. There are railway stations in Hoedspruit, Klaserie, and Mica however the infrastructure of these stations has been dilapidated. In addition to these dilapidated stations, vandalism and theft of existing rail infrastructure and the limited number of train tracks presents limitations for Maruleng to accommodate additional logistical service requests, and the potential of a passenger railway.

Optimization of freight transport can contribute towards economic development in the region. The IDP 2022/23 further indicates that the upgrading of the railway could relieve the overuse of roads for the transportation of goods, alleviating congestion caused by trucks (Phalaborwa-Hoedspruit – Nelspruit road). Strategic collaboration between relevant stakeholders and/or the development of public-private partnerships (i.e. commercial



farmers, Transnet) is necessary for this optimization, to attract investment needed for the maintenance and upgrade of the rail infrastructure.

In 2022 there was an initiative from Hoedspruit Farmers to revive the railway to enable the daily export of produce and goods to national ports such as the Durban hub. Whilst active engagement between the Farmers and the Local Municipality pointed towards a positive direction for the growth of the agricultural industry and economy in Maruleng, it is unclear what the next steps are to implement the vision.



Figure 17: Station at Klaserie. Whilst the railway infrastructure is in active use for the transportation of freight, the station is in a state of dilapidation.

### 3.6.3. Air

The Eastgate Airport is the only regional airport within the municipal area. It is located southeast of Hoedspruit town, approximately 13km outside town. The airport services daily scheduled flights from Johannesburg and connecting flights from Cape Town. It boasts the second-longest runway in South Africa. The service is operated by South African Airlink, SAA's regional and domestic carriers. The airport is a convenient gateway to Kruger National Park, numerous private wildlife reserves and the towns of Tzaneen and Phalaborwa. Private airfields are found throughout the municipal area, which caters to the tourism industry and mining activities in the vicinity.

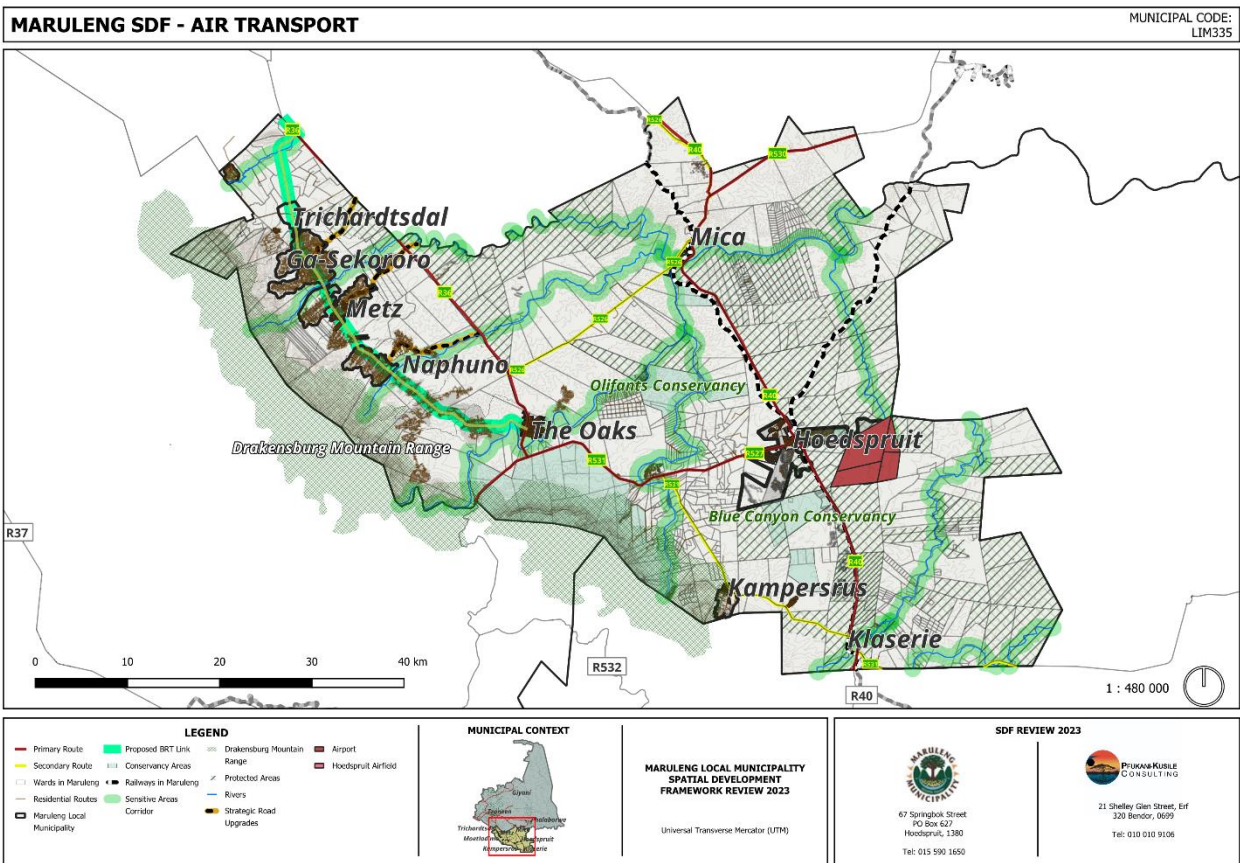
There are plans to upgrade and advance the Eastgate Airport to an international airport, which would make it South Africa's 4<sup>th</sup> international airport. Eastgate Airport already acts as the gateway to the Kruger National Park and many other attraction sites in the east of the country, and the upgraded status of the airport would make it significantly easier and more

convenient for international and local travellers.



Figure 18: Eastgate Airport in Hoedspruit.

Hoedspruit also has an airstrip which plays a significant role for tourism in the area, as a secondary landing point for private, emergency, and chartered flights in and out of the town. Small vacant land parcels around the airstrip can be repurposed for ancillary uses.



Map 28: Air Transport in Maruleng.

### 3.6.4. Public Transport and Infrastructure

The primary source of public transport within the municipal area is taxis and buses. Within the



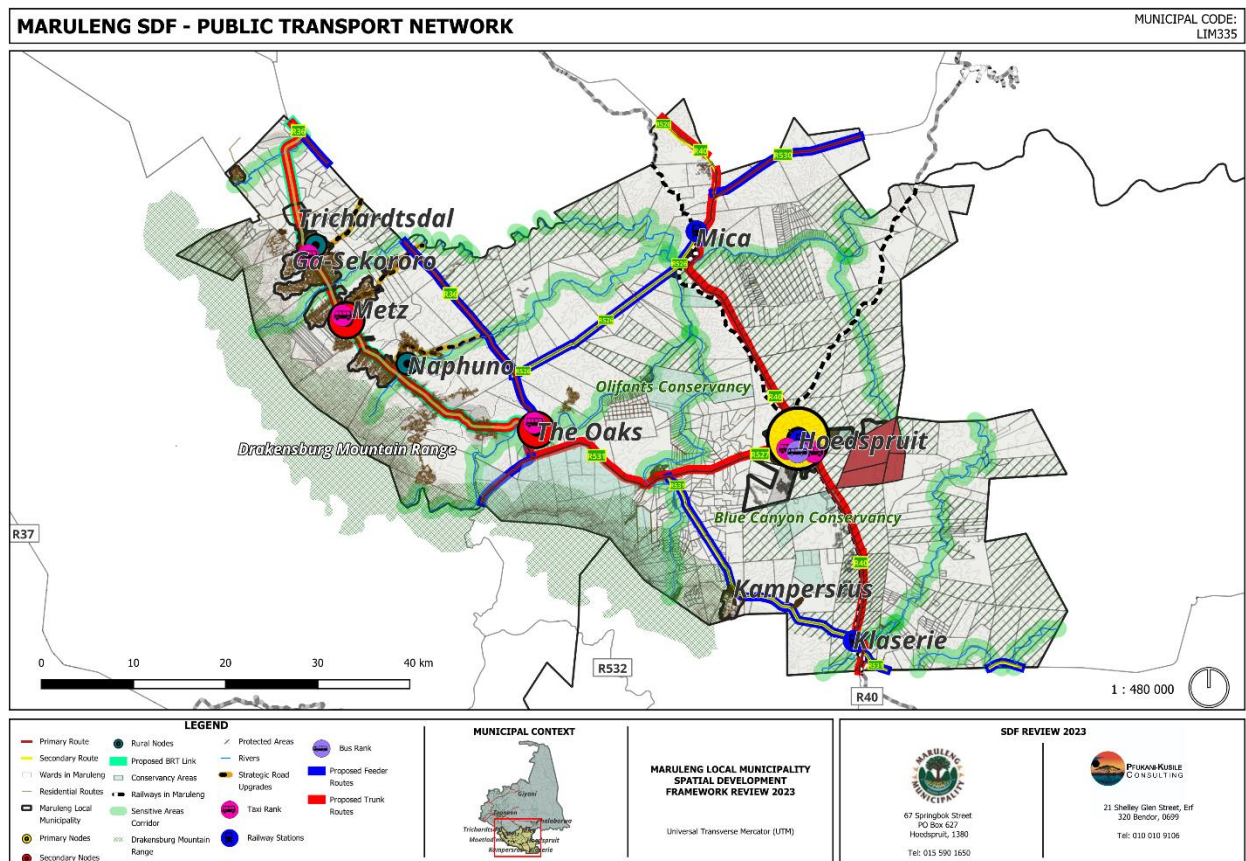
municipality, there are four major taxi facilities:

Table 12: Public Transport and Infrastructure.

Taxi Rank	Description	Facilities
Metz taxi rank	is formal, located in Metz village and travels to Tzaneen, Phalaborwa, and Johannesburg.	Shelter, loading bays, an ablution block that needs water, no seating facilities, is paved and has dustbins.
The Oaks taxi rank	is formal and located at the Oaks and covers Tzaneen, Hoedspruit Phalaborwa, and Johannesburg.	Paved surface, shelter, information boards, ablution block, telephone facilities, no dust bins and seating facilities.
Kanana Village taxi rank	Informal taxi rank, being used in place of the Masokisi rank which is no longer functional.	
Hoedspruit taxi rank	Two informal minibus taxi ranks without any shelter	A new taxi rank is almost complete in the old Hoedspruit business centre, which has all the amenities, and it will integrate various taxi routes.
Masokisi (no longer functional)	The formal rank at Ga-Sekororo covers Tzaneen, Hoedspruit Phalaborwa, and Johannesburg.	Information boards, shelter, loading bays, lights, ablution block which needs proper maintenance, no seating facilities, paved and has dustbins.  Currently, the infrastructure has been unlawfully repurposed for storage and parking purposed.



Figure 19: Public Transport Infrastructure.



Map 29: Public Transport Network in Maruleng.

The following challenges are highlighted as impediments to growth regarding public infrastructure and associated infrastructure:

- Lack of integrated transport systems
- Due to poor road infrastructure in rural areas, taxis and buses are minimal.
- Lack of public transport stops with adequate shelter, seating, bathroom facilities, signage, and information boards. Instead, mini-bus taxis are seen to stop wherever they see commuters waiting for transport, as opposed to a central and established stopping point (refer to Figure 20).



Figure 20: Workers are seen waiting along the R527 outside their places of work for a mini-bus taxi or bus to pass-by.

## 3.7. Engineering Services

### 3.7.1. Water

The Maruleng Local Municipality includes rural villages on parent farms without services. Limited bulk infrastructure characterises the type of access available to spur the development and growth of alternative nodes, as identified in this spatial review. Most farmland and farm portions have access to boreholes as the primary water sources. Most rural villages have access to water through streams, tankers and vendors who supply water to JoJo tanks.

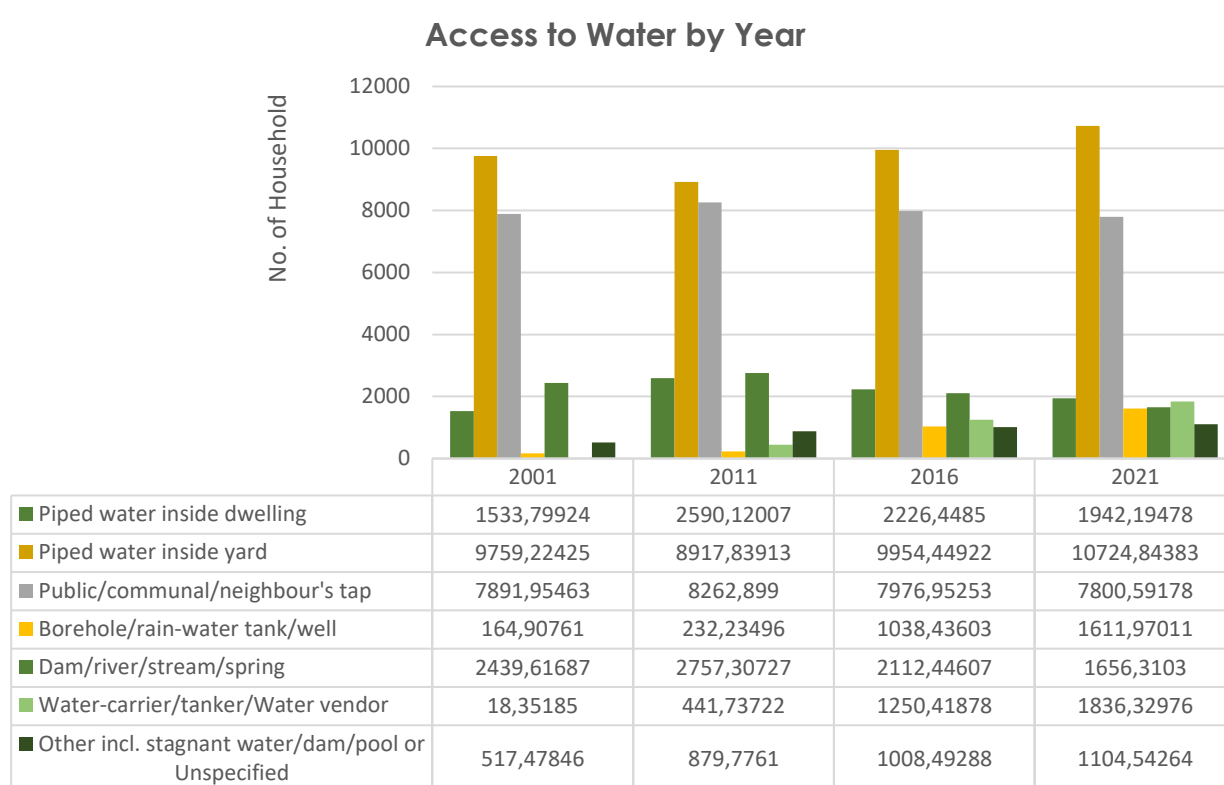
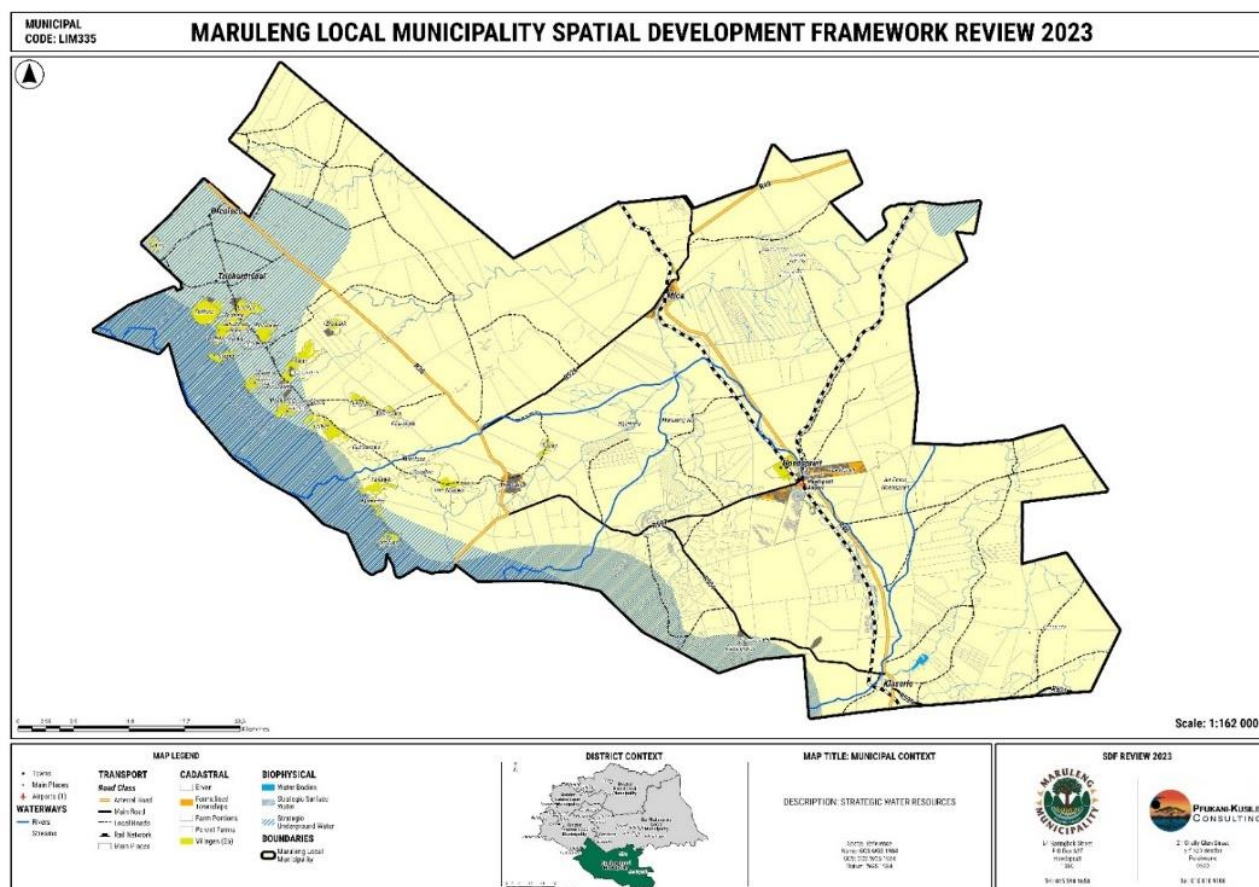


Figure 21: Access to Water (Quantic based on Stats SA, 2021).





Figure 22: JoJo Tanks in the Willows, along the D21.



Map 30: Water Infrastructure.

### 3.7.2. Sanitation

Less than 10% of the population within the municipality has access to flushing toilet systems, with almost 90% of households using pit latrine toilet systems. A marginal number of

households use bucket toilet systems, with the majority reliant on alternative sanitation methods due to the limitations of the sewage system of the Maruleng Local Municipality. Sewage systems are only available in formalised townships, with most infrastructure concentrated in Hoedspruit. The households with access to sanitation in the Maruleng local municipality were 99,62 in 2021 Census data.

The graph below (Figure 23) shows the percentage of households with access to toilet facilities by type. Pit latrine was the most significant contributing toilet facility type of all toilet facility types accessed by the B: Black African population group, with a contribution of 89,59%.

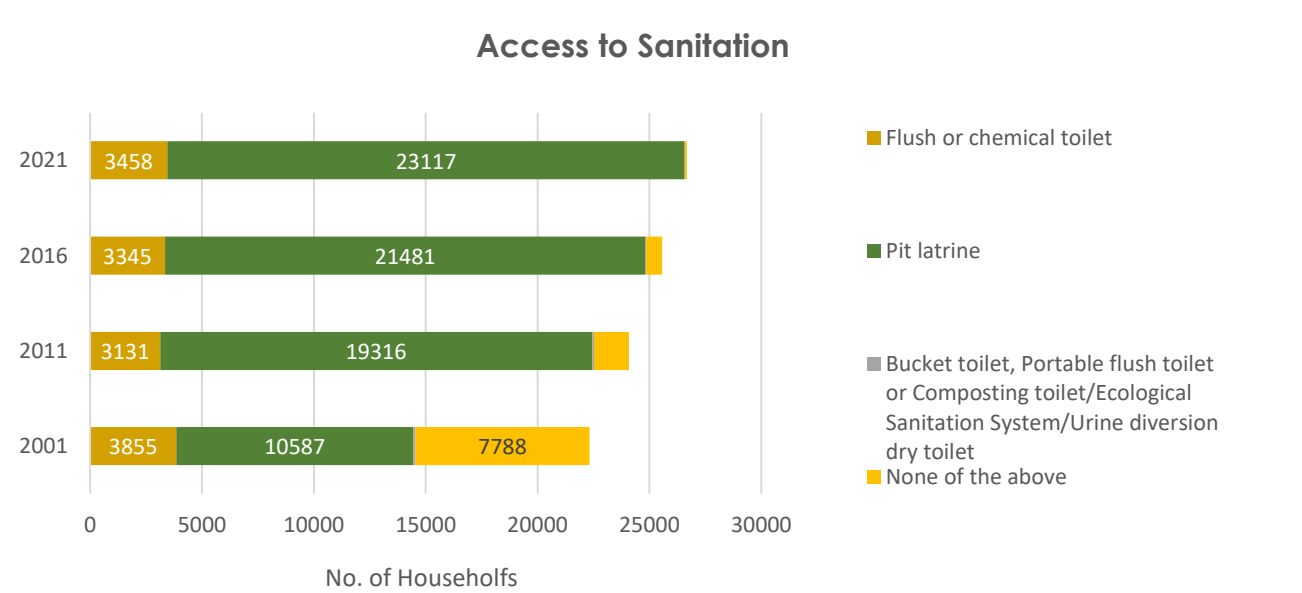


Figure 23: Access to sanitation (Quantic based on Stats SA, 2021).

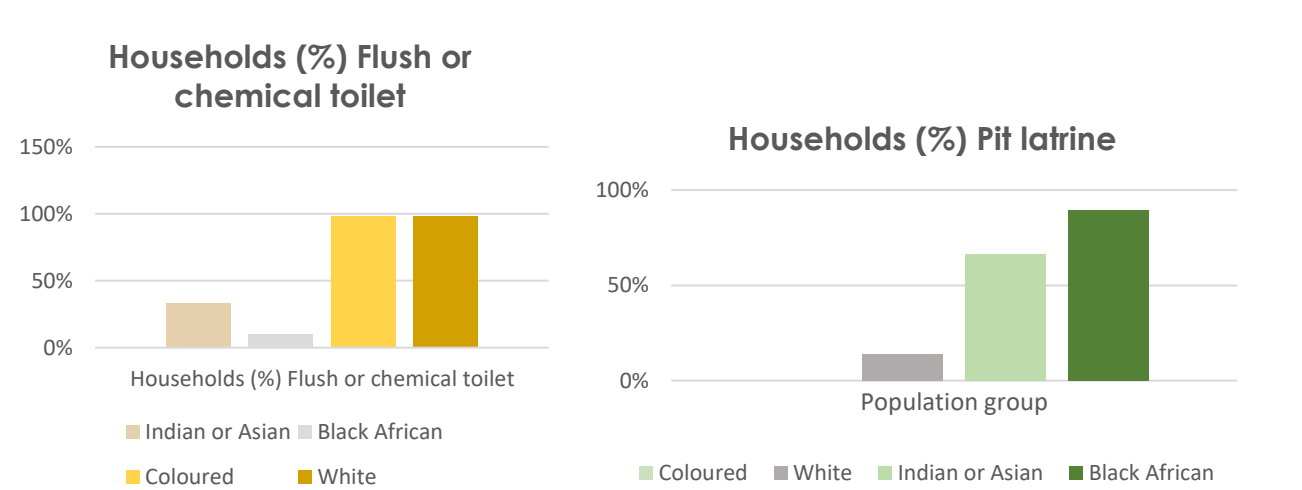
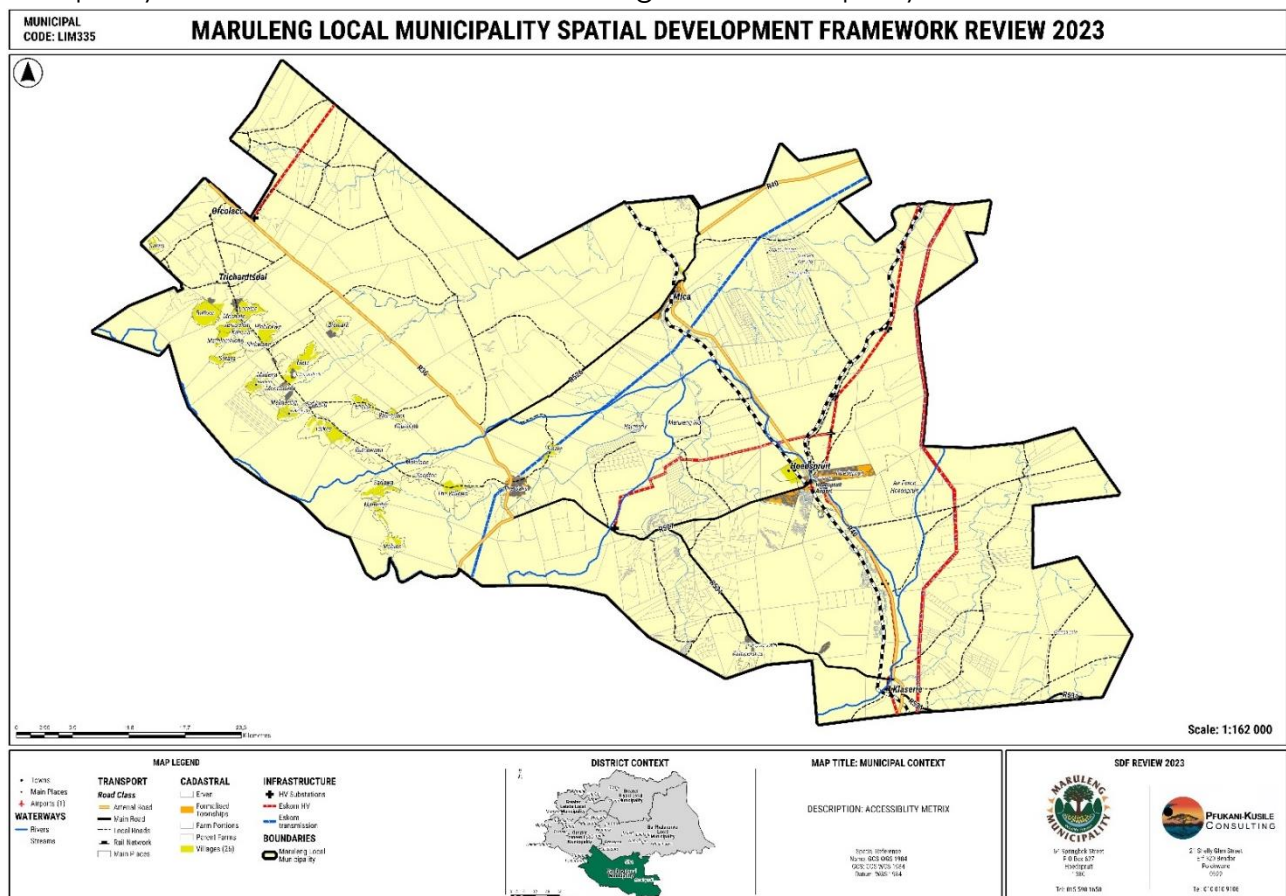


Figure 24: Toilet facilities by type and by population group (Quantic based on Stats SA, 2021).

### 3.7.3. Electricity

Most of the municipal area is supplied directly by Eskom in Maruleng Local Municipality. Energy source statistics reveal that whilst almost 90% of the population depends on Eskom for lights, alternative energy sources are still being used in rural villages that rely on wood for cooking.

Over 60% of the population relies on wood compared to almost 30% who have access to electricity. Less than 20% of households do not have access to electricity, with 10% using candles for lighting. This represents the spatial disparities in access to services that improve the quality of life for residents of the Maruleng Local Municipality.



Map 31: Electricity Infrastructure (Quantic based on Stats SA, 2021).

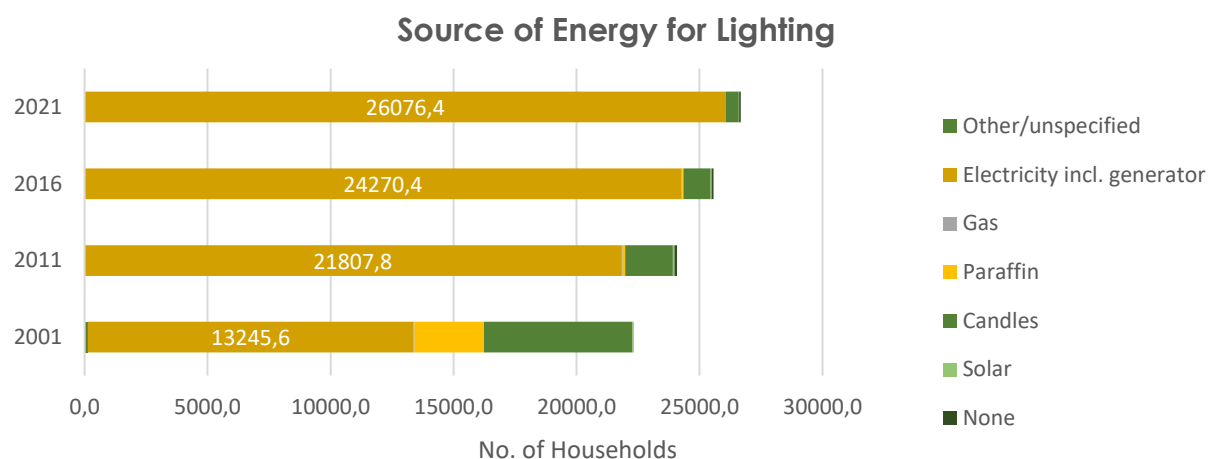


Figure 25: Access to Energy for Lighting.

### 3.7.4. Refuse Disposal

The households with access to refuse removal services (in % of households) in the Maruleng Local Municipality were 93.94% in 2021. The percentage of households with access to refuse removal services in the Maruleng was 82.33% on average from 2017 to 2021. This is higher than the value for Mopani at 82.28% and lower than the value for Limpopo at 85.74% between 2017 to 2021. Figure 26 shows that most households remove their refuse dump of all removal service types accessed. The number of households utilising no rubbish disposal or unspecified has decreased between 2001 and 2021, indicating that more households have access to some form of waste removal. However, refuse collected by local authorities between this period has also slightly decreased and the number of households utilising their own refuse removal has increased. This might indicate that there are challenges in the collection by local authorities.

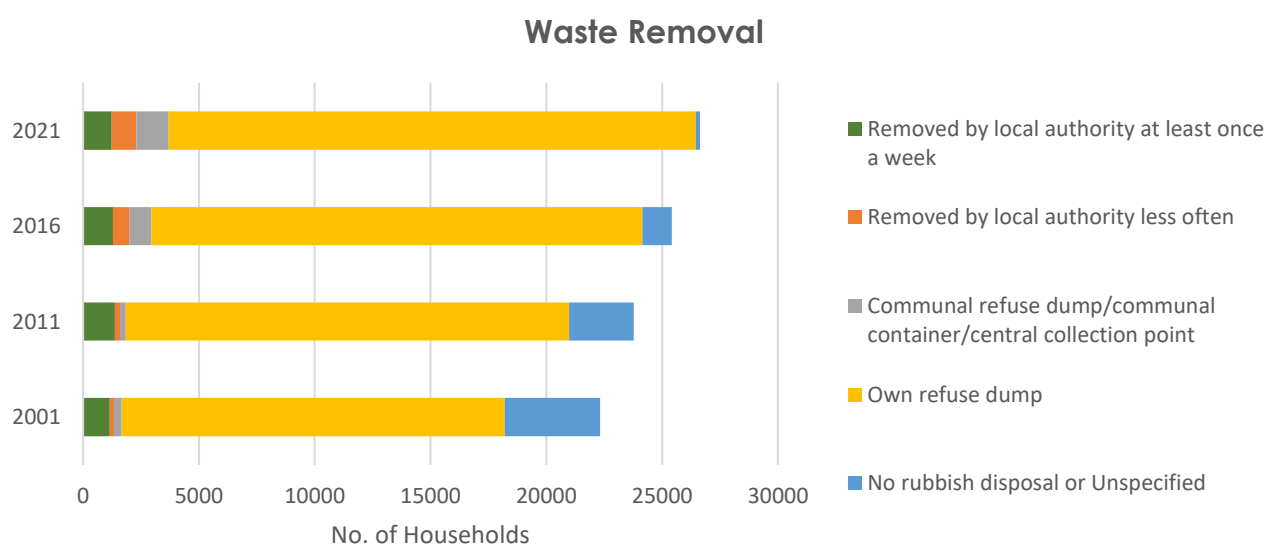
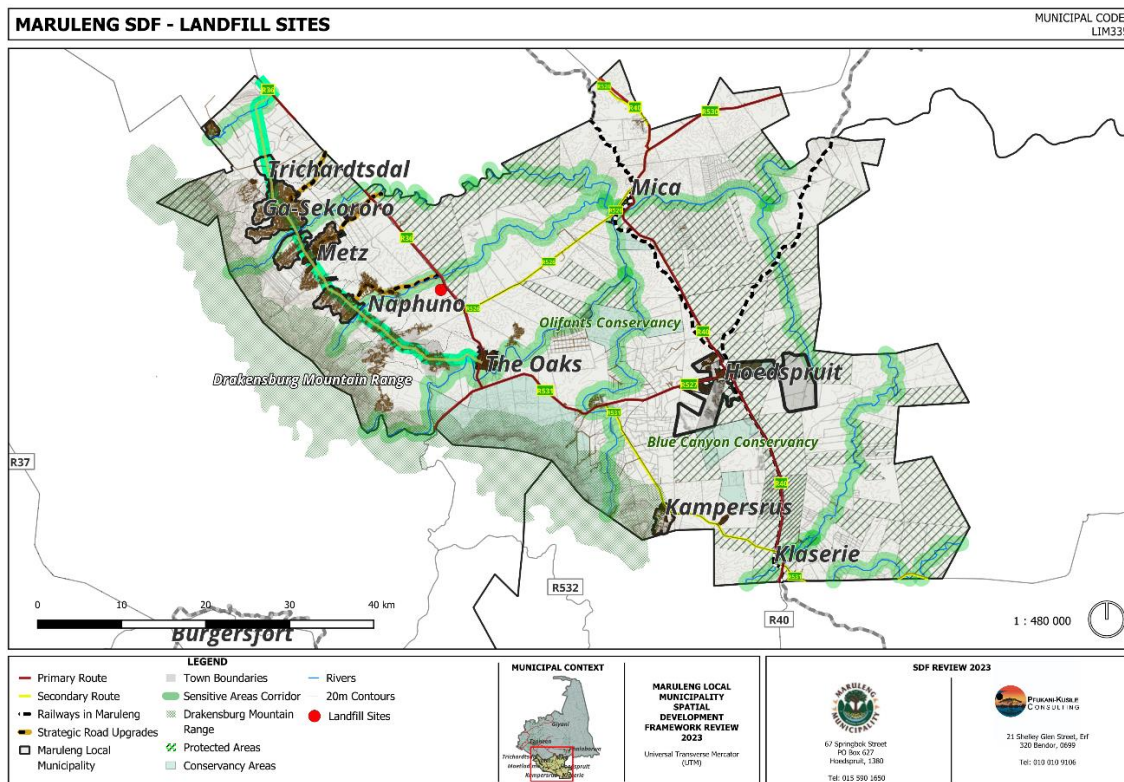


Figure 26: Access to waste removal (Quantic based on Stats SA, 2021).





Map 32: Landfill site in Maruleng.



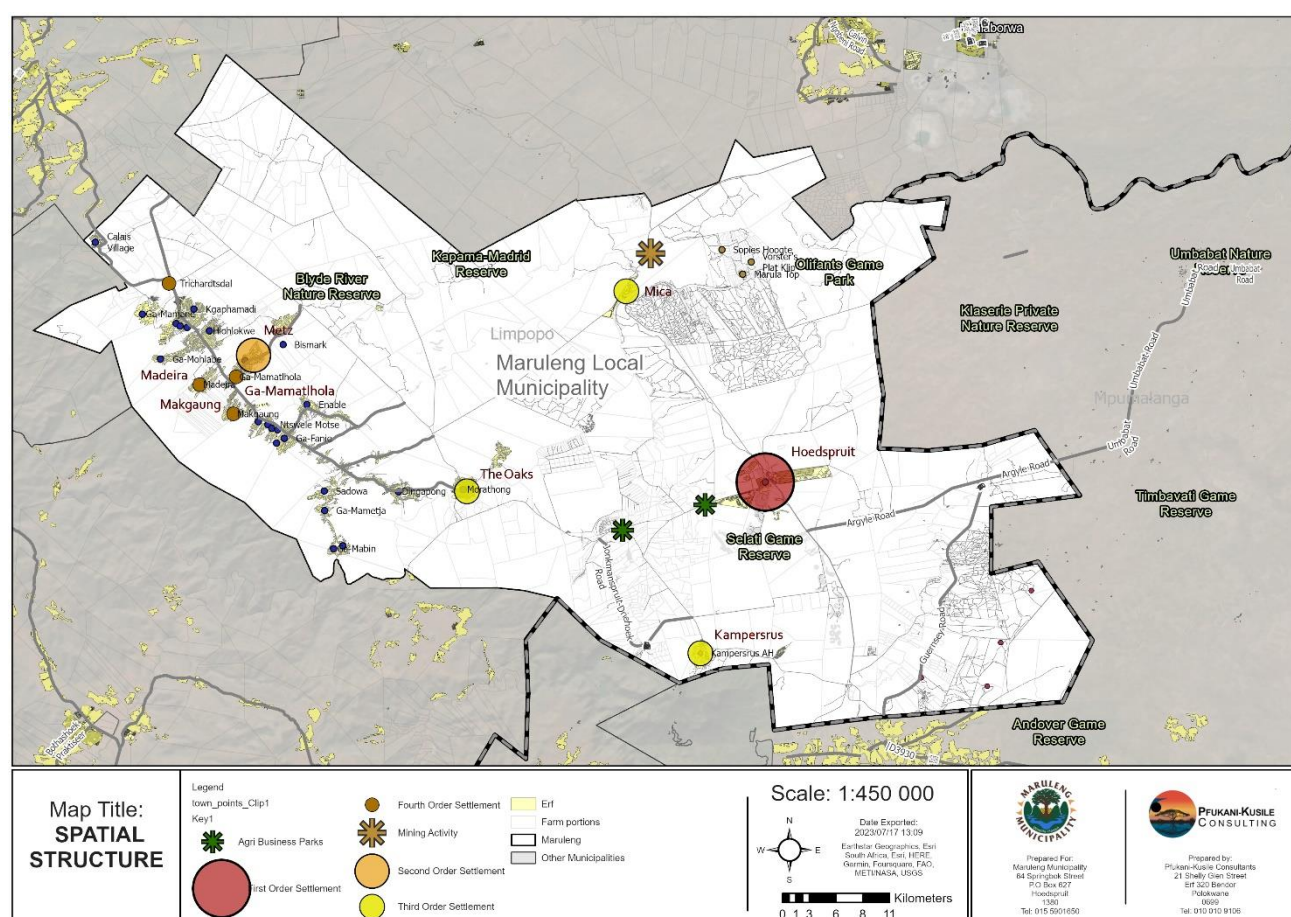
## 3.8. Spatial Structure, Settlement Hierarchy and Movement Network

### 3.8.1. Spatial Structure and Settlement Hierarchy

The spatial structure of Maruleng Local Municipality is that of a rural municipality. The settlements are spatially established along the western parts of the municipality, while the central extents are fairly sparsely inhabited. Commercial agriculture and conservation areas are the main land uses in the central and eastern parts of the district.

There are only three formal or urban areas in the study area, namely Hoedspruit, Kampersrus and Mica, while most of the population is concentrated in the western parts of the municipality, which formed part of the former Lebowa Homeland area.

There are areas that serve as small local service points including the small town of Ofcolaco, Klaserie and others. The majority of the Maruleng LM population live in these points, which are located along the D21, a major provincial route traversing the municipality.



Map 33: Maruleng Settlement Hierarchy.

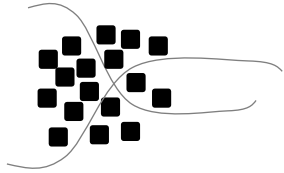

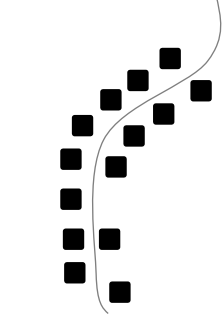

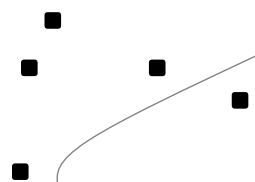

Table 13: Settlement Hierarchy of the Municipality.

Type	Characteristics	Areas
<b>First order- District growth point</b>	<ul style="list-style-type: none"> <li>• Centre of the tourism industry in the municipality</li> <li>• Well developed with existing infrastructure</li> <li>• It has potential for further growth</li> </ul>	<b>Hoedspruit</b>
<b>Second order- municipal growth point</b>	<ul style="list-style-type: none"> <li>• Villages are strategically located.</li> <li>• There are existing infrastructure and Potential for further development</li> </ul>	<b>Metz central</b>
<b>Third order – high population density area</b>	<ul style="list-style-type: none"> <li>• Different areas with high population density exist in the Oaks- Metz- Trichardsdal development corridor – establishment of a municipal development corridor linking the rural villages.</li> <li>• Need for infrastructure network linking all villages to further stimulate economic development.</li> <li>• Limited mining in Mica</li> </ul>	<b>The Oaks</b>  <b>Kampersrus</b>  <b>Mica and Blyde</b>
<b>Fourth order- Little economic activities</b>	<ul style="list-style-type: none"> <li>• <b>Challenge with infrastructure backlog</b></li> <li>• <b>Opportunity for local economic development along the foothills of the Drakensberg Environmental Area</b></li> </ul>	<b>All other villages</b>

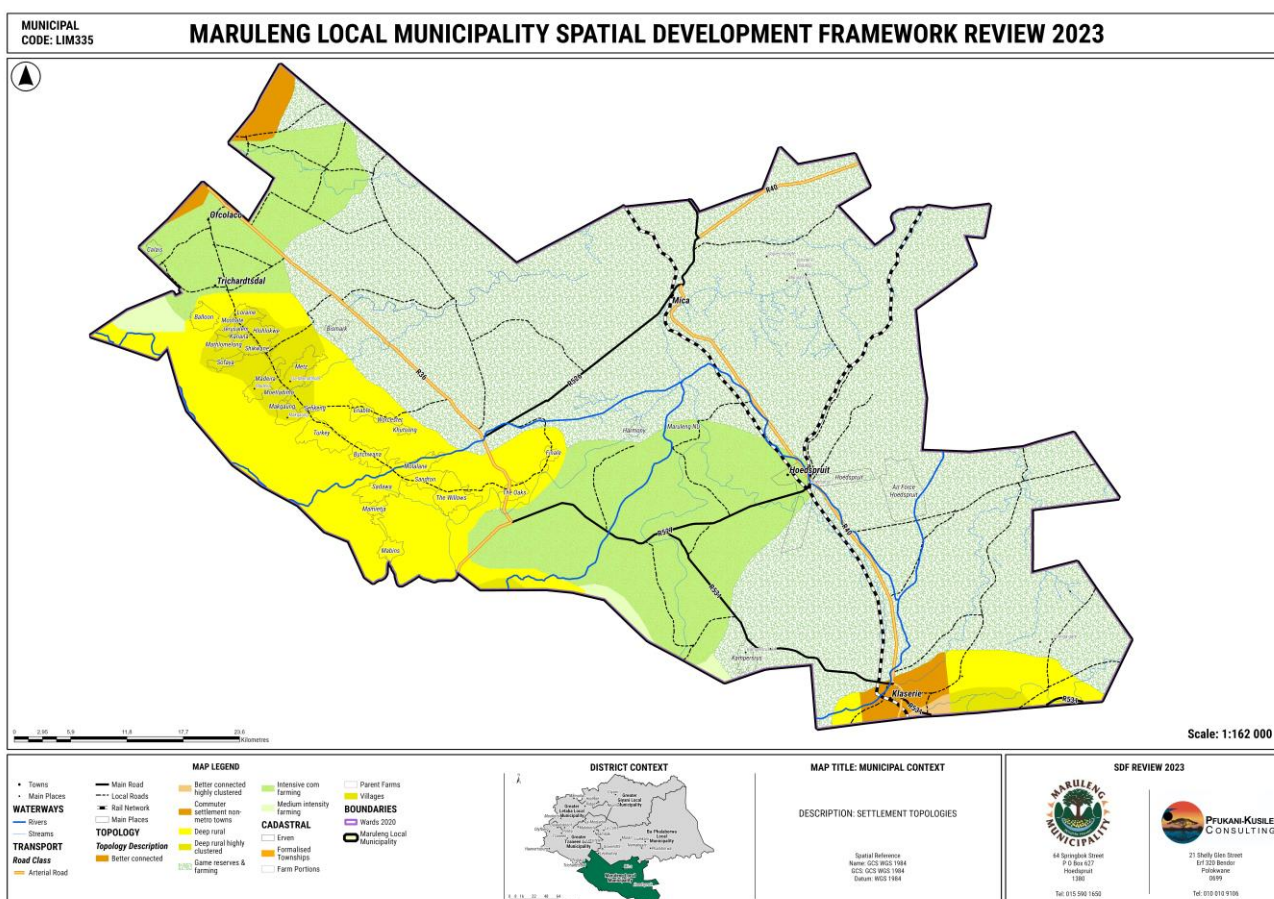
### 3.8.2. Settlement types and patterns

The types of settlement patterns currently found in the province are clustered or nucleated settlements, linear settlements, and scattered or dispersed settlements. Those types of patterns are illustrated in *Table 14*.

Table 14: Maruleng Settlement Types and Patterns.

Settlement Patterns		Settlement Patten explained
<p><b>Clustered or nucleated settlements</b></p> 		<p><b>Clustered or nucleated settlements</b> are settlements where houses or structures are grouped closely. These settlements often form around a central feature (e.g., a road intersection, a church, a public space etc.) Examples: Hoedspruit,</p>
<p><b>Linear Settlements</b></p> 		<p>Linear Settlements are characterised by the line formation of houses or structures along a road, river etc. Examples: Metz, Calais,</p>
<p><b>Scattered or dispersed settlements</b></p> 		<p>Scattered or dispersed settlements occur when the houses or structures are built far apart, and the settlement does not appear to follow a particular pattern.  Examples: Ofcalaco Balloon</p>





Map 34: Topology of Maruleng.

Figure 27 shows that most settlements and dwellings are found in Traditional areas in Maruleng, with urban settlement types only making up 3% of the municipality. The most common tenure status is occupied rent-free, this reflects the economic status of the municipality, with almost ¾ of the population eligible for social housing or government funded housing.

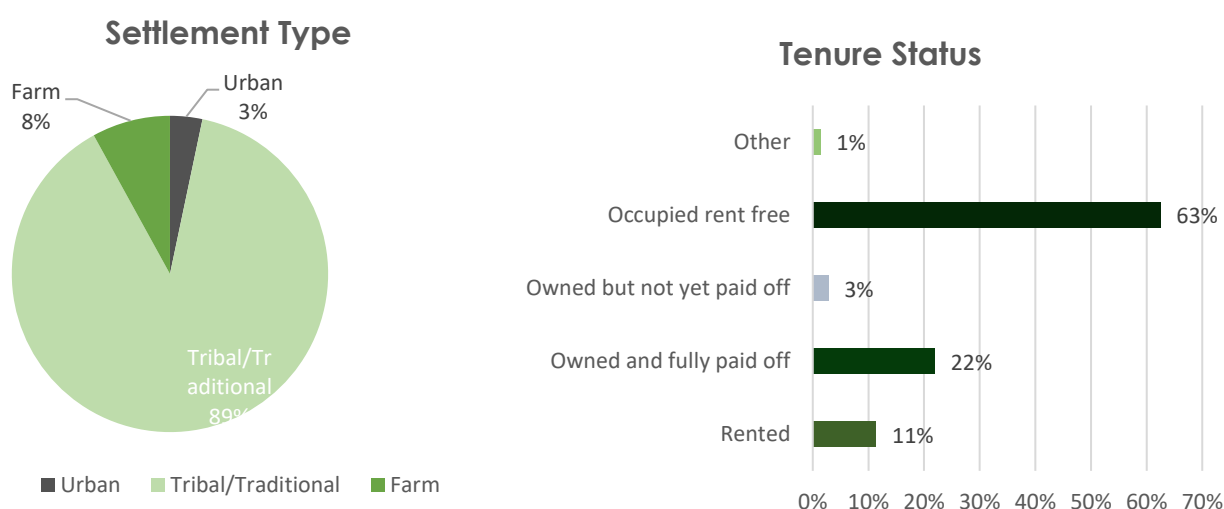
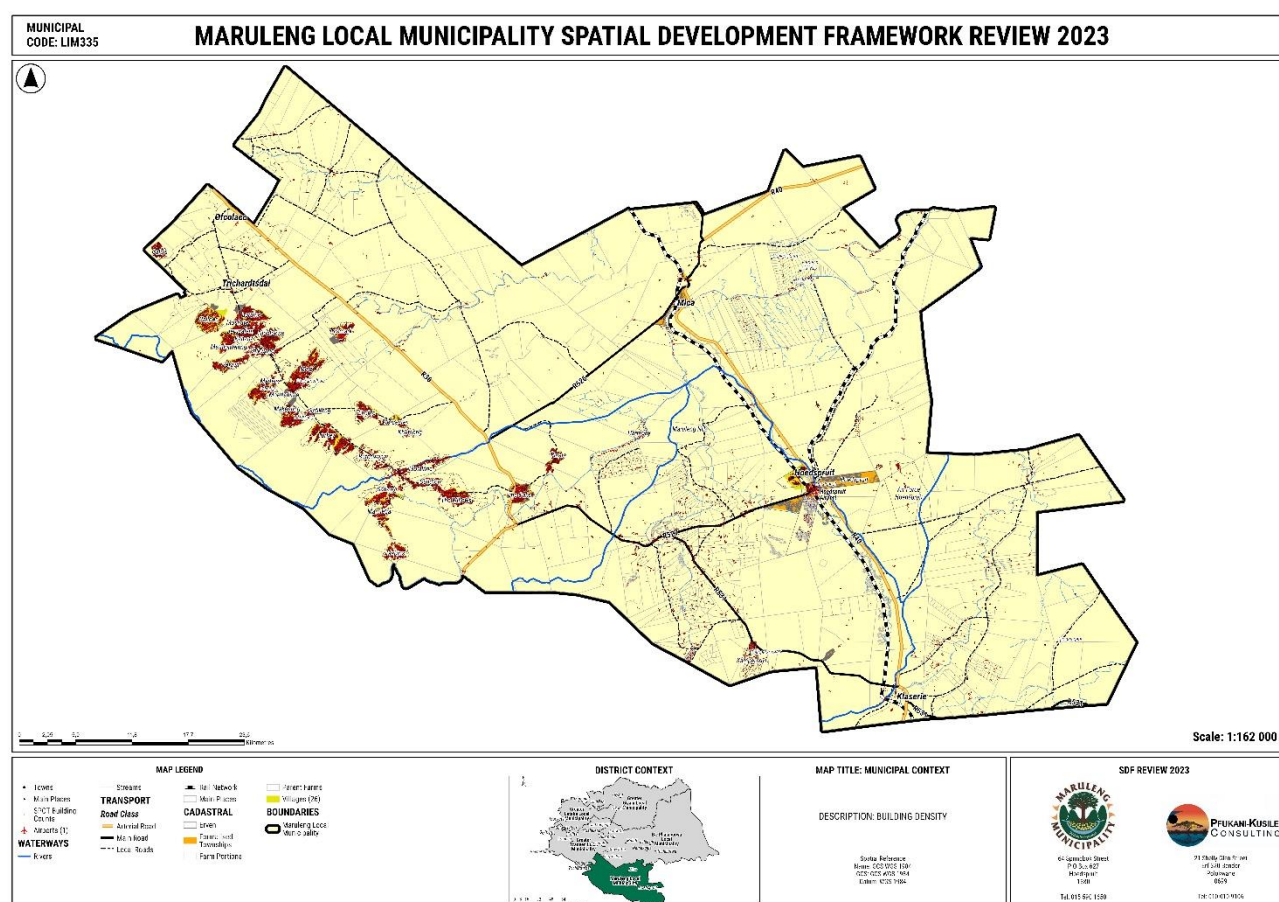


Figure 27: Settlement Type and Tenure Status (Quantic based on Stats SA, 2021).

Map 35 shows a pattern of scattered settlements expanding and merging to form larger consolidated settlements. Most infill development that emerged in the municipality is found around the economic nodes of Metz and Lorraine.



Map 35: Building Density.

### 3.9. Housing Development

The Maruleng municipality has a household annual growth rate of 2.4%, or 3,921 households. Percentage-wise, this growth rate was the highest in the district and was higher than the provincial average, noting that the growth is from a small base. Most of the growth occurred in the linear settlement form along the Drakensberg escarpment in the Oaks and Metz area. There is also expansion in Hoedspruit as a clustered settlement and service node in the wildlife and tourism industry.

Although there are a range of housing typologies in study area, the predominant housing structure is single dwellings on a separate stand or yard. The number of dwellings made from traditional materials has decreased since 2001, which indicates that people are steadily converting/upgrading their houses. House or brick structure on a separate stand or yard accounts for the majority of 2021 Census data.



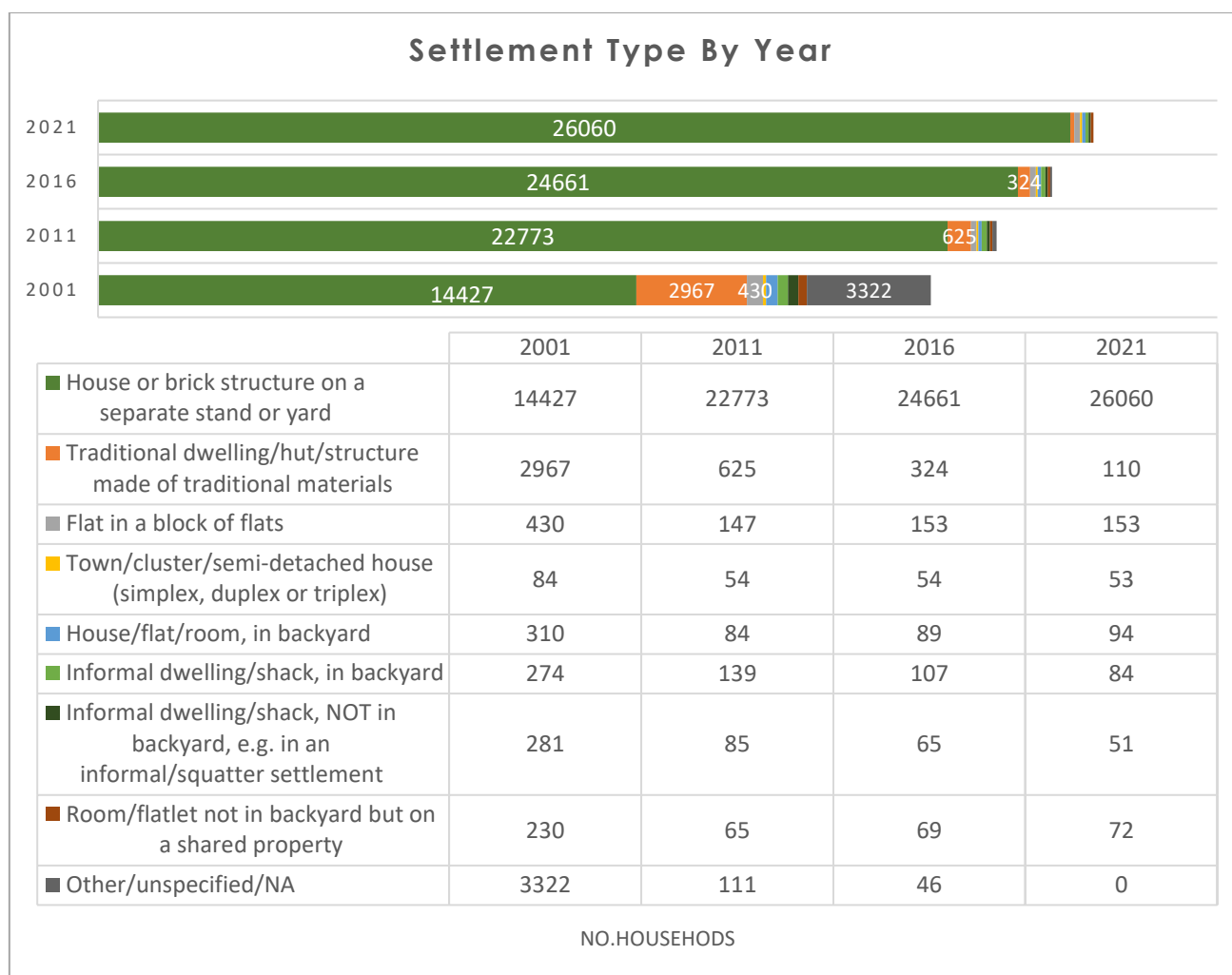


Figure 28: Settlement types (Quantic based on Stats SA, 2021).

According to Maruleng LM Draft IDP 2022-2023 the current housing backlog exists in the rural villages and is estimated at 1140 households. COGHSTA for the financial year 2015/16 has allocated 150 houses and of which 50 are completed and 100 under construction and this will reduce the backlog to 990. The municipality has a Housing Chapter that outlines how the backlog will be eradicated.

The challenges faced in housing development noted in the Maruleng LM Draft IDP 2022-2023 are:

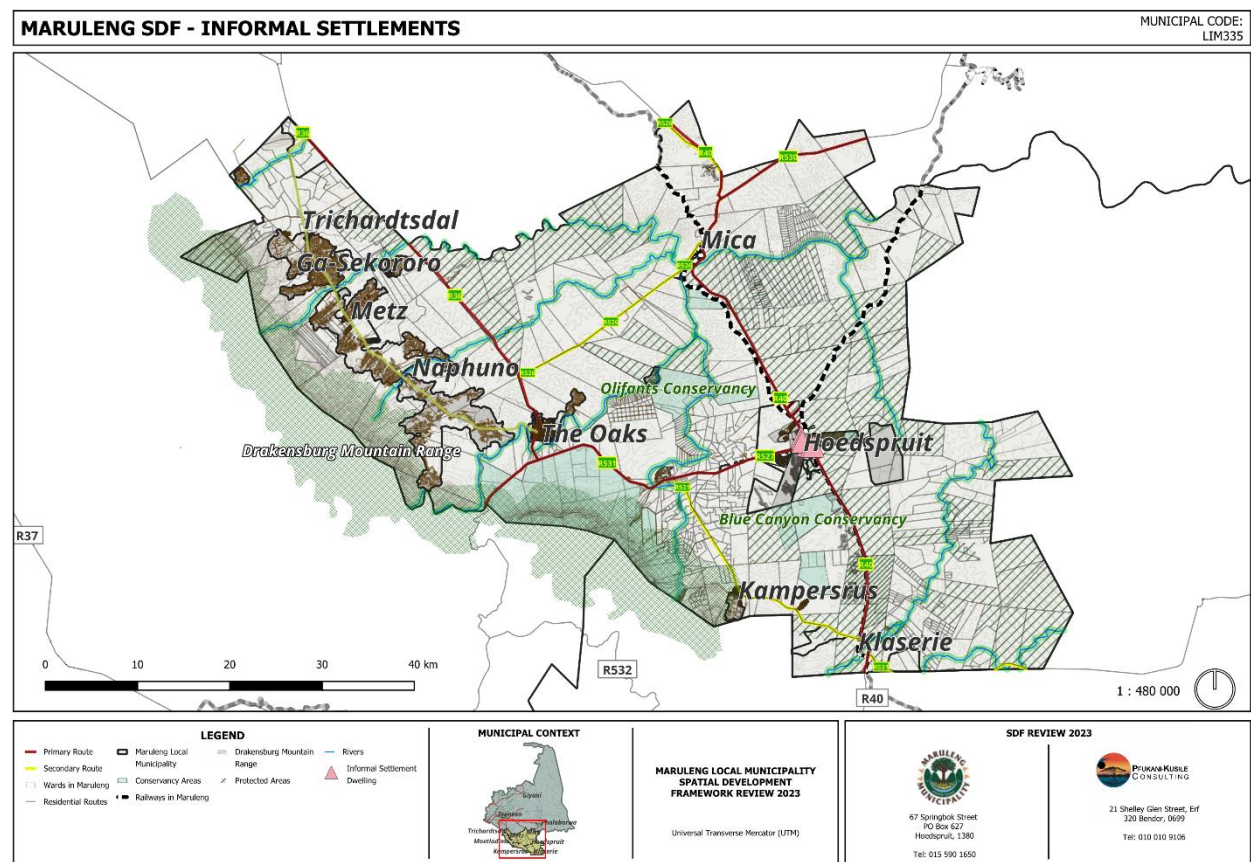
- No availability of land in Hoedspruit (economic hub) to build low-cost housing as an attempt to build integrated human settlement.
- Poor quality of some RDP houses.

### 3.9.1.1. Informal Settlements

The municipality is faced with the challenge of informal settlements which emerge due to poverty, unemployment, population growth and urbanisation. The Reviewed IDP 2023/24 records 2 informal settlements in the municipality made up of 590 dwellings and accommodating 3 540 households.



Figure 29: Informal Settlement in Hoedspruit along the Klaserie Road (R40).



Map 36: Informal Settlements in Maruleng.

### 3.10. Social Infrastructure

This section reviews important social infrastructure in Maruleng, scrutinizing the spatial distribution, quantity, and condition of existing facilities. Where appropriate, information from policy documents (IDPs and the PSDF) and guidelines outlined in *The Neighbourhood Planning and Design Guide*<sup>1</sup> (Department of Human Settlements, 2019) will be applied to justify the recommendations and proposals made in Section 5 of this document, titled *Spatial Proposals & Implementation Framework*.

#### 3.10.1. Health Facilities

Most of Maruleng LM facilities are in and around Hoedspruit, with smaller concentrations of social amenities in Diphuti, Metz, and Lorraine/ Ga-Sekororo to the north. Higher order services are mostly found in Hoedspruit, strengthening its role as the main service centre in the municipality. There are a fair number of community facilities that are distributed in Diphuti/The Oaks, Metz, and Lorraine. However, the villages between The Oaks and Metz are not well served with social amenities, and these should in future be provided with community facilities along the main road (route D21).

According to Maruleng LM Reviewed IDP 2023/24, there is one public hospital, ten clinics and three mobile clinics in total. The hospital is in Ga-Sekororo along route D21.

The existing community facilities are as follows:

Table 15: List of Clinics in Maruleng.

	Name of Clinic	Headcount	Location of Clinic	
Eastern Local Area	The Willows Clinic	25 752	-24.191426,	30.423150
	Hoedspruit Clinic	19 089	-24.355608,	30.951234
	Mabins A Clinic	25 399	-24.376693,	30.542865
	Turkey Clinic	33 068	-24.308704,	30.509857
	The Oaks Clinic	18 440	-24.361999,	30.668014
Western Local Area	Sekororo Clinic and Sekororo Gateway	42 090	-24.214597,	30.406242
	Bismark Clinic	20 244	-24.204860,	30.502046
	Sofaya Clinic/Sekwai C	23 644	-24.233954,	30.405679
	Lorraine Clinic	23 568	-24.191426,	30.423150
	Calais Clinic	11 527	-24.132921,	30.341087

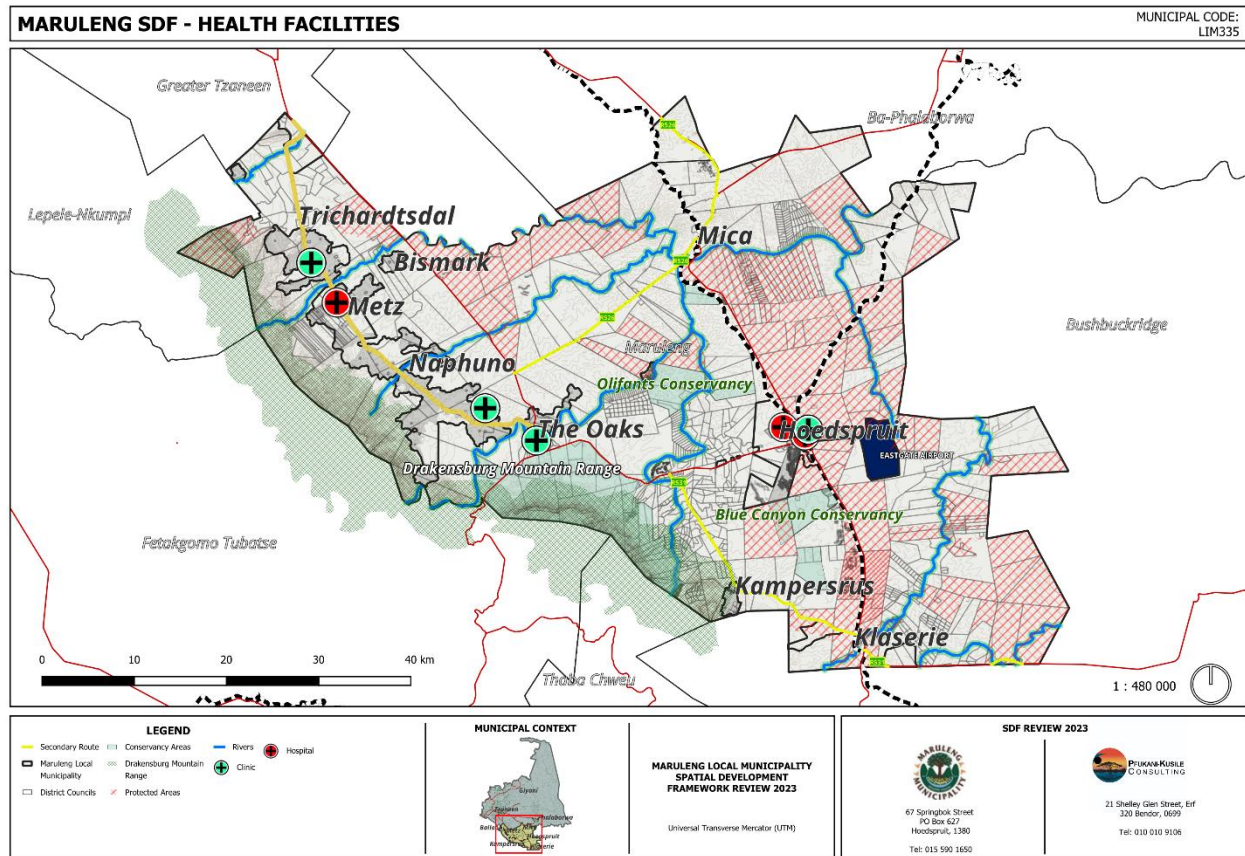
<sup>1</sup> *The Neighbourhood Planning and Design Guide* is a document published by the Department of Human Settlements (DHS) in 2019. This document is a revised version of its predecessor, the Guidelines for Human Settlement Planning and Design – more commonly known as the 'Red Book'.



	Rabothatha Medi Centre	-24.228761,	30.438314
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Mobile clinic services are clustered into five components namely (Reviewed IDP 2023/24):

- Hoedspruit Mobile Clinic has three units servicing about 27 851 populace, and
- Sekororo Mobile Clinic has two units servicing about 28 424 populace.



Map 37: Health Facilities in Maruleng.





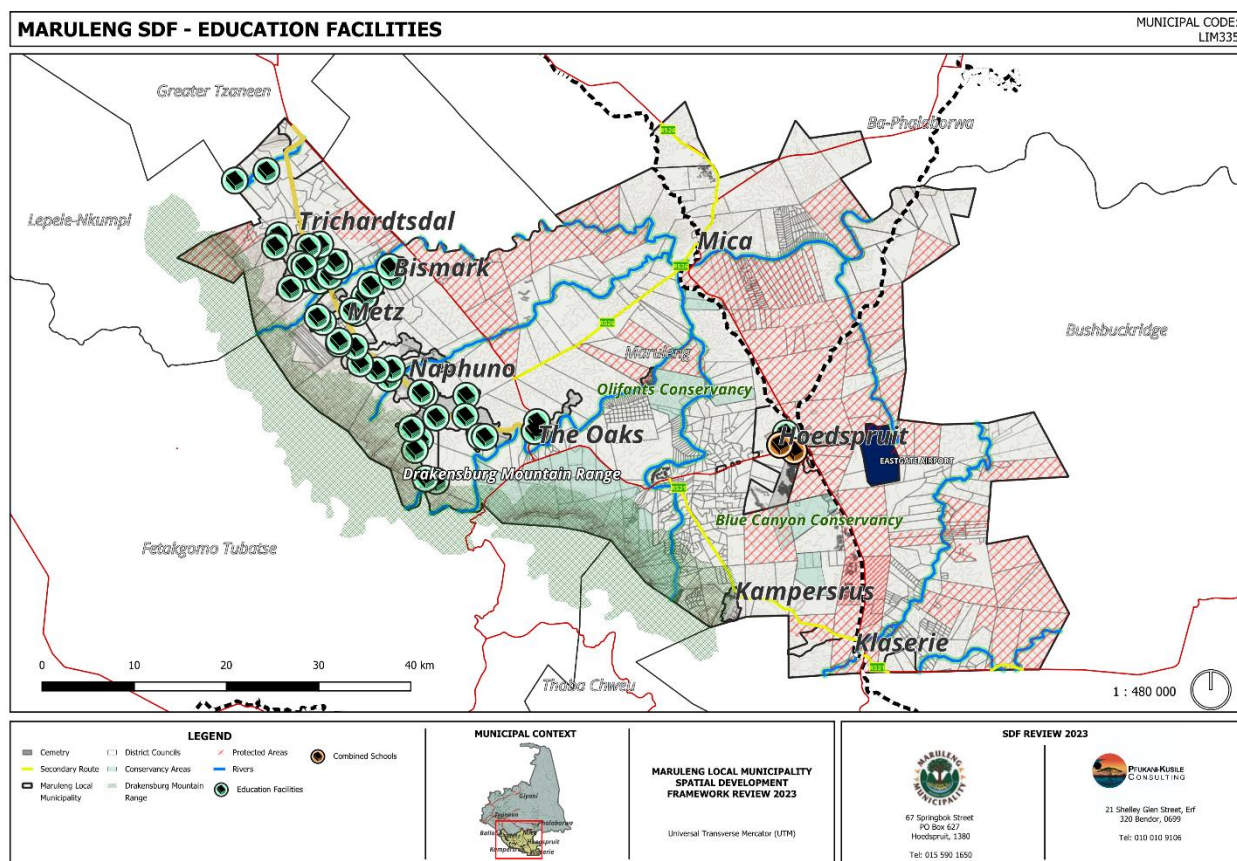
Figure 30: Sekororo Hospital.

### 3.10.2. Education Facilities

According to the Maruleng LM Reviewed IDP 2023/24, there are 39 primary schools, 1 combined school, and 22 secondary schools in Maruleng. There are also 15 Adult Basic Education and Training (ABET) centres in MLM. However, there are no tertiary or higher learning institutions in Maruleng, which accounts for to the shortage of skills in the area (Reviewed IDP 2023/24). A Technical and Vocational Education and Training (TVET) college is envisioned to be located within the Bismark area, and other initiatives will be distributed within the municipal area.

There are not enough schools in Maruleng for the number of learners – with a backlog of 66 classrooms (Reviewed IDP 2023/24). In addition to this shortage of schools across Maruleng, existing schools have inadequate infrastructure (such as electricity, water, sanitation), especially in the rural areas. Despite Hoedspruit being the primary service centre of the LM, there is no public secondary school in the town. The municipality also has sixty-nine Early Childhood Development (ECD) centres and thirteen Department of Social Development (DSD) service points (reviewed IDP 2023/24).

The Reviewed IDP 2023/24 states that “Education investments are crucial for sustained economic growth as it directly contributes to increased work productivity, more rapid technological adaptation, and innovation, as well as better natural resource management”.

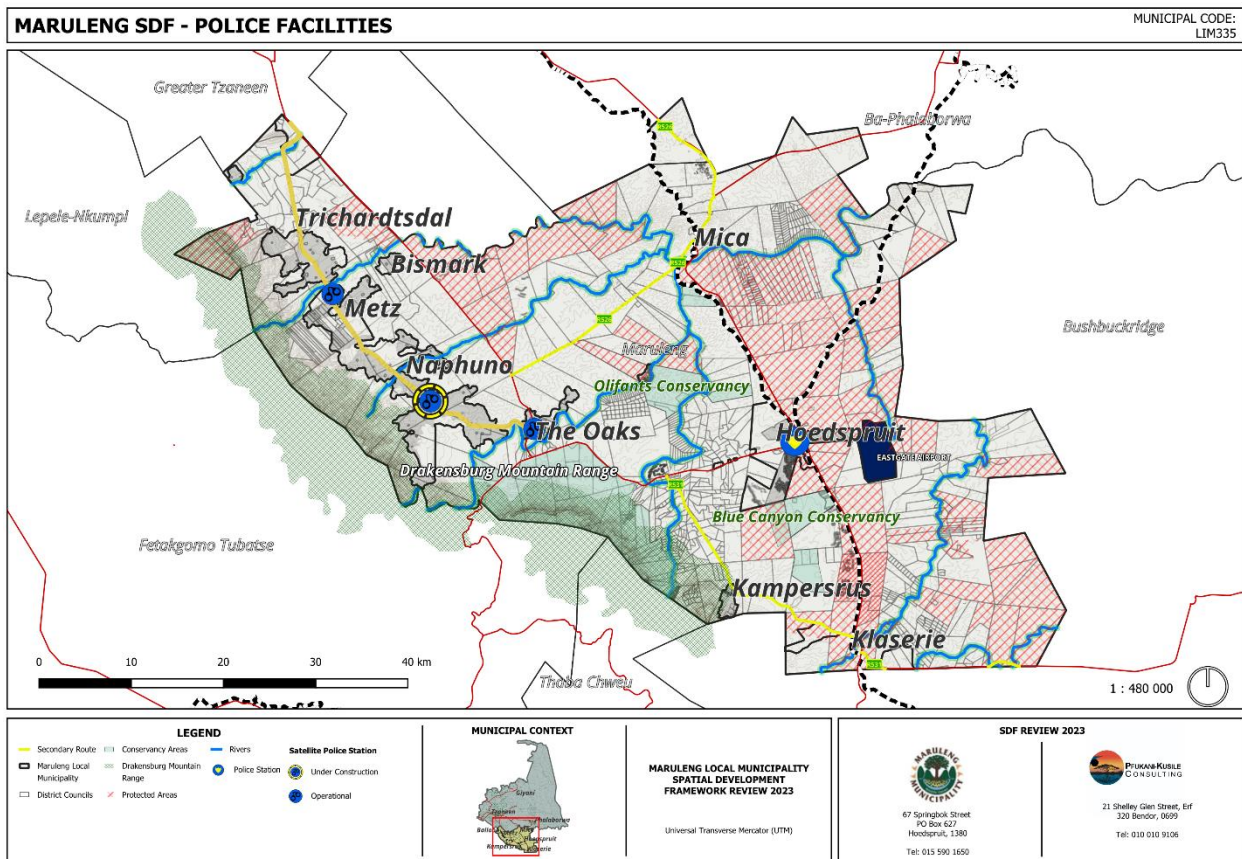


Map 38: Educational Facilities in Maruleng.

### 3.10.1. Safety, Security and Disaster Management

There are Community Policing Forums (CPFs) in all the wards and one Police Station located in Hoedspruit. There are two operational Satellite Police Stations located in Thusong Centres in the Oaks and the Metz, and one Satellite Station currently being constructed at the Willows Village. The South African Police Service (SAPS) has earmarked portion 4 of the Farm Metz 75-KT for the development of a fully-fledged police station, which is planned to be completed in 2024. A shortage of police personnel and effective community policing are identified by the Reviewed IDP 2023/24 as critical challenges for the Municipality. The IDP (2023/24, p. 103) states that “for the municipality to achieve economic growth, safety and security is required to attract investments and thus create jobs and poverty alleviation”.



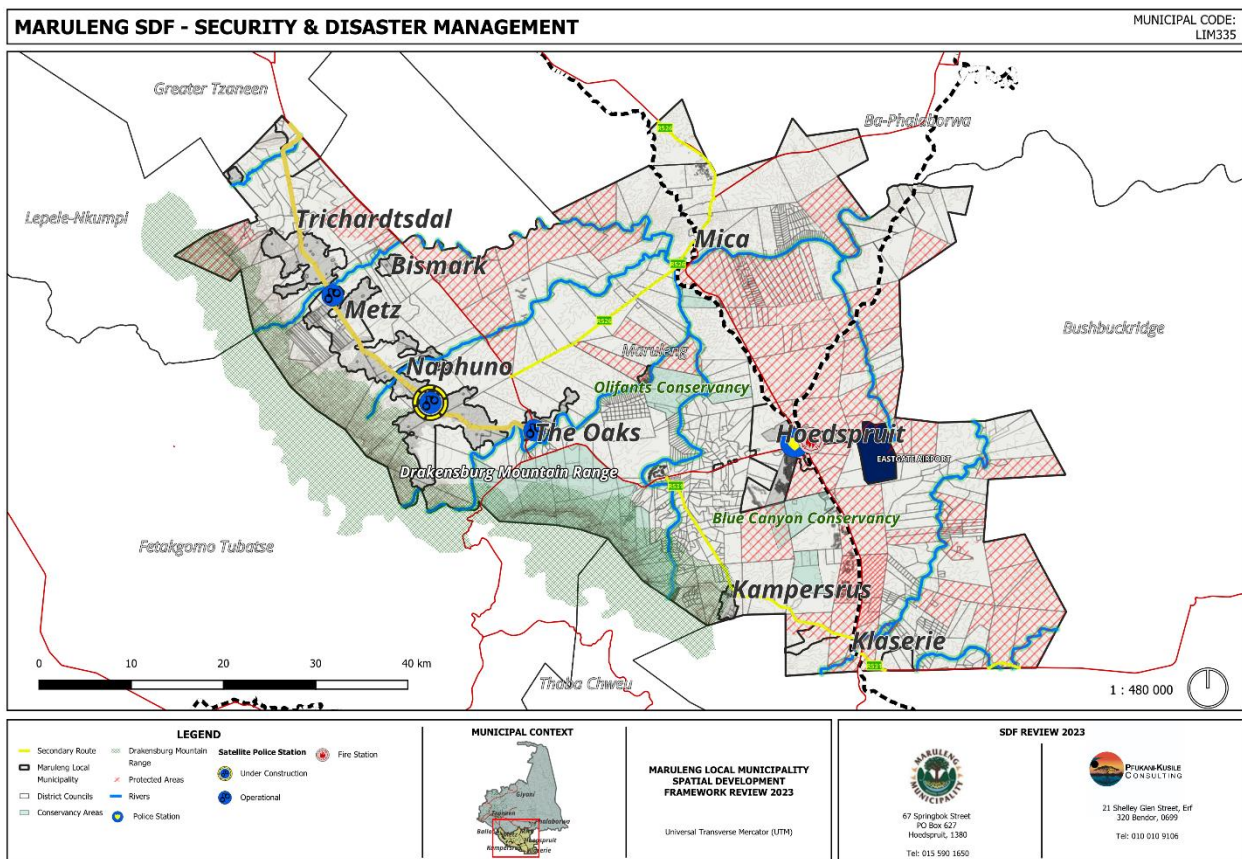


Map 39: Police Facilities in Maruleng.

There is one fire station in the LM, namely in Hoedspruit. According to *The Neighbourhood Planning and Design Guide* (DHS, 2019), a drive time of 23-minutes is the ideal maximum response time for a fire station in rural areas. In areas located close to the boundary of the municipality (such as Trichardttsdal), emergency response time would exceed this ideal maximum, clocking close to an hour response time. Hence there is a need for additional emergency services to efficiently serve the entire study area.



Figure 31: Hoedspruit Police Station and Fire Station.



Map 40: Security and Disaster Management Facilities in Maruleng.

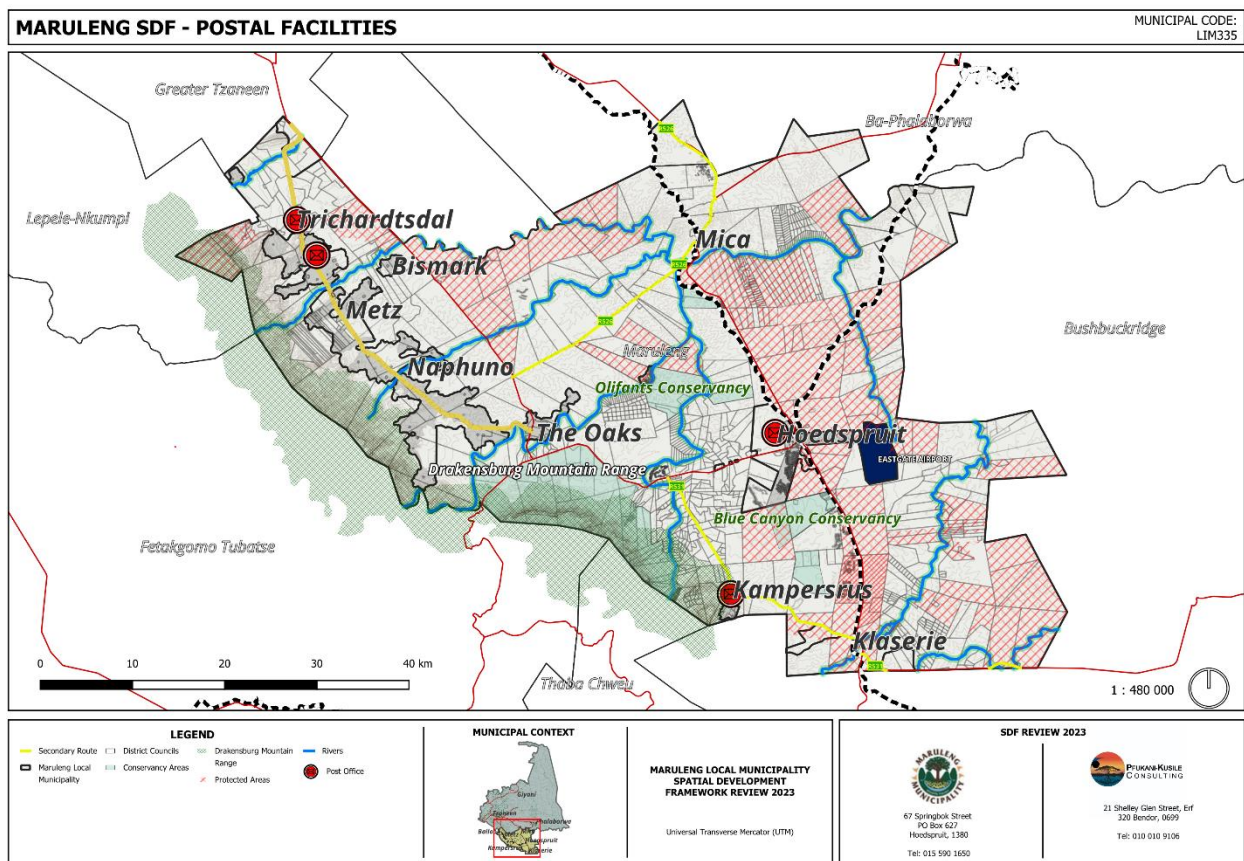
### 3.10.2. Postal Services

There are a limited number of post offices in the study area namely in Kampersrus, Lorraine/Ga-Sekororo and Trichardttsdal. The Hoedspruit South African Postal Office (SAPO) branch has been closed.

Despite the growth of dependence on technology and devices for receiving email and text messages, the post office continues to deliver essential services to communities. Particularly in the case of Maruleng which has a high rural population with limited access to alternate services, the post office is important for consumers who need mail and parcels delivered, access benefits, local newspapers, bills, letters, and invitations.

According to the *Neighbourhood Planning and Design Guide* (DHS, 2019), the ideal maximum distance to travel for postal services is between 5-10km and a single postal facility is to service a population of between 10 000 to 20 000 people. Thus the opening of postal facilities in the areas of Naphuno and the Oaks is recommended as they would benefit these communities and neighbouring settlements.

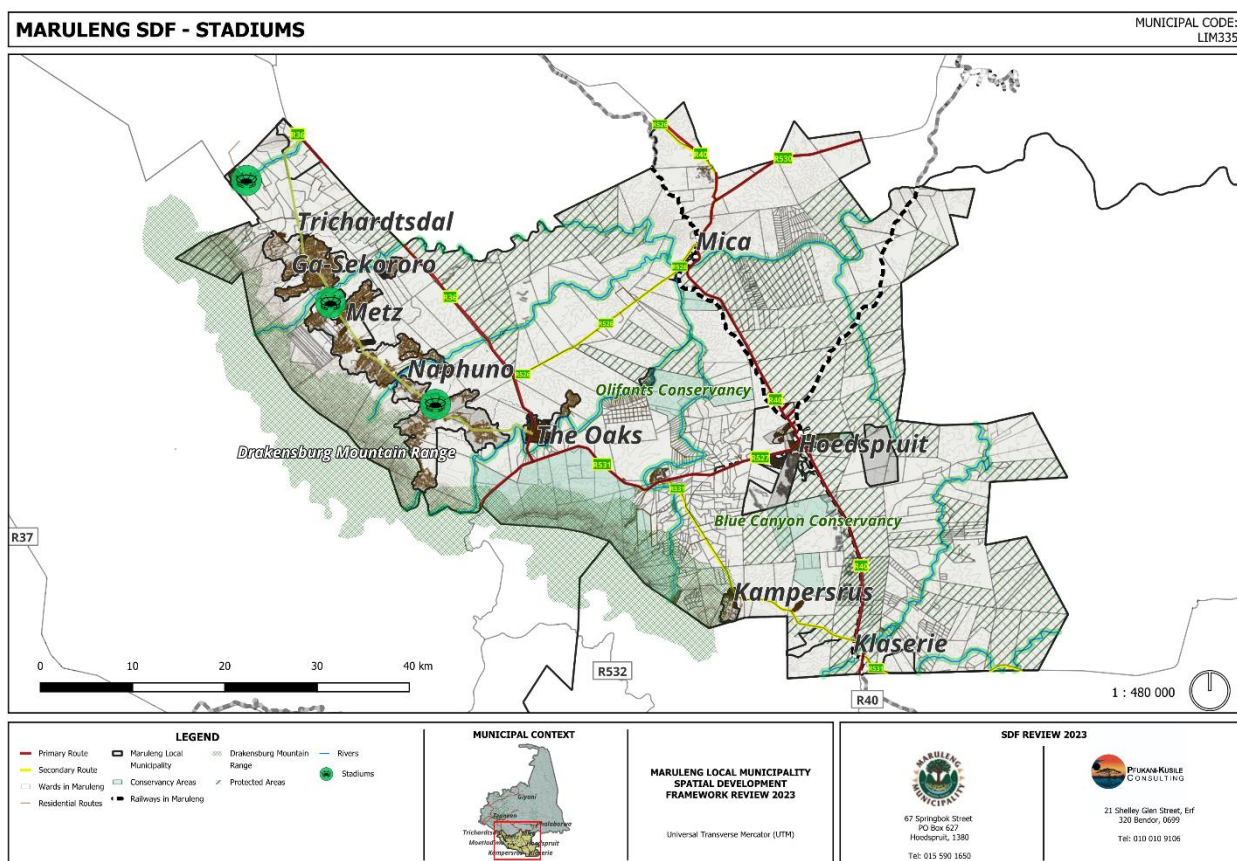




Map 41: Postal Facilities in Maruleng.

### 3.10.3. Sports and Recreation

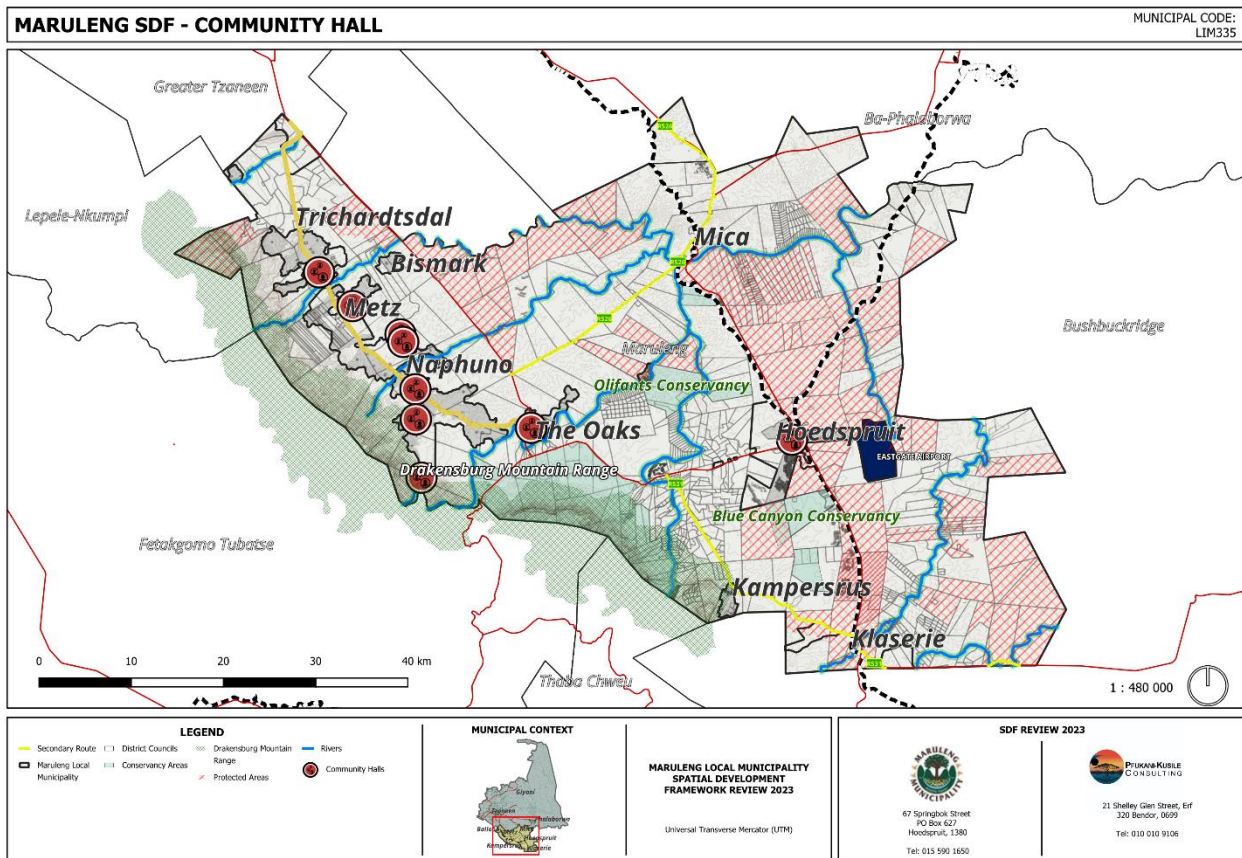
According to the Maruleng LM Draft IDP 2022-2023, The development of sports in the municipality is still a challenge. The municipality has three stadiums namely Willows Stadium, Metz Ground and Calais Stadium (refer to Map 42). There is also Metz sports hub which has facilities of different sporting codes. Currently the Municipality is constructing a world-class indoor centre sports facilities at Maderia village.



Map 42: Sports Stadiums in Maruleng.

### 3.10.4. Community Halls

The municipality has 14 community halls and is currently busy with designs to construct community hall in Lorraine village (Reviewed IDP 2023/24). According to *The Neighbourhood Planning and Design Guide* (DHS, 2019), community halls in rural areas should ideally be accessible between 10km to 30km. The map below demonstrates that all main local areas have access to community halls within the recommended distance of 10km to 30km.

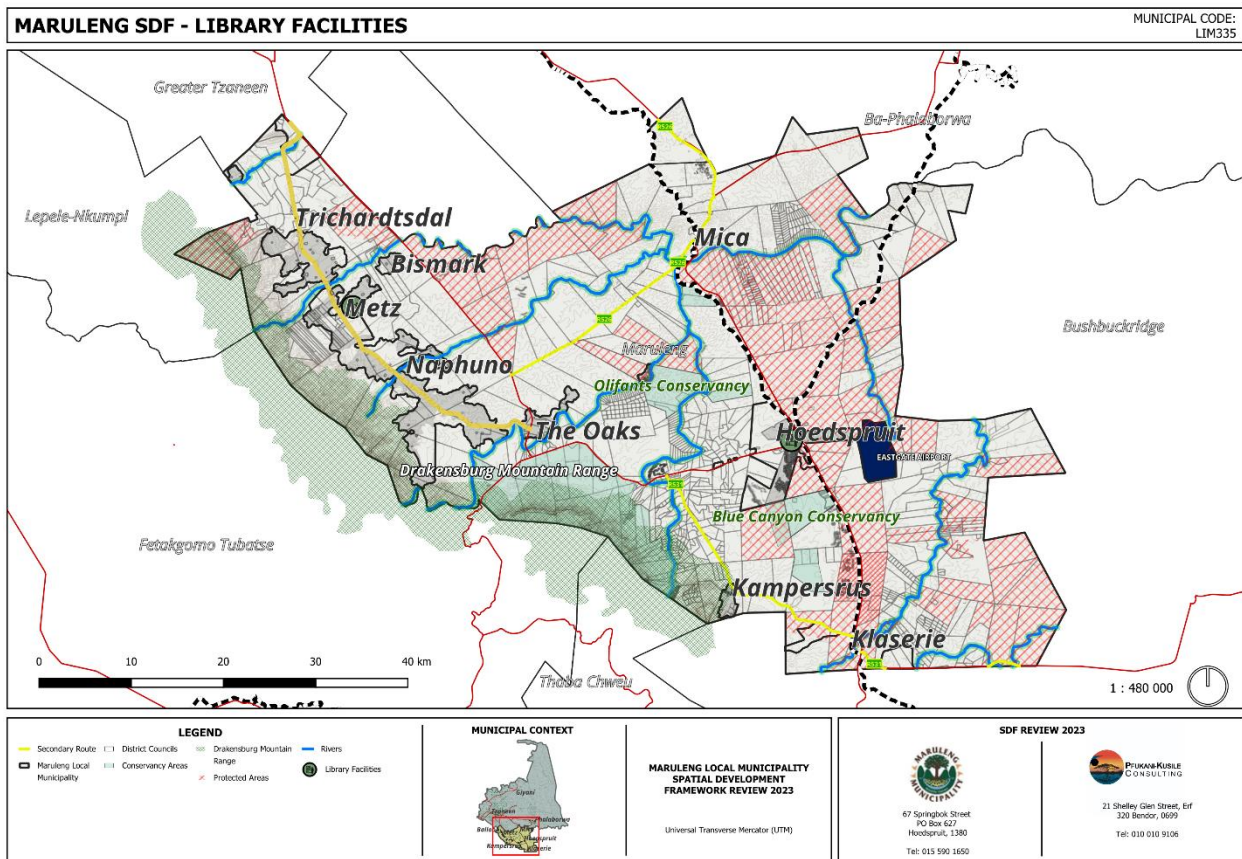


Map 43: Community Halls in Maruleng.

### 3.10.5. Libraries

There are three libraries in the municipality, two managed by the municipality and the other by the South African National Defence Force. The library in Metz is an important milestone because of its location and accessibility for most community members (Reviewed IDP 2023/24).

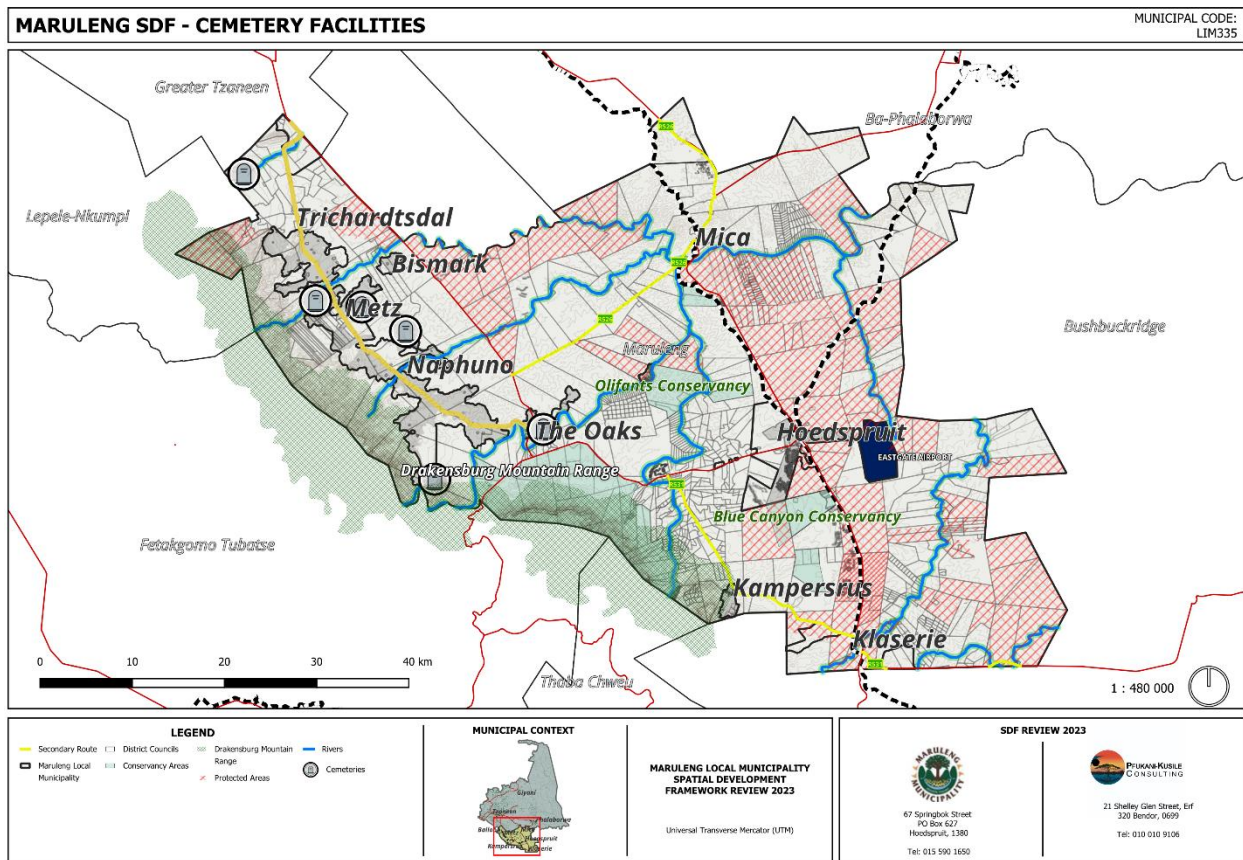




Map 44: Library Facilities in Maruleng.



### 3.10.1. Cemetery Facilities



Map 45: Cemetery Facilities in Maruleng.

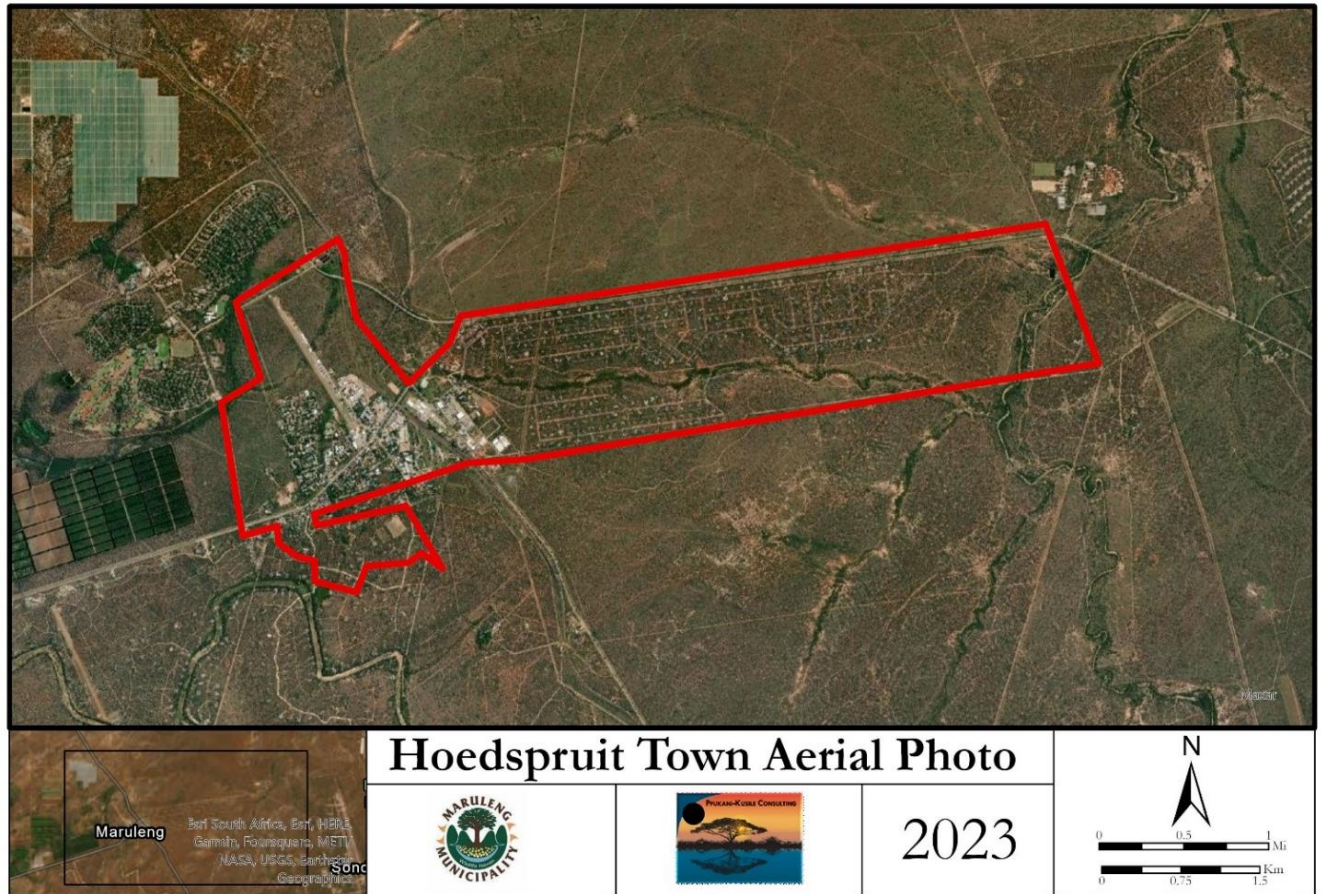
Cemetery facilities in Maruleng are located in major settlements, as seen in the map above.

### 3.11. Local Area Spatial Structure and Settlement Land Use

Identified local areas will be discussed and located in this section in relation to their spatial structure, characteristics, economic activities, and challenges facing development.

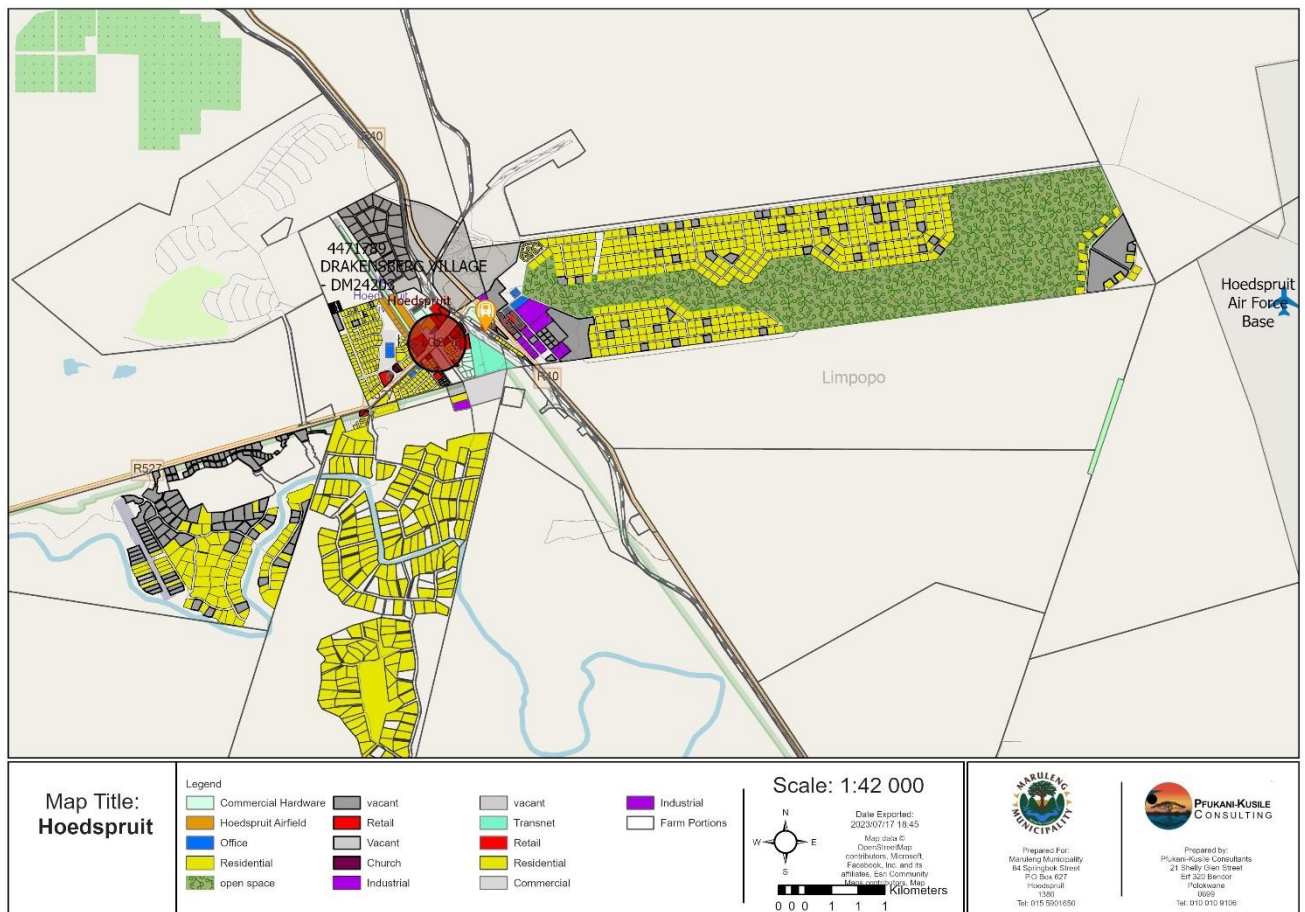
#### 3.11.1. Hoedspruit

Hoedspruit is a town situated at the foot of the Klein Drakensberg, at the intersection of R40 and R517, with a parallel railway line. While still small, the town has grown in recent years due to its proximity to private game reserves, which are significant contributors to the local economy. The railway station is in the south-eastern quadrant of the intersection of the main roads. The East Gate Airport is situated to the east of the town.



Map 46: Hoedspruit Locality Map.





Map 47: Hoedspruit Land Use.

Hoedspruit provides a higher order service to the surrounding area including complimentary activities associated with the agricultural and mining sector, retail, social and financial services.

The bulk of retail, commercial, and industrial activity are consolidated along R527 and R40. Hoedspruit Shopping Centre and Hoedspruit Crossing are situated along R40. Kamogelo Centre and Spar Complex are situated at R527. More retail activities are located north and south of route R572, along Panther Street and the Sunset Business Centre close to the bus rank.

Commercial and hardware activities are adjacent to routes R40 and R527 and consist of motor sales, repair services, and building materials.

Residential densities range from low to medium within the town. There are several accommodation venues within the town. Office developments in the town may be associated with tourism-related facilities that are offered.

The town has two taxi ranks along, R527 and R40. There is a bus rank north of route R527 and a bus depot on Koedoe Street. The bus rank has formalised trading structures sometimes used as illegal residential dwellings. The railway station is south of Hoedspruit Crossing, used by a goods train. There is an airfield to the north-west of route R527 along Koedoe Street.

Drakensig is a gated community located to the north-west of the town comprising low density residential development, business activity, social amenities, educational facilities, a golf course, and other sports facilities.

There are several Game Farms within the area. The town consists of Hoedspruit Air Force Base and East Gate Airport, which accommodates commercial flights. The tourism and agricultural sector of the town are continuing to grow. There are 2 informal settlements, one in town along R527 and the other along R40. There are developments of a mall in the town. Informal trading is found near the taxi rank and bus stop. There is a site along the railway used for recycling, which has resulted in the emergence of an informal settlement along R527.

There are community facilities scattered throughout the town. The social services in the town are a police station, magistrate's court, Department of Labour, Municipal Offices, Licensing Department, and a Fire Station.

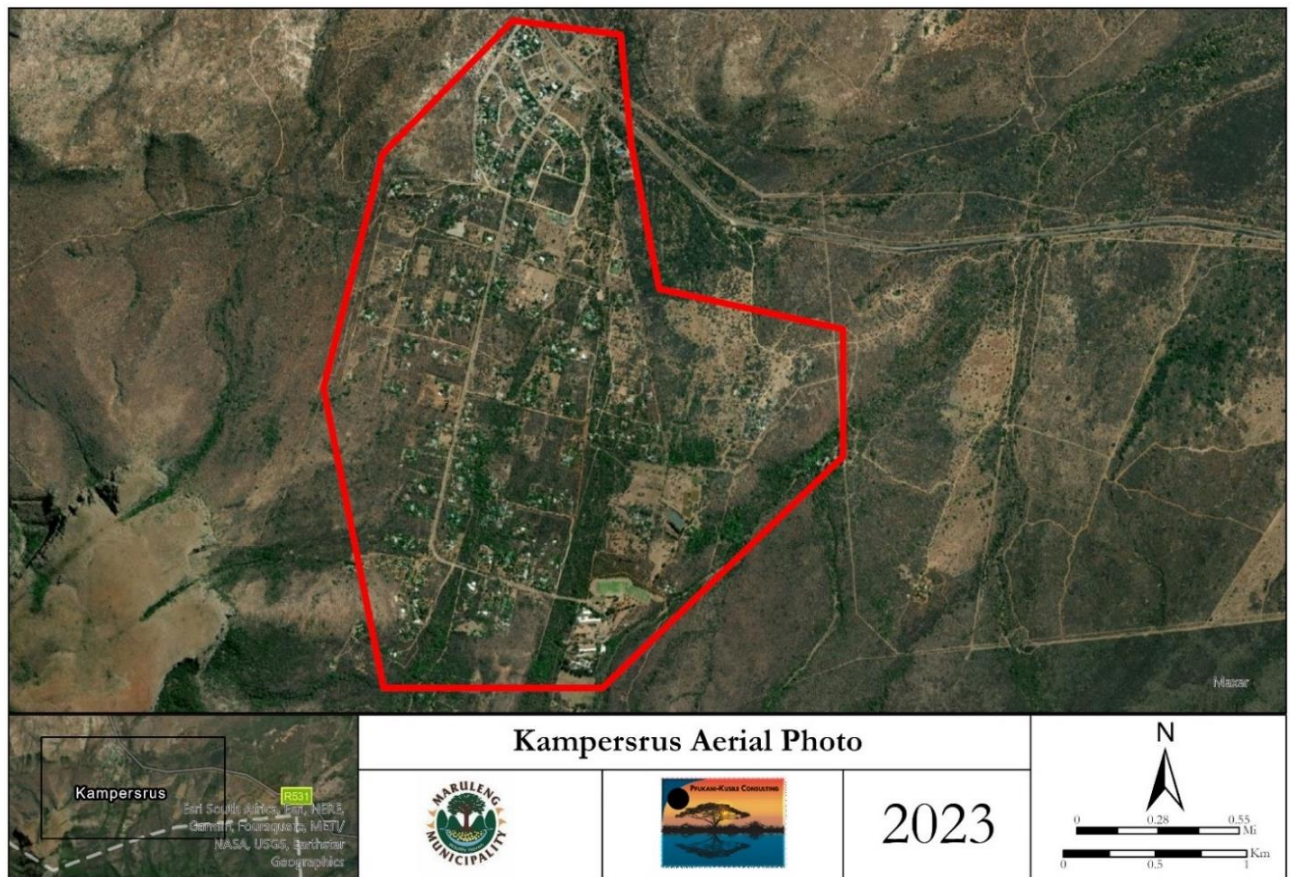
### **3.11.2. Kampersrus**

Kampersrus is in the south of R531. The town is a vacation town surrounded by the natural beauty of the Drakensberg. The town has a rural-residential character, with the southern section consisting of farm holdings. In contrast, low-density residential properties are in the north and east areas, which primarily cater to tourists. One of the town's major tourist attractions is the Meholoholo Animal Rehabilitation Centre, situated to the east of the town.

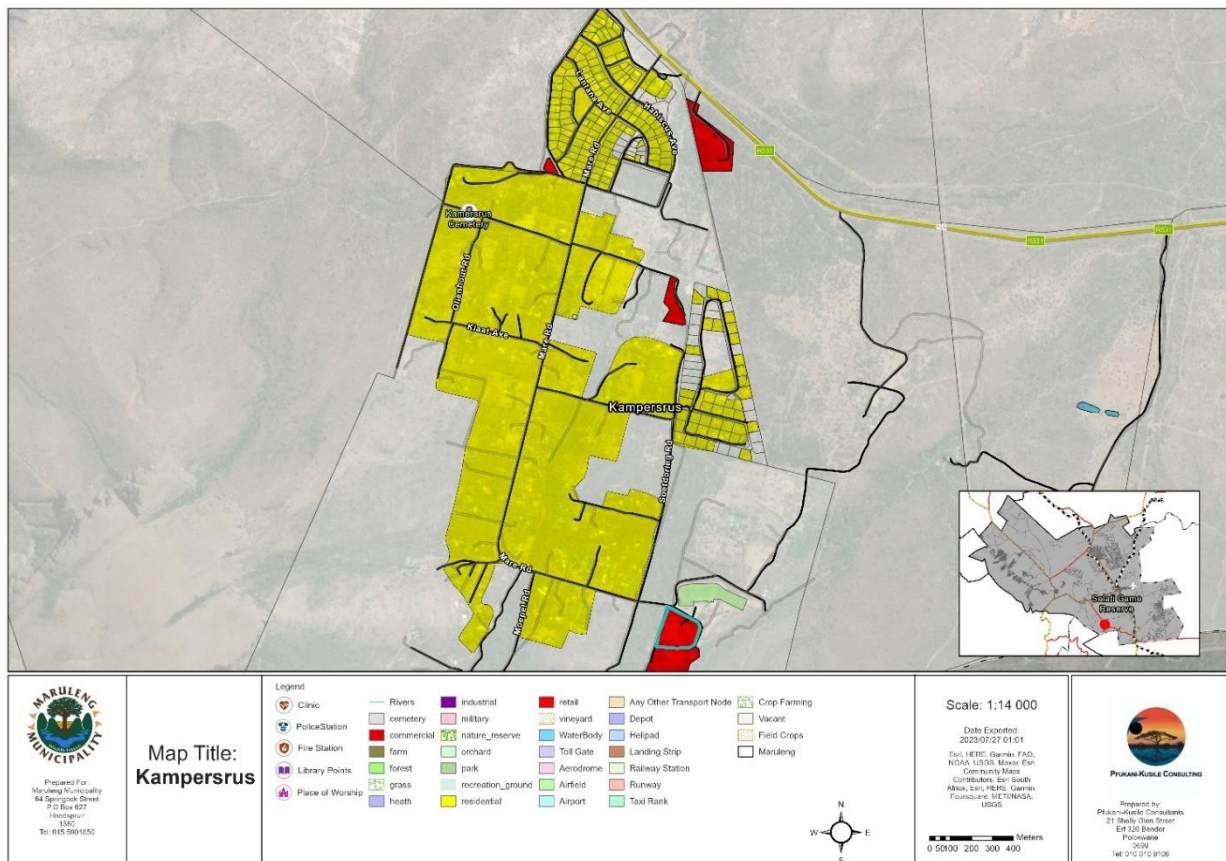
The town's business activity is concentrated in a small area situated towards the south and adjacent to route R53. It is primarily comprised of a handful of local shops and a filling station. Additionally, there are a few offices located in close to the town, serving the needs of tourists visiting the area and the surrounding tourist sites.

The town has limited community facilities. Laerskool Mariepskop is the only educational institution in the town, located towards the south of the crop farming activity. The primary agricultural activities in the town are greenhouse farming and crop farming, which are primarily concentrated in the southern part of the town.





Map 48: Kapersrus Locality Map.

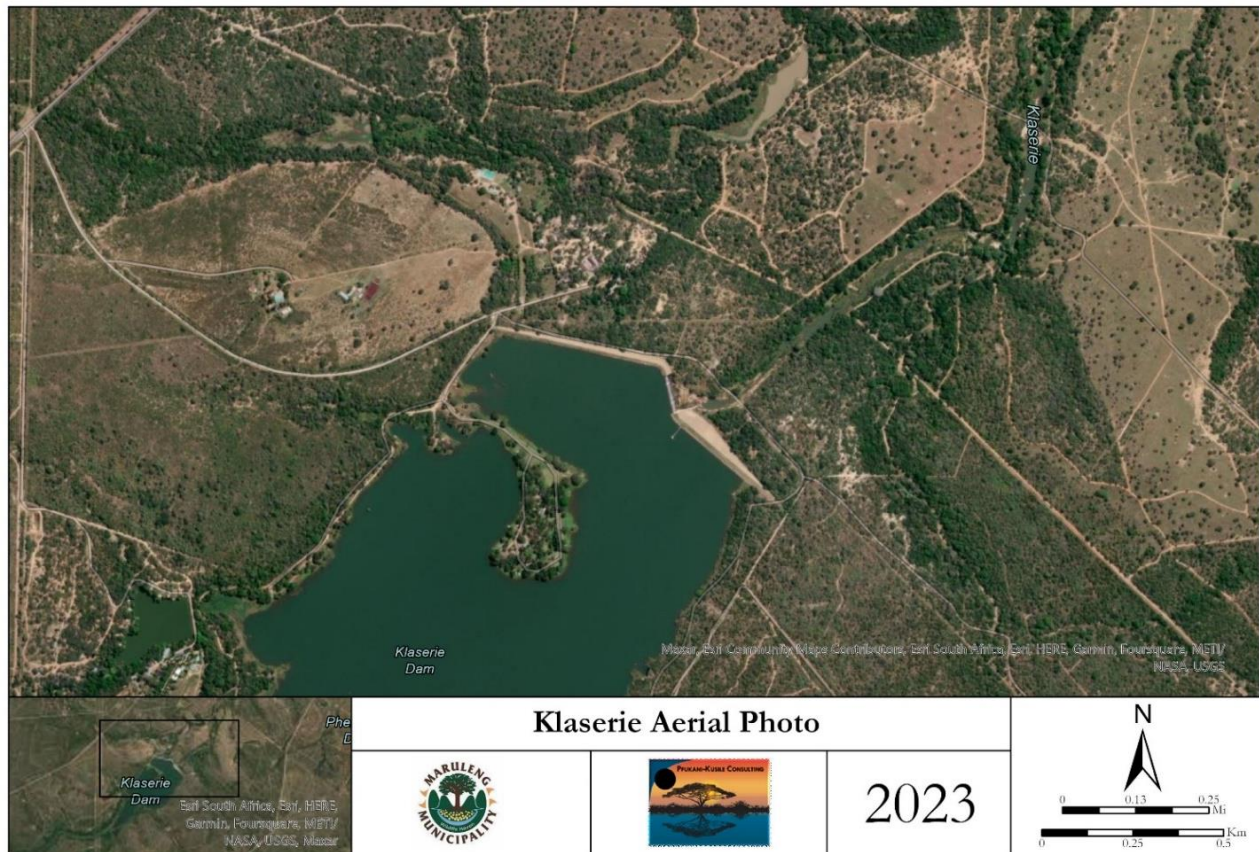


Map 49: Kapersrus Land use.

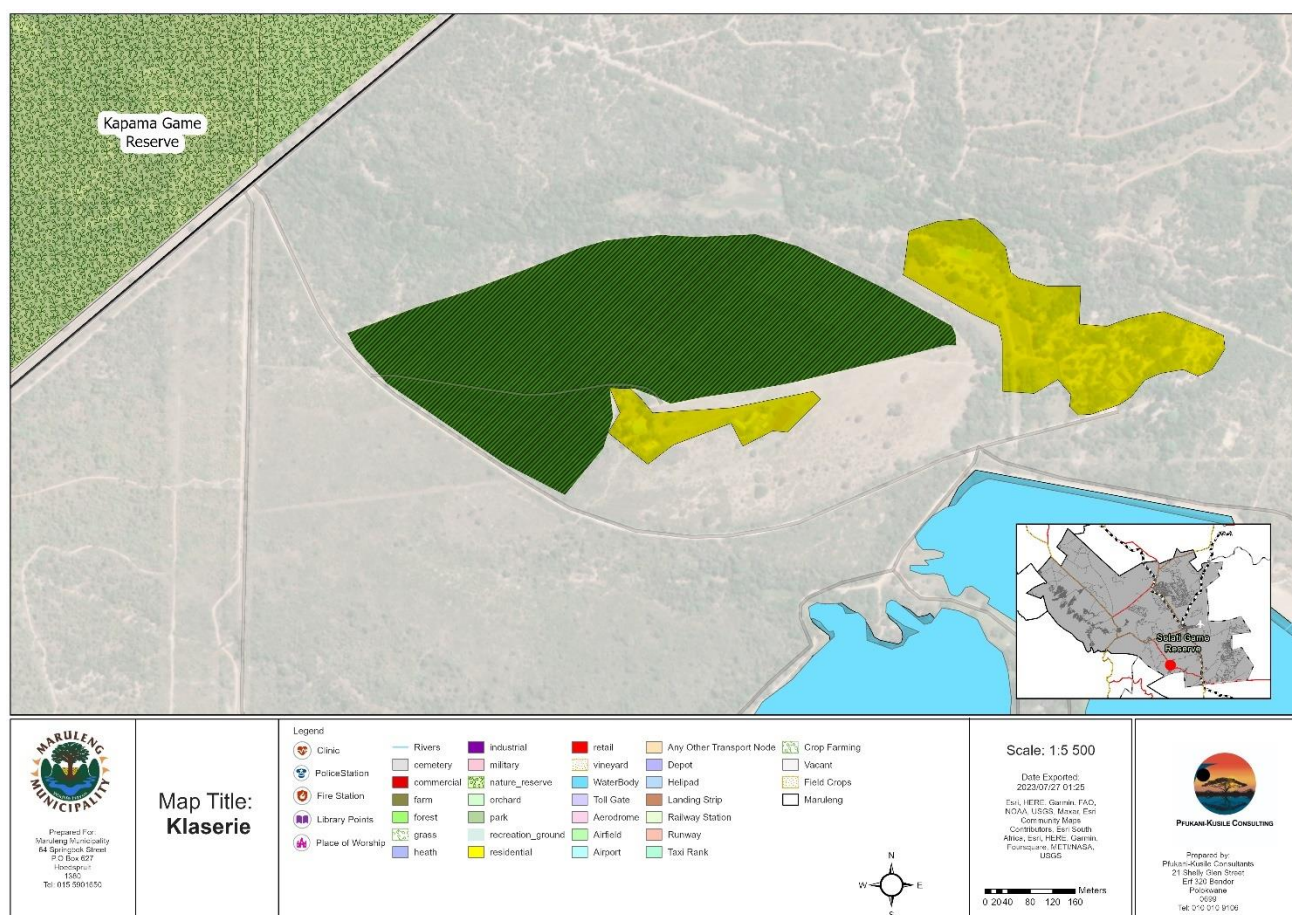


### 3.11.3. Klaserie

Klaserie is the smallest urban area, located in the south-eastern area of the municipality, near the railway line and along R531. Low-density residential units can be found to the east of the railway line. A small retail facility with a filling station is located on the southern side of R531. On the west side of the railway line, there is a milling facility. The railway station and its structures are no longer in use and has decayed. The Klaserie node surrounding area has agricultural activity, including crop farming and orchards.



Map 50: Klaserie Locality Map.



Map 51: Klaserie Land Uses.

### 3.11.4. Mica

Mica is situated at the crossroads of R40 and R526, which serves as a vital connection between Hoedspruit and Phalaborwa. A railway line runs through the area, but there are only a few residential communities. Limited mining operations can be found to the north-east, and there are also few economic opportunities available.





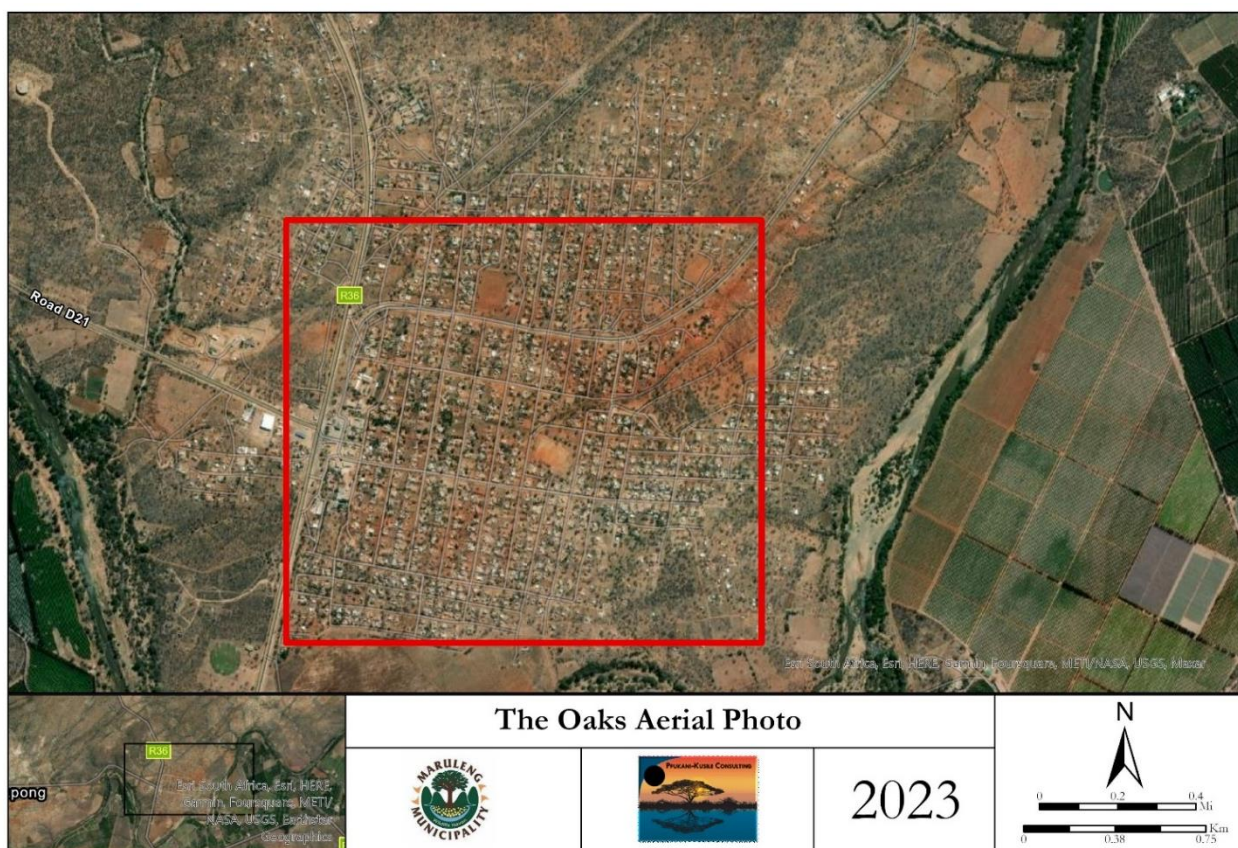


### 3.11.5. The Oaks

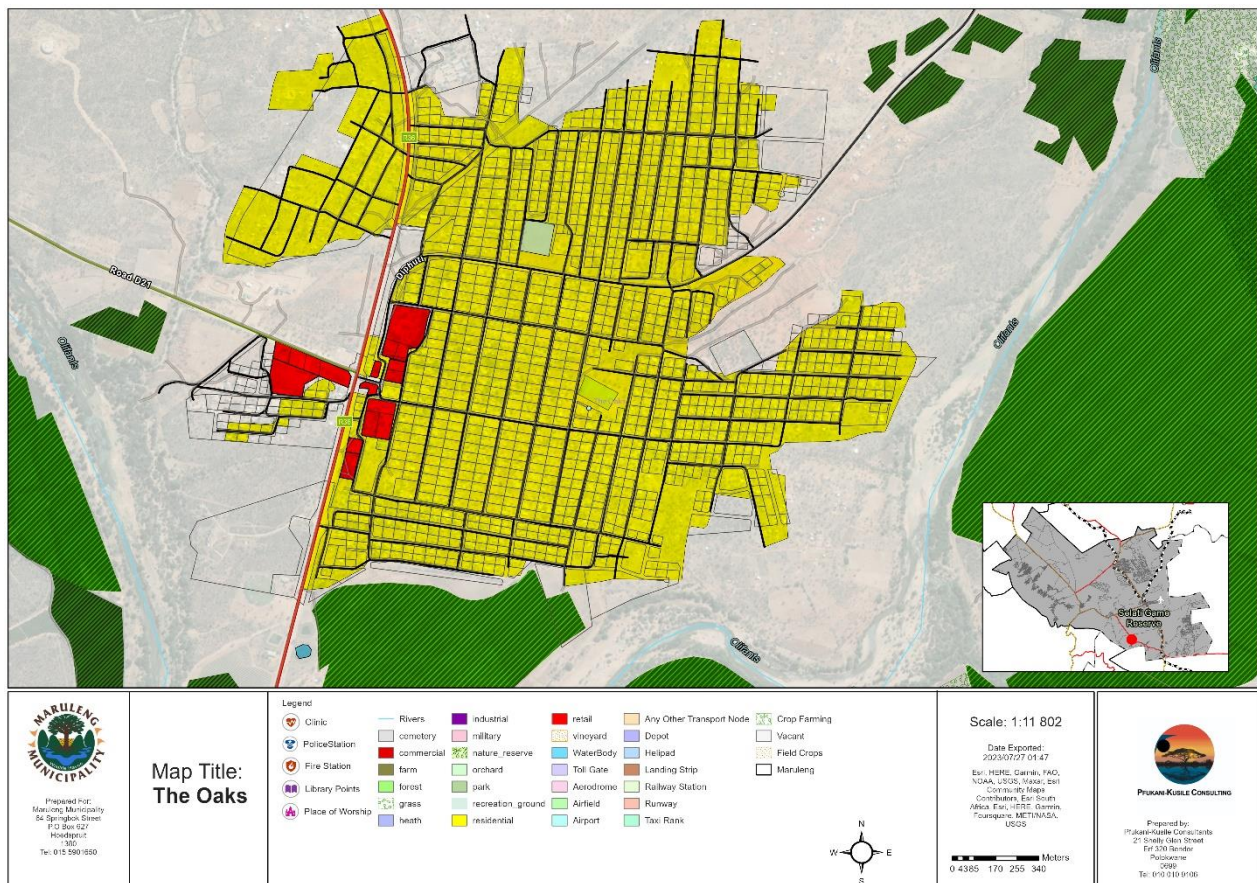
The Oaks is situated towards the western side of Hoedspruit, primarily consisting of rural settlements. Along the R36 route, you can find residential developments, while other land uses are concentrated at the intersection of R36 and D21 routes.

Towards the eastern side of R36 and D21 intersection lies business activities including the Oaks Clinic, a church, an educational facility, informal trading, and a bus rank. On the west of R36, you will find a taxi rank facility, vegetable shops, and building material businesses.

Informal trading usually occurs along R36, while the southern end of the bus rank has a linear formal trading structure. Additionally, make-shift zinc structures are used for trading purposes.



Map 54: Oaks Locality Map.



Map 55: The Oaks Land Use.

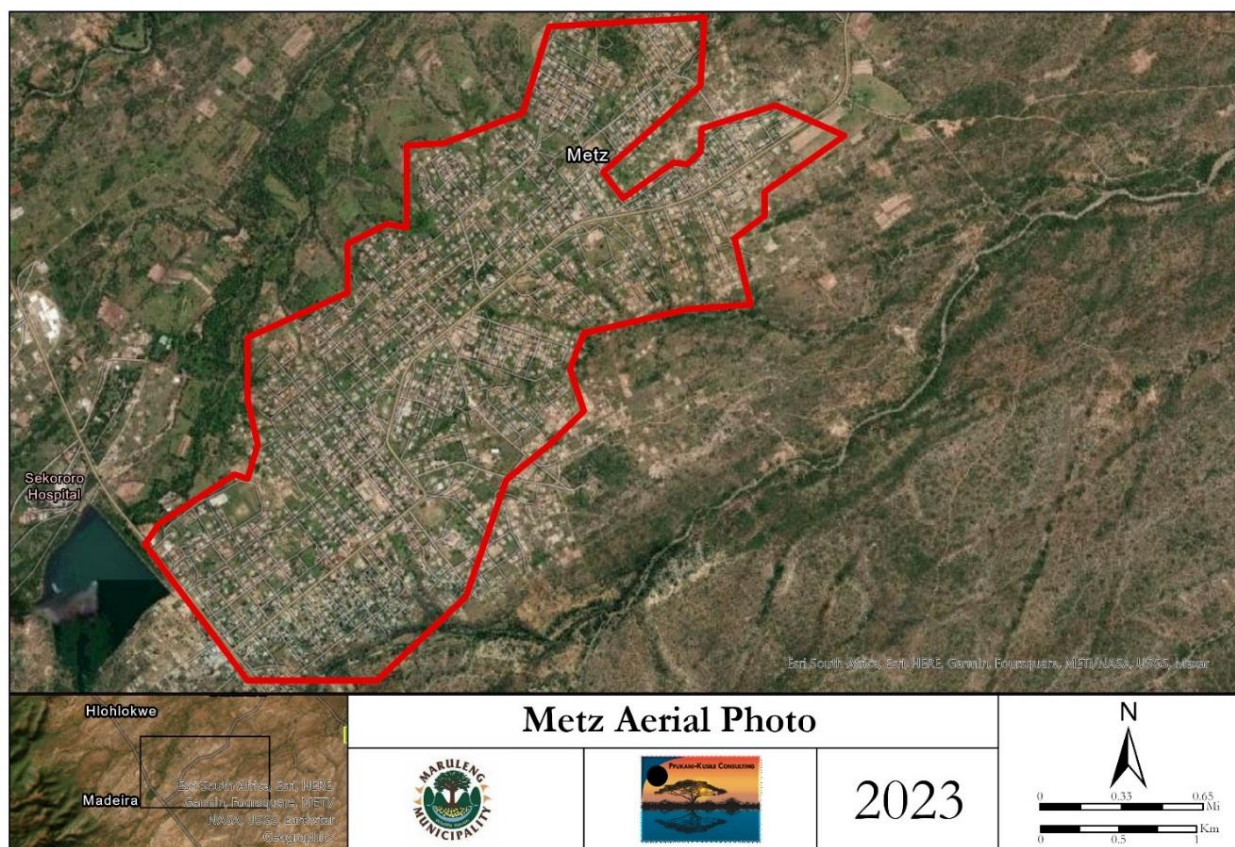
### 3.11.6. Metz

Metz is located along the D21 road. The southern part of the township consists of retail stores, office spaces, and a taxi rank. The township offers several facilities such as the Sekororo Hospital, Agricultural Training offices, Multi-Purpose Community Centre, and the Maruleng Showgrounds Stadium. There are also educational institutions in the area.

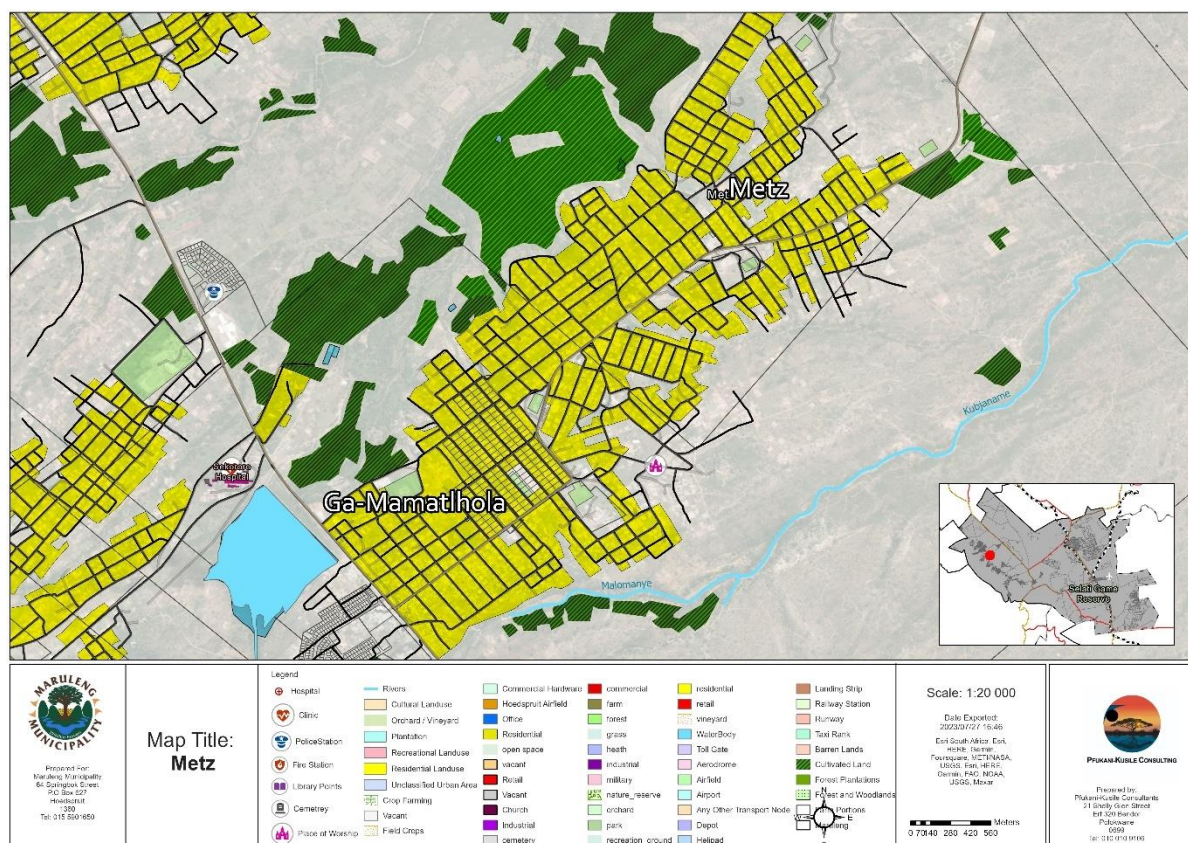
The locals engage in subsistence farming, and like other rural communities in the surrounding municipality, the region lacks adequate road infrastructure. Informal trading is common around the mall and taxi rank.

To the south of the Sekororo Hospital lies the Hlakula Lake, one of the two major dams in the Maruleng municipal district. The surrounding area has low-density residential development, except for a strip of land around the floodplain of the non-perennial river crossing, which is utilised for agricultural purposes.





Map 56: Metz Locality Map.

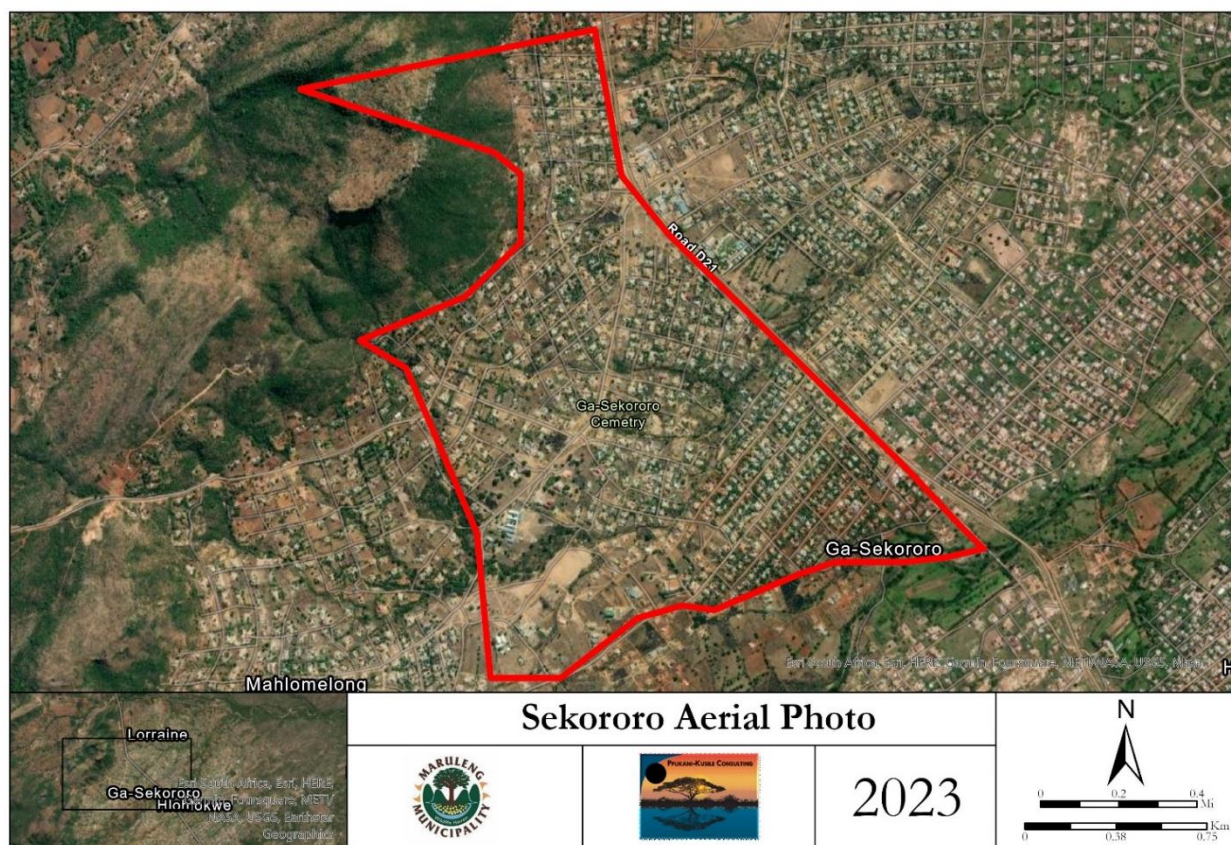


Map 57: Metz Land Use.



### 3.11.7. Ga-Sekororo/ Lorraine

Sekororo (also known as Lorraine) is a town situated north of Metz and can be reached via route D21. The town has retail and hardware businesses, as well as a taxi rank, post office, and informal trading located to the east of the main road. Additionally, there is an informal sports field and educational facilities within the townships.

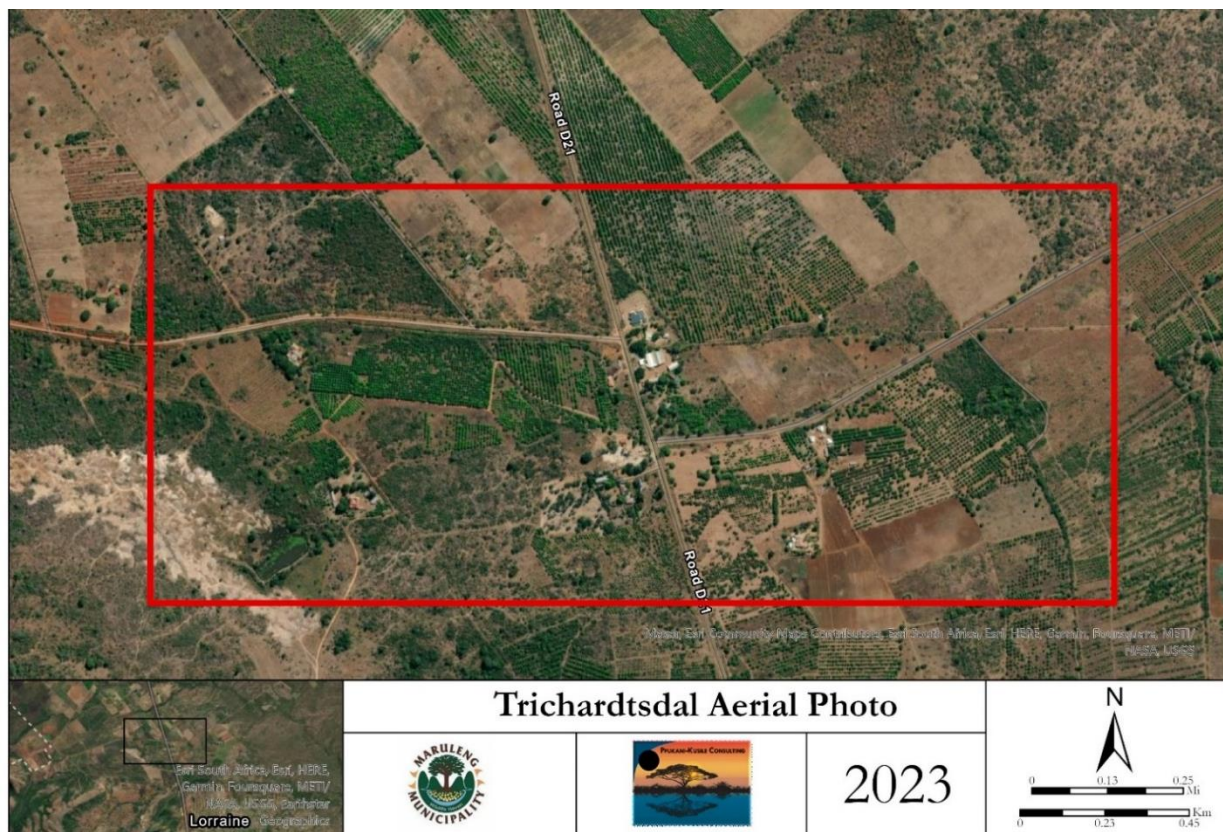


Map 58: Sekororo Locality Map.

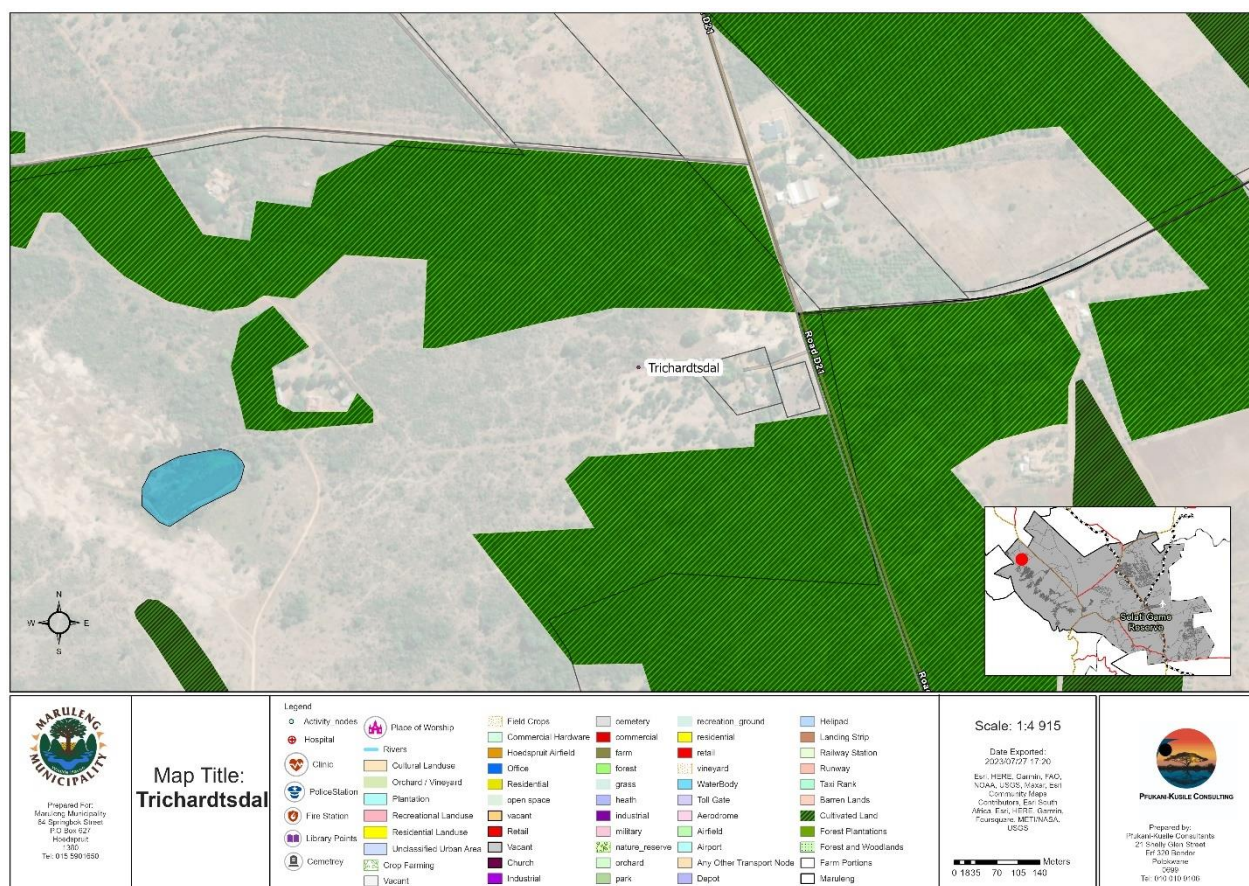








Map 60: Trichardttsdal Locality Map.



Map 61: Trichardttsdal Land Use.

### 3.12. Spatial Distribution of Economic Activities

Maruleng has a strong tradition of agriculture, which is emphasised in the Maruleng LM IDP Draft 2022-2023. The draft IDP proposes that promoting agriculture could be a crucial step towards reducing poverty and supporting economic growth, as the agricultural sector has provided employment opportunities for many unskilled workers and has contributed to the country's export revenue. By encouraging and improving this sector, local communities could benefit significantly. To achieve this, it is important to connect producers with markets, adopt low-capital-intensive practices, increase crop yields, and make efficient use of available water and land. The agricultural sector in Maruleng comprises both commercial and small-scale farmers, with citrus and mango being the area's most renowned products for production and export. Livestock farming, particularly cattle, goats, and poultry, also plays a significant role in the local economy. The following section provides a detailed account of the various agricultural activities prevalent in the region.

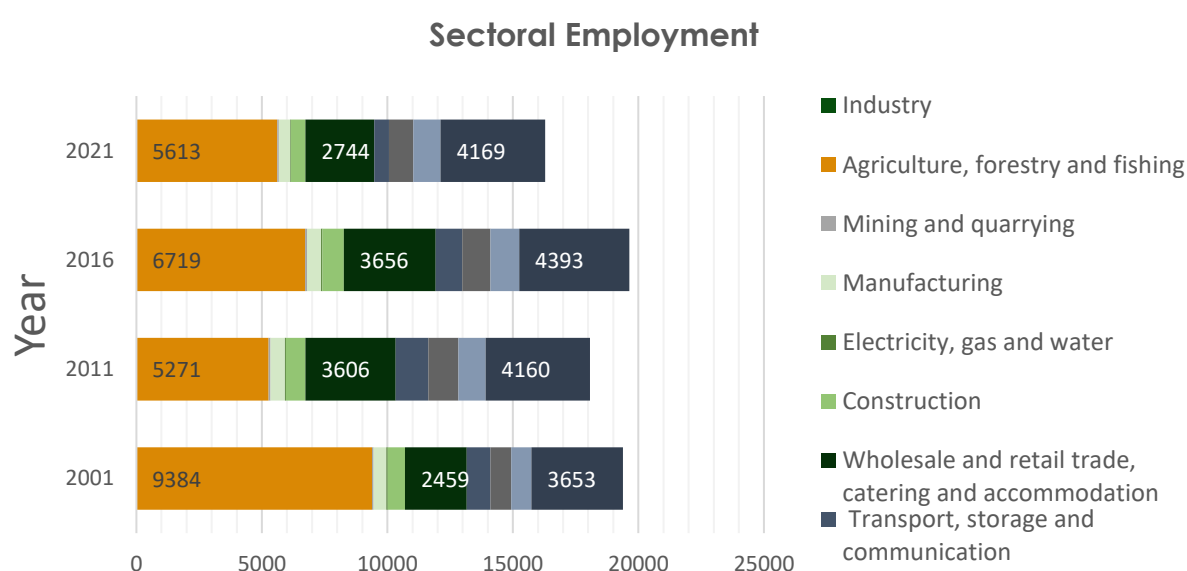


Figure 32: Employment by sector (Quantic based on Stats SA, 2021).

#### 3.12.1. Agriculture

Agriculture plays a major role in the municipality's economy, with nearly 600 households earning their income from agriculture-related activities. However, despite generating between R38,401 and R307,200 per annum, the majority of these households still earn below the living wage standard. This can be attributed to a lack of adequate support structures and infrastructure for conducting agricultural activities that yield better income. These limitations are also reflected in the Municipality's Local Economic Development Plan. One of the main issues is the current tenure structure in the Maruleng Local Municipality, where the majority of land is still privately owned.



## Income Category of Agricultural Households

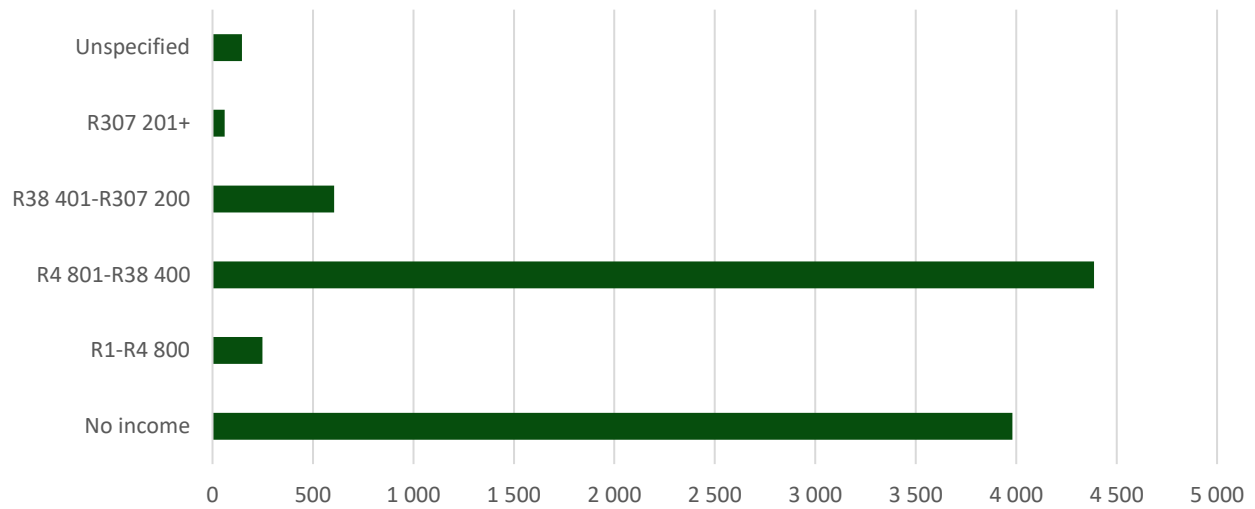
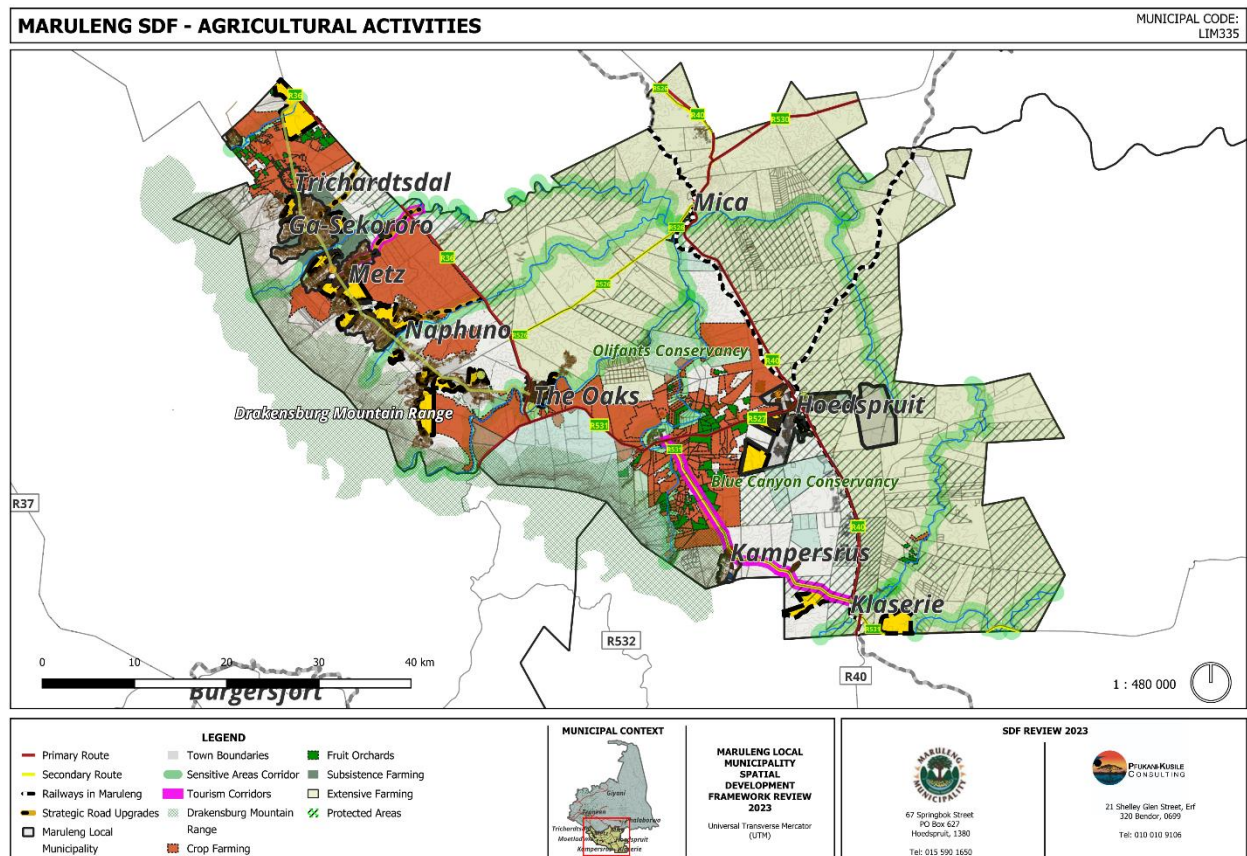


Figure 33: Agriculture Income (Quantic based on Stats SA. 2021).



Map 62: Agricultural Activities in Maruleng.



### 3.12.2. Game Farming

The region north and east of Hoedspruit Town is known for its game farming. This activity takes place within or near nature reserves and along river systems, and it occupies a significant portion of the study area. Game lodges are an essential part of these farms, and they attract both local and international tourists to Maruleng. Some local game farms even have air strips, making it easy for visitors to access tourist facilities. However, it is important to note that game farming does not offer as many employment opportunities as the retail sector and crop farming.

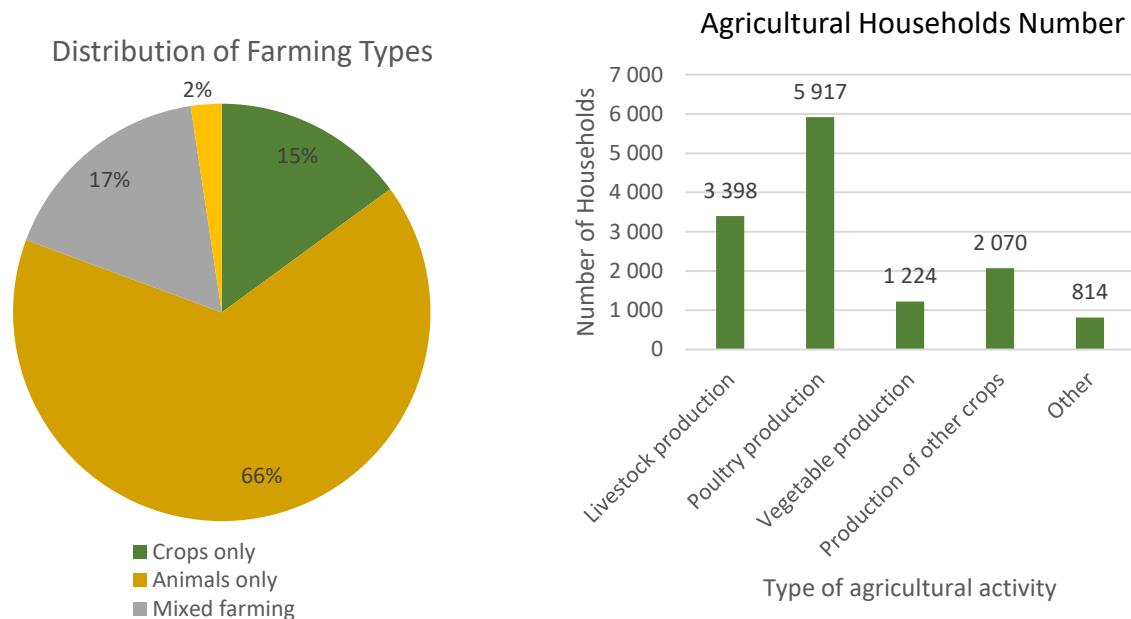


Figure 34: Types of Agriculture Activities in Maruleng LM (Quantic based on Stats SA, 2021).

### 3.12.3. Fruit Farming

In the central part of the municipality to the west of Hoedspruit, as well as along the Blyde River and Rietspruit River, fruit orchards are thriving. These areas, which are accessible via routes R527 and R531, are where the majority of Maruleng's agricultural activity takes place. Mango and citrus trees are the primary crops grown on these fruit farms, which supply well-established local retailers and are exported to major cities and towns across South Africa. Trichardt'sdal is home to a smaller cluster of agricultural activity that produces fruit to the northwest. Small-scale farmers in the region sell their produce from roadside stalls and informal markets to the surrounding local communities.



Figure 35: Fruit Farming Activities.

#### 3.12.4. Crop Farming

Areas encompassing crop farming occur in the central parts of the municipality. These mostly contain vegetables and are, located in the centre of the municipal area and along the Olifants, Blyde and Rietspruit river systems. Some crop farming activities are evident to the east (along the Klaserie River) and north-west of the study area.

#### 3.12.5. Subsistence Farming

Subsistence farming is practised within and around the villages/rural areas to the south of Trichardtstal. This is in the form of crop farming and grazing/livestock farming. Crop farming in the village areas includes maize, tomatoes, and onions, while livestock farming is a form of cattle, goat, and chickens farming. Limited production of fruit also occurs in the villages (mango, citrus, and marula trees). Subsistence farming activities occurs between the rural settlements and along the non-perennial rivers from the northern escarpment of the Drakensberg in the western parts of the municipality. Farming activities take place near the residential fabric, and farming portions have clearly been delineated by the lining of trees. South of Ga-Sekororo and up to the north of Metz are extensive trends of crop farming activity.

Moderate crop farming occurs from Naphuno towards Enable, and further towards the east around Worcester and up to Diphuti/The Oaks. The majority of subsistence crop farming occurs between Lorraine/Sekororo and Metz, while very little occurs from Naphuno to Dingapong to the south. The Maruleng LM IDP Draft 2022-2023 states that land claims and settlements (and particularly the Moletele Claim) represent a critical concern for the agricultural sector. A redistribution of land represents a necessary step in creating a more just and equal society, but the extent of claims, the uncertainty that claims have generated, and the delays experienced in receiving post-settlement support on those farms that have been redistributed have already disrupted investment and, in some instances, halted

production. Given the contribution of commercial farms to employment, Maruleng cannot afford to lose productivity on these farms.

### **3.12.6. Retail**

The retail sector accounts for some 8%, and finance and business 12.5% of formal business activity in Maruleng much of this is concentrated in Hoedspruit, commercial retail options are primarily concentrated in urban areas, while informal small grocery stores can be found in rural areas. To provide retail opportunities for nearby villages, traders' stalls have been set up at The Oaks taxi rank.

There are currently a number of small shopping centres in Hoedspruit:

- The Spar Centre
- La Bamba Centre
- Hoedspruit Crossings

More recently the Kamogelo Tourism Centre was completed:

- A shopping centre comprising retail stores, estate agents,
- restaurants and a tourism information centre Aimed at the tourist market.

Few of the major furniture outlets are represented (in contrast to Acornhoek in Bushbuckridge); however, major grocery chains and banks are well represented:

- Spar, Friendly Grocer
- Standard, ABSA and FNB banks

Currently a new shopping centre is being developed at a Cost of R41 million

- 8,100 m2 lettable space 34 tenants (78% secured) including Pick 'n Pay, FNB and Wiesenhof

Current retail and services activities primarily service the surrounding farms and the tourism establishments specifically lodges. Real estate is an increasingly significant economic activity.

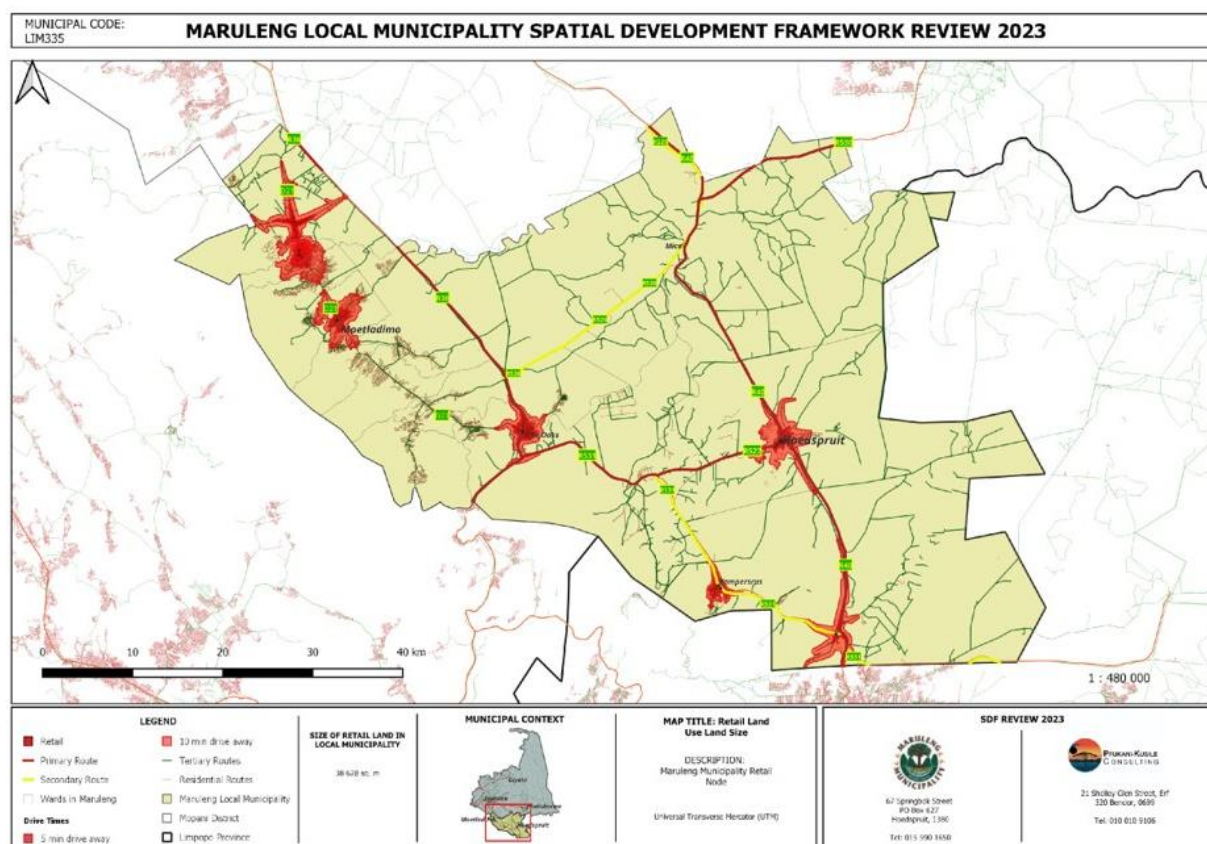
The informal sector plays a key role in supplying goods to local communities – key activities are located around taxi ranks, along key road segments and throughout the rural settlements.





Figure 36: The Oaks Trading Stores.

This initiative is restricted to food and informal opportunities while the larger opportunities remain in Hoedspruit. The main town further includes a light industry sector comprising many small businesses – electricians, refrigeration and air-conditioning, construction. There is an increase in small grocery outlets and informal activities exist in the rural areas. Retailers in Hoedspruit all concur that the shortage of land in and around the town affects them both in terms of the physical expansion of their businesses and the size of the local market.



Map 63: Retail activities in Maruleng.

Table 16: Retail Activity in Maruleng.

	Retail (ha.)	Industrial (ha.)	B&B / Lodges (ha.)
<b>Total Area in Local Municipality (ha. )</b>	<b>34.90</b>	<b>-</b>	<b>29.31</b>
Trichardtsdal	1.0182	-	0.00
Ga-Sekororo	3.1102	-	0.95
Metz	9.1601	-	5.40
The Oaks	1.9589	-	2.37
Hoedspruit	12.5189	-	20.59
Klaserie	3.29	-	0.00
Kampersrus	5.12	-	0.00

The Maruleng Municipality has received several applications for shopping centre development in various villages, including the Mahlakung Shopping Centre in Metz Central. This centre is now fully operational, providing employment opportunities and access to shopping for local residents.



Figure 37: Mahlakung Mall and Hoedspruit Industries.

The Oaks shopping centre, the EIA has been conducted, and the lease agreement has been approved by the MEC.

- Lorraine shopping centre, the process is still in an initial stage.
- Trichardtsdal shopping centre, the process still in an initial stage.

Retail industries are expanding due to increased consumer purchasing activity. Informal trading areas can be found in various locations within Maruleng Municipality, including Hoedspruit, The Oaks, Metz, Lorraine, and Trichardtsdal. These areas offer a variety of fresh produce and food items and utilise organised infrastructure such as market stalls to sell their goods.









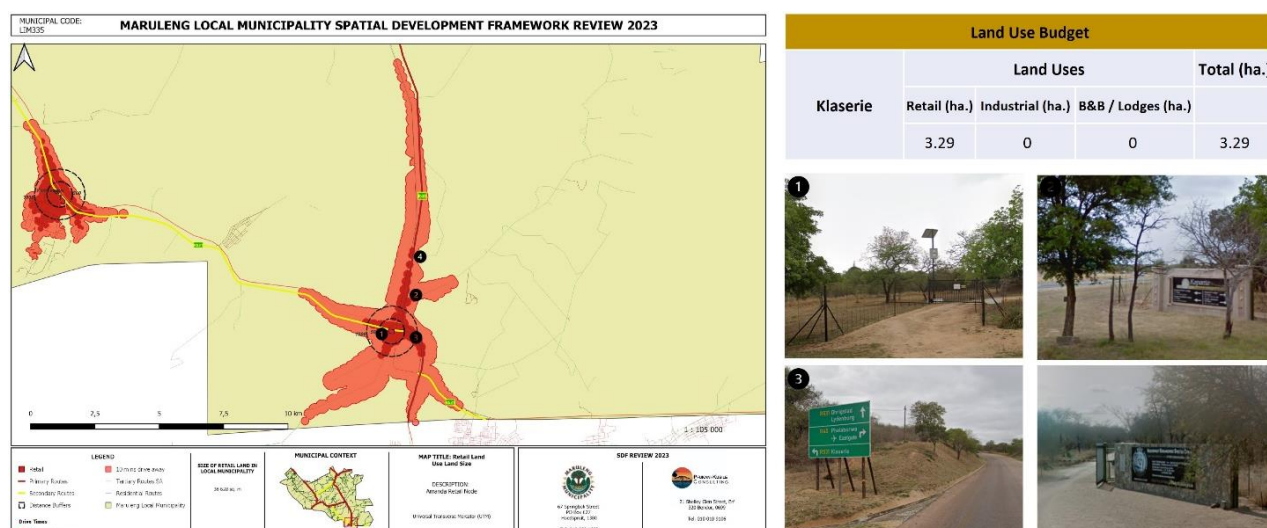


Figure 44: Klaserie Retail Node.

### 3.12.7. Tourism

Maruleng LM attracts a significant number of visitors from Gauteng during the mild winter season, and lodges benefit from a profitable hunting season between May and September. The southern part of the municipality offers eco- and adventure tourism activities such as water sports, hiking, abseiling, and hot-air ballooning. On the other hand, the eastern part of the municipality is home to game farms and accommodations, which are popular due to their proximity to the Kruger National Park.

Significant portions of the MLM consist of nature reserves, including the Thorny Bush Game Reserve, Selati Game Reserve in the east, and the Kapama Game Reserve in the north. Other notable reserves like Timbavati (home to white lions), Klaserie, Babule, and Oliphants are also located in the area. Moreover, the Maruleng municipality boasts numerous distinguished private game reserves and opulent 5-star lodges. If you enjoy outdoor activities, the Drakensberg Mountain Range offers vast opportunities for rock climbing and hiking, while Mariepskop provides a breathtaking mountain view. The Blyde River Canyon is a globally recognised bird watching destination and a centre for adventure tourism activities such as hiking, white water rafting, abseiling, and hot air ballooning.



Figure 45: Lodges in Hoedspruit.



According to the IDP, there are 70 lodges, 10 guesthouses and 10 resorts in the Municipality. 70-80% of these lodges are situated along route R527. The route also grants access to the Khamai Reptile Park, Otter's Den, while route R531 grants access to Bombyx Mori Silk Farm and Moholoholo Animal Rehabilitation Centre. Swadini Resort, although situated adjacent to the Blyde Dam in Thaba Chweu LM to the south, is accessed via route R531. Another attraction is the Hoedspruit endangered species centre along route R40, which is world famous for Cheetah breeding. Cultural and Heritage related facilities include the Nyane Cultural Village located in the Oaks/Diphuti and Roots of the Rhythm, offering African Tribal Dance performances. At a regional scale, the area falls within the Limpopo Tourism "Valley of Oliphants" tourism route, and the municipality serves as the centre of the "Kruger 2 Canyon Biosphere".

## **4. SYNTHESIS**

### **4.1. Municipal Opportunities and Constraints**

Maruleng Local Municipality is a gateway to the Lowveld of Mpumalanga, a critical tourism attraction region. The Municipality is a sought-after destination for domestic and international markets. Its key opportunities and competitiveness in tourism, agriculture, and conservation present key economic advantages for developing its key nodes. The Hoedspruit airport offered direct flights from Johannesburg and Cape Town, making it accessible to visitors with three flights a day from Johannesburg.

Nodal developments and investment in adequate infrastructure are key low-hanging fruits for providing a supplementary economic investment injection into the Municipality. The Maruleng LM is a typical rural municipality with one small urban node and large rural village clusters, of which the majority are under traditional leadership. Most of the population lives in the rural villages.

The area is well connected regionally to nodes in Limpopo, Mpumalanga, and Gauteng, although road conditions could be improved, and freight rail options should be considered.

The main strength of the Maruleng LM is its agricultural and tourism sectors, which are in the hands of commercial businesses. There is an opportunity to further strengthen this sector through intervention on a small scale and integration with communities to ensure that it becomes more productive and commercialised. Expanding the value chain locally regarding agri-processing and logistics is another critical opportunity. An opportunity for economic diversification exists in tourism, requiring a comprehensive strategy as part of a regional approach to tourism.

A severe lack of service delivery, however, plagues the municipal area. Rural villages mostly do not have access to water, sanitation, and formal refuse removal, which negatively impacts the quality of life of communities. However, the challenge or service provision is complicated by complex topography, scattered and unstructured settlements from villages,



lack of water sources and severe financial viability constraints. Most of the municipal population earns low or no annual income and would be strained to pay for services. This scale of the issue is such that it will have to be addressed at a broader scale with provincial or district assistance. Strategies around alternative service delivery will have to be formulated.

The unstructured nature of most rural settlements presents a further challenge that must be addressed. Opportunities exist to strengthen nodes in the current spatial structure where population and social services are already clustered. The lack of cadastral units / erven in most settlements hampers the formalisation of nodes and service delivery and the establishment of a formal land use management system.

The formalisation of nodal areas will have to be prioritised as other rural settlements in time. The Land Use Scheme will have to make provision for the long-term formalisation process and incorporation of formalised areas into the Scheme. Innovative solutions must address the cycle of poverty and low service delivery. It may require restructuring of settlements over the medium term and an alternative, off-grid approach to basic service delivery.

Commercialising small-scale agriculture and providing accessible social services in a robust nodal structure should be prioritised. It would be necessary for an innovative approach to development and land allocation to be agreed to with the traditional leadership in the area to ensure cooperation towards common goals. Substantial energy must be devoted to engagement processes to complement and facilitate technical processes.

The table below summarises strengths, weaknesses, opportunities, and threats.

Table 17: SWOT Analysis Summary.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>Established tourism sector.</li> <li>Hoedspruit is an established node.</li> <li>Eastgate Regional Airport.</li> <li>Agricultural sector.</li> </ul>	<ul style="list-style-type: none"> <li>There are low water and sanitation access levels, especially in rural areas.</li> <li>Weak in adhering to the principle of spatial justice – land reform process lagging due to lack of communal land and tenure legislation.</li> <li>Weak in adhering to spatial efficiency – scattered rural settlements are challenging to service and not conducive to economic development.</li> <li>Weak in adhering to the principle of spatial sustainability – sprawling settlements in high-quality agricultural land, few nature reserves, and the potential impact of mining not managed.</li> <li>Tourism potential did not integrate communal areas and their culture.</li> <li>Population distribution in MLM: substantial percentage of poor living in scattered rural villages.</li> <li>High unemployment and high dependency ratio.</li> </ul>

	<ul style="list-style-type: none"> <li>Poor road conditions hamper regional accessibility.</li> </ul>
POTENTIAL	THREATS
<ul style="list-style-type: none"> <li>High-quality tourism sector.</li> <li>Form a linkage and gateway to neighbouring tourism areas.</li> <li>Points can be identified in rural settlements where densities can be increased and local service nodes created.</li> <li>High tourism potential – can be better utilised.</li> <li>Large areas of natural beauty and sensitive ecosystems, e.g., mountainous areas, have the potential for more nature reserves associated with economic development.</li> <li>There is an unknown mining potential balanced with a threat to the natural environment.</li> <li></li> <li>Part of the multi-nodal corridor passes through MLM.</li> <li>Strategic public land available for development next to existing nodes.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of land reform threatens the long-term security of tenure and economic development.</li> <li>There is a high reliance on intergovernmental cooperation as many functions, such as service provision, roads, and district tribunals, are performed by other spheres of government.</li> <li>Large environmentally sensitive areas that could be negatively impacted by development.</li> <li>The housing shortage partly drives illegal land occupation.</li> <li>High population growth for rural areas – more pressure on services, housing provision and sprawl of settlements.</li> <li>Infrastructure maintenance challenges.</li> </ul>

## 4.2. Conclusion

The Municipality consists of realities of unemployment and low-income levels, which result in poverty. It forms great economic potential and growth, which requires planning to pull in more of the Municipality's population. Agriculture and tourism are the most significant sectors in the Municipality. However, the maintenance of existing infrastructure occurs more in urban than rural areas. The distance from the urban areas to the rural areas is vast and limits several rural residents from accessing urban areas.

## 5. SPATIAL PROPOSALS

This section outlines the spatial concept for future development of the Maruleng SDF area, starting with the spatial vision of the SDF in relation to the findings of the spatial synthesis and the vision workshop held in 2014. Thereafter the revised supporting Development Objectives, Conceptual Framework and Spatial Strategies/Projects will be expanded on.

### 5.1. Spatial Vision

#### 5.1.1. Purpose and Compliance

As part of the development of the municipal SDF, a spatial vision needs to be reviewed to guide the planning process. To ensure the spatial vision is realistic and credible, it should be reviewed from the development realities and challenges identified in the synthesis and analysis of the municipal environment. The spatial vision should inspire and motivate all role players towards an agreed-upon future.

The approach followed in the review of the current vision included the following:

- An assessment of the Municipality's IDP vision and priority development areas.
- During finalisation, an assessment of the current SDF vision and priority development areas will include a vision development working session with relevant role-players.

As a point of departure, the vision exercise considered the following:

- Address the spatial imbalances of the past.
- The strategic development and planning of the Municipality.
- Considering the municipal budget, which might not be enough to cater to all the developmental needs of the communities.
- Infrastructural development and basic services challenges.
- Agriculture and tourism will be explored further to include subsistence and cultural needs.
- Implementation of the SDF should include the traditional leaders, private sectors, and other institutions.

#### 5.1.2. IDP Vision and Municipal Mission statement

The Maruleng Local Municipality 2022-2023 IDP document formulated a municipal vision, which is stated as follows:

*"To be the powerhouse of socio-economic development through sustainable and integrated agriculture and tourism."*

The above-stated vision statement emphasises the following factors that shape and influence municipal development:

Maruleng as a powerhouse of socio-economic development

- The importance of a diverse socio-economic composition of the municipal area, to create functional communities.

Sustainable & integrated agriculture



- The Municipality aims at becoming the agro-processing and agricultural centre within the District Municipality and the province as a whole, while integrating the value chain of the agricultural sector.

#### Sustainable & integrated tourism

- Maruleng is an internationally recognised destination with a number of tourist establishments, and its integration with the diverse culture will ensure it continues to lead as a national tourist destination.

The mission statement that supports the municipal vision statement is as follows:

*"Maruleng Local Municipality is committed to the accelerated provision of quality basic services and promotion of socio-economic development through harnessing all resource endowments in an integrated and sustainable manner".*

Maruleng's mission statement addresses the following development issues of the Municipality:

#### Accelerated provision of quality basic services

- Equity and spatial concertation in the distribution of basic services within the communities, i.e., water, sanitation, roads, waste removal and other services.

#### Promotion of socio-economic development

- Creating settlements with an enabled environment with viable infrastructure, social and health services which will in turn assist in the functionality and growth of our communities.

#### Harnessing all resource endowments

- The local economy resources include agriculture, tourism, retail, mining, and others, having potential for growth, expansion should be supported through strategies and guidelines.

#### Integrated and sustainable development

- Creating a unified spatial area where urban and rural areas function in an integrated manner that is able to cater for the future.

Maruleng's Slogan is a **'Wildlife Haven'**, and its Back-to-Basic Principles include:

- Putting people first
- Basic service delivery and infrastructure development
- Promote local economic development.
- Building capable institution and administration
- Sound financial management

### 5.1.3. Proposed SDF Spatial Vision

The proposed municipal SDF vision statement reads as follows:

***"Creating sustainable environments with integrated rural and urban communities that have sufficient access to social and economic activities."***

The main themes within the current vision relate to creating a sustainable environment linked to providing services, which, in the long run, is interlinked with bridging the gap between the rural and the urban environment.

Due to the two interrelated themes, community development should follow economic development. Once economic sustainability is reached, the overall quality of life within the Municipality will improve due to the availability of finance to develop the Municipality. A strong rate base will allow for services to be maintained and upgraded, and subsequently, higher levels of services can be implemented.

#### **5.1.4. Strategic Issues**

From the above-stated vision statement, the Municipality should continue to strive for the following issues:

- Optimising the agriculture development potential and becoming the Agro-processing hub, with Trichardtsdal identified as an Agro-processing hub.
- Optimising the existing international attraction, e.g., natural resources.
- Enforcement and implementation of land development policies.
- Enforcing measures to prevent the development trend of dispersed settlements that prohibit infrastructure provision.
- Address poor infrastructure and basic service provision, e.g., road maintenance, water, and sanitation.
- Agriculture development for both commercial and subsistence farming.
- Nodal areas are to be identified, especially at the population concentration points. These points should be informed by the NSDF National Spatial Action Areas (NSAA), which locates Maruleng under the Eastern Escarpment National Transformation Corridor NSAA (Map 5).
- Attention should be given to protecting environmentally sensitive areas (Protected and Critical Biodiversity Areas), as presented in the Maruleng Biodiversity Sector Plan. Furthermore, there needs to be engagement between the Municipality and the Department of Forestry, Fisheries, and the Environment (responsible for the South African Protected Areas Database) to foster greater alignment and coherence between municipal plans and environmental priorities.
- The introduction of an Inclusionary Housing Policy would require all new mixed-use developments of a specific size to include a percentage of the building for affordable housing. This will:
  - Encourage more mixed-income areas.
  - Create more affordable housing opportunities in well-located and strategic locations (e.g., close to economic opportunities, amenities, and services).
  - Address the housing backlog and informality by increasing the supply of affordable housing.
- Reconciliation and transformation between the MaGoshi.
- Deal with opportunistic land occupation and unresolved land claims.

## 5.2. Development Objectives and Spatial Strategies

Considering the revised Limpopo Provincial Spatial Vision and Provincial Spatial Outcomes, the Development Objectives of Maruleng's SDF of 2015 needs to be revised to adequately address pressing spatial issues and challenges identified in the spatial analysis and synthesis section. Moreover achieving the identified spatial development objectives serve as fundamental points of departure to realising the Spatial Vision of the SDF for Maruleng. The nine (9) revised Development Objectives are outline in greater detail in this section, in addition to identified detailed strategic actions necessary to achieve each Objective.

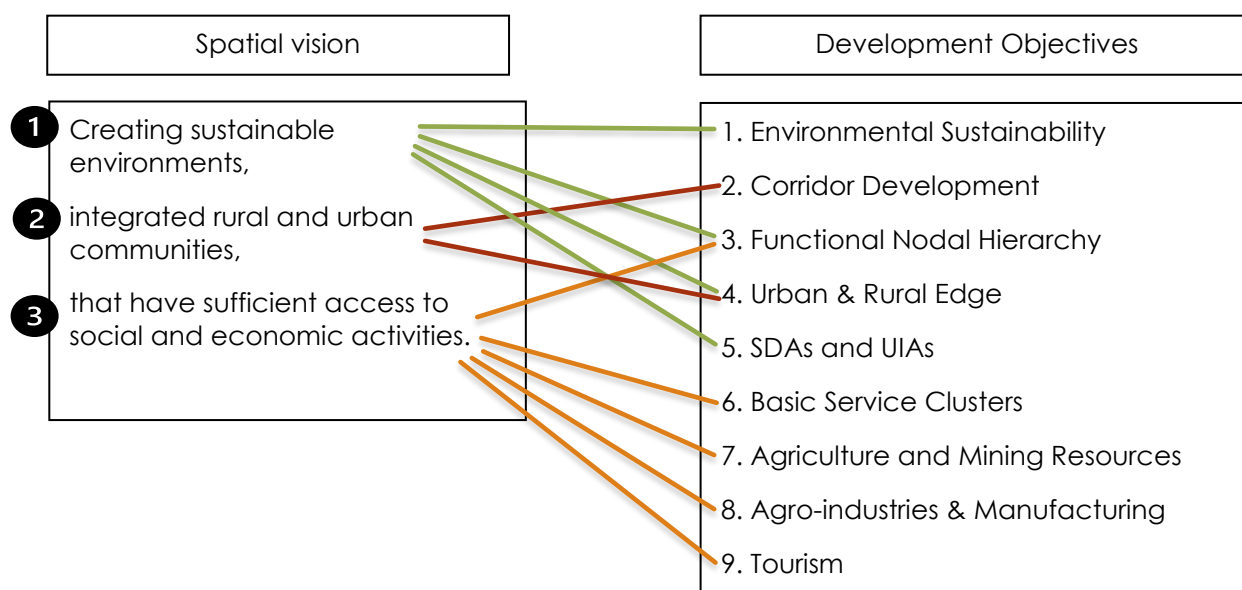
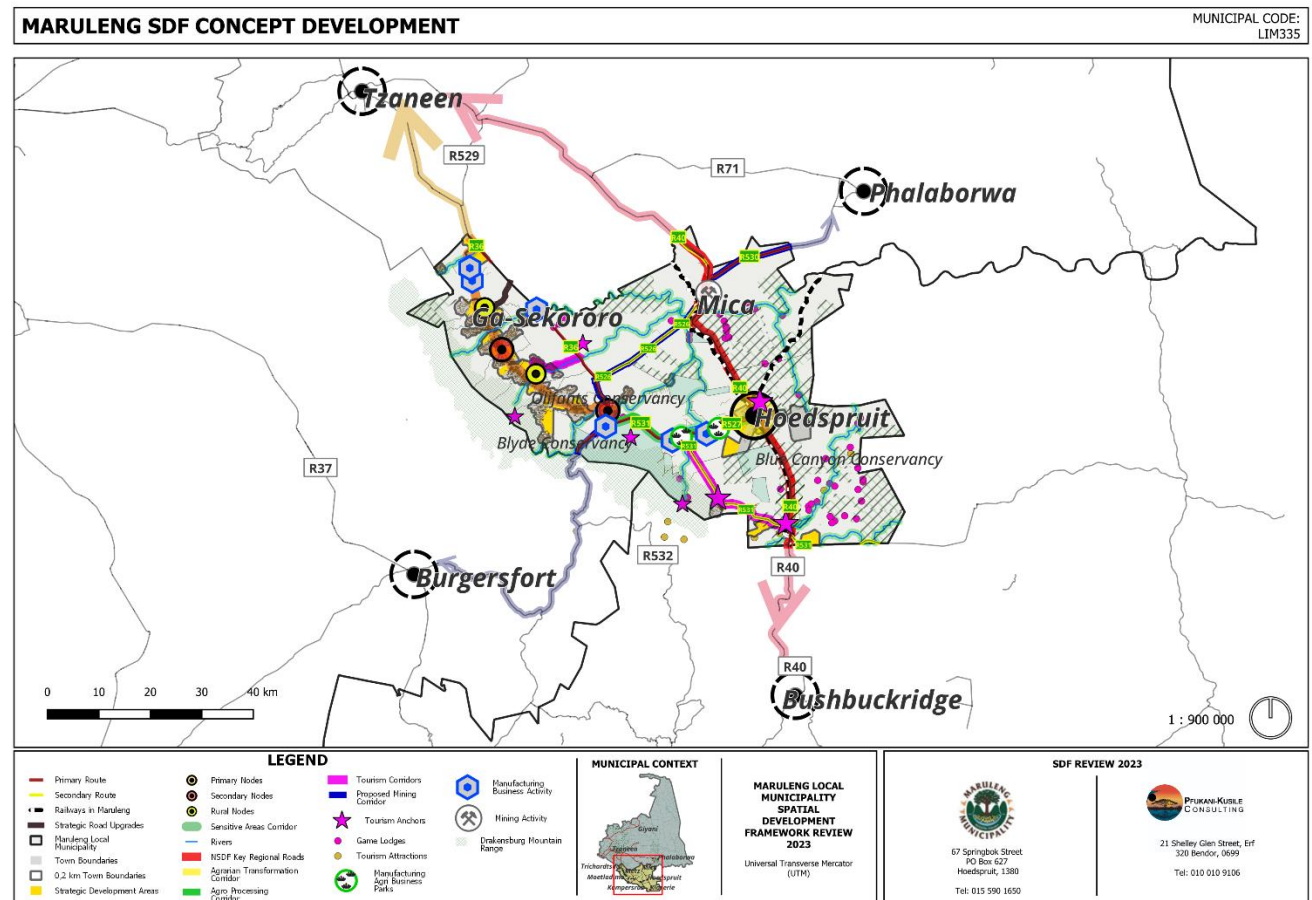


Figure 46: Development Objectives in relation to proposed Spatial Vision.



### 5.3. Conceptual Spatial Framework



Map 64: Proposed Conceptual Framework.

The conceptual framework for the Maruleng Local Municipality reflects a corridor development approach, supported by functional nodes and delineated urban edges to control urban sprawl. The components of the conceptual framework and related development objectives are discussed in greater detail below.

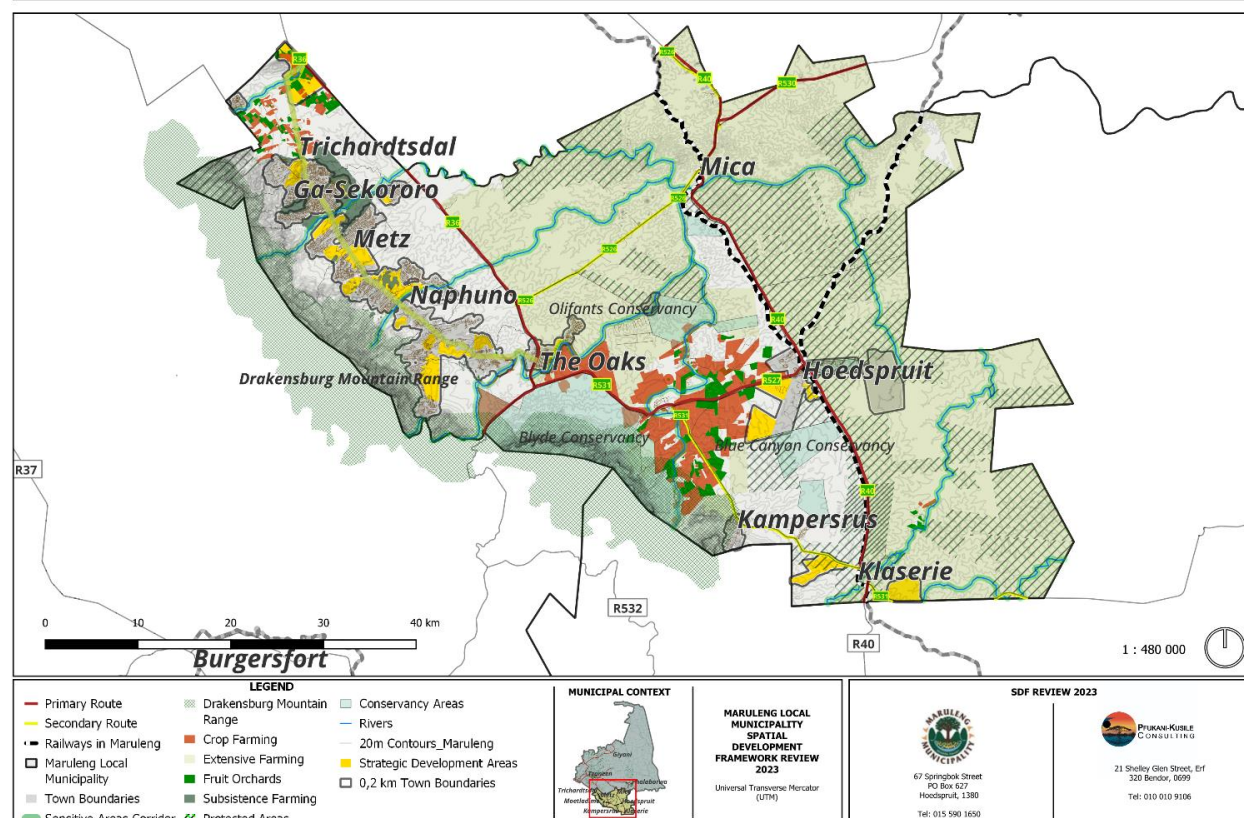
## Development Objective 1: Environmental Sustainability

Table 18: Development Objective 1. Environmental Sustainability.

Development Objective	Strategy/Development Action
<p><b>Achieve a sustainable balance between conservation of the natural environment and urban and rural development.</b></p> <ul style="list-style-type: none"> <li>❖ Actively protect, enhance, and manage environment assets of the Municipality.</li> <li>❖ Sustainable land use practices and a 'conservation development approach' should be adopted.</li> <li>❖ Establishing 'sensitive areas corridors' around environmentally sensitive areas (rivers and mountains) was a strong priority in the 2007 SDF proposal and will be reflected in the proposed SDF.</li> <li>❖ The delineation of urban and rural edges will ensure that important environmental features (i.e. Drakensberg escarpment and river channels) and biodiversity areas are protected from development and urban sprawl.</li> </ul>	1.1 Environmental Protection and Tourism Zone (EPTZ): an area which should be strictly managed in order to protect biodiversity and ecosystems as contemplated in NEMA and the Mopani District Bioregional Plan & Maruleng Biodiversity Sector Plan (2016). EPTZ includes Protected Areas (PAs); Critical Biodiversity Areas (CBAs); wetlands; biospheres; areas of potential adventure tourism; and tourism nodal areas.
	1.2 Development of the Drakensberg Environmental Zone (discussed in the IDP).
	1.3 Development of Eco-villages in appropriate villages, guided by principles of Green Building.
	1.4 Evaluation of all land use applications that fall within the K2C Biosphere in terms of the Biosphere land use guidelines.
	1.5 Coordination/ alignment with Limpopo Tourism and Parks Board to ensure demarcation, protection, and proclamation of established conservancies around proposed PAs.

### MARULENG SDF - ENVIRONMENTAL SUSTAINABILITY

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Map 65: Environmental Sustainability Development Objective.

### Eco-Village Concept

An Eco-Village is a small, self-sufficient community which lives from and for the natural environment. Existing Eco-Villages around the world are more commonly found in rural areas, where inhabitants build their communities on co-operation, self-sufficiency, renewable energies, permaculture and organic farming practices, and holistic approach to sourcing sustainable construction materials. Given the context of Maruleng's CBA status, there is a need to cultivate sustainable development practices. Furthermore, the self-sustaining nature of Eco-Villages reduces pressure on the municipality and bulk-infrastructure (water, sewerage, electricity etc.).

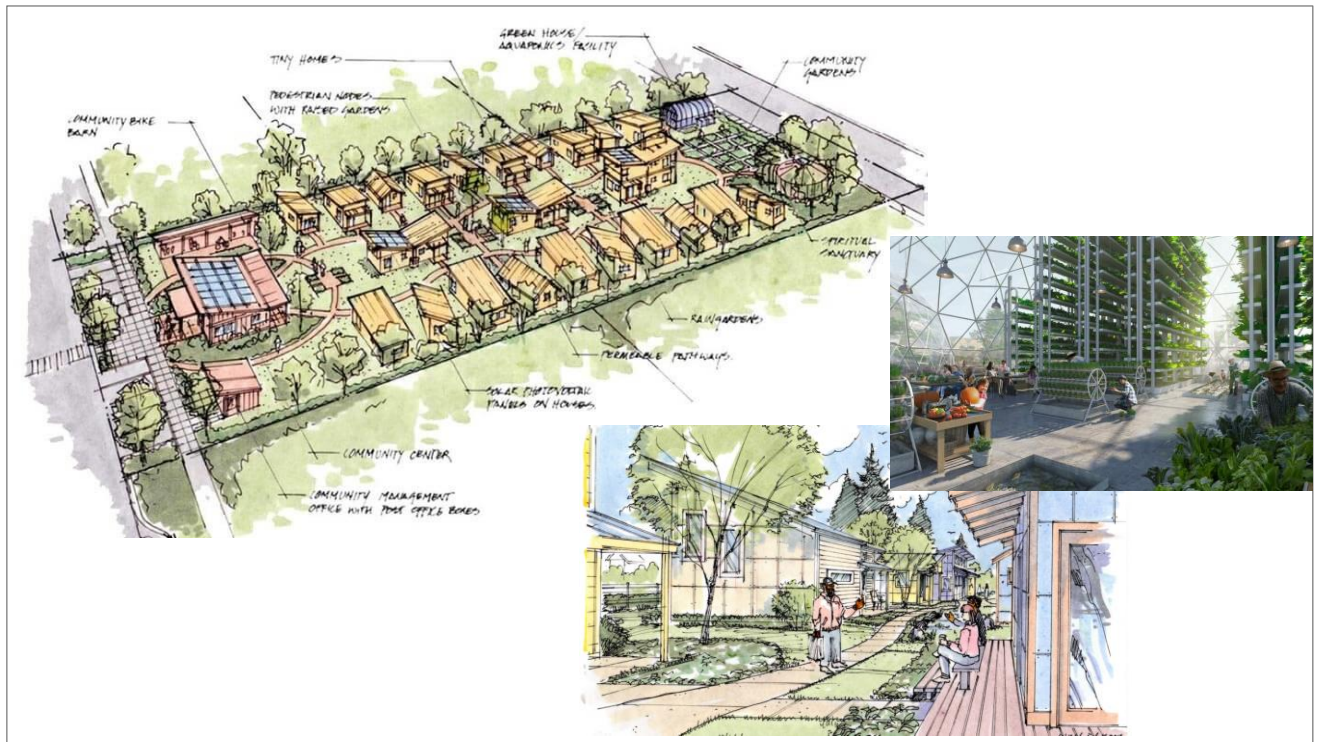


Figure 47: Eco-Village Concept.

### Eco-Village Building Practices and Principles:

- Green building, energy efficiency, and renewable energy
- Densely clustered housing
- Strong social ties
- Local food production
- On-site businesses
- Extensive composting, recycling, and re-use
- Affordable and accessible lifestyle
- Open space preservation
- Hands on education

### The Eco-Village in Maruleng supports:

- Tourism and learning opportunities, whereby tourists, learners and visitors can stay in the eco-village to experience and learn about how development can contribute to the protection of the natural environment and foster a greater understanding of sustainable practices.
- The model aligns with the provincial development trajectory - identifies Maruleng's tourism and agricultural potential.



## Development Objective 2: Corridor Development and Connectivity

Table 19: Development Objective 2. Corridor Development and Connectivity.

Development Objective	Strategy/Development Action
<p><b>Maintain and improve regional and local linkages to establish a network of connected nodes and settlements. Development corridors to be established with specific themes to strengthen connectivity and provide opportunity for development between nodes of economic activity and routes of greater importance.</b></p>	<p><b>2.1 Corridor Development:</b></p> <p><b>2.1.a) Regional Corridor (RC):</b> R40 to be established as primary RC, serving as an important north-south corridor for the province as it connects Limpopo to the Maputo Development Corridor (N4) via Bushbuckridge. Route R40 also forms part of the Phalaborwa Spatial Development Initiative (SDI) (NSDF), and the R40 connects Hoedspruit to Phalaborwa via Mica. Connects to the N1 freeway via Tzaneen towards the north.</p> <ul style="list-style-type: none"> <li>❖ R40 to be developed as a <b>Passenger Railway Corridor</b>, connecting to the Mpumalanga Passenger Railway Corridor (in the south) as planned in the Mpumalanga PSDF (2018).</li> <li>❖ In the SDFs of neighbouring municipalities, like Bushbuckridge LM, business development is proposed to be centralised along the R40.</li> </ul> <p><b>2.1.b) Agrarian Transformation Corridor:</b> developed along Route D21 in line with the CRDP. This Corridor forms the major rural intervention of the SDF. The Maruleng SDF of 2007 identified this same route (D21 or D181/1) as a Strategic Development Corridor, referring to it the Oaks-Metz-Trichardtsdal Strategic Development Corridor, which was to form a municipal activity spine linking the rural villages of Maruleng to one another and to the regional road network (R36). The Strategic Corridor proposed:</p> <ul style="list-style-type: none"> <li>❖ nodes to be used to focus development and investment along the Corridor;</li> <li>❖ focusing development and municipality infrastructural investment along corridor, leading to more efficient service provision;</li> <li>❖ improve the efficiency of the public transport system in the rural areas; and make it easier to link nodes with each other.</li> <li>❖ People living along a corridor can access a wide range of opportunities distributed along the corridor.</li> <li>❖ The internal road systems of the villages can be developed to provide easy access to the development corridor, making it easy for people to move around.</li> </ul> <p><b>2.1.c) Agro-processing Corridor</b> established along route R527 between Diphuti/ The Oaks and Hoedspruit. This Corridor facilitates the intervention to diversify the economy.</p>
	<p><b>2.2 Strategic Linkages – these routes all require road upgrading and maintenance. In the case of gravel roads (particularly in rural areas), retarring is necessary.</b></p> <p><b>2.2.a) Strategic Tourism Link:</b> connecting Kampersrus, Klaserie, Hoedspruit. This link is supported by local tourist sites in addition to tourism areas outside the Municipality such as the Kruger Park.</p> <p><b>2.2.b) Critical Rural Routes</b> (connecting rural settlements with main arterials):</p>

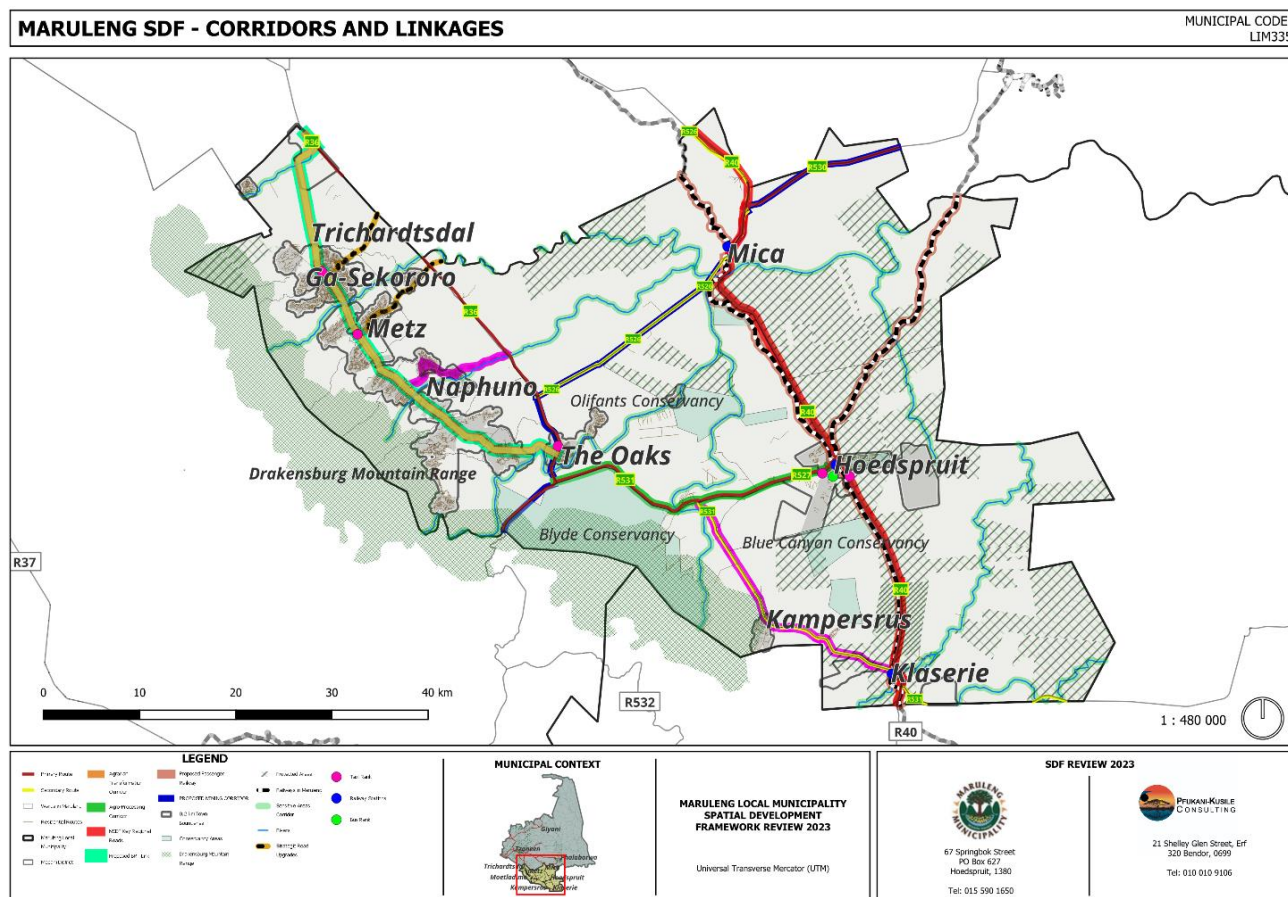
	<ul style="list-style-type: none"> <li>❖ Mica road (R529) connecting the villages to R40 going to Phalaborwa.</li> <li>❖ Metz and Bismack village Road connecting to the R36.</li> <li>❖ The roads connecting Calais village and Baloon to the main D21 road and other villages.</li> </ul>
	<p><i>2.3 Regional Routes</i></p> <p><b>R36</b> (linking Lydenburg and Tzaneen)</p> <p><b>R527</b> (linking Lydenburg and Hoedspruit)</p>
	<b>2.4)</b> Bus Rapid Transit (BRT) route proposed along D21
	<b>2.5)</b> Road Upgrades: R36 to D21.

**Strategic Links (SL)** are links or transport routes between nodes and development corridors, or between settlements, which provide an important or strategic level of connectivity between important destinations. It may also link internal nodes with outside areas (e.g. other municipalities or outside nodes). Although they are not corridors for development, strategic links may hold potential for development at certain strategic intersections.

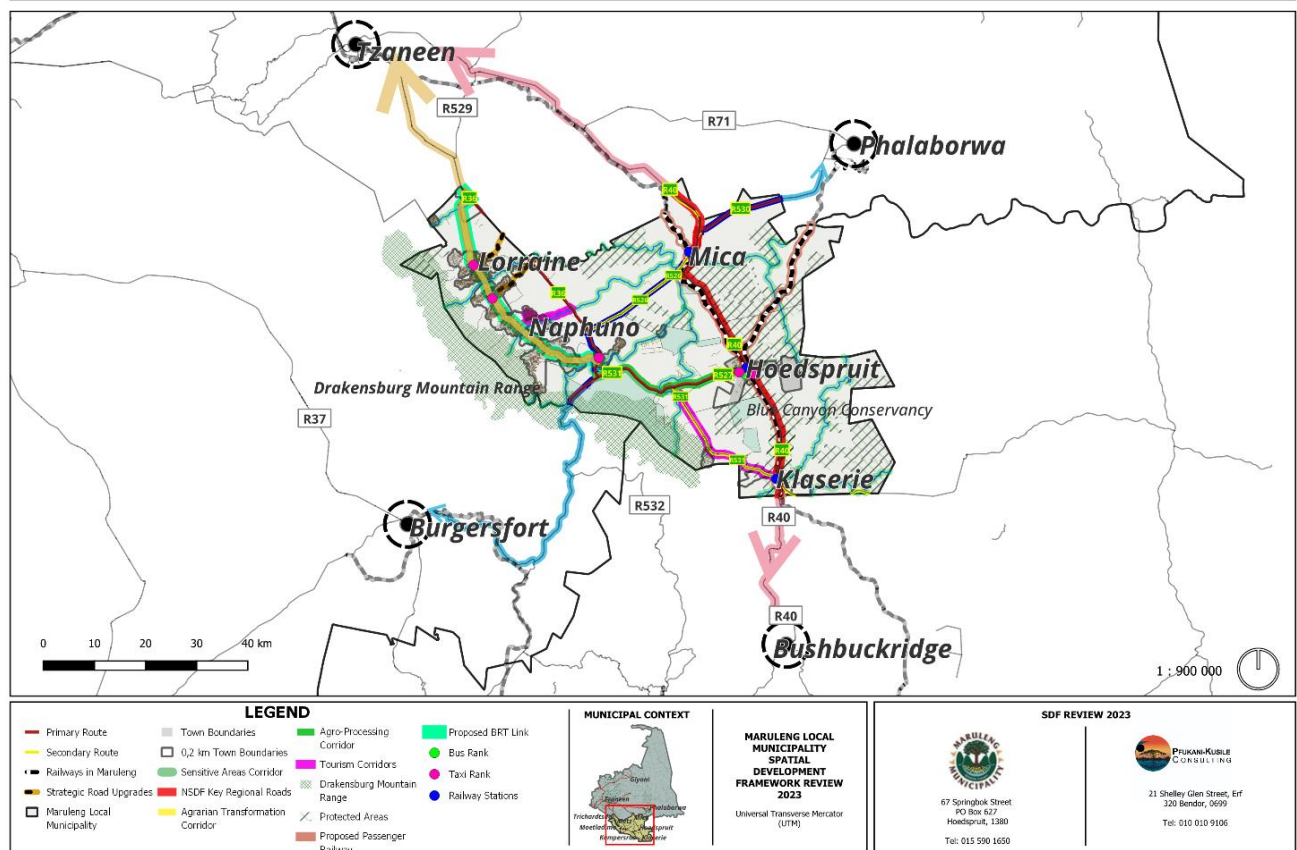
Different types of Strategic Links include:

Strategic Links (SL) – strategic link to ensure high mobility and improved connectivity between different nodes, growth points and residential areas.

Strategic Tourism Link (STL) – link ensures connectivity between nodal and tourism areas (inside and



Map 66: Corridor Development and Connectivity.



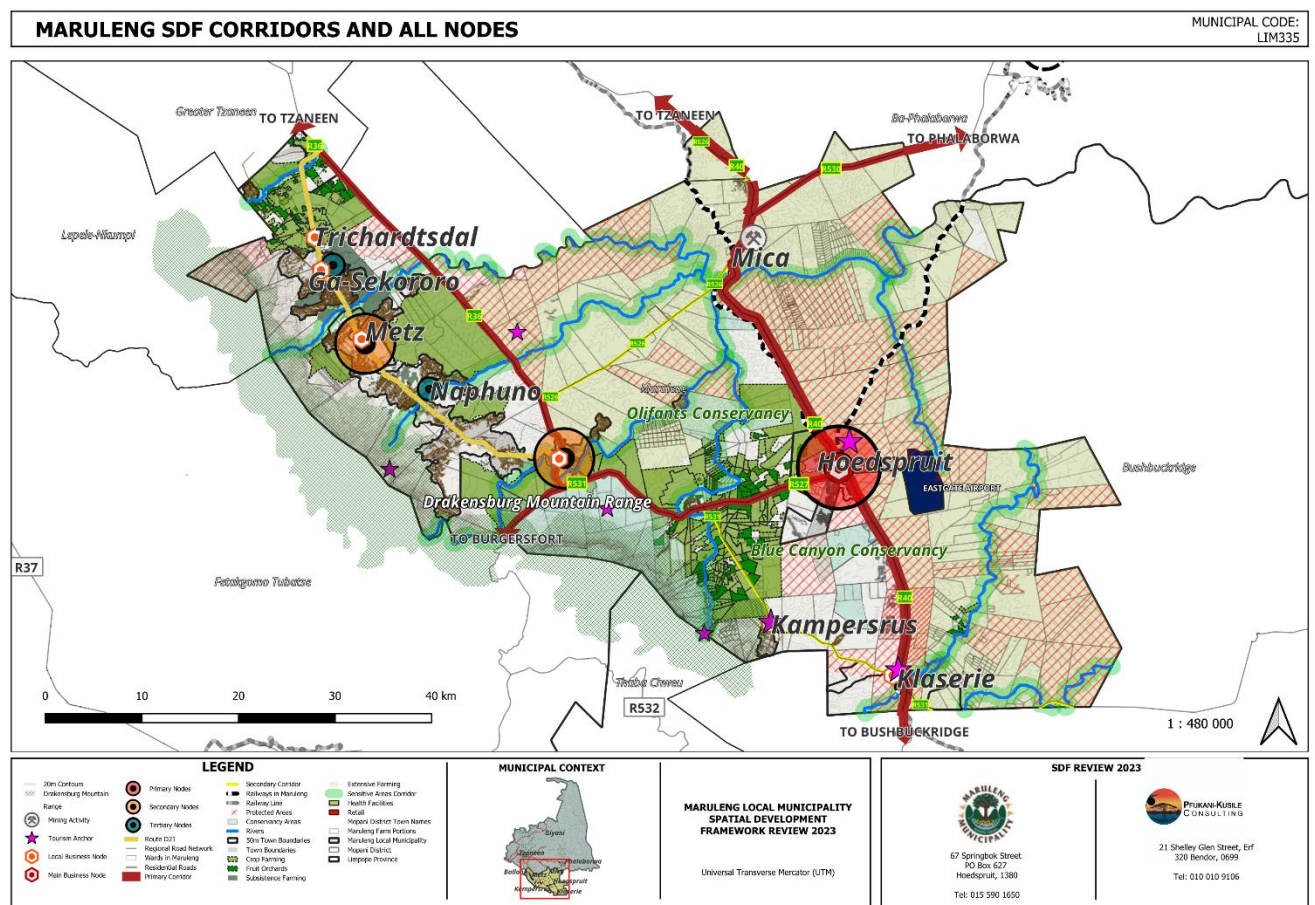
Map 67: Corridor Development and Connectivity at the District Scale.



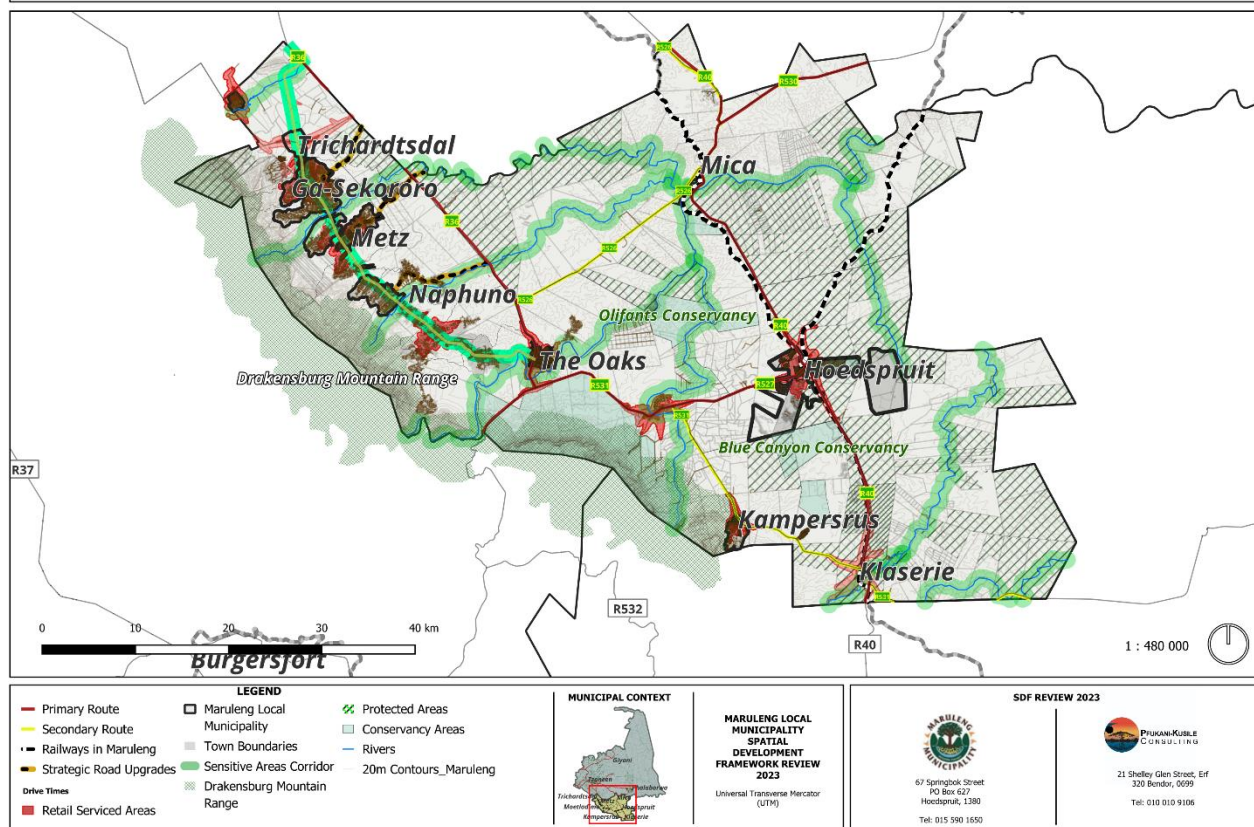
## Development Objective 3: Functional Nodal Hierarchy

Table 20: Development Objective 3. Functional Nodal Hierarchy.

Development Objective	Strategy/Development Action
<p><b>Establish a functional hierarchy of primary, secondary, and rural activity nodes in the MLM to enhance spatial efficiency.</b></p> <p><b>Additionally, nodes of specific economic activity, namely agriculture, business (formal and informal), and tourism should be consolidated.</b></p>	3.1 Ensure alignment of functional nodal hierarchy of settlement and growth points with the Limpopo PSDF and in terms of real growth demands.
	3.2 Establish nodal hierarchy concept in MLM by focusing infrastructure development and funding allocation within identified nodes as a priority (Hoedspruit, Metz, Oaks/Diphuti, Lorraine and Naphuno).
	3.3 Maintain and enhance Hoedspruit CBD's function as regional service centre and primary activity node.
	3.4 Support the Metz and Oaks/Diphuti as secondary nodes.
	3.5 Enhance the areas of Lorraine and Naphuno which currently serve as central service points and clusters of economic activity to rural service nodes.
	3.6 Kampersrus, Klaserie, and Hoedspruit to be supported as tourism nodes.
	3.7 Hoedspruit is to be maintained as the main business node, with the Metz, the Oaks/Diphuti, Lorraine/Sekororo, Kampersrus, Klaserie, and Trichardsdal as supporting local business nodes.
	3.8 Mica is to be retained and supported as a mining node.



Map 68: Functional Nodal Hierarchy.

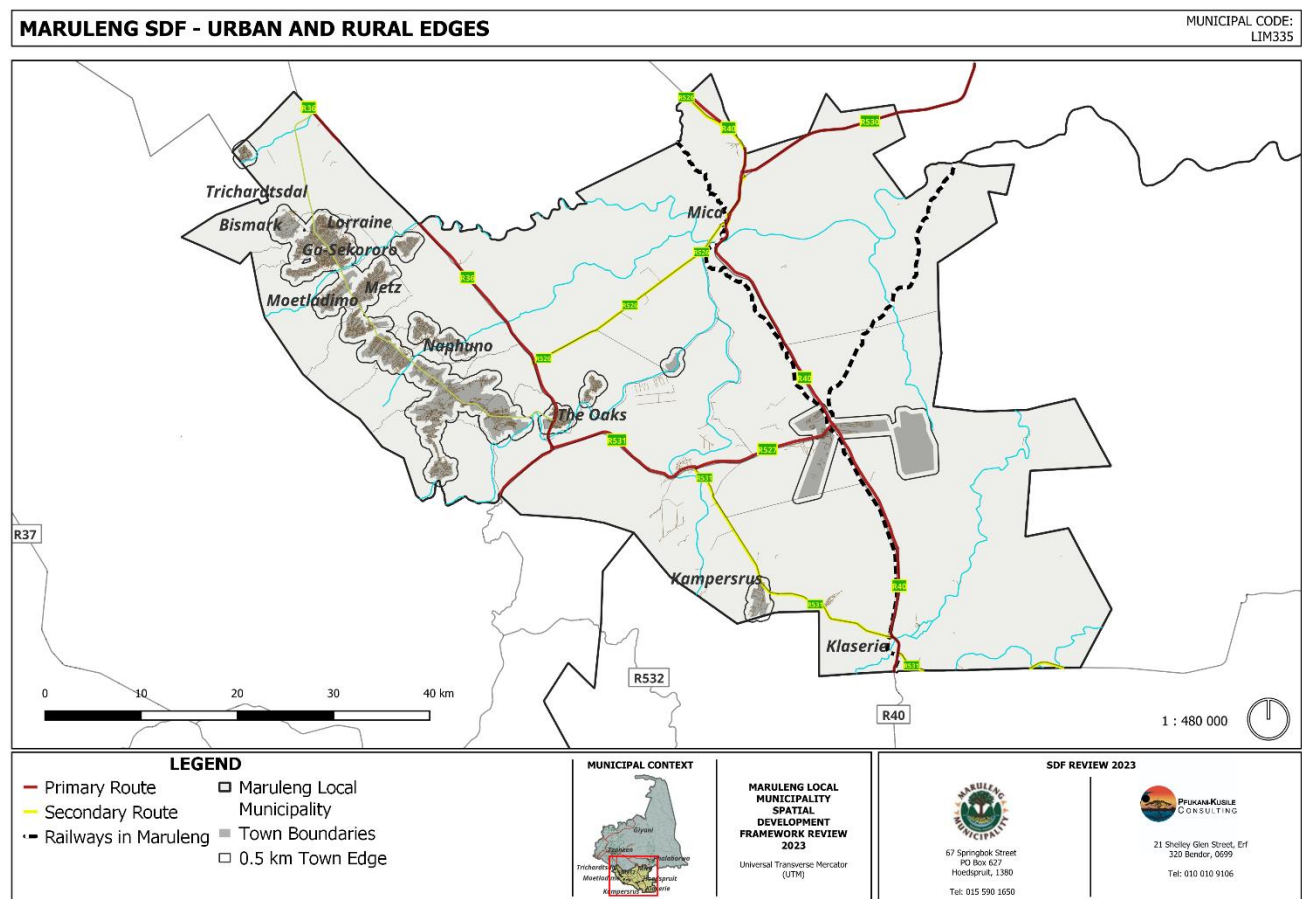


Map 69: Retail Nodal Areas.

## Development Objective 4: Urban and Rural Development Edges

Table 21: Development Objective 4. Urban and Rural Development Edges.

Development Objective	Strategy/Development Action
<p><b>Delineate urban and rural development edges around settlements and identified nodes to direct future growth, limit urban sprawl, promote optimum use of land and infrastructure, and conserve environmentally sensitive areas and agricultural land.</b></p> <ul style="list-style-type: none"> <li>❖ Development edges are especially important for housing/residential development.</li> <li>❖ Strategic Development Areas (SDAs) and Urban Intervention Areas (UIAs) are identified within the urban development edge.</li> </ul>	<p>4.1 Boundary of development edges to include existing settlements and proposed SDAs where infill development is anticipated.</p>



Map 70: Urban and Rural Development Edges.

A **development edge** is defined as a demarcated line and interrelated policy that serves to manage, direct, and limit urban and settlement expansion.

**Infill Development** should be encouraged on municipal owned properties to promote efficient usage of land, utilization of existing infrastructure, walkability and safeguard against urban sprawl and land invasion.



## Development Objective 5: Strategic Development Areas and Upgrading Intervention Areas

Table 22: Development Objective 5. Strategic Development Areas and Upgrading Intervention Areas.

Development Objective	Strategy/Development Action
<p><b>Consolidate the urban structure of the MLM around the identified activity nodes by way of residential infill development in Strategic Development Areas (SDAs) and upgrading or services and land use control in identified Upgrading Intervention Areas (UIA).</b></p> <ul style="list-style-type: none"> <li>❖ Both SDAs and UIAs are to be identified within the urban development edge.</li> <li>❖ Proposed and existing housing projects must support the principle of sustainable human settlements and be integrated within the main urban structure.</li> <li>❖ Prioritise the formalisation of informal settlements.</li> </ul>	5.1 SDAs located along the D21 corridor (connecting fragmented settlements), in Hoedspruit, and Kampersrus
	5.2 Infill development to consist primarily of low-medium density residential land use, with supporting services, amenities, and public transport infrastructure.
	5.3 Land claims and disputes over land identified in the IDP for housing project areas must be resolved urgently.
	5.4 Low-cost housing project to be identified and developed in the economic hub of Hoedspruit.
	5.5 UIAs to be located in identified nodes.
	5.6 Incremental upgrading, relocking, and street naming of informal settlements. This process must engage the community.

**Strategic Development Areas (SDAs)** or growth areas are specific demarcated areas or precincts with unique opportunities to give form to a desired objective, and further represent areas/precincts where future growth opportunities are identified, including greenfield and infill development.

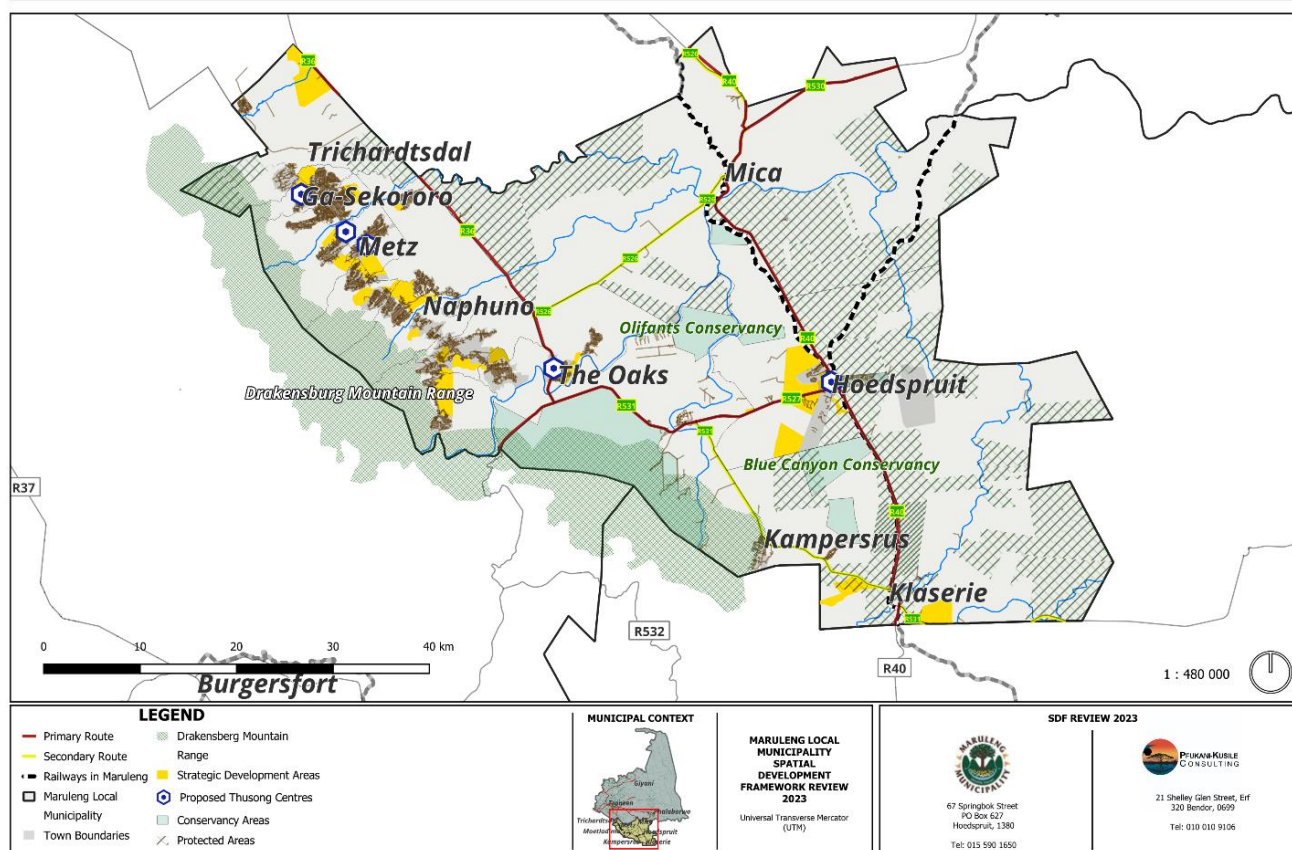
**Upgrading Intervention Areas (UIAs)** have been compromised by uncoordinated and unplanned settlement of people which require intervention from the authorities in terms of upgrading services and land use control to ensure sustainable development and prevention of further urban sprawl.

## Development Objective 6: Basic Service Clusters

Table 23: Development Objective 6. Basic Service Clusters.

Development Objective	Strategy/Development Action
<p><b>Optimise service delivery by providing a full range of social services at identified activity nodes, in accordance with the nationally approved Thusong Centre concept. Ensure that all areas in the MLM (urban and rural) are at least provided with the constitutionally mandated minimum levels of service. This Objective is focused on addressing infrastructure gaps, promoting balanced development and supporting spatial justice.</b></p>	6.1 Thusong Centres to be developed in the locations of Hoedspruit, Metz, the Oaks/Diphuti, and Lorraine/Sekororo.
	6.2 Thusong Centres positioned close to residential development, accessible by main mobility spines and connected to public transport system.
	6.3 These centres need to be supported by public transport infrastructure, mixed use development and social facilities (i.e. parks, sporting facilities, community centres etc.).

**Thusong Centres** are “a focal point at which a comprehensive range of essential services can be obtained by people living in its vicinity”. Establishment of these centres in western parts of Maruleng (currently the underserved and most dense areas) will reduce the need for residents in villages to travel to Hoedspruit for basic services.



Map 71: Strategic Development Areas and Thusong Centres.

**Reblocking** refers to the rearrangement of an informal settlement into organised clusters, instead of the improvised arrangement that occurs as a result of informal settlement developments. Reblocking enables basic services to be delivered to the community, may decrease the likelihood of natural disasters/hazards (such as fires), and provide more usable communal spaces. An example of a reblocking arrangement is: Each cluster has its shacks facing each other, forming a common courtyard for the cluster with a single entrance.

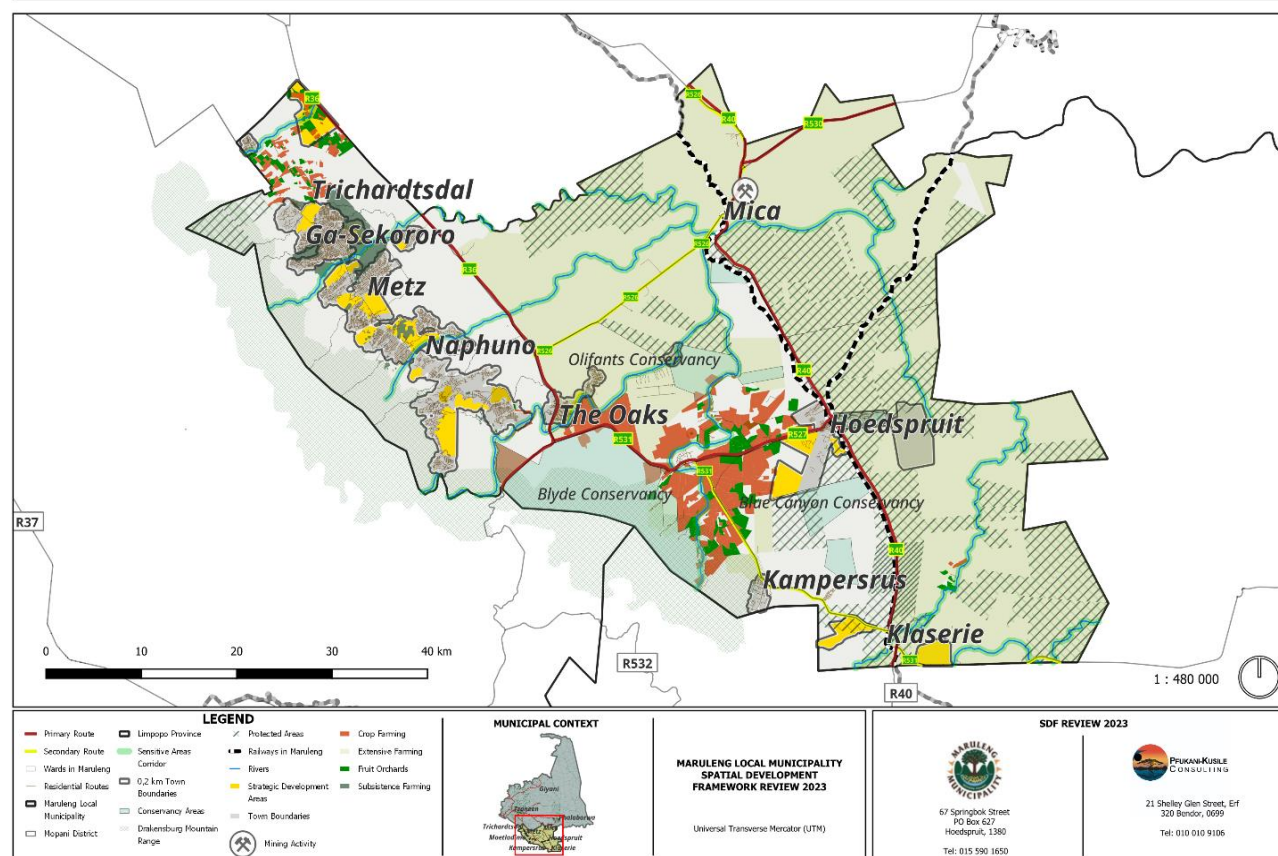
## Development Objective 7: Agriculture and Mining Resources

Table 24: Development Objective 7. Agriculture and Mining Resources.

Development Objective	Strategy/Development Action
<p><b>Consolidate and optimally develop the agricultural and mining resources of the Maruleng Local Municipality in a sustainable manner.</b></p> <p>❖ Ensure spatial patterns that protect agricultural areas, mineral resources and promote initiatives in terms of Rural Development Programmes, leading to an improved quality of life.</p>	<p><b>7.1 Agriculture and Farming Zones (AFZ):</b> areas strictly earmarked for commercial farming activity, which is not to be compromised by undesirable development. Further potential for small-scale subsistence farming in these areas (over time can develop into commercial farms).</p>
	<p><b>7.2</b> Supporting small-scale farmers, promoting of small-scale enterprise and survival strategies in rural villages.</p>
	<p><b>7.3 Eco villages</b> with an agricultural foundation (educational, upskilling, holiday programmes etc.)</p>
	<p><b>7.4 New mining opportunities and connections</b> in close proximity to Mica should be explored, including in neighbouring municipalities with mining economy (i.e. Phalaborwa).</p>
	<p><b>7.5 Skills development programmes</b> should focus on ensuring employability of local persons in the mining sector.</p>
	<p><b>7.6</b> Optimise existing mining activity at Mica in a sustainable manner, to include processing/value addition as far as possible.</p>
	<p><b>7.7</b> Infrastructure investment and residential expansion at Mica should be limited due to mining activities.</p>
	<p><b>7.8</b> Explore introduction of a viable <b>export market</b> in the Municipality.</p> <p>❖ Maruleng is situated between the Nelspruit-Barberton export corridor and IDZ, and the Phalaborwa mining node. It forms part of the "Tourism and Fruit Export precinct", adjacent to the KNP.</p>

### MARULENG SDF CORRIDORS AND NODES - AGRICULTURAL ACTIVITY AND MINING

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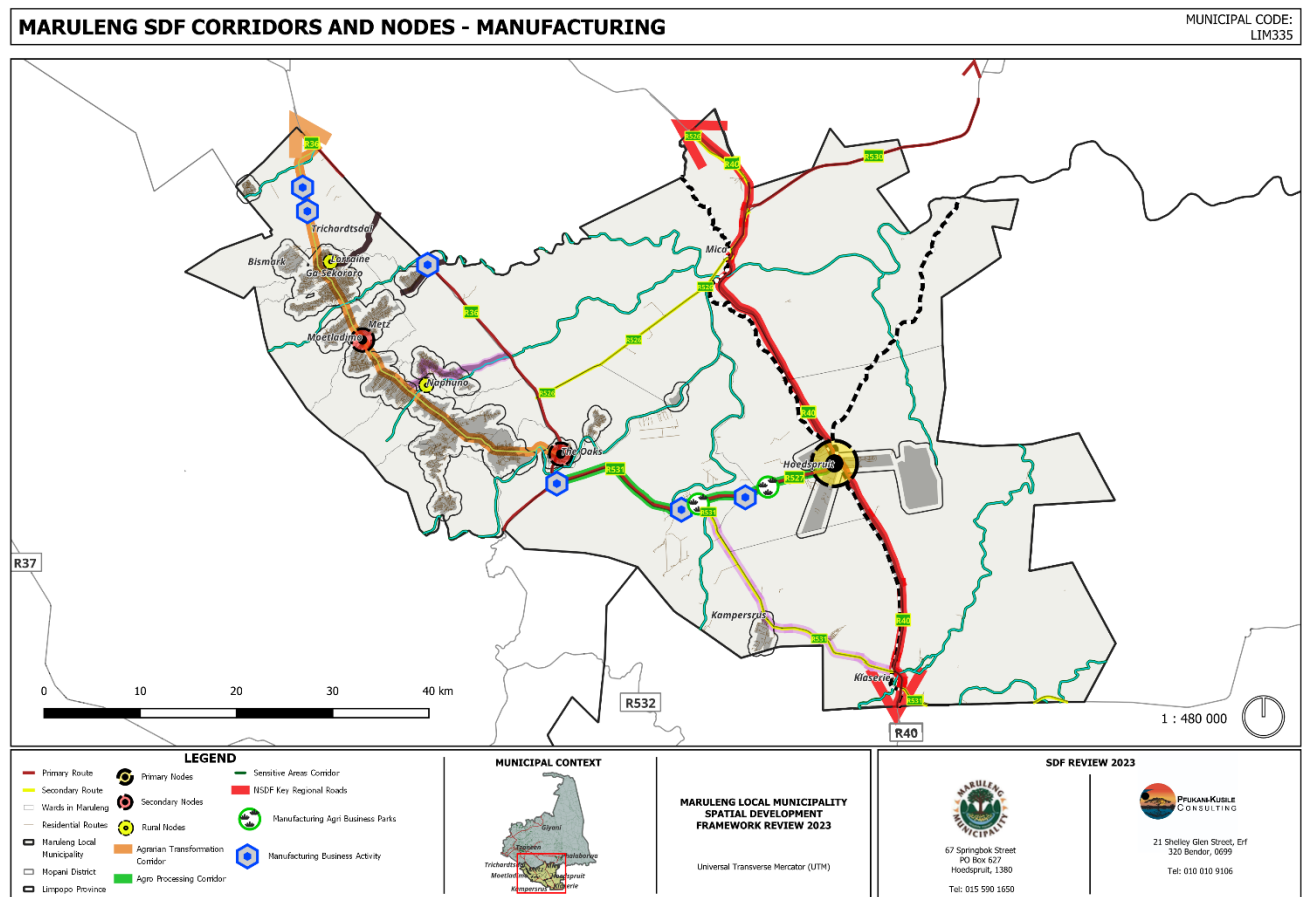
Map 72: Agricultural and Mining Resources.



## Development Objective 8: Agro-Industries and Manufacturing

Table 25: Development Objective 8. Agro-Industries and Manufacturing.

Development Objective	Strategy/Development Action
<b>Establish an Agro-processing Corridor along route R527 between Diphuthi/The Oaks and Hoedspruit and encourage resource-based manufacturing at activity nodes. The introduction of Agro-Industry and Manufacturing will facilitate diversification of economic activities in Maruleng LM.</b>	<b>1.1</b> An Argo-processing corridor to be established along the R531.
	<b>1.2</b> Optimising the potential of Agri-Parks program in Maruleng, with the development of Agri-hubs along the proposed corridor. <ul style="list-style-type: none"> <li>❖ Maruleng is already identified as a Farmer Production Support Unit (FPSU) in the Limpopo PSDF, supporting the establishment of agri-hubs.</li> </ul>
	<b>1.3</b> Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport, enhancing the export capacity of the municipality.



Map 73: Agro-Industries and Manufacturing.

The Agri-Parks program is a long-term programme which supporting rural enterprises, develops rural industries and facilitates the efficient movement of rural produce to markets (DALRRD). As a network it enables a market-driven combination and integration of various agricultural activities and rural transformation services.

## The Agri-Park Model and Process:

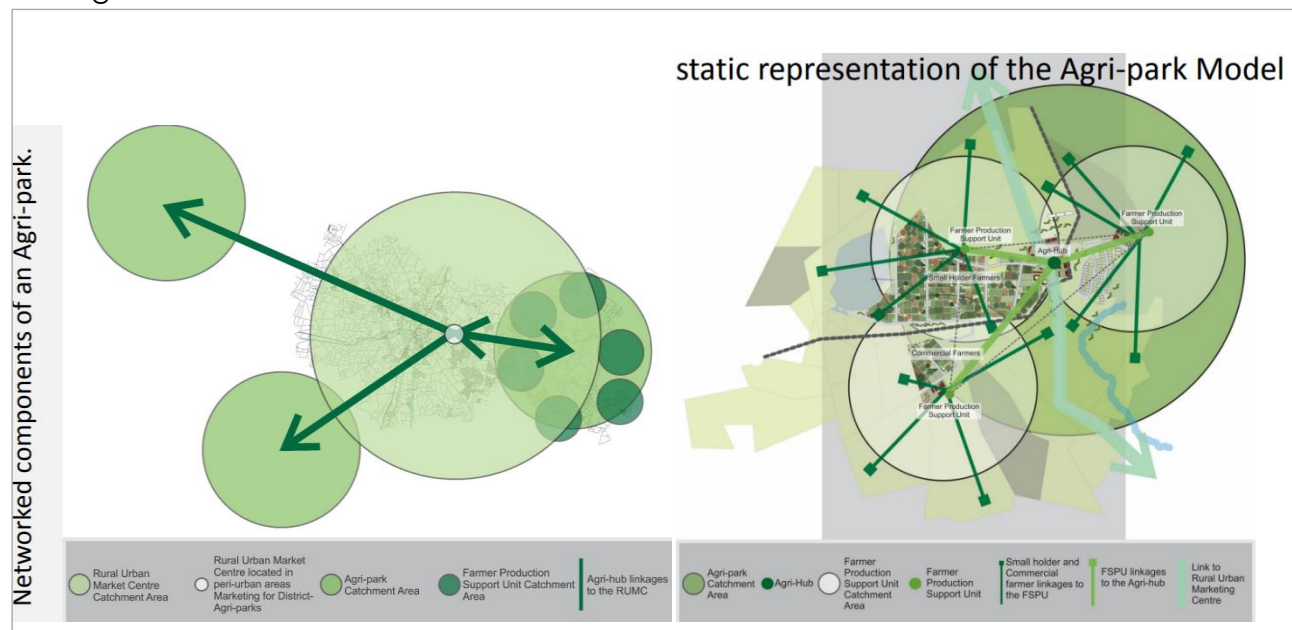


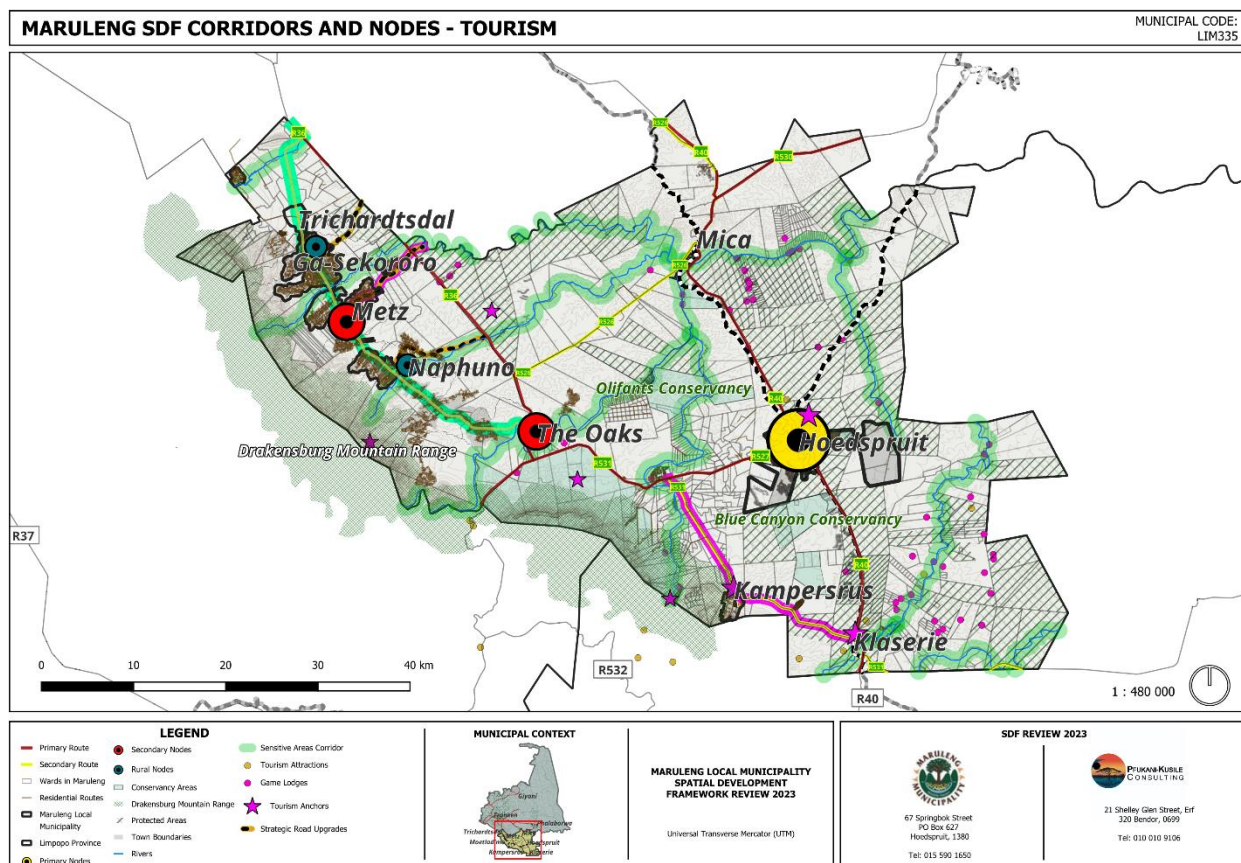
Figure 48: Agri-Park Programme Diagrammatic Model.

- ❖ **Farmer Production Support Unit (FPSU):** is linked to a rural small-holder farmer outreach and capacity building unit that links farmers with markets. The FPSU does primary collection, some storage, provides some processing for the local market, and extension services including mechanisation.
- ❖ **Agri-Hub (AH):** a production, equipment hire, processing, packaging, logistics, innovation, and training unit.
- ❖ **Rural Urban Marketing Centre (RUMC):** provides market intelligence assist farmers, processors in managing a nexus of contracts. With large warehousing and cold storage facilities to enable market management. The RUMC has three main purposes.
  - i. Linking and contracting rural, urban, and international markets through contracts.
  - ii. Acts as a holding-facility, releasing produce to urban markets based on seasonal trends.
  - iii. Provides market intelligence and information feedback, to the AH and FPSU, using latest information and communication technologies.
- ❖ **Logistics Brokerage:** transport networks that operate between the FPSU's - Agri-hubs - RUMCs and various derivatives thereof.

## Development Objective 9: Tourism

Table 26: Development Objective 9. Tourism.

Development Objective	Strategy/Development Action
<b>Support the development of local tourism assets particularly eco-tourism and adventure tourism related precincts and activities.</b> <ul style="list-style-type: none"> <li>Encourage the participation of rural communities within the tourism sector as well as create opportunities for attracting cultural tourists into the province.</li> </ul>	9.1 Villages/settlements along D21: to be marketed for cultural and rural tourism.
	9.2 Tourism development to be supported by the establishment of Strategic Tourism Links (STLs).
	9.3 Upgrade the corridors (R531, R527, R40, and D21) connecting the main tourist anchors and tourist sites.
	9.4 Utilize the tourism related economic and development potential created by natural resources such as nature conservation areas, wildlife, reserves, and natural features (i.e. Drakensberg Mountains).



Map 74: Tourism.



Map 75 below presents the composite Spatial Development Framework for Maruleng Local Municipality, comprising of all the proposed development strategies and Development Objectives aforementioned.



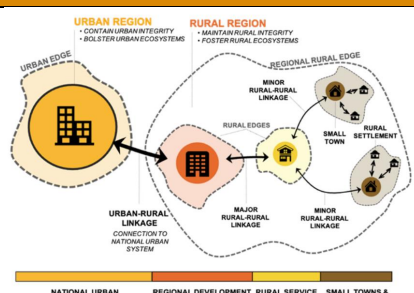
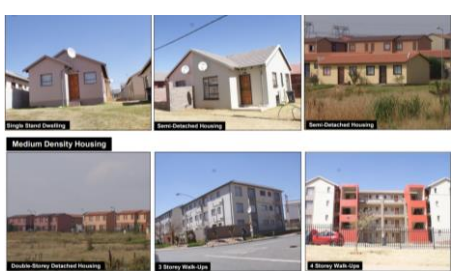
Structuring Element	Name/Location
Development Corridors	<ul style="list-style-type: none"> <li>• Agrarian Transformation Corridor (route D21).</li> <li>• Agro-processing Corridor (route R527 between Diphuti/The Oaks &amp; Hoedspruit)</li> <li>• Regional Corridor (R40)</li> </ul>
Strategic Linkage	<ul style="list-style-type: none"> <li>• Strategic Tourism Link (connecting Kampersrus, Klaserie, Hoedspruit).</li> </ul>
Nodes	<p><i>Nodal hierarchy</i></p> <ul style="list-style-type: none"> <li>• Primary node: Hoedspruit</li> <li>• Secondary node: Metz and Oaks/Diphuti,</li> <li>• Rural service node: Lorraine and Naphuno</li> </ul> <p><i>Tourism</i></p> <ul style="list-style-type: none"> <li>• Tourism anchors: Kampersrus, Klaserie, and Hoedspruit</li> <li>• Cultural/rural tourism nodes: settlements along D21</li> </ul>






	<p>Agro processing</p> <ul style="list-style-type: none"> <li>• Agri-hub: Hoedspruit</li> <li>• Eco industrial hub: Hoedspruit</li> </ul> <p>Business</p> <ul style="list-style-type: none"> <li>• Main business node: Hoedspruit</li> <li>• Local business node: Metz, the Oaks/Diphuti, Lorraine/Sekororo, Kampersrus, Klaserie, and Trichardsdal</li> </ul> <p>Mining</p> <ul style="list-style-type: none"> <li>• Mining node: Mica</li> </ul>
SDAs	Infill development around settlements along the D21, Hoedspruit, Kampersrus and Klaserie.

## 5.5. Urban Design Guidelines

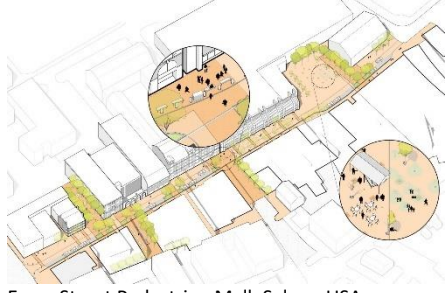

The table below details a set of urban design guidelines developed to support and shape the desired future of Maruleng's spatial landscape, as envisioned in this SDF Review.

Table 28: Urban Design Principles.

Urban Design Principle	Visual Reference	Strategies
<p><b>01. Consolidate the urban footprint.</b></p> <p>Consolidate and compress the urban footprint within the urban edge and around activity nodes.</p>	 <p>Urban-rural development model (NSDF, 2018).</p>	<ul style="list-style-type: none"> <li>• Ensure infill development is consolidated within the boundary of the development edge.</li> <li>• Ensure environmental features (rivers, wetlands etc.) and protected areas are outside of the urban edge boundary to promote conservation/protection of natural features and systems.</li> </ul>
<p><b>02. Promote residential densification.</b></p> <p>Residential densification will increase the viability of the identified activity nodes.</p>	 <p>Low-medium density typologies (SDF, 2015)</p>	<ul style="list-style-type: none"> <li>• Densification to occur within the urban edge boundary in identified SDAs and in close proximity to identified nodes.</li> <li>• Residential development must be supported by social facilities, access to public transport and economic activity.</li> <li>• Accommodate a range of typologies and unit sizes.</li> </ul>

Urban Design Principle	Visual Reference	Strategies
<b>03. Promote mixed use development.</b> Offers users choice and convenience, strengthens, and increases the vitality of activity nodes.		<ul style="list-style-type: none"> <li>• Locate mixed-use developments along major arterials, connected to the public transport network.</li> <li>• Ensure mixture of building uses that encourage 24/7 activation.</li> <li>• Provide flexibility and resilience.</li> </ul>
<b>04. Establish continuous linkages.</b> In order to facilitate easy access to spaces, facilities, and activities.		<ul style="list-style-type: none"> <li>• Formalise pedestrian shortcuts (strategic routes).</li> </ul>
<b>05. Create a variety of safe and viable public open spaces.</b> Public open space should be in well-located, safe, accessible, and multi-functional (robust)	 <p>End Street Park, Doornfontein, Johannesburg</p>	<ul style="list-style-type: none"> <li>• Mixture of hard and soft spaces, designed according to surrounding land/building uses and connect with the streetscape.</li> <li>• Open spaces must be in well-located, well-used, safe, locations, accessible via walking and public transportation.</li> <li>• Design and infrastructure/ equipment in open spaces should encourage social activity, play, and rest.</li> <li>• Adhere to universal design principles to ensure equitable access.</li> <li>• Integrate sustainable practices, materials, and vegetation into the landscape.</li> </ul>
<b>06. Define gateways to major nodes and tourism anchors.</b> This will enhance the legibility and assist with branding of MLM. Furthermore, supports a sense of identity.	 <p>Sign at the Kamogelo Tourism Centre, Hoedspruit.</p>	<ul style="list-style-type: none"> <li>• Gateways to be located along major roads in activity nodes and at entrances of tourism sites.</li> </ul>
<b>07. Establish a sense of identity.</b> Supports the principle of place-making.	 <p>Commissioned work by artist Breeze Yoko, SAMRO Building Braamfontein, JHB.</p>	<ul style="list-style-type: none"> <li>• Provide signage (social amenities, tourism sites, street names etc.).</li> <li>• Express neighbourhood identity in the public realm through public art, names of places etc.</li> </ul>

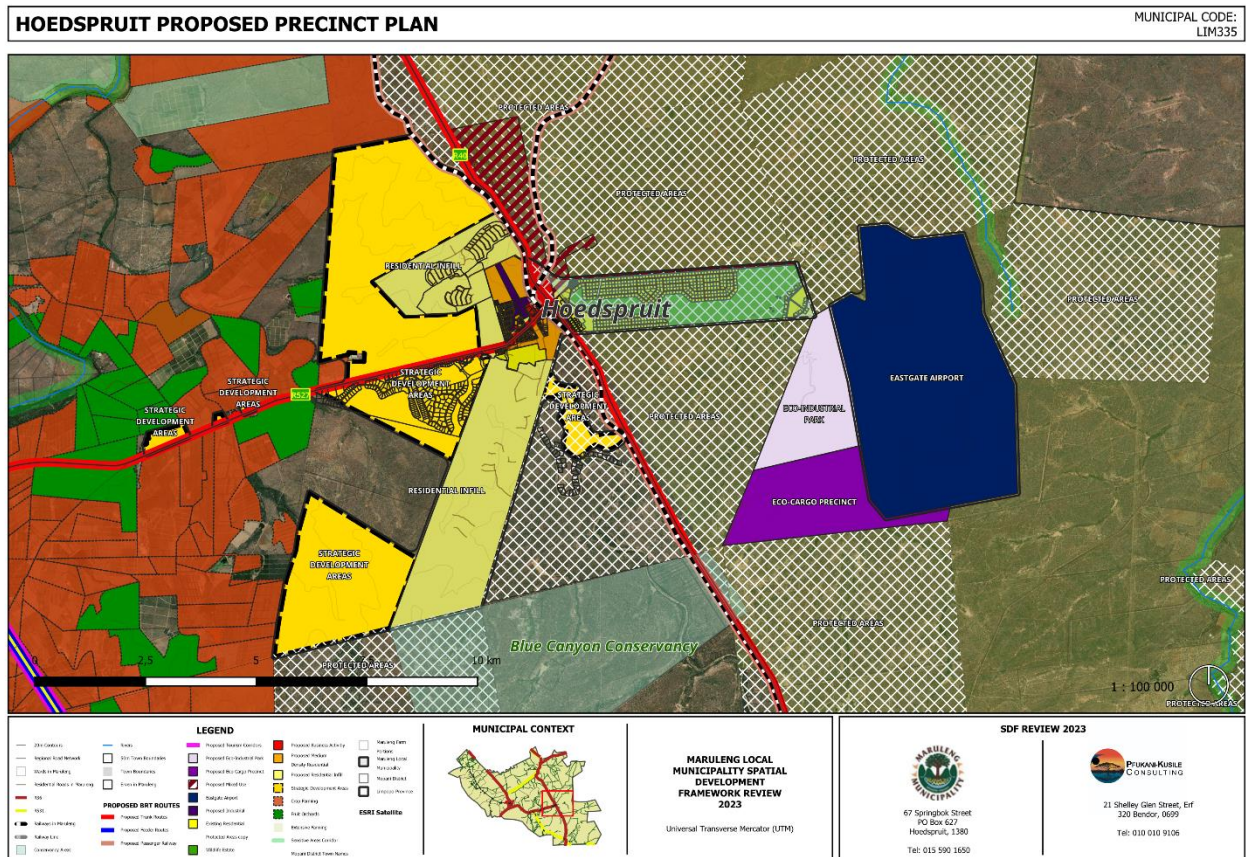


Urban Design Principle	Visual Reference	Strategies
<b>08. Create a quality pedestrian environment.</b> Prioritise pedestrian movement in and around activity nodes.	 <p>Essex Street Pedestrian Mall, Salem, USA.</p>	<ul style="list-style-type: none"> <li>• Segregate pedestrian and vehicular movement.</li> <li>• Design sidewalks to enhance the pedestrian experience.</li> <li>• Provide street furniture, human-scale street-lighting, and greening along pedestrian routes.</li> <li>• Sidewalks to be 3-5m wide.</li> </ul>
<b>09. Ensure development contributes to safe and secure communities.</b>		<ul style="list-style-type: none"> <li>• Choose building uses and typologies that activate the street edge to encourage active and passive surveillance.</li> <li>• Balconies and transparent business/retail ground floors encourage visual permeability and positive private-public realm engagement.</li> </ul>

## 5.6. Spatial Plans/Local Frameworks

This section will provide the more detailed spatial plans proposed for the key nodal areas of Hoedspruit, Metz, the Oaks/Diphuti, Lorraine and Naphuno. The proposal for each nodal area will be unpacked in relation to the guiding nine urban design principles (refer to Table 28). Furthermore, it will locate the specific strategies/action areas discussed in the previous section *Development Objectives and Spatial Strategies* as they relate to the identified nodal areas.

### 5.6.1. Hoedspruit



Map 76: Hoedspruit Proposed Precinct Plan.

## UD Principle 1 – Consolidate the urban footprint.

- Infill business development is proposed along route R527 from the R40 to the Kamogelo Centre and around the existing Pick n Pay centre to the east of the railway line, as well as along Moose street to link the business strip along route R527 to the commercial and hardware precinct around the railway station.
- The north-eastern quadrant of the main intersection (R527 and R40) is ideal for business development, though it is currently proposed for residential expansion. The township layout should utilise strategic land bordering on the main roads for business and mixed-use development.
- The urban development edge for Hoedspruit includes the activity and business nodes and areas of proposed residential infill development (SDAs).
- Undeveloped/vacant land pockets located south of the R527 have been strategically identified as SDAs for low-medium residential infill development, as well as a portion to the south of the town. These areas fall within the urban edge boundary and close to existing and proposed activity centres, social centres, and amenities, supporting the viability of a sustainable human settlement.

## UD Principle 2 – Residential Densification

- Medium and high-density infill residential development and redevelopment is

proposed around the business core. With high-density residential development focused along the main roads and nodal areas and lower density as it moves to the boundary of the urban edge.

- Different residential building typologies, unit sizes and costing-arrangements (buying, renting, social housing, GAP housing, FLISP etc.) to be explored and built in the precinct to facilitate a range of income brackets and housing sizes (bachelors, couples, families).
- Residential developments to be supported by access to public transport, social facilities, and economic opportunity.

### UD Principle 3 – Mixed Use Development

- Densification and mixed-use developments are proposed in and around the core area of Hoedspruit along the R40.
- Consider the formalisation of existing informal trade stalls in Hoedspruit along the R40, through the proposal of the “Market Stalls” concept (this is successfully seen in Collins Chabane Local Municipality).



Figure 49: Collins Chabane Market Stall Concept.

### UD Principle 4 – Continuous Linkages

- There is a proposed SANRAL interchange on the R40 which has a significant positive impact on the economy, particularly the tourism economy of Hoedspruit.
- Proposed new link road to R572, to facilitate easy access from the residential fabric to the business area.
- The two informal taxi ranks along routes R572 and R40 should be formalised. The first is situated opposite to the Spar Shopping Complex, and the second opposite to the Pick ‘n Pay Centre.
- A pedestrian bridge is proposed across the railway line to the south of route R572 to link the business cores on either side of the railway line with one another.

### UD Principle 5 – Public Open Space

- It is proposed that the public open space to the north of route R572 be formalised and improved by providing paved pedestrian-walkways, street furniture such as seating, bins, public art features and lighting.



- Public space should be concentrated to a limited stretch of the R40 road that is supported by surrounding land use and activity.
- Establish well-designed, safe, and attractive small parks and open spaces (hard and soft) in strategic locations, to ensure spaces are used for intended purpose and prevent undesirable activity (squatting, illicit activities etc.). Ideally these spaces should be located in residential areas.
- The open space adjacent to the municipal offices is proposed to be formalised and upgraded in order to link the surrounding residents to community facilities and the business core. The minimum facilities required include street furniture and proper lighting.

### UD Principle 6 – Gateways

- It is proposed that the two entrances to the CBD along route R40 also be provided with an entrance/gateway signage similar to the existing structure at the western entrance to Hoedspruit along route R572.

### UD Principle 8 – Quality Pedestrian Environment

- It is recommended that business activities, community facilities, public transport facilities, and public open spaces in the core area be linked via a continuous pedestrian movement network.
- Adequate sidewalks along all roads, with main pedestrian mobility roads having the widest sidewalks (5m) and more residential roads having slightly narrower sidewalks (2,5m – 5m)
- Clear signage, including names of places, centres, services, and street names to improve legibility of site.

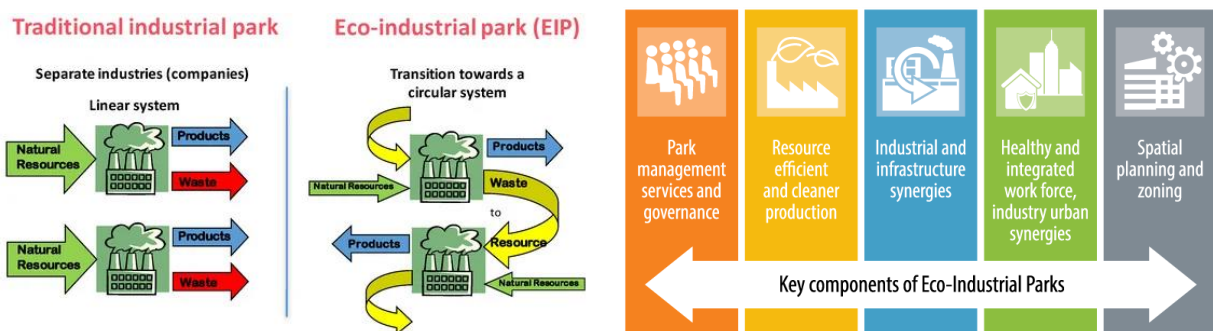
### UD Principle 9 – Safe and Secure Public Space

- Provide pedestrian crossings, bollards, human-scale lighting etc. along the proposed pedestrian movement network, public spaces, and activity centres.

### UD Principal 10 - Diversifying of the Economy

- Development of Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport (DO. 8).

An eco-industrial park refers to a cluster of businesses that share a common property and work together to improve their environmental, economic, and social performance. This collaboration aims to manage environmental and resource issues through a concept

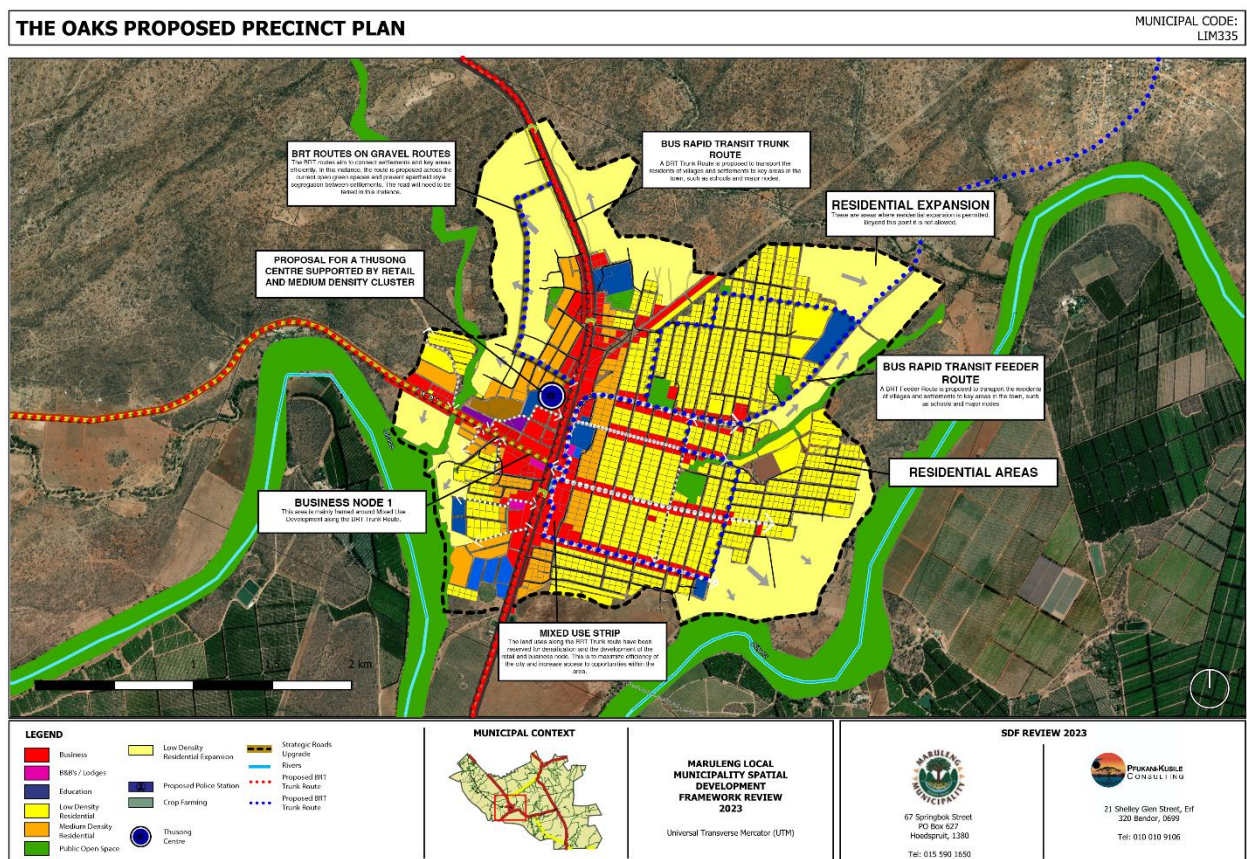


called industrial symbiosis. It involves the exchange of materials, energy, water, and by-products among companies, resulting in a competitive advantage for them. Such practices promote inclusive and sustainable development.

#### Proposed strategies/development actions that fall within the Hoedspruit nodal area:

- Agro-processing Corridor established along route R527 falls within the Hoedspruit and Diphuthi/ The Oaks nodal area. This Corridor facilitates the intervention to diversify the economy (DO. 2)
- Hoedspruit is to be supported and further developed as a tourist node, supporting its anchor in the Strategic Tourism Link (between Hoedspruit, Kampersrus and Klaserie) (DO. 2 and DO. 9).
- Development to include a Thusong Centre (DO. 6)
- Agri-Hub located along the R527 (DO. 7).
- Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport (DO. 8).

#### 5.6.2. The Oaks/Diphuthi



Map 77: The Oaks/ Diphuthi Proposed Precinct Plan.

#### UD Principle 1 – Consolidate and Compress the Urban Footprint

- Proposed nodal development should be located close to the existing business area

and public transport facilities, at the intersection on routes R36 and D21 (Proposed Development Corridor).

- Encourage the development of business activity along route R36, as it is a strategic road towards Tzaneen to the north, and along route D21 as it leads to the village settlements where most of the population reside.
- The development edge boundary will not include the 'sensitive areas corridor' (river channel) which borders The Oaks, to ensure conservation and protection of the natural ecosystem from development and urban sprawl.
- The urban development edge for Oaks includes the activity and business nodes and areas of proposed residential infill development (SDAs).
- Undeveloped/vacant land pockets located along the D21 have been strategically identified as SDAs for low-medium residential infill development. These areas fall within the urban edge boundary and close to existing and proposed activity centres, social centres, and amenities, supporting the viability of a sustainable human settlement.

#### **UD Principle 2 – Residential Densification**

- Promote residential densification close to the proposed nodal area, within the delineated urban edge boundary, for services to be utilized effectively, and for communities to be at a walking distance to opportunity areas.
- Infill development should show detail of property stands, density and movement network.
- Different residential building typologies, unit sizes and costing-arrangements (buying, renting, social housing, GAP housing, FLISP etc.) to be explored and built in the precinct to facilitate a range of income brackets and housing sizes (bachelors, couples, families).
- Residential developments to be supported by access to public transport, social facilities, and economic opportunity.

#### **UD Principle 3 – Mixed Use Development**

- Cluster and densify development around the nodal point of The Oaks with business activity, residential development, Thusong Centre and public open spaces.

#### **UD Principle 4 – Continuous Linkages**

- Enhance mobility within the village settlements by way of upgrading gravel roads, primarily mains roads within the village settlement and also roads leading to the nodal point.
- Support existing public transport stops (taxi rank and bus rank) with public infrastructure, and adequate public transport stops in existing and proposed residential areas.

#### **Principle 5 – Public Open Space**

- Public open space to be strategically located in accessible and well-used areas, but not along main roads which threaten the safety and attractiveness of the public space.
- Well-designed public open spaces to be located within residential areas and ideally



supported by social infrastructure such as community centres, libraries, sporting facilities and/ or religious institutions.

- Categories of hard (squares, courtyards, sporting facilities etc.) and soft (parks) open spaces should be established and supported by surrounding land use and activity (i.e. soft open space of a park in a residential area vs a hard open space of a square around retail/business activity).

#### **UD Principle 6 – Gateways**

- A signage introducing the village's name should be displayed as you enter the village.

#### **UD Principle 7 – Place Making**

- As The Oaks/Diphuti is the first village to approach from Hoedspruit towards the village areas and towards Tzaneen. It is proposed that an art feature portraying the character or identity of the village communities of the LM be provided and displayed along the main road and close to the nodal point. The artistic feature should ideally be a crafted Marula tree, art that displays the cultural group of the community.

#### **UD Principle 8 – Quality Pedestrian Environment**

- Pedestrian walkways should be encouraged along the following main pedestrian desire lines:
  - local access road which links the villages of The Oaks with Finale to the north.
  - the main road within The Oaks/Diphuti.
  - along the proposed north-south road to the east of the node.
  - within the nodal point to integrate business activity with the proposed Thusong facility, public transport facilities and public open spaces.
- Adequate sidewalks along all roads, with main pedestrian mobility roads having the widest sidewalks (5m) and more residential roads having slightly narrower sidewalks (2,5m – 5m)
- Clear signage, including names of places, centres, services, and street names to improve legibility of site.

#### **UD Principle 9 – Safe and Secure Public Space**

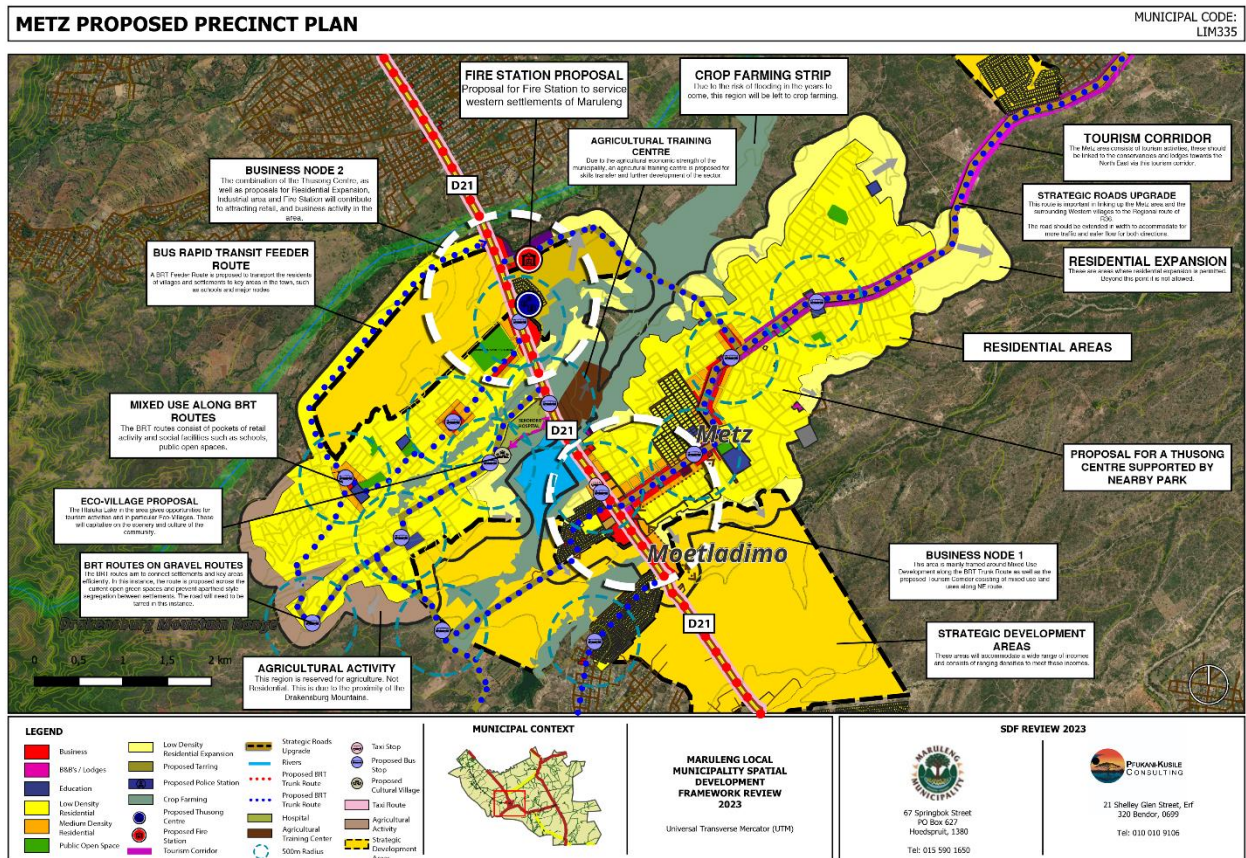
- Provide pedestrian crossings, pedestrian signage, and bollards along pedestrian walkways, public spaces, and activity centres.
- Provide high-mass and human-scale street lighting, along the main pedestrian desire lines to improve the safety of communities.

#### **Proposed strategies/development actions that fall within the Oaks/Diphuti nodal area:**

- The Agrarian Transformation Corridor (strategic corridor) proposed along Route D21 affects the Oaks nodal area (along with the Metz and Trichardtsdal) (DO. 2).
- Agro-processing Corridor established along route R527 falls within the Oaks/Diphuti and Hoedspruit nodal area. This Corridor facilitates the intervention to diversify the economy (DO. 2)
- Bus Rapid Transit (BRT) route proposed along D21 (DO. 2).
- The Oaks/Diphuti to be developed as a secondary activity node and local business

node (DO. 3).

### 5.6.3. Metz



Map 78: Metz Proposed Precinct Plan.

## UD Principle 1 – Consolidate and Compress the Urban Footprint

- The Metz nodal point along route D21 in a linear form, to link the existing activity with future developments.
- The urban development edge for Metz includes the activity and business nodes and areas of proposed residential infill development (SDAs).
- Undeveloped/vacant land pockets located along the D21 have been strategically identified as SDAs for low-medium residential infill development. These areas fall within the urban edge boundary and close to existing and proposed activity centres, social centres, and amenities, supporting the viability of a sustainable human settlement.

## UD Principle 2 – Residential Densification

- Infill residential areas are depicted to the north close to the existing MPCC facility and the Maruleng sports stadium, and also to the south and west of the Hlakula Lake.
- Infill development should show detail of property stands, density and movement network.
- Different residential building typologies, unit sizes and costing-arrangements (buying, renting, social housing, GAP housing, FLISP etc.) to be explored and built in the

precinct to facilitate a range of income brackets and housing sizes (bachelors, couples, families).

- Residential developments to be supported by access to public transport, social facilities, and economic opportunity.

#### **UD Principle 3 – Mixed Use Development**

- Although the node has a fair distribution of social amenities, there is a general need in terms of business activity since Metz is the central point to the surrounding villages in the study area.
- It is proposed that business activity be encouraged to the south of the Hlakula Lake close to the existing business area and taxi rank, and another business area to be located to the north of the Hlakula Lake close to the Sekororo Hospital.
- In terms of social amenities, additional community facilities are proposed to the south of the Hlakula Lake in close proximity to the proposed business activity, also in a form of a Thusong Centre/ MPCC.

#### **UD Principle 4 – Continuous Linkages**

- Upgrade the remaining section of the local access road linking the villages of Metz with Bismark to the north-east.
- Enhance mobility within the village settlements by way of upgrading gravel roads, primarily mains roads within the village settlement and also roads leading to the nodal point.
- Establish a public transportation system along the main road, with adequate public transport stops and linkages to existing and proposed residential areas.

#### **UD Principle 5 – Public Open Space**

- The north and southern activity clusters should be linked via a defined public open space system, which would enable the area around the Hlakula Lake to be utilized effectivity by communities.
- The function and purpose of the public space in southern activity cluster should be defined and supported by infrastructure and/or equipment.
- Small well-designed public spaces to be introduced in the existing Metz village and proposed infill areas, and to be supported by public infrastructure, lighting, and equipment to be easily accessible to surrounding residential communities.

#### **UD Principle 7 – Place Making**

- Tourism activity should be encouraged in a form of Cultural Villages close to the Hlakula Lake.
- Public art features and landscaping representing the community's cultural identity should be encouraged.

#### **UD Principle 8 – Quality Pedestrian Environment**

- Pedestrian movement network is proposed along route D21 in order to link the two north and southern nodal clusters, and extend further to the north towards the existing Multi-Purpose Community Centre (MPCC) facility.



- Encourage pedestrian movement network along the mains roads leading into the village areas of Metz and Madera.

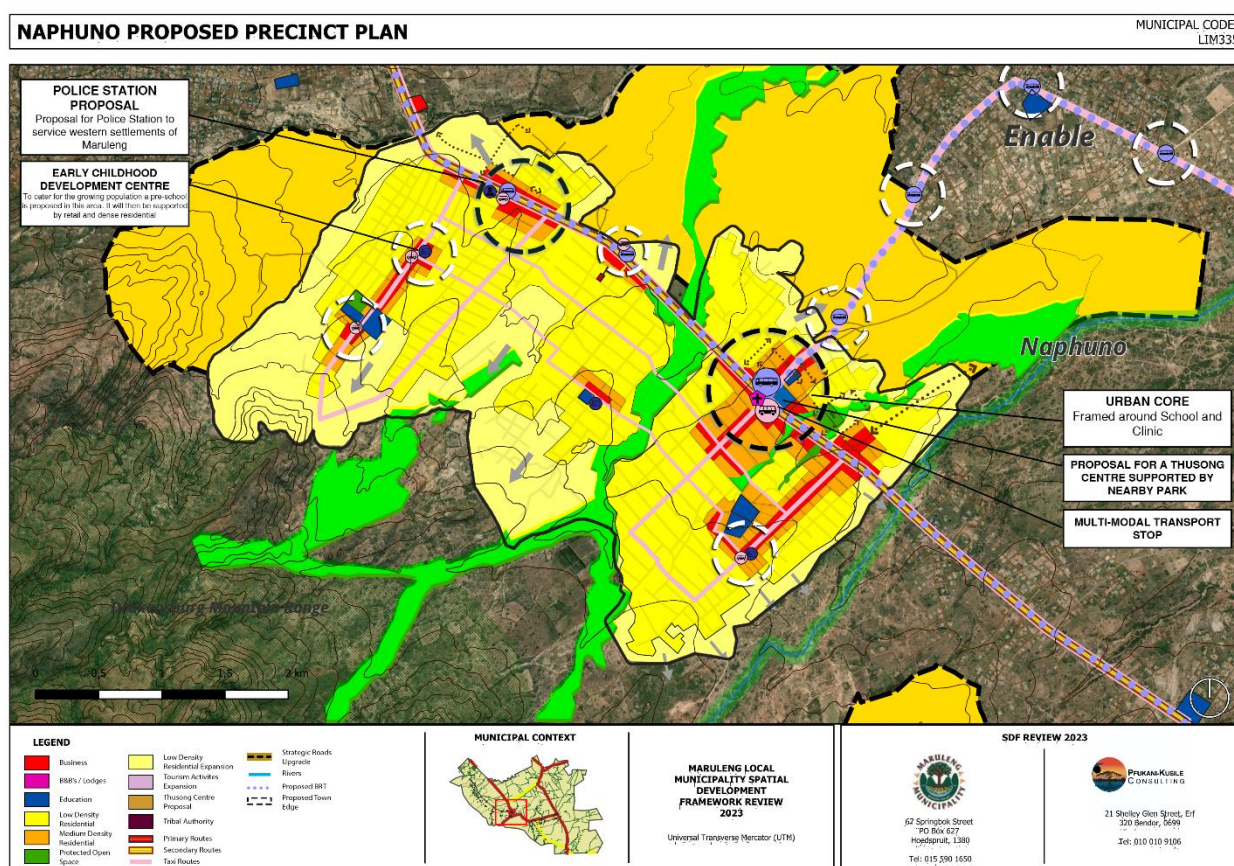
#### UD Principle 9 – Safe and Secure Public Space

- Provide high-mass and human-scale street lighting, along the main pedestrian desire lines and the proposed public open space in order to improve the safety of communities.
- Provide pedestrian crossings, bollards, human-scale lighting etc. along the proposed movement networks, at public transport stops, in activity centres and public space.

#### Proposed strategies/development actions that fall within the Metz nodal area:

- The Agrarian Transformation Corridor (strategic corridor) proposed along Route D21 affects the Metz nodal area (along with the Oaks and Trichardsdal) (DO. 2).
- The Metz to be developed as a secondary activity node and local business node.
- Bus Rapid Transit (BRT) route proposed along D21 (DO. 2)

#### 5.6.4. Naphuno



Map 79: Naphuno Precinct Plan Proposal.

#### UD Principle 1 – Consolidate and Compress the Urban Footprint

- The village of Naphuno has only the Department of Home Affairs to the south of route D21, which presently serve the residence of Naphuno and do not other surrounding

village areas.

- It is proposed that a rural node should be located along the main road (D21) which would be central and easily accessible to the surrounding communities.
- The development edge boundary will not include the 'sensitive areas corridor' (river channel) to the south-east of Naphuno, to ensure conservation and protection of the natural ecosystem from development and urban sprawl.
- The urban development edge for Naphuno includes the activity and business nodes and areas of proposed residential infill development (SDAs).
- Undeveloped/vacant land pockets located along the D21 have been strategically identified as SDAs for low-medium residential infill development. These areas fall within the urban edge boundary and close to existing and proposed activity centres, social centres, and amenities, supporting the viability of a sustainable human settlement.

#### **UD Principle 2 – Residential Densification**

- Medium infill residential development and redevelopment is proposed around the nodal area (within the delineated urban edge boundary).
- Infill development should show detail of property stands, density and movement network.
- Different residential building typologies, unit sizes and costing-arrangements (buying, renting, social housing, GAP housing, FLISP etc.) to be explored and built in the precinct to facilitate a range of income brackets and housing sizes (bachelors, couples, families).
- Residential developments to be supported by access to public transport, social facilities, and economic opportunity.

#### **UD Principle 3 – Mixed Use Development**

- Densification and mixed-use development is proposed in the core area and comprises business activity, a Thusong Centre/MPCC, public transport, public open space and sports and recreation facility.

#### **UD Principle 4 – Continuous Linkages**

- Upgrade the internal access road which links Naphuno to Bismark to the north-east.

#### **UD Principle 5 – Public Open Space**

- A public open space is proposed close to the Thusong Centre/MPCC.
- Also, close to the Thusong Centre is proposed a sports and recreational facility.

#### **UD Principle 8 – Quality Pedestrian Environment**

- Pedestrian movement network is proposed along route D21, and along the main road leading into the residential area and connecting to social infrastructure (the Thusong centre and sporting facility).
- Encourage public seating area, tree planting in public open spaces and along pedestrian movement network.

#### **UD Principle 9 – Safe and Secure Public Space**

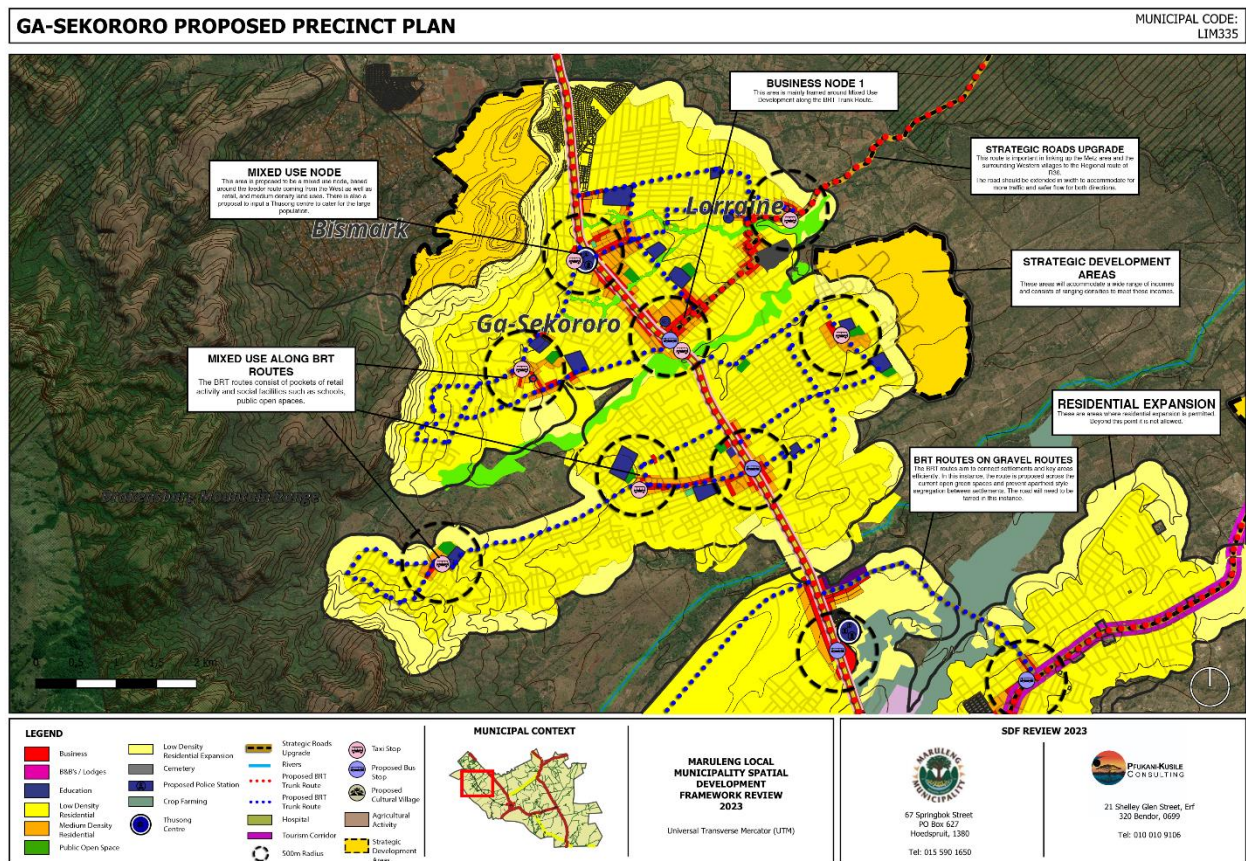


- Provide pedestrian crossings, bollards, human-scale lighting etc. along the proposed movement networks, at public transport stops, in activity centres and public space.

#### Proposed strategies/development actions that fall within the Naphuno area:

- Bus Rapid Transit (BRT) route proposed along D21 (DO. 2)
- Create a tourism linkage between Naphuno and the R36.
- Naphuno to be developed as a rural service node and local business node (DO. 3).

#### 5.6.5. Ga-Sekororo/Lorraine



Map 80: Ga-Sekororo/ Lorraine Precinct Plan Proposal.

#### UD Principle 1 – Consolidate and Compress the Urban Footprint

- Define and cluster development around the existing activity node of Ga-Sekororo/Lorraine.
- The development edge boundary will not include the 'sensitive areas corridor' (river channel) to the south-east of Sekororo, to ensure conservation and protection of the natural ecosystem from development and urban sprawl.
- The urban development edge for Lorraine includes the activity and business nodes and areas of proposed residential infill development (SDAs).
- Undeveloped/vacant land pockets located along the D21 have been strategically



identified as SDAs for low-medium residential infill development. These areas fall within the urban edge boundary and close to existing and proposed activity centres, social centres, and amenities, supporting the viability of a sustainable human settlement.

#### **UD Principle 2 – Residential Densification**

- Medium density infill residential development is proposed close to the nodal area.
- Infill development should show detail of property stands, density and movement network.
- Different residential building typologies, unit sizes and costing-arrangements (buying, renting, social housing, GAP housing, FLISP etc.) to be explored and built in the precinct to facilitate a range of income brackets and housing sizes (bachelors, couples, families).
- Residential developments to be supported by access to public transport, social facilities, and economic opportunity.

#### **UD Principle 3 – Mixed Use Development**

- It is proposed that densification and mixed-use development be encouraged within the proposed rural node, which would strengthen the character and functionality of the node. The following are proposed for the rural node:
  - Business activity along route D21 and along the main road leading into Sekororo.
  - Thusong Centre to the west of route D21, adjacent to residential development.
  - Public open space and a sport and recreation facility connected to the Thusong Centre and within walking distance (400m) to public transport facility.
  - Informal trading markets that follow the 'Market Stall' concept along route D21.

#### **UD Principle 4 – Continuous Linkages**

- Upgrade the two main roads leading into the residential area.
- Upgrade internal roads to the east of the rural node.
- Pedestrian movement network is proposed along route D21 and along the main roads leading into the residential area.
- Support existing public transport stops with public infrastructure, with adequate public transport stops and linkages to existing and proposed residential areas.

#### **UD Principle 5 – Public Open Space**

- A public open space is proposed close to the Thusong Centre/MPCC, informal trading market, business area.
- Also close to the Thusong Centre is proposed a sports and recreational facility which would consist of sports fields and public open space.

#### **UD Principle 8 – Quality Pedestrian Environment**

- It is recommended that business, community facilities, public transport, and public open spaces in the core area be linked via a continuous pedestrian movement network.

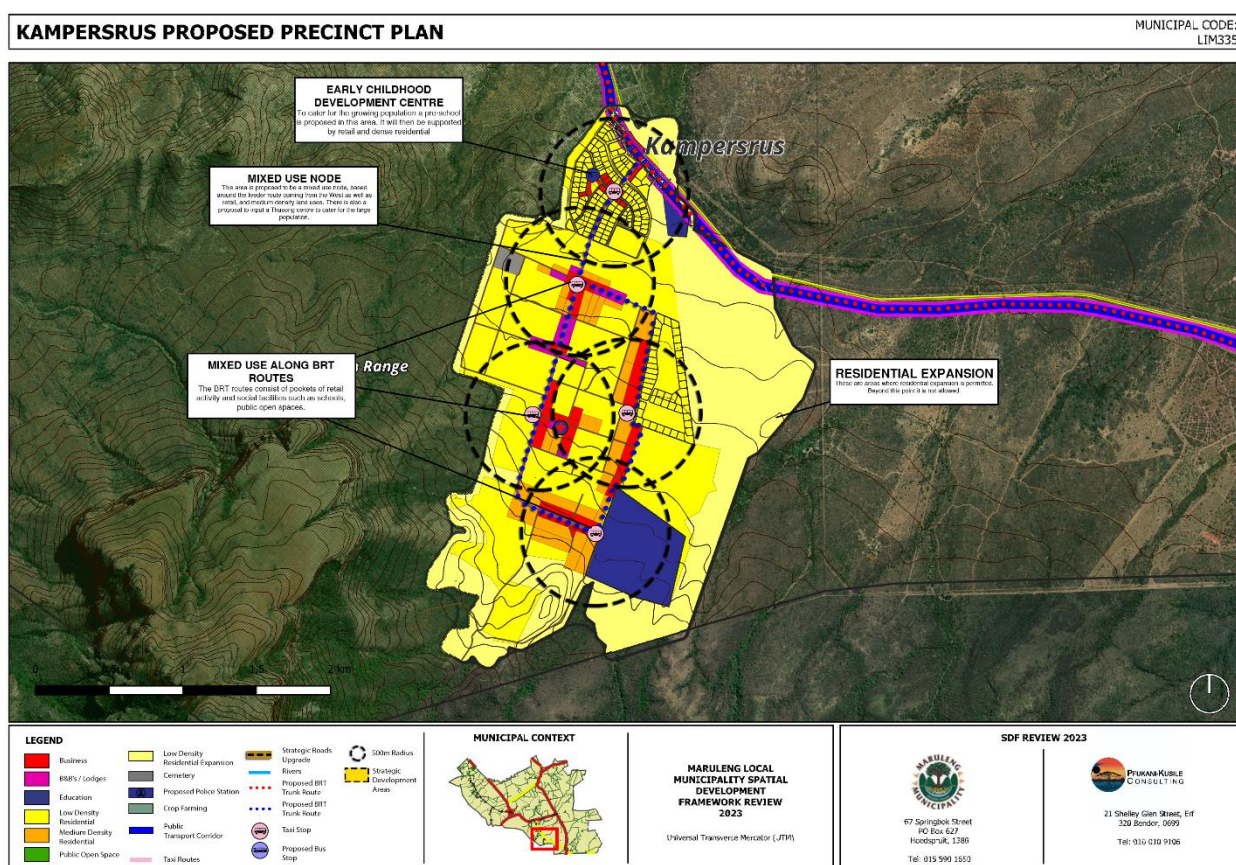
## UD Principle 9 – Safe and Secure Public Space

- Provide pedestrian crossings, bollards, human-scale lighting etc. along the proposed movement networks, at public transport stops, in activity centres and public space.

### Proposed strategies/development actions that fall within the Lorraine area:

- Bus Rapid Transit (BRT) route proposed along D21 (DO. 2).
- Strategic road upgrade connecting Lorraine and the R36 (DO. 2).
- Lorraine to be developed as a rural service node and local business node (DO. 3)

## 5.6.6. Kampersrus



Map 81: Kampersrus Precinct Plan Proposal.

## UD Principle 1 – Consolidate and Compress the Urban Footprint

- The urban development edge for Kampersrus includes the activity and business nodes and areas of proposed residential infill development (SDAs).
- The development edge boundary will not include the Drakensberg Mountain Range to the west, to ensure protection from development and urban sprawl.
- Undeveloped/vacant land pocket located west of the R40 has been strategically identified as SDAs for low-medium residential infill development.

## UD Principle 2 – Residential Densification

- Medium infill residential development and redevelopment is proposed around the nodal area (within the delineated urban edge boundary).
- Different residential building typologies, unit sizes and costing-arrangements (buying, renting, social housing, GAP housing, FLISP etc.) to be explored and built in the precinct to facilitate a range of income brackets and housing sizes (bachelors, couples, families).
- Residential developments to be supported by access to public transport, social facilities, and economic opportunity.

#### **UD Principle 3 – Mixed Use Development**

- Densification and mixed-use development is proposed along Mare Street, comprising of business activity, retail use, community services, public transport, and public open space.

#### **UD Principle 4 – Continuous Linkages**

- Upgrading of internal rural roads (dirt roads).

#### **UD Principle 5 – Public Open Space**

- Public open space is proposed to be developed within the identified SDA, to provide new residents with a local open space.

#### **UD Principle 6 – Gateways**

- A signage introducing the area's name should be displayed as you enter, on Mare Street (at the point it connects to R531).

#### **UD Principle 7 – Place Making**

Kampersrus is a historic town with scenic areas, located at the foothills of Marieskop Mountain. It is also the locale of the Kadishi Waterfall, one of the few waterfalls in the world made from particular variety of limestone called tufa. Hence the waterfall and mountains can be used as place-making symbology.

#### **UD Principle 8 – Quality Pedestrian Environment**

- Pedestrian movement network to link new residential area (SDA) with the activity centre.
- Encourage public seating area, tree planting in public open spaces and along pedestrian movement network.

#### **UD Principle 9 – Safe and Secure Public Space**

- Provide pedestrian crossings, bollards, human-scale lighting etc. along the proposed movement networks, at public transport stops, in activity centres and public space.

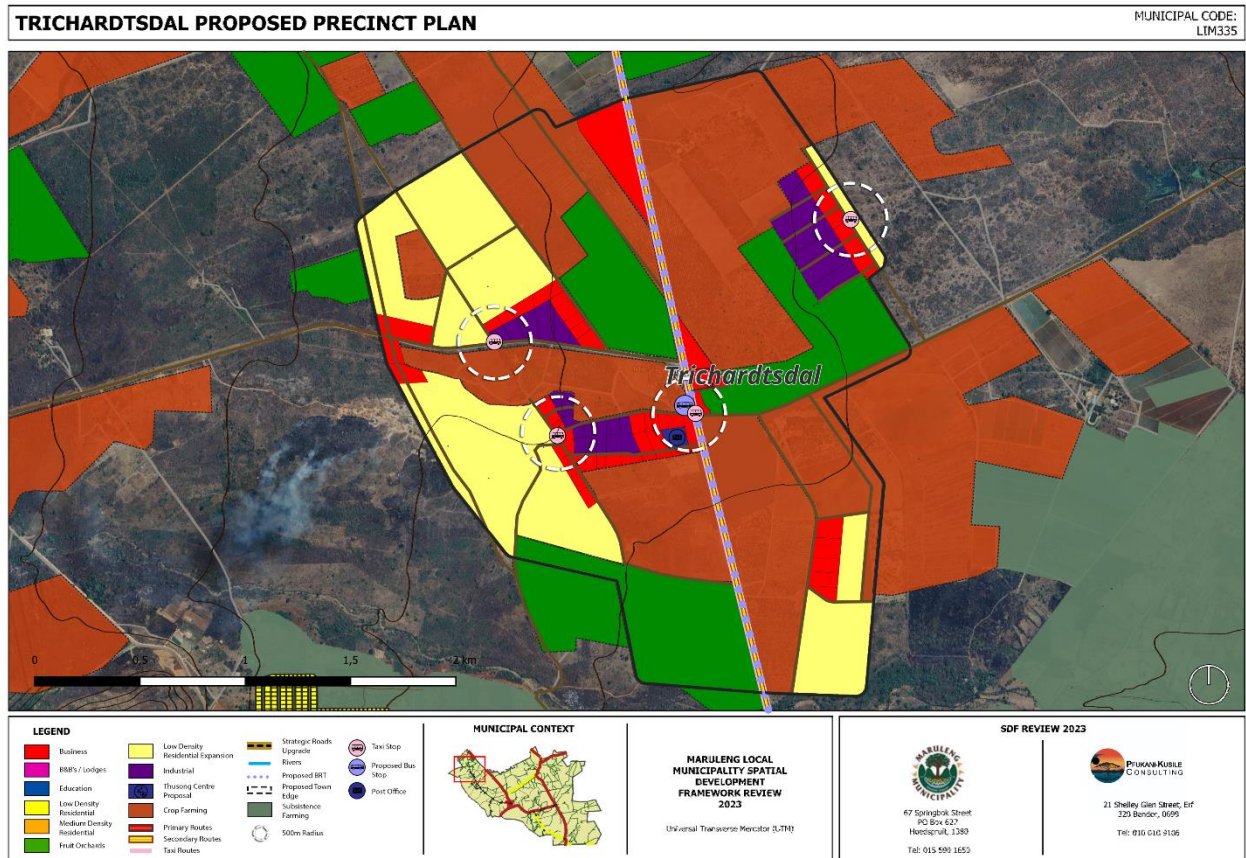
#### **Proposed strategies/development actions that fall within the Kampersrus area:**

- Kampersrus is to be supported and further developed as a tourist node, supporting its anchor in the Strategic Tourism Link (between Hoedspruit, Kampersrus and Klaserie) (DO. 2 and DO. 9).



- The Kadishi Waterfall can be further marketed as a must-see natural feature.
- It is less than an hour's drive from the Eastgate Airport (35km away).
- Kampersrus to be developed as a local business node.

### 5.6.7. Trichardtstal



Map 82: Trichardtstal Precinct Plan Proposal.

### UD Principle 1 – Consolidate and Compress the Urban Footprint

- The urban development edge for Trichardtstal includes agricultural land (crop farming and fruit orchids), business, agro-industrial activities, and residential land uses.

### UD Principle 2 – Residential Densification

- Low-density residential development expansion to be supported by access to public transport, social facilities, and economic opportunity (business and agro-industrial).

### UD Principle 3 – Mixed Use Development

- Mixed-use development is proposed along the D21, comprising of business activity, post office (community services), agricultural activities, and a multi-modal public transport stop.
- The mixture of development however still ensures the viability of agricultural activity and the conservation of agricultural land.

#### UD Principle 4 – Continuous Linkages

- Upgrading of internal rural roads (dirt roads) and connection to the D21, to support Trichardttsdal in establishing itself as a local business node.
- Proposed multi-modal transport stop to be established along the D21, with upgraded taxi stops located along local precinct roads.

#### UD Principle 5 – Public Open Space

- Public open space is proposed to be developed within the residential areas.

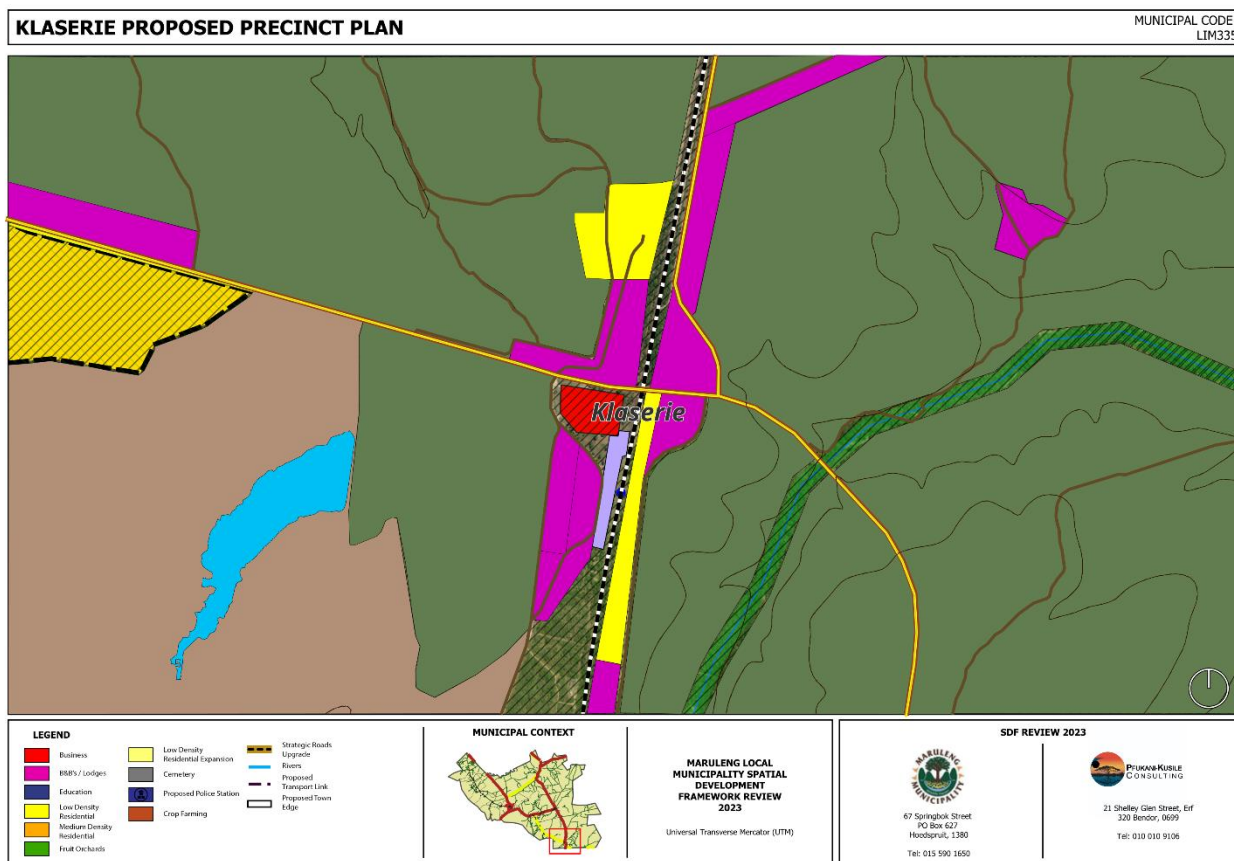
#### UD Principle 9 – Safe and Secure Public Space

- Provide pedestrian crossings, bollards, human-scale lighting etc. along the proposed movement networks, at public transport stops, in activity centres and public space.

#### Proposed strategies/development actions that fall within the Trichardttsdal nodal area:

- The Agrarian Transformation Corridor (strategic corridor) proposed along Route D21 affects the Oaks nodal area (along with the Metz and Trichardttsdal) (DO. 2).
- Trichardttsdal to be supported as a local business node.
- Bus Rapid Transit (BRT) route proposed along D21 (DO. 2).
- Eco-villages with an agricultural foundation (DO. 1) to be established.

#### 5.6.8. Klaserie



Map 83: Klaserie Precinct Plan Proposal.

#### **UD Principle 1 – Consolidate and Compress the Urban Footprint**

- The urban development edge for Klaserie includes the activity and business nodal area and agricultural activities.

#### **UD Principle 2 – Residential Densification**

- Residential developments to be supported by access to public transport, social facilities, and economic opportunity.

#### **UD Principle 4 – Continuous Linkages**

- Upgrading of internal rural roads (dirt roads) and connection to the R40, to ensure that the tourist anchor is easily accessible.

#### **UD Principle 8 – Quality Pedestrian Environment**

- Pedestrian movement network to link new residential area (SDA) with the activity centre.
- Encourage public seating area, tree planting in public open spaces and along pedestrian movement network.

#### **UD Principle 9 – Safe and Secure Public Space**

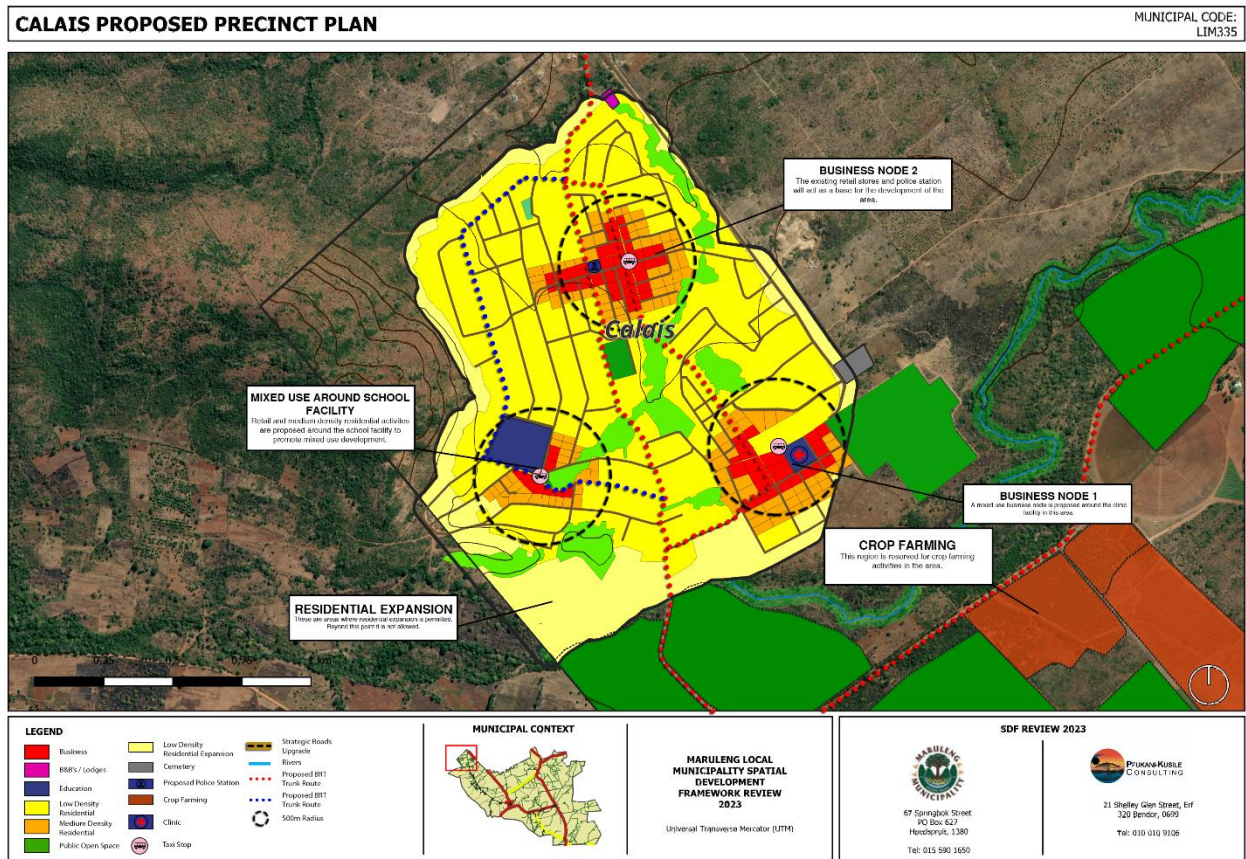
- Provide pedestrian crossings, bollards, human-scale lighting etc. along the proposed movement networks, at public transport stops, in activity centres and public space.

#### **Proposed strategies/development actions that fall within the Klaserie area:**

- Klaserie is to be supported and further developed as a tourist node, supporting its anchor in the Strategic Tourism Link (between Hoedspruit, Kampersrus and Klaserie (DO. 2 and DO. 9).
- Klaserie to be supported as a local business node.
- Eco-villages to be established with tourism and education potential (DO. 1).



### 5.6.9. Calais



Map 84: Calais Precinct Plan Proposal.

#### UD Principle 1 – Consolidate and Compress the Urban Footprint

- The urban development edge for Calais includes the core retail area and agricultural land.
- The development edge boundary will not include the river channels to the east of Calais, to ensure conservation and protection of the natural ecosystem from development and urban sprawl.

#### UD Principle 2 – Residential Densification

- Medium infill residential development and redevelopment is proposed within the delineated urban edge boundary.
- Residential developments to be supported by access to public transport, social facilities, and economic opportunity.

#### UD Principle 3 – Mixed Use Development

- Eco-village clusters support low-density and low-intensity mixed uses which serve the eco-village community. This includes local business activity, retail use, and communal facilities.

#### UD Principle 4 – Continuous Linkages

- Upgrading of internal rural roads (dirt roads) and connection to the D21, to establish Calais's link to the Agrarian Transformation Corridor (along D21) and its access to the proposed BRT system (along D21).

#### **UD Principle 7 – Place Making**

- Calais to be marketed as an eco-village which will foster a unique spatial character and identity, encouraging place-making.

#### **UD Principle 8 – Quality Pedestrian Environment**

- Encourage public seating area, tree planting in public open spaces and along pedestrian movement network.

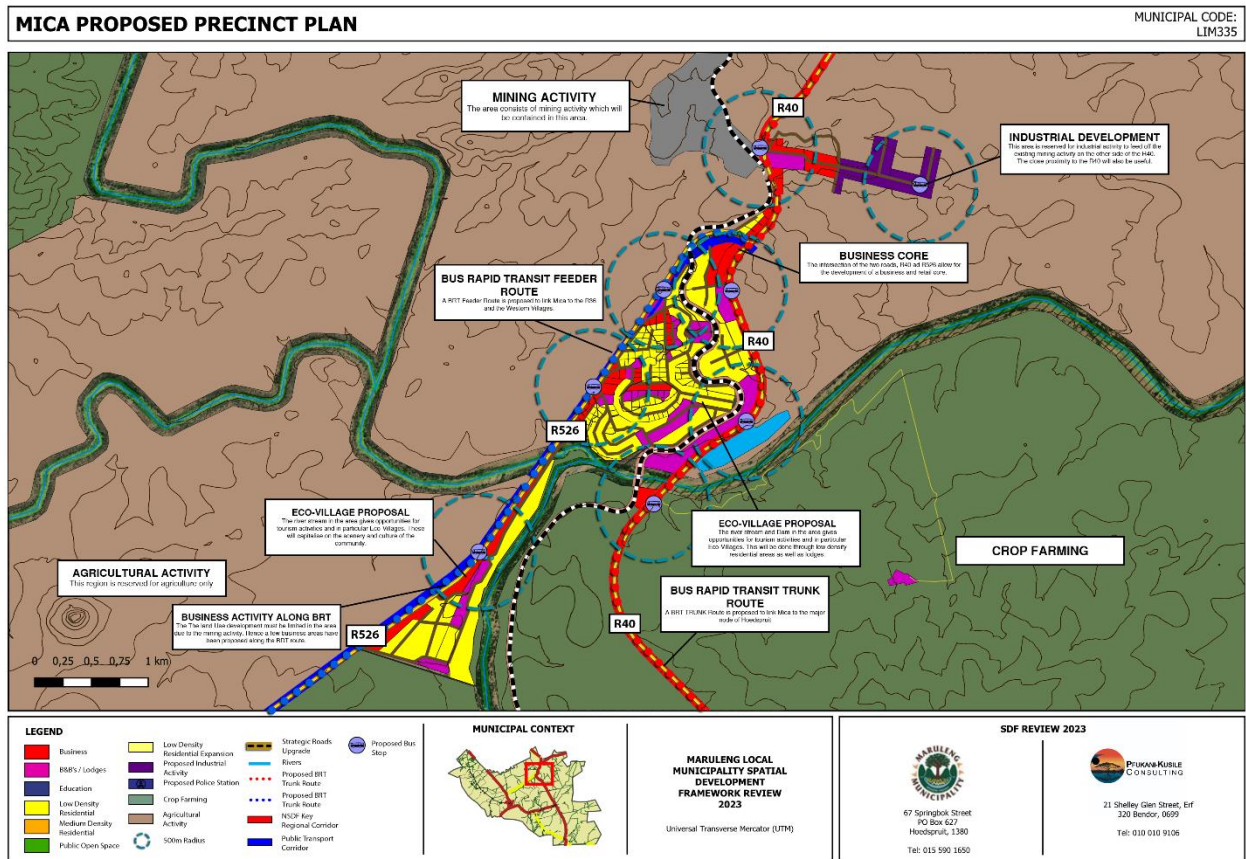
#### **UD Principle 9 – Safe and Secure Public Space**

- Provide pedestrian crossings, bollards, human-scale lighting etc. along the proposed movement networks, at public transport stops, in activity centres and public space.

#### **Proposed strategies/development actions that fall within the Mica area:**

- Calaise to be supported as an eco-village (DO. 1)
- Bus Rapid Transit (BRT) route proposed along D21 (DO. 2)

## 5.6.10. Mica



Map 85: Mica Precinct Plan Proposal.

### UD Principle 1 – Consolidate and Compress the Urban Footprint

- The urban development edge for Mica includes the core mining area and industry.

### UD Principle 4 – Continuous Linkages

- Upgrading of internal roads.

### Proposed strategies/development actions that fall within the Mica area:

- Mica is to be supported as a Mining Hub (DO. 3) and Eco-Village (DO. 1)
- It is recommended that development investment and residential expansion is to be limited in the area due to the mining activity.
- New mining opportunities and connections in close proximity to Mica should be explored, including in neighbouring municipalities with mining economy (i.e. Phalaborwa) (DO. 7)
- Skills development programmes should focus on ensuring employability of local persons in the mining sector (DO. 7).



## 6. IMPLEMENTATION FRAMEWORK

This section identifies the fundamental elements that are required for the effective realisation of the Spatial Vision and implementation of the Spatial Objectives outlined in this SDF Review document.

### 6.1. Implementation Monitoring and Evaluation Guidelines

In terms of Section 26 of the Municipal Systems Act (No. 32 of 2000), the Spatial Development Framework of a Municipality is one of nine legal components of the Integrated Development Plan (IDP) of that Municipality. As such the SDF thus becomes part of the statutory processes associated with the IDP, and which includes, amongst others, the processes related to Inter Governmental Relations (IGR), Community Consultation and Participation, and the Budgeting Process of the local municipality.

The Maruleng SDF Implementation Framework is interconnected with other spatial planning and project implementation programmes at various scales including:

- ✓ The Maruleng SDF is the overarching framework communicating the longer-term spatial vision, policy objectives, and desired outcomes as informed by the IDP. The SDF proposals must inform the priorities, performance indicators and targets of the IDP.
- ✓ The strategic priorities, performance indicators and targets of the Maruleng SDF proposals must translate at the local planning scale through detailed Sector Plans, Precinct Development Plans (PDP), and Site Development Plans (SDP).

After the adoption of the Maruleng LM SDF, progress with regards to the implementation of the SDF will be reported to the Municipal Management Committee. As per Section 15(5) of SPLUMA, 2013 the Executive Council may amend the Municipal SDF. However, the implementation framework of the SDF must be amended annually to measure implementation.

### 6.2. Supporting Policies and Programme

Below is a list of policies and programmes proposed to support the implementation of the Maruleng SDF. This includes policies guiding future development and opportunities for grant funding.

- **Social Housing Programme (DHS):** grant funding programme to establish, capacitate and capitalize social housing institutions which may develop, hold and administer affordable rental units within identified restructuring zones.  
Applicability to this SDF: this programme should be implemented in the identified SDAs in Maruleng, to provide affordable housing options and support inclusive and integrated human settlements.
- **Integrated Residential Development Program (IRDP, DHS):** provides for the planning and development of integrated housing projects including the acquisition of land, servicing of stands for a variety of land uses such as commercial and recreational purposes, schools and

clinics, as well as residential stands for low-, middle- and high-income groups.

Applicability to this SDF: this programme will encourage integrated mixed-income residential areas.

- **Inclusionary Housing Policy (as seen in CoJ)**: this is a policy implemented in the City of Johannesburg which requires and incentivises private developers to dedicate a certain percentage of new housing developments to lower income households at affordable housing cost.

Applicability to this SDF: introducing this policy in Maruleng will ensure that new developments cater towards a diverse income bracket and create opportunities for affordable housing options in well-located areas (in terms of access to jobs and amenities).

- **Biodiversity stewardship (SANBI)**: An approach to securing land in biodiversity priority areas through entering into agreements with private or communal landowners, led by conservation authorities. Different types of stewardship agreements grant different benefits on landowners and require different levels of land use restrictions. All agreement types retain the landowners title to the land and primary responsibility for management of the land, with technical advice and assistance provided by the conservation authority.

Applicability to this SDF: considering large portions of land in Maruleng are owned by private and communal landowners, this type of agreement will ensure conservation of environmentally critical land.

- **Green Building Policy (DPW)**: provides guidance in the sustainable building sector, including efficient energy, water and waste-management, and sustainable production and management.

Applicability to this SDF: this policy will ensure that all new developments in Maruleng are in line with sustainable building practices.

- **Eco-schools programme**: international programme of the Foundation for Environmental Education which supports environmental learning in the classroom, aimed at creating awareness and action around sustainability and sustainable practices in schools and surrounding communities.

Applicability to this SDF: this programme supports the SDF proposal for eco villages.

### 6.3. Proposed Priority Projects

Table 29 below identifies a set of programmes and projects necessary for realising the stated Spatial Development Strategies/Action Plans (refer to Section 5.3). The Table identifies the parties/stakeholders responsible for implementing the projects and programmes listed, and where applicable, opportunities for private-public partnership have been indicated. The projects are further categorised into three broad timeframes to indicate their time of implementation. These timeframes are short term (next 0-5 years), medium term (next 5-10 years) and long term (next 10-15 years).

Table 29. Maruleng SDF Implementation Framework.

Programme/Projects	Policy Reference	Responsibility/ Partnership	Funding/ Cost	Timeframe		
				short (0-5 yrs.)	Med (5-10 yrs.)	long (10-15 yrs.)
Development Objective 1. Environmental Sustainability						
Update Kruger to Canyon Biosphere zoning to include all Protected Areas and Nature Reserves as part of Core Zone.	<ul style="list-style-type: none"><li>• Mopani Bioregional Plan, 2016</li><li>• Maruleng Biodiversity Sector Plan, 2016.</li></ul>	<ul style="list-style-type: none"><li>• K2C Biosphere</li></ul>	Operational	x		
Evaluation of all land use applications that fall within the K2C Biosphere in terms of the Biosphere land use guidelines.	<ul style="list-style-type: none"><li>• Bioregional Plan</li><li>• Sector Plan</li></ul>	<ul style="list-style-type: none"><li>• MLM</li><li>• Limpopo Tourism</li><li>• K2C</li></ul>	Operational	x	x	x
Coordination/ alignment with Limpopo Tourism and Parks Board to ensure demarcation, protection and proclamation of established conservancies around proposed protected areas.	<ul style="list-style-type: none"><li>• Bioregional Plan</li><li>• Sector Plan</li></ul>	<ul style="list-style-type: none"><li>• MLM, Limpopo Tourism</li></ul>	Operational		x	
Assist with implementation of GEF Protected Area Programme, K2C GEF Small Grants Programme, K2C Environmental Monitor Programme, K2C Biodiversity Social Projects, RESILIM Olifants Programme.	<ul style="list-style-type: none"><li>• Bioregional Plan</li><li>• Sector Plan</li></ul>	<ul style="list-style-type: none"><li>• RESILIM</li><li>• MLM</li></ul>	Annual Allocations	x	x	x
Incorporate the SDFs proposed delineation of the Drakensberg Environmental Zone in the next Municipal IDP revision.	<ul style="list-style-type: none"><li>• Maruleng IDP 2023/24 (reviewed)</li></ul>	<ul style="list-style-type: none"><li>• MLM</li></ul>	Operational	x		



	<ul style="list-style-type: none"> <li>• Bioregional Plan</li> <li>• Sector Plan</li> <li>• Limpopo Green Economy Plan, 2013</li> </ul>					
Identify locations for Eco-Village development and develop Precinct Plans and Implementation Strategy/ Programme for each of the identified locations.		<ul style="list-style-type: none"> <li>• MLM</li> <li>• DHS</li> <li>• K2C</li> </ul>			x	x
Establish Task Team to monitor water quality of underground water.		<ul style="list-style-type: none"> <li>• MLM</li> </ul>	Operational	x	x	x
Development Objective 2. Corridor Development and Connectivity						
Ensure all road proposals (upgrades, new linkages etc.) of the SDF are included in the ITP and Roads Masterplan.	<ul style="list-style-type: none"> <li>• ITP</li> <li>• Roads Masterplan</li> </ul>	<ul style="list-style-type: none"> <li>• MLM</li> </ul>			x	
Priority upgrading and maintenance of: <ul style="list-style-type: none"> <li>• R36 (Lydenburg to Tzaneen).</li> <li>• R527 (Lydenburg to Hoedspruit).</li> <li>• R40 (Connecting to Hazyview, Bushbuckridge and Phalaborwa, and to the N1 via Tzaneen).</li> <li>• Route D21.</li> </ul>	<ul style="list-style-type: none"> <li>• Maputo Development Corridor (MDC)</li> <li>• PSDF</li> <li>• CRDP</li> <li>• IDP 2023/24</li> </ul>	<ul style="list-style-type: none"> <li>• SANRAL</li> <li>• RAL</li> </ul>	Annual Allocations	x		
Feasibility study for the construction and necessity of the proposed Strategic Tourism Linkage (STL) and Critical Rural Routes (refer to <i>Table 19</i> ).	<ul style="list-style-type: none"> <li>• PSDF</li> <li>• CRDP</li> <li>• IDP 2023/24</li> </ul>	<ul style="list-style-type: none"> <li>• RAL</li> <li>• MDM &amp; MLM</li> <li>• Private-public partnership</li> </ul>	Annual Allocations	x	x	x
Feasibility studies for the establishment of the proposed passenger railways.	<ul style="list-style-type: none"> <li>• PSDF</li> </ul>	<ul style="list-style-type: none"> <li>• Transnet</li> <li>• Private-public partnership</li> </ul>		x	x	x
Maintenance of railway infrastructure.	<ul style="list-style-type: none"> <li>• IDP 2023/24</li> </ul>	<ul style="list-style-type: none"> <li>• Transnet</li> </ul>		x	x	x

Development Objective 3. Functional Nodal Hierarchy						
Establish nodal hierarchy concept in MLM by focusing infrastructure development and funding allocation within identified nodes as a priority.	<ul style="list-style-type: none"> <li>PSDF</li> <li>IDP 2023/24</li> </ul>	<ul style="list-style-type: none"> <li>MLM/ Provincial/ National Government NGO's</li> </ul>	Operational	x	x	x
Hoedspruit: <ul style="list-style-type: none"> <li>Promote redevelopment (medium density residential development) around Hoedspruit CBD.</li> <li>Upgrade public open space along western border of CBD.</li> <li>Promote infill business and/or commercial development to the east of the railway station.</li> </ul>	<ul style="list-style-type: none"> <li>PSDF</li> <li>IDP 2023/24</li> </ul>	<ul style="list-style-type: none"> <li>MLM</li> <li>Private-public partnership</li> </ul>	Annual Allocations	x	x	
Development Objective 4. Urban and Rural Development						
Indicate settlement edges on approved Land Use Scheme Maps.	<ul style="list-style-type: none"> <li>IDP 2023/24</li> <li>Maruleng By-Laws</li> </ul>	<ul style="list-style-type: none"> <li>MLM</li> </ul>	Operational	x		
Incorporation of former homelands into official land use schemes for appropriate land use management and sustainable development.	<ul style="list-style-type: none"> <li>NSDF</li> <li>CRDP</li> <li>PSDF</li> <li>IDP 2023/24</li> </ul>	<ul style="list-style-type: none"> <li>MLM</li> <li>DRDLR</li> </ul>			x	
Resolve land claims.	<ul style="list-style-type: none"> <li>CRDP</li> </ul>	<ul style="list-style-type: none"> <li>MLM</li> <li>DRDLR</li> </ul>				
Conduct a Land Audit.		<ul style="list-style-type: none"> <li>DRDLR</li> <li>Private-public partnership</li> </ul>	Operational	x		
From the Land Audit, develop a Municipal Land Assembly Strategy to identify key parcels of land that can give effect to this SDF, engage with landowners, identify funding sources and strategies, and establish the process of acquiring the land parcels.		<ul style="list-style-type: none"> <li>MLM</li> <li>DRDLR</li> </ul>	Operational	x	x	

Development Objective 5. Strategic Development Areas and Urban Upgrading Areas						
Manage residential expansion in line with delineated Strategic Development Areas (SDAs), focusing on incremental expansion (no leapfrog development).		<ul style="list-style-type: none"> <li>MLM</li> <li>Private-public partnership</li> </ul>		x		
Do detail feasibility studies for all SDAs to confirm their development potential – protect environmentally sensitive areas and high potential agricultural land in layout planning.		<ul style="list-style-type: none"> <li>MLM</li> <li>Private-public partnership</li> </ul>	Annual Allocations	x	x	x
Ensure SDAs are prioritised in the Integrated Human Settlement Sector Plan, as areas where integrated housing initiatives are focused.		<ul style="list-style-type: none"> <li>MLM</li> <li>DHS</li> </ul>				
Development Objective 6. Basic Service Clusters						
Compile a Thusong Precinct Plan and Implementation Strategy for each of the identified locations.		<ul style="list-style-type: none"> <li>MLM</li> <li>Private-public partnership</li> </ul>	Unknown	x		
Engage provincial and national service departments to align capital programmes in accordance with the Thusong Strategy.		<ul style="list-style-type: none"> <li>MLM IDP Technical Committee and Representative Forum</li> </ul>	Annual Allocations	x	x	x
Development Objective 7. Agriculture and Mining						
Sustainably maintain and expand mining activities at Mica: <ul style="list-style-type: none"> <li>Development of sustainable mining policies that will assist in outlining the type of mining practises that can be permitted to minimize negative impacts onto the environment.</li> <li>Put in place environmental management systems to protect other natural resources (water, ecosystems, agricultural land) from adverse effects of mining.</li> </ul>	<ul style="list-style-type: none"> <li>NEMA</li> </ul>	<ul style="list-style-type: none"> <li>MLM</li> <li>Private-public partnership</li> <li>Private mining company</li> <li>Phalaborwa Municipality</li> </ul>		x	x	x



Reflect designated mining expansion areas and agriculture Farming Zones (AFZ) in the Land Use Scheme and IDP.		<ul style="list-style-type: none"> <li>MLM</li> </ul>	Operational			
Explore introduction of a viable export market in the Municipality	<ul style="list-style-type: none"> <li>NDP and NSDF</li> <li>Regional Indicative Strategic Development Plan (SADC)</li> <li>Regional Industrial Development Strategy (Limpopo)</li> </ul>	<ul style="list-style-type: none"> <li>MLM</li> <li>Private-public partnership</li> </ul>				
Development Objective 8. Agro-Industries and Manufacturing						
Conduct audit to determine infrastructure needs/ requirements to promote economic development along the proposed Agrarian Transformation Corridor (D21) and incorporate in Infrastructure Master Plan.		<ul style="list-style-type: none"> <li>MLM</li> <li>Private-public partnership</li> </ul>		x	x	
Encourage and support agro-processing and related private sector investment along the proposed Agrarian Transformation Corridor (D21)	<ul style="list-style-type: none"> <li>LED</li> </ul>	<ul style="list-style-type: none"> <li>Private-public partnership</li> </ul>		x	x	x
Promote agro-processing at activity nodes based on agricultural products produced locally.	<ul style="list-style-type: none"> <li>LED</li> </ul>	<ul style="list-style-type: none"> <li>Private-public partnership</li> </ul>		x	x	x
Development Objective 9. Tourism						
Formulate a MLM Tourism Development and Branding Strategy with detailed plans for the tourism anchors, (e.g. Drakensberg Escarpment, Hoedspruit, and major nature reserves)		<ul style="list-style-type: none"> <li>Limpopo Tourism and Parks Board</li> <li>MLM</li> <li>Private-public</li> </ul>		x		

		partnership				
Work with local game reserves to establish a uniform/ municipal tourism brand, also linking into the K2C Biosphere brand.		<ul style="list-style-type: none"> <li>• MLM &amp; MDM</li> <li>• K2C and KNP</li> <li>• Private-public partnership</li> </ul>		x	x	
Establish a Tourist/ Biosphere Information Centre in Hoedspruit Town.		<ul style="list-style-type: none"> <li>• MLM</li> <li>• K2C</li> <li>• Limpopo Tourism and Parks Board</li> </ul>		x		
Host workshops with rural communities (west) to create a strategic plan of optimally developing the eco-and adventure tourism potential of the Drakensberg escarpment.		<ul style="list-style-type: none"> <li>• MLM</li> <li>• LED</li> </ul>			x	
<b>Institutional/ General</b>						
Thoroughly analyse and review MLM LUMS (2008) to ensure alignment with MLM SDF proposals		<ul style="list-style-type: none"> <li>• MLM</li> </ul>	Annual Allocations		x	
Workshop SDF proposals with all sector departments and tribal authorities to assist integrated implementation from all role-players		<ul style="list-style-type: none"> <li>• Traditional Authority leaders</li> <li>• Inter-governmental departments</li> </ul>	Operational	x		
Develop Geographic Information System (GIS) for MLM Planning department		<ul style="list-style-type: none"> <li>• MLM</li> <li>• Private consultants</li> </ul>	Annual Allocations	x	x	

## 6.4. SPLUMA Principles Alignment

This Maruleng Municipality SDF is compatible and supports the principles pertaining to Spatial Planning and Land Use Management Systems as contained in Chapter 2, Sections 7 and 8 of the Spatial Planning and Land Use Management Act (No. 16 of 2013).

Table 30 below illustrates alignment of the Development Objectives with the five SPLUMA Principles.

Table 30: Development Objective Alignment with SPLUMA Principles.

Development Objective	Spatial Justice	Spatial Sustainability	Spatial Efficiency	Spatial Resilience	Good Administration
<b>DO 1.</b> Achieve a sustainable balance between conservation of the natural environment and urban and rural development.		x			
<b>DO 2.</b> Maintain and improve regional and local linkages to establish a network of connected nodes and settlements. Development corridors to be established with specific themes to strengthen connectivity and provide opportunity for development between nodes of economic activity and routes of greater importance.	x		x		
<b>DO 3.</b> Establish a functional hierarchy of primary, secondary, and rural activity nodes in the MLM to enhance spatial efficiency. Additionally, nodes of specific economic activity, namely agriculture, business (formal and informal), and tourism should be consolidated.		x	x	x	x
<b>DO 4.</b> Delineate urban and rural development edges around settlements and identified nodes to direct future growth, limit urban sprawl, promote optimum use of land and infrastructure, and conserve environmentally sensitive areas and agricultural land.		x	x		x
<b>DO 5.</b> Consolidate the urban structure of the MLM around the identified activity nodes by way of residential infill development in Strategic Development Areas (SDAs) and upgrading or services and land use control in identified Upgrading Intervention Areas (UIA).	x	x	x		x
<b>DO 6.</b> Optimise service delivery by providing a full range of social services at identified activity nodes, in accordance with the nationally approved Thusong Centre concept. Ensure that all areas in the MLM (urban and rural) are at least provided with the constitutionally mandated minimum levels of service to ensure spatial justice.	x	x	x		x
<b>DO 7.</b> Consolidate and optimally develop the mining and agricultural resources of the Maruleng Local Municipality in a sustainable manner.		x	x		



<b>DO 8.</b> Establish an Agro-processing Corridor along route R527 between Diphuti/The Oaks and Hoedspruit and encourage resource-based manufacturing at activity nodes. The introduction of Agro-Industry and Manufacturing will facilitate diversification of economic activities in Maruleng LM.		x	x		
<b>DO 9.</b> Support the development of local tourism assets particularly eco-tourism and adventure tourism related precincts and activities.		x	x	x	