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LIST OF ACRONYMS

ABET	-	Adult Basic Education Training
BNG	-	Breaking New Ground
CBD	-	Central Business District
CDM	-	Capricorn District Municipality
COGHSTA	-	Co-Operative Governance, Human Settlements and Traditional Affairs
CRDP	-	Comprehensive Rural Development Programme
DBSA	-	Development Bank of Southern Africa
DFA	-	Development Facilitation Act
DGP	-	District Growth Point
DM	-	District Municipality
DTI	-	Department of Trade & Industry
DU	-	Dwelling Unit
DWAF	-	Department of Water Affairs and Forestry
ESKOM	-	Electricity Supply Commission (ESCOM)
FET	-	Further Education & Training
GGP	-	Gross Geographic Product
GIS	-	Geographical Information System
GNT	-	Great North Transport
Ha	-	Hectares
IDP	-	Integrated Development Plan
IIP	-	Infrastructure Investment Plan
ISRDS	-	Integrated Sustainable Rural Development Strategy
ITP	-	Integrated Transport Plan
KM	-	Kilometres
LED	-	Local Economic Development
LEGDP	-	Limpopo Employment, Growth and Development Plan
LIBSA	-	Limpopo Business Support Agency
LIMDEV	-	Limpopo Economic Development Enterprise
LM	-	Local Municipality
LUM	-	Land Use Management
MLM	-	Molemole Local Municipality

MPCC	-	Multi-Purpose Community (Service) Centre
MGP	-	Municipal Growth Point
NDP	-	The National Development Plan
NSDP	-	National Spatial Development Perspective
PGDS	-	Provincial Growth and Development Strategy
PIT	-	Public Information Telecentre
PCP	-	Population Concentration Point
RAL	-	Limpopo Roads Agency
RDP	-	Reconstruction and Development Programme
SAPS	-	South African Police Services
SASSA	-	South African Social Security Agency
SDI	-	Spatial Development Initiative
SDF	-	Spatial Development Framework
SEDA	-	Small Enterprise Development Agency
STP	-	SEDA Technology Programme
SMME	-	Small Medium and Micro Enterprises
UEB	-	Urban Edge Boundary.

REVIEW OF MOLEMOLE LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK.

1. INTRODUCTION

1.1 BACKGROUND

Molemole Local Municipality like many rural municipalities in South Africa is characterised by a fragmented spatial settlement structure that is portrayed by poor accessibility, small, low density settlements separated by large distances between them. This spatial structure which is the result of apartheid policies which impacted on the spatial environment over many decades has resulted in the creation of unviable and unsustainable settlements.

Clearly, this current spatial structure has not only resulted in the uneven and costly duplication of essential community facilities and basic infrastructure services, but also in the total lack of such facilities and infrastructure throughout the Municipality.

The introduction of Spatial Development Frameworks (SDFs) as part of integrated development planning process that culminated in Integrated Development Plans (IDPs) since 2000 is a tool that is aimed at addressing historically distorted, unviable and unsustainable spatial patterns and challenges caused by apartheid planning.

According to **Chapter 5 of the Municipal Systems Act (Act 32 of 2000)**, which was promulgated in 2000, each local authority in South Africa is required to compile an Integrated Development Plan for its area of jurisdiction of which the SDF is part. **Section 26 of the Municipal Systems Act** states that the core components of an Integrated Development Plan are as follows:

- a) the **Municipal Council's Vision** for the long term development of the municipality with special emphasis on the municipality's most critical development and internal transformation needs;
- b) an **Assessment of the existing Level of Development** in the municipality, which must include an identification of communities which do not have access to basic municipal services;
- c) the **Council's Development Priorities and Objectives** for its elected term, including its local economic development aims and its internal transformation needs;
- d) the **Council's Development Strategies** which must be aligned with any national or provincial sectoral plans and planning requirements binding on the municipality in terms of legislation;
- e) a **Spatial Development Framework** which must include the provision of basic guidelines for a land use management system for the municipality;
- f) the **Council's Operational Strategies**;
- g) applicable **Disaster Management Plans**;
- h) a **Financial Plan**, which must include a budget projection for at least the next three years; and

- i) the **Key Performance Indicators and Performance Targets** determined.

From the above, it is clear that **the SDF is a critical component of the IDP which translates the IDP spatially and guides the form and location of future physical development** within a Municipal area in order to address the imbalances of the past. In general Spatial Development Framework as prescribed by the Municipal Systems Act (Act 32 of 2000), seeks to achieve the following broad Objectives:

- a) to give effect to the **Principles of Land Development** as contained in Chapter 1 of the Development Facilitation Act (Act 67 of 1995) such as the following:
- i. Promote the **integration of the social, economic, institutional and physical aspects** of land development;
 - ii. Promote **integrated land development** in rural and urban areas in support of each other;
 - iii. Promote the **availability of residential and employment opportunities in close proximity** to, or integrated with each other;
 - iv. **Optimise the use of existing resources** including such resources relating to agriculture, land, minerals, bulk infrastructure, roads, transportation and social facilities;
 - v. Promote a **diverse combination of land uses**;
 - vi. **Discourage the phenomenon of “urban sprawl”** in urban areas and contribute to the development of more compact towns and cities;

- vii. Contribute to the **correction of the historically distorted spatial patterns** of settlement in the Republic;
 - viii. Encourage **environmentally sustainable land development practices** and processes;
 - ix. Promote land development which is within the fiscal, institutional and administrative means of the Republic;
 - x. Promote the establishment of **viable communities**;
 - xi. **Meet the basic needs** of all citizens in an affordable way;
- b) to set out **objectives that reflect the desired spatial form** of the municipality;
- c) to contain strategies and policies regarding the manner through which to achieve the objectives referred to above, which strategies and policies must:
- i. indicate **Desired Patterns of Land Use** within the municipality;
 - ii. address The **Spatial Reconstruction** of the municipality; and
 - iii. provide **Strategic Guidance in Respect of the Location and Nature of Development** within the municipality;
 - iv. to set out **Basic Guidelines for a Land Use Management System** in the municipality;
 - v. to set out a **Capital Investment Framework** for the municipality's development programmes;
 - vi. to contain a **Strategic Assessment of the Environmental Impact** of the spatial development framework;

- vii. to identify **Programmes and Projects** for the development of land within the municipality;
- viii. to be **Aligned** with the Spatial Development Frameworks reflected in the Integrated Development Plans of neighbouring municipalities; and
- ix. to provide a **Visual Representation** of the desired spatial form of the municipality, which representation -
 - will **indicate where public and private land development and infrastructure investment** should take place,
 - will **indicate desired or undesired utilisation of space** in a particular area,
 - will **identify areas where strategic intervention is required**; and
 - will indicate **areas where priority spending is required**.

In line with the above requirements for the compilation of SDFs as stipulated in the Municipal Systems Act (Act 32 of 2000), it is hereby confirmed that the primary Objective of this exercise is to implement the Molemole LM 2012/2013 IDP.

The SDF is therefore the spatial representation of the restructuring and transformation objectives of the local municipality which ensure that a more sustainable land use pattern and optimum utilization of space is established.

In complying with the requirements of the Municipal Systems Act (Act 32 of 2000), the Molemole Local Municipality formulated its 2012/2013 Integrated Development Plan and 2012/2013 Spatial Development Framework. One of

the requirements of the aforementioned Act is that the IDP and the SDF should be annually reviewed to update and evaluate progress and to ensure that the spatial, social, environmental and economic challenges confronting Municipalities are addressed.

In order to address the broad DFA Principles which Spatial Development Frameworks seek to achieve, municipalities should strive towards creating sustainable, liveable settlements which provide infrastructural, social and economic needs of communities. Broadly, this can be achieved by restructuring the form of human settlements through compacting (densification, infill and intensification), mixed use development, nodal developments, transportation and land use integration.

The SDF should be reviewed in time to reflect changing priorities, whereas the Land Use Management System should be tighter and only amended where required for a particular development. **The SDF should therefore inform the content of the Land Use Management System, rather than act as the direct source of land use rights and controls.**

1.2 CONTENT OF THE SDF

The White Paper on Spatial Planning and Land Use Management indicates that the SDF comprises four components, namely:

- **Policy for land use and development**
- **Guidelines for land use management**
- **Capital Projects**
- **Strategic Environmental Assessment**

In response to the White Paper on Spatial Planning and Land Use Management, the Regulations for integrated planning and performance management stipulated that the SDF must address and incorporate issues as outlined under **Section 1.1** above:

1.3 THE STUDY AREA

Map 1 shows the location of Molemole Local Municipality within the national context also showing administrative and functional distribution of settlements throughout the country. **Map 2** depicts Molemole Local Municipality in regional context of Limpopo Province. Molemole Local Municipality is one of the five municipalities constituting Capricorn District Municipality with others including Aganang, Lepelle-Nkumpi, Blouberg, and Polokwane.

Molemole Municipality covers an area in extent of about **336 272ha** of land and is bordered by six Local Municipalities comprising Polokwane Municipality to the south, Greater Tzaneen Municipality to the south-east, Greater Letaba Municipality to the east, Makhado Municipality to the north, Blouberg Municipality to the west and Aganang Municipality to the south-west.

Molemole Local Municipality is situated approximately 62 kms north-west of Polokwane along road P94/1 (R521) which connects Polokwane to Botswana.

Map 3 shows towns and villages constituting Molemole Local Municipality comprising of an estimated 37 villages within 14 Wards (see both **table 1**

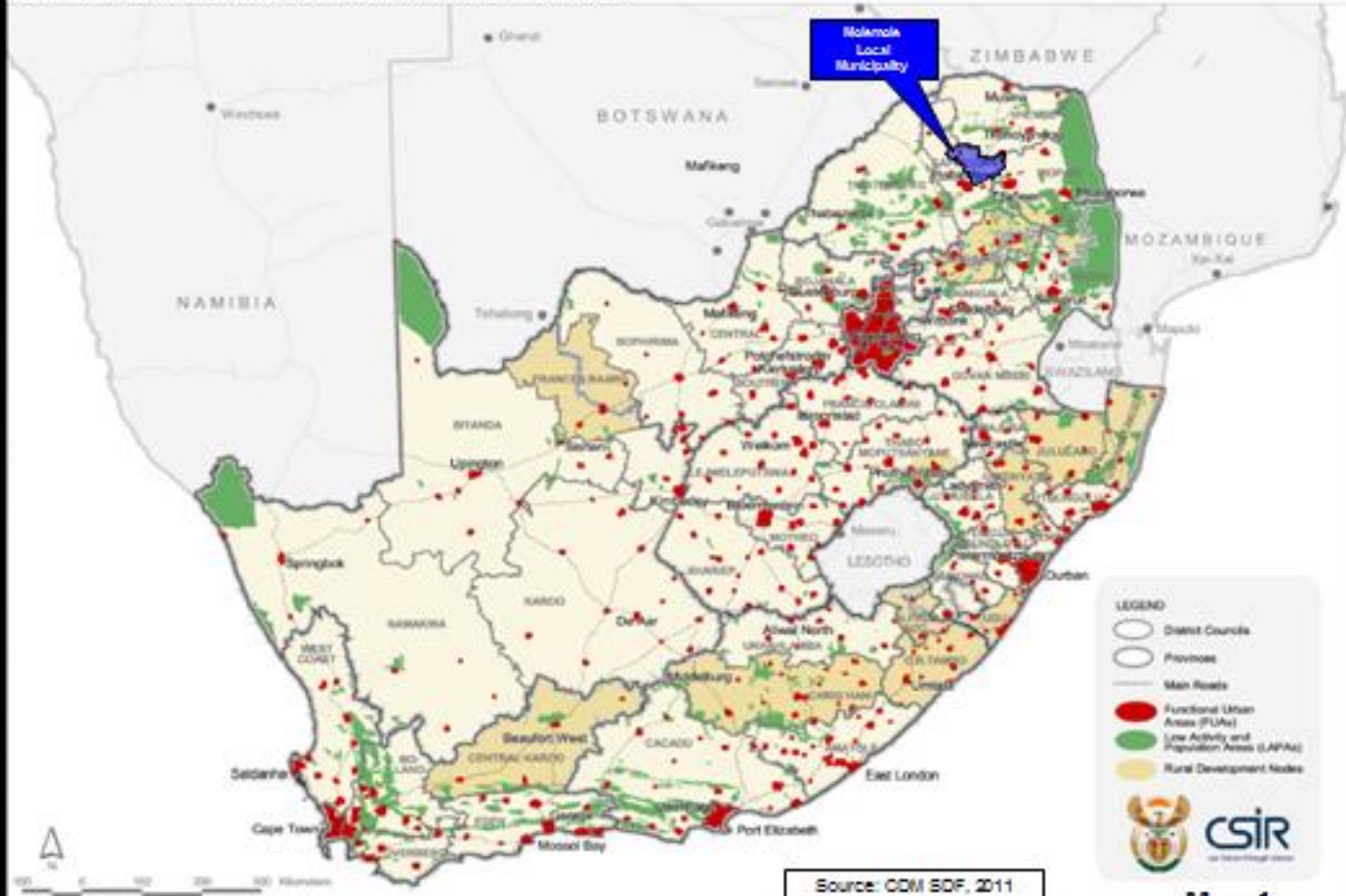
and **Map 4** showing Wards). From this it is evident that the study area includes the entire municipal area of the Molemole Local Municipality comprising predominantly rural areas with Mogwadi (formerly Dendron) as the administrative and economic capital of the municipality.

Table 1: Municipal Wards and Settlements

WARD	SETTLEMENT
1	Morebeng, Sekhokho, Nthabiseng, Legkraal, Capricorn Park.
2	Eisleben, Mokomene (part).
3	Mokomene (part), Ga Phasha
4	Mokomene (part)
5	GaMakgato and Mmaphakane 2 (part)
6	Mmaphakane 3 (part) and Mmaphakane 1 (part)
7	Sefene and Ramotsowe
8	Sekakene, Mmaphakane 1 (part)
9	Mmaphakane 1 (part)
10	Makgalong A, Makgalong B, Mogwadi, Maponto (part)
11	Mohodi (Part)
12	Ga Poopedi, Mohodi (part), Maponto (part) and Westphalia.
13	Madikana and Mohodi (part)
14	Ga Sako, Sakoleng, Schoonveld, Shashe, Ga Moleele, Koekoek, Ga Mokgehle, Ga Tibu, Manthata and Ga Kgara.

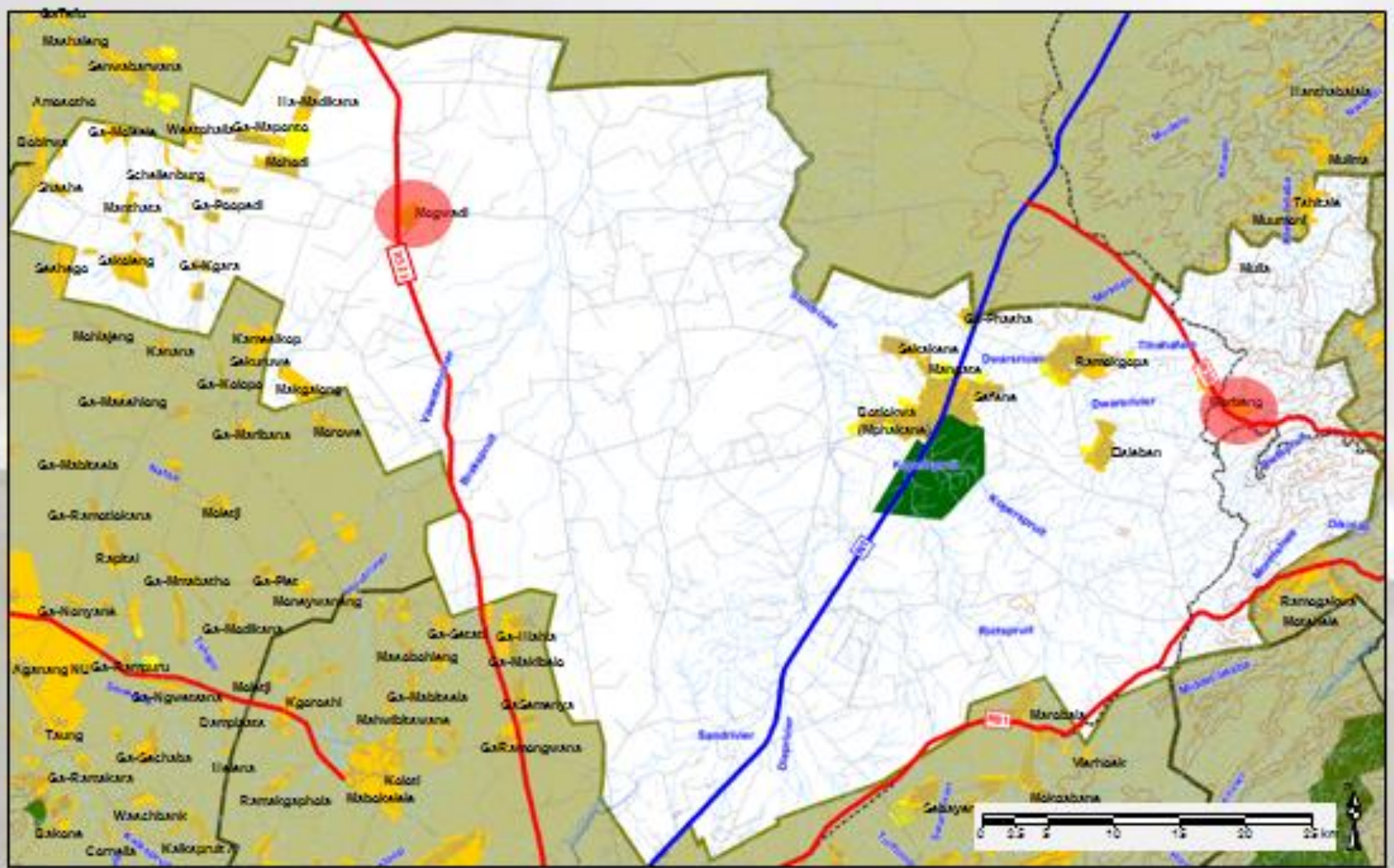
Source: Municipal Demarcation Board (2011), Molemole IDP, 2012/2013

Administrative and Functional Context, SOUTH AFRICA



Map prepared by CSIR Built Environment for NSOP 2006, Presidency South Africa. (May 2006)

Map 1

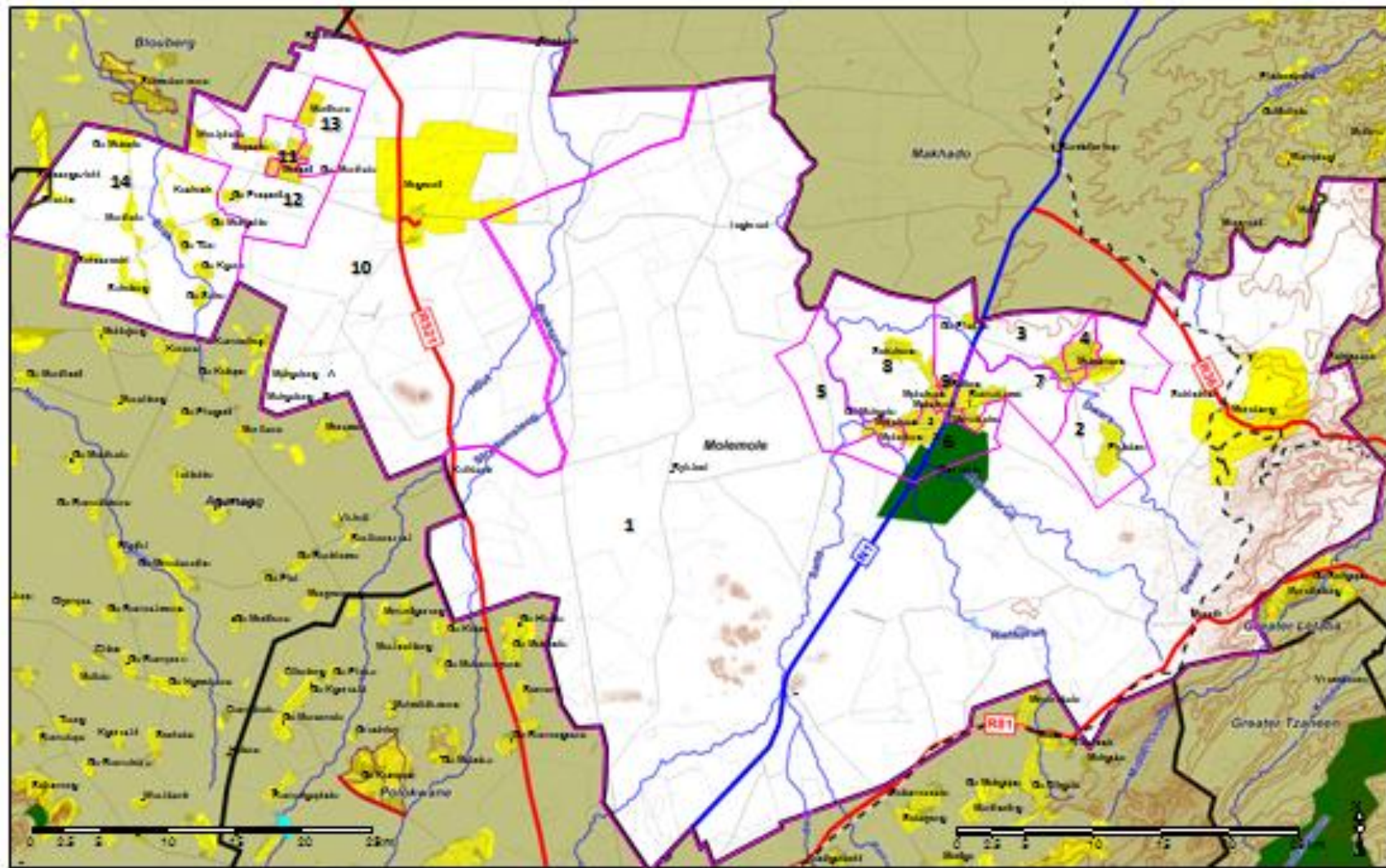


**MOLEMOLE MUNICIPALITY
TOWNS AND VILLAGES**

- Formal Towns
- Traditional Residential
- Nature Reserves
- Freeway
- Main Road
- Railways
- Mountains and Ridges

Source: Demarcation Board Website, 2012

MAP 3



 MOLEMOLE MUNICIPALITY WARDS	 Study Area	 Wards	 Railways
	 Towns and Villages	 Nature Reserves	 Mountains and Ridges
	 Freeway	 Main Road	

MAP 4

1.4 STUDY APPROACH AND POINTS OF DEPARTURE

As a point of departure, the study will first begin with the assessment of the current IDP by interpreting the municipal vision and mission, physical, social, environmental and economic aspects and their spatial implications.

The results of current available sectoral strategies relating to environment, infrastructure, transport, land use planning, social facilities and economic will be incorporated into the process.

A number of **important Policy directives emanating from National, Provincial and District** government levels that will be considered in the formulation of the SDF include, but are not limited to:

- The National Development Plan 2030;
- Provincial Growth and Development Strategy (PGDS), 2004-2014
- Limpopo Employment, Growth and Development Plan (LEGDP) 2009-2014;
- Integrated Sustainable Rural Development Strategy.
- Comprehensive Rural Development Programme (CRDP, 2009);
- Limpopo Provincial Spatial Development Framework (2007);
- Capricorn District Spatial Development Framework (2010);
- Other local documents of relevance;

As part of alignment and integration (vertical and horizontal), the project team will incorporate inputs from sector departments and neighbouring municipalities, the district and provincial department of Co-Operative Governance, Human Settlements and Traditional Affairs (COGHSTA).

1.5 METHODOLOGY

In accordance with the terms of reference for this project, the Molemole Local Municipality Spatial Development Framework will be formulated over a four-phase process:

Milestone 1: Spatial Interpretation of the IDP. This phase focuses on the spatial interpretation of the Molemole Municipality IDP in terms of municipal vision, mission, strategies, projects, principles. This phase will include the spatial mapping of projects to assess whether the priority needs of communities were addressed.

Milestone 2: Spatial Analysis of the Current Reality. The next will focus on spatial analysis of the environment to assess its strengths, weaknesses, opportunities and threats presented by the natural environment, socio-economic conditions and service delivery progress. In essence this phase will identify, map and analyse information pertaining to environmental, social, demographic, roads and transportation, land use, and infrastructure. The process will furthermore align (horizontal and vertical alignment) processes and programmes at municipal level with those in the neighbouring and district municipalities and government departments. Due consideration of National and Provincial policies, strategies and plans will be taken.

Milestone 3: Presentation of the Desired/Conceptual Spatial Goal and Development Patterns. Emanating from the information obtained from the previous phase will be the preparation of the desired spatial concept which will be a spatial representation of the desired spatial form in terms of potential nodal points, strategic development areas, roads and

transportation requirements, conservation and sensitive areas, corridors, agricultural potential development areas. The ultimate aim will be to show areas in need of special and urgent intervention and strategic development areas which will include development Objectives.

Milestone 4: Implementation Strategies and Programmes. This phase entails the identification of strategies and programmes that will enable achievement of the proposed Spatial Development Framework. A key element of this phase is the formulation of the Capital Expenditure Framework (budget) as well as critical actions. The Capital Expenditure Framework will inform the next Municipal IDP budget.

2. SPATIAL INTERPRETATION OF MOLEMOLE IDP

2.1 MUNICIPAL VISION AND MISSION

Section 26 of the Municipal Systems Act lists those components of an Integrated Development Plan that are legally compulsory. The first and foremost of these is the inclusion of the **Municipal Vision** for the **long-term development** of the municipality with special emphasis on the municipality's **most critical development** and **internal transformation needs**.

Section 26(a), read together with the Constitution requires that a municipal vision must be informed by an analysis of the socio-economic, spatial and infrastructural realities of the newly-demarcated local area, including an assessment of where gaps exist in the provision of basic

services. Also, the municipality is required to assess its own capacity to redress inequities and to meet basic needs, and to gear itself towards institutional transformation with a view to improving its organisational efficiency and effectiveness in meeting those needs. The following is the Vision of the Molemole Local Municipality:

MOLEMOLE MUNICIPALITY
Vision
<i>‘A developmental people driven organization that serves its community.’</i>
Mission
<i>“To provide essential and sustainable services in an efficient and effective manner.”</i>

The vision of Molemole LM is broadly phrased but emphasises the importance of **people and service delivery** regarding development whereas the vision of Capricorn District Municipality is focussing on providing opportunities and quality of services to all the communities.

The mission of Molemole LM focuses on service delivery, competency in terms of time and resources and addressing the needs of communities.

The following **Key Priority Needs** for the Molemole Municipality were derived from the MLM IDP, 2012/2013:

- Access to water
- Access to sanitation

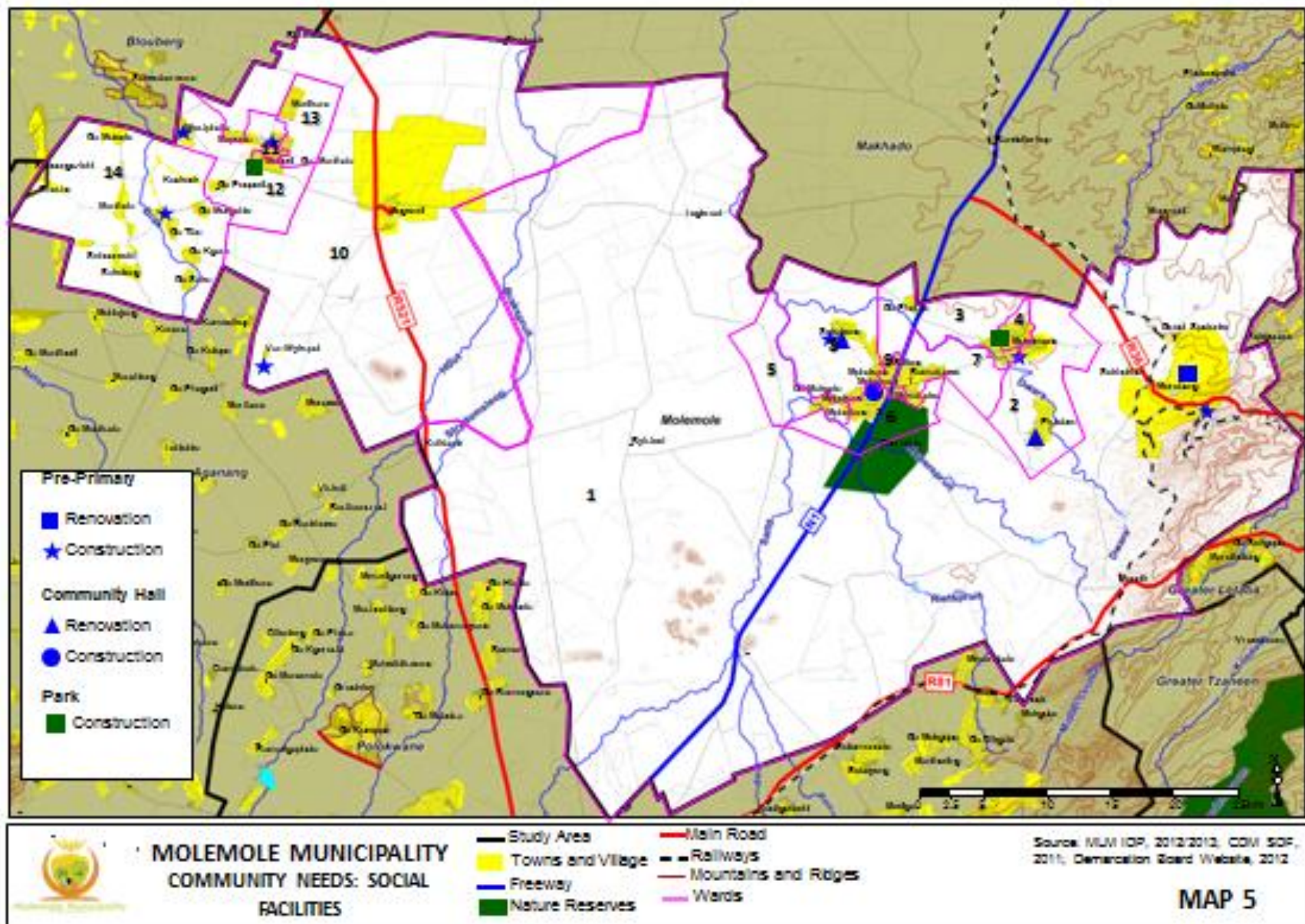
- Roads- Access roads(tarring) and internal roads(grading)
- Economic Development-Job creation & special focus groups
- Health
- Crime prevention
- Electricity
- Housing
- Education
- Sports, Arts & culture
- Environmental Management

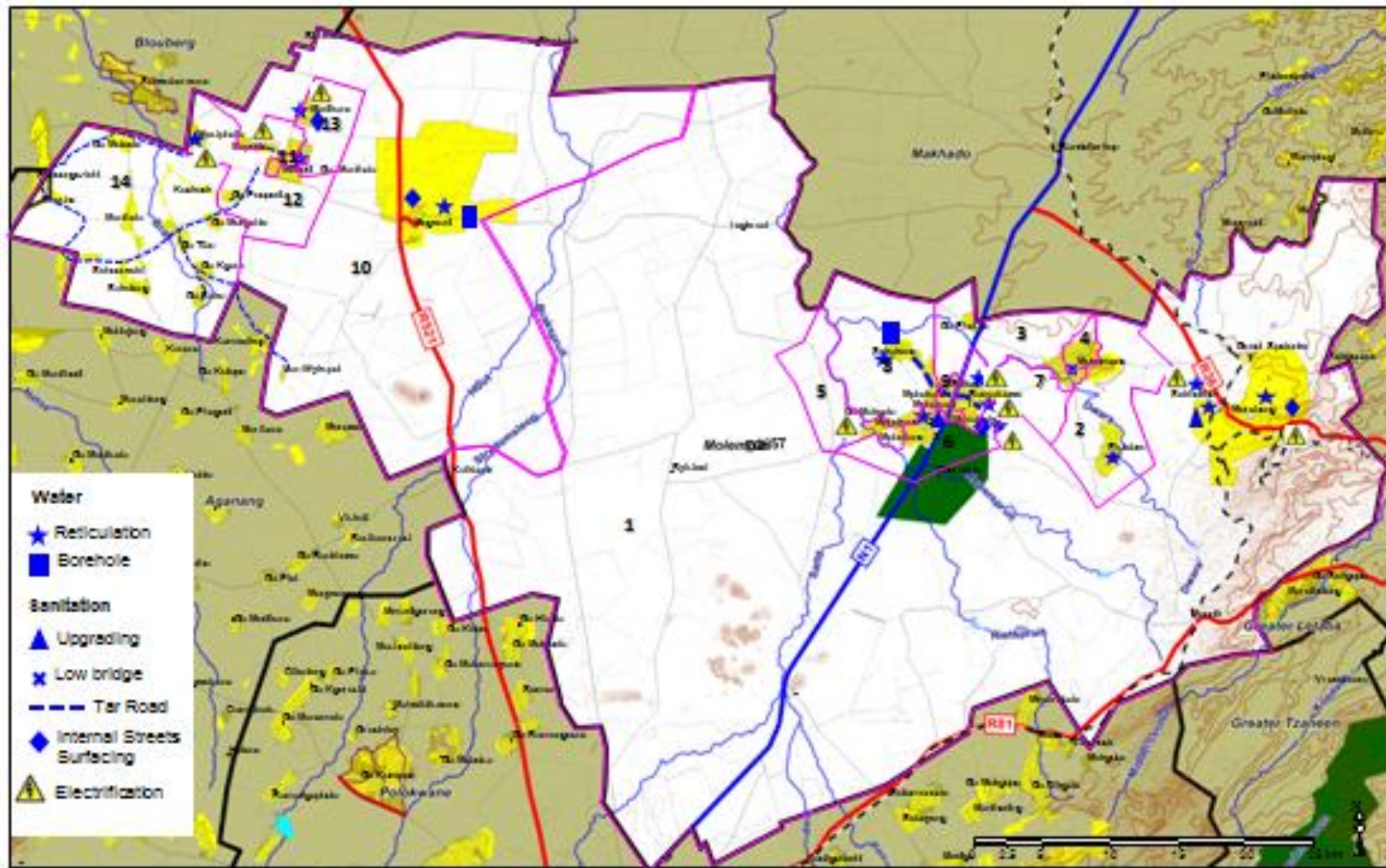
Map 5 and 6 provide spatial location of Community Needs per Ward from the MLM IDP, 2012/2013. It is clear from this that the needs of communities relate to provision of infrastructure services such as water, roads, electricity and sport and recreational facilities.

Map 7 has mapped projects in the Molemole Local Municipality from the Municipality's IDP which indicate the spending patterns in the Molemole Local Municipality. The following trends are evident:

- the majority of **projects relate to infrastructure** especially water which is in line with the priority needs of the Municipality;
- the majority of **projects are concentrated in Wards 1, 2, 3, 4, 5, 6, 7, 8 and 9** in line with the pressing water needs in this cluster of villages;
- there is **less spending pattern relating to water projects** in line with the needs of communities raised in the western villages in Wards 11, 12, 13 and 14;

- there is **little spending on road infrastructure projects** throughout the Municipality despite the communities raising access to road as one of their pressing needs;
- **community facility projects focus more on pre-primary educational facilities** instead of addressing skills development related centres;
- the **spending on improved sanitation (VIP) is limited** despite sanitation raised as one of the priority needs;
- there is **limited spending on LED and job creation projects** despite the economic realities of the Municipalities which will help to reduce emigration of people to other areas to seek better work opportunities;
- **housing development is limited** especially in terms of RDP housing, BNG and Inclusionary Housing Policy except site demarcation projects;
- In general, projects tend to **concentrate in the eastern section** cluster than in the western settlements;





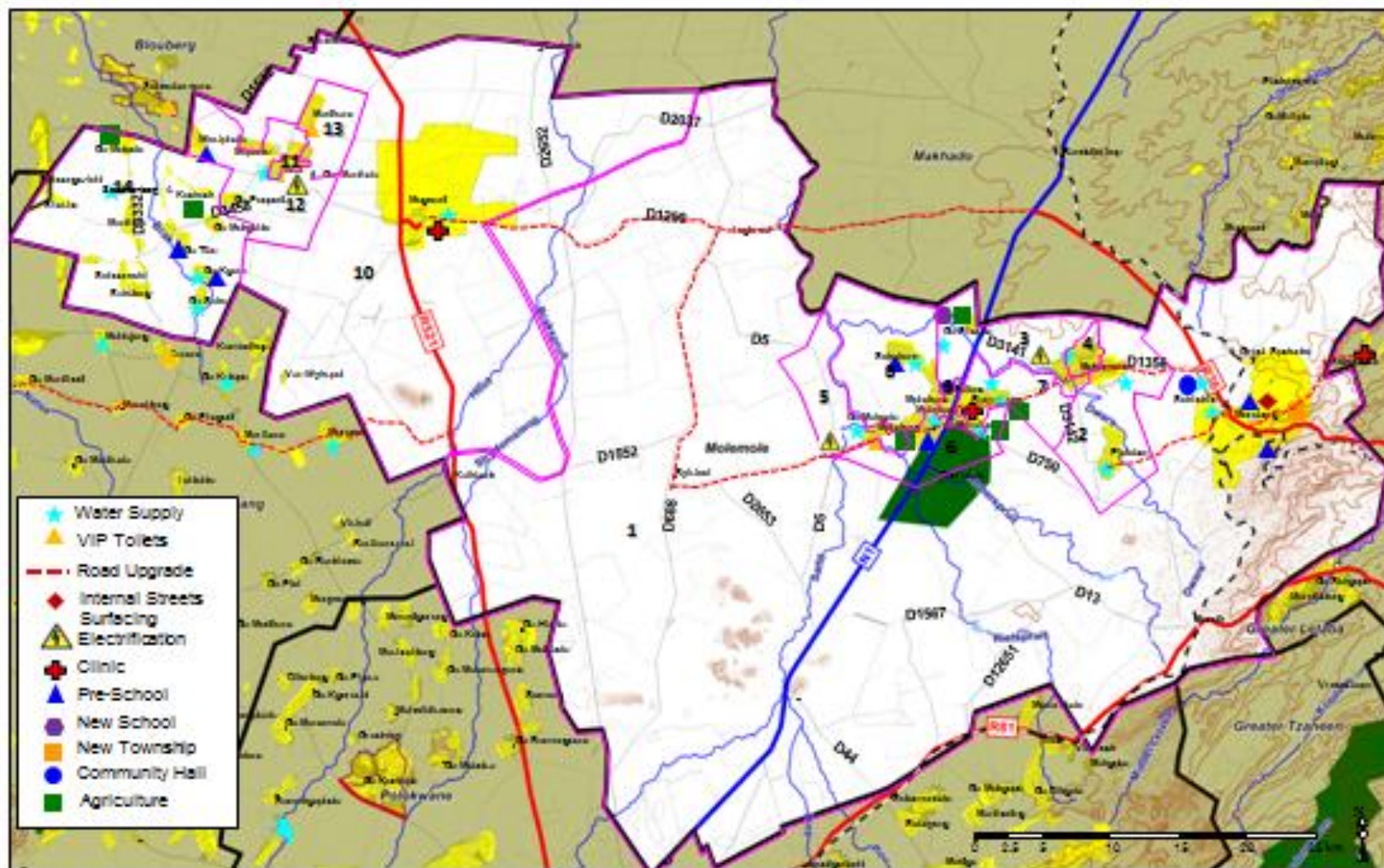
- Water**
- ★ Reticulation
 - Borehole
- Sanitation**
- ▲ Upgrading
 - ✕ Low bridge
 - - - Tar Road
 - ◆ Internal Streets Surfacing
 - ▲ Electrification


MOLEMOLE MUNICIPALITY
COMMUNITY NEEDS:
INFRASTRUCTURE

Study Area
 Towns and Village
 Nature Reserves
 Freeway
 Main Road
 Railways
 Mountains and Ridges
 Wards

Source: MUM IDP, 2012/2013, COM SOF, 2011

MAP 6




MOLEMOLE MUNICIPALITY
CURRENT IDP PROJECTS

Source: MUM IDP, 2012/2013, COM Roads Master Plan

MAP 7

3. SPATIAL ANALYSIS OF THE CURRENT REALITY

3.1 POLICY GUIDELINES

3.1.1 NATIONAL DEVELOPMENT PLAN (NDP) 2030

The NDP focusses on the critical capabilities needed to transform the economy and society. In particular, it assists government in confronting the **nine primary challenges** by providing broad framework to guide key choices and actions that will help government in its drive to grow the economy, create jobs, address poverty and establish social cohesion, namely:

Where should government direct its investment and development initiatives to ensure sustainable and maximum impact?

- What kinds of spatial forms and arrangements are more conducive to the achievement of our objectives of democratic nation building and social and economic inclusion?
- How can government as a whole capitalise on complementarities and facilitate consistent decision making; and move beyond focusing on integration and coordination procedures to establishing processes and mechanisms that would bring about strategic coordination, interaction and alignment?

The following challenges derived from the NDP are applicable and critical to Molemole LM in terms of addressing the key challenges faced by the Municipality:

- **Creation of jobs and improvement of livelihoods;**

- **Expansion of infrastructure;**
- **Transforming urban and rural spaces;**
- **Improving education and training;**

The SDF as part of the IDP of Molemole LM also seeks to address challenges identified in the NDP in the following ways:

- The LED Strategy makes proposals regarding LED programmes and projects that will create jobs and improve the livelihoods of communities (see **Section 3.10.7**);
- The Molemole LM and other spheres have identified and prioritised a number of infrastructure projects (**Section 3.8**);
- The SDF seeks to design strategies that will address the dysfunctional spatial form created by apartheid. This will include consolidating development and investment in areas with potential for development to ensure maximum utilization of resources in what is referred to as nodal development areas, corridor development and infill/densification. Areas identified as displaying some development potential include Mogwadi, Botlokwa cluster, Mokomene and Morebeng. Housing development will be prioritised around these centres together with the location of social and economic projects;
- In order to address the problem of illiteracy, a decline in people with tertiary qualifications and lack of job related skills, the SDF will make certain proposals regarding the improvement of skills and education in the form of skills-training facilities;

3.1.2 SPATIAL PLANNING AND LAND USE MANAGEMENT ACT, 2013 (SPLUMA, ACT 16, OF 2013)

The Spatial Planning and Land Use Management Act, 2013 (Act 16, of 2013) was recently promulgated to provide a framework for spatial planning and land use management throughout the country. The Act provides an understanding into the relationship between spatial planning and land use management system including monitoring, coordination and review of spatial planning and land use management system at different spheres of government.

The new Act emphasizes the need to prepare spatial planning and to ensure its linkage to land use management system. Unlike in the past when many municipalities prepared land use schemes which focused primarily on proclaimed towns, the new Act, requires wall-to-wall land use schemes covering the entire municipal area of jurisdiction and this to be linked to spatial planning. Furthermore, the Act provides guidelines regarding the content of spatial planning at three spheres of government.

The Act also provides for the establishment of Municipal Planning Tribunals to determine and assess land use and land development applications for its area of jurisdiction.

3.1.3 PROVINCIAL GROWTH AND DEVELOPMENT STRATEGY (PGDS), 2004-2014

The Limpopo Provincial Government embarked on a provincial initiative that sought to address key issues such as **economic development, job creation, service delivery and social well-being of communities** in the Province. A Provincial Growth and Development Strategy (PGDS) was embarked upon as a strategy which identified the Provinces comparative advantages in mining, agriculture and tourism.

Based on various international, national and provincial development programmes, the PGDS adopted **five Development Objectives** in line with indicators for the Millennium Development Goals which are as follows:

- **Improving the quality of life of the people of Limpopo;**
- **Growing the economy of the Province and sustainable job creation;**
- **Enhancing innovation and competitiveness;**
- **Pursuing regional integration; and**
- **Improving the institutional efficiency and effectiveness of government.**

The PGDS is anchored on **seven economic development clusters** which follow **four main Development Corridors**, which will be accompanied by a number of capital infrastructure projects in line with the main identified provincial economic drivers in agriculture, mining, tourism and manufacturing. Of the seven **economic development clusters** identified for the Province, only four are applicable to the Molemole LM and these are:

- ❑ **The Red and White Meat Cluster (All Districts):** The presence of cattle farmers in Molemole LM provides an opportunity for commercial livestock which needs to be pursued.
- ❑ **The Tourism Cluster:** Whole Province, but also specifically Molemole LM: Tourism attractions such as Motumo Trading Post, Tropic of Capricorn and Machaka Game Reserve have the potential as tourism centres. It remains the responsibility of the Municipality to promote this industry by designing strategies that will attract tourists;
- ❑ **The Fruit and Vegetable Cluster:** Molemole food processing factory which currently process marula jam, marula archar and marula is a typical example of the competitive advantage that Molemole LM possess in this sector which also has potential to expand. According to Molemole LED Strategy, the Department of Agriculture has identified the need for communities residing on communal land for support to farm in vegetable production and one such project is taking place at Morebeng.
- ❑ **The Mining Cluster:** The occurrence of mineral deposits such as **gold, copper, graphite, nickel, iron ore, chromite, beryllium, corundum, asbestos and feldspars** albeit at small quantities provide some opportunities for small-scale mining activities which can help to provide job opportunities and contribute to the economy of the Municipality.

The purpose of the Molemole SDF is to identify the comparative and competitive economic advantages of the Municipality in line with the PGDS clusters that will address the objectives as expounded in the PGDS.

3.1.4 LIMPOPO EMPLOYMENT, GROWTH AND DEVELOPMENT PLAN (LEGDP), 2009-2014.

In 2009 the Limpopo Provincial Government introduced an LEGDP plan to address challenges facing the province which centre on job creation, service delivery, economic development and social development.

The LEGDP comprises of the following **thirteen key action programmes** which are fundamental key economic drivers in the Province:

1. Industrial Development Programme: Priority Growth Sectors;
2. Mining and Minerals Beneficiation Industries;
3. Enterprise Development: SMMEs and Cooperatives Development Programme;
4. Regional Economic Development and Integration Programme;
5. Water Resource Development and Demand Management;
6. Agriculture and Rural Development Programme;
7. Education and Skills Development Programme;
8. Health Care Development Programme;
9. Safety and Security;
10. Environmental and Natural Resources Development Programme;
11. The Green Economy and Creation of Green Jobs;
12. Corporate Governance;
13. ICT and Innovation Enabled Industries.

These programmes are also critical and relevant to addressing the challenges facing Molemole LM and hence are key programmes that must

be considered in alleviating poverty, job creation, local economic growth and development and improvement of livelihoods.

3.1.5 INTEGRATED SUSTAINABLE RURAL DEVELOPMENT STRATEGY (ISRDS)

In 2000, ISDRS was initiated as a strategy that will address challenges experienced by rural communities such as **poverty, lack of skills, high illiteracy levels, lack of services, lack of social cohesion, poor economies and unviable institutions and unsustainable development.** The strategy was introduced to design programmes to improve rural economies, create viable and vibrant institutions, provide essential services and build capabilities which will reduce dependency on urban economies and urban-rural migration.

The vision of the ISRDS for rural South Africa is to *“attain socially cohesive and stable rural communities with viable institutions, sustainable economies and universal access to social amenities, able to attract and retain skilled and knowledgeable people, are equipped to contribute to their own and the nation’s growth and development.”* Translated, the strategy simply presents an opportunity for South Africa’s rural people to realise their own potential and contribute more fully to their country’s future.

The ISRDS focuses on the following core **Principles** to ensure its success:

- **Rural development:** the emphasis in terms of rural development is on a multi-dimensional approach to rural challenges. The aim is to **introduce programmes and support structures that will create job opportunities, improve skills, improve the rural economy, alleviate poverty, provide essential services and improve the livelihoods of rural communities** in order to make rural economies more sustainable.
- **Sustainable:** the strategy places emphasis on sustainability **ensuring that programmes and the local economy continue to improve and grow.** This can be achieved when rural communities become actively involved in the running and sourcing of resources to keep the local the programmes operating without external dependence.
- **Integrated: Integration is of various spheres of government in terms of programmes, projects, role and responsibilities, resources are critical to ensure buy-in by various stakeholders.** Integration is critical requires effective co-ordination across all levels of government and with traditional authorities. The Integrated Development Plan (IDP) is an important vehicle that will integrate various actions, interventions and programmes at municipal level.
- **Dynamics of Growth in Rural Areas:** this strategy takes cognizance of the unique dynamics in rural areas that will help resuscitate rural economy. It is important to understand this **dynamics unique in rural areas such as potential in tourism, mining, agriculture, fishing and forestry.**
- **Rural Safety Net:** Safety nets are still needed in rural to counter poverty and hardships such as grants and pension funds.

In order to ensure success of the ISRDS strategy, the following complementary support mechanisms are suggested;

- **Human Resource Development and capacity building;**
- **Expedite the land reform process to ensure that rural communities own land and the government can provide support on restituted land;**
- **Community based income generation projects;**
- **Social assistance and safety nets;**
- **Rural finance;**

The ISRDS also places emphasis on the establishment of institutional structures to ensure successful implementation of the strategy which comprise the Political and the Operational tools for co-ordination, facilitation, implementation, monitoring and evaluation of the strategy.

With Molemole LM being predominantly rural, the ISRDS strategy will be imperative to address the challenges of rural communities. The Municipality through its IDP process should implement this strategy to improve rural economies, create job opportunities, improve the livelihoods of rural communities, extend essential services and improve skills with the aim of making rural economies sustainable and to reduce rural-urban migration.

3.1.6 COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME (CRDP), 2009

The CRDP was introduced in 2009 as an initiative that supports rural communities in initiatives of self-empowerment and rural local economic development. It seeks to address the following challenges facing rural communities:

- **underutilisation of natural available resources in mineral resources, tourism resources, agriculture and manufacturing;**
- **poor or lack of access to socio-economic infrastructure; services, public amenities and government services;**
- **limited or lack of potable water for household or agricultural development;**
- **low literacy, skills levels and migratory labour practices;**
- **slow pace of resolving restitution claims and land tenure issues;**

One of the primary aims of CRDP is to improve rural economies by means of using resources available and providing support as government with the aim of creating vibrant, self-sustainable, self-sufficient and equitable rural communities.

The CRDP was introduced to fight poverty and improve food security by means of agrarian transformation, land reform and use of natural resources and provision of basic services.

The establishment of agro-processing industries such as the Marula Food Processing factory in Molemole are some of the projects in this category. However, a comprehensive strategy comprising programmes, projects and institutional structures is required to address rural problems which include provision of basic services such as road network, electricity, water, rural enterprises which exploit available natural resources and establishment of industrial activities.

Land reform programme provides an appropriate tool that can be used to kick-start rural development driven by communities and supported by various stakeholders including the Department of Rural Development and Land Reform which will act as the coordinator, facilitator, catalyst and initiator of programmes, policies, strategies and resources.

3.1.7 LIMPOPO PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK (2007)

Limpopo Provincial Spatial Development will affect the vision and objectives of the NDP by providing guidelines for the preparation of SDFs by District and Local Municipalities and it is from which the Capricorn District Municipality derives its SDF implementation vision, principles and strategies.

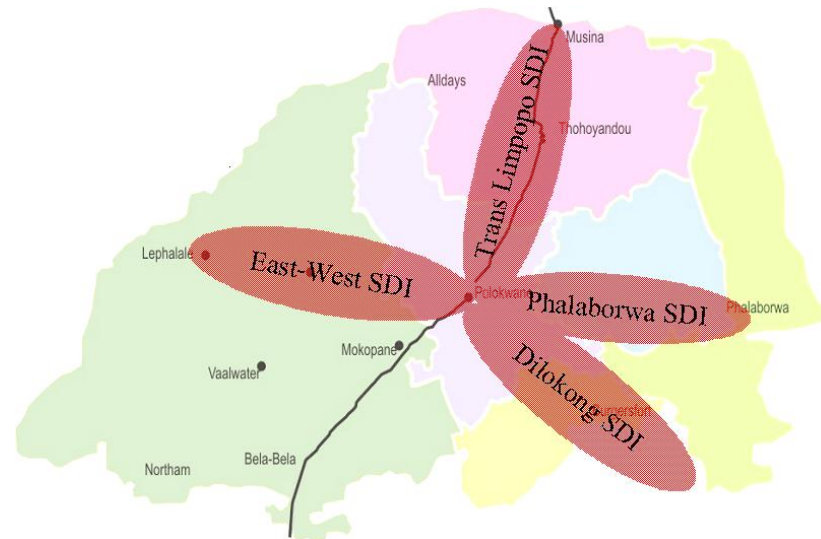
The Provincial SDF provides guidelines in terms of what the Capricorn District Municipality should concentrate on and it is upon the Municipality to design strategies and programmes to promote and implement the vision and aspirations of the Provincial SDF. The Limpopo Provincial SDF puts emphasis on the following Principles:

- Identification of a settlement hierarchy showing priority growth points (nodal points) as potential, optimal and more functional spatial pattern for the province to address the apartheid dysfunctional spatial pattern;
- Priority focus of essential social, business and infrastructural services in the nodal points;

The Limpopo SDF identified road sections along which interventions by national government to help unlock economic potential and facilitate new investment and job creation opportunities will be focussed which are referred to as **Spatial Development Initiatives (SDIs)**. Of the four SDIs identified, two traverse Molemole Municipality i.e **Trans-Limpopo SDI and Phalaborwa Corridors**. **Figure 1** show Spatial Development Initiatives.

The Trans-Limpopo Corridor which follows the N1 in a north-south direction traverses the Botlokwa area whereas the Phalaborwa Corridor runs east-west across Morebeng. With mineral deposits discovered in the Molemole creating a potential for mining explorations and beneficiation projects, these two Corridors act as catalysts for local economic development. The Municipality must facilitate other local economic development projects that will link into the broader regional economic development.

Figure 1: Spatial Development Initiatives (SDIs) in the Molemole LM.



Source: Limpopo Provincial SDF, 2007

The tourism potential albeit limited must use the two SDIs to unlock tourism potential in the area.

3.1.8 CAPRICORN DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (2010)

The Capricorn District Municipality (CDM) Spatial Development Framework provides guidelines to local municipalities under its jurisdiction in terms of future development. This SDF endeavours to promote a consolidated settlement development in areas showing potential for growth, environmental protection, and service delivery in order to bring about a sustainable and equitable development throughout the district area. In order to realize its vision for development, the CDM SDF (SDF, 2011) makes use of the following thirteen Principles/Objectives:

- **Principle 1:** To ensure a **balance between environmental sustainability and human settlement/ local economic development** in the Capricorn District by way of protecting, managing and enhancing its natural/ environmental assets.
- **Principle 2:** To establish a **functional hierarchy of nodal points** in the Capricorn area to optimise the delivery of social and engineering infrastructure/ services, promote local economic development, and protect valuable agricultural land.
- **Principle 3:** To provide a full **range of social services at all the identified nodal points**, in accordance with the nationally approved Thusong Centre concept.
- **Principle 4:** To ensure that **engineering infrastructure** is provided and/or upgraded, first and foremost at all the identified nodal points, in order to support economic growth and residential development without

compromising the right enshrined in the Constitution of all communities to have access to at least the minimum level of services.

- **Principle 5:** To optimally capitalize on the strategic location of the District through **strengthening the four provincial Corridors**, and to functionally link all nodal points and major destinations internally to one another by way of a Priority Road Network.
- **Principle 6:** To ensure that proper **public transport infrastructure** is provided at all the identified Nodal Points and along the Priority Transport Network.
- **Principle 7:** To promote **extensive commercial farming** and subsistence farming activities in the District.
- **Principle 8:** To brand Capricorn District Municipality as a Gateway to surrounding tourism precincts in the District and Limpopo Province and to **optimize the local tourism potential**.
- **Principle 9:** To optimally **utilise the mining potential** in the District in such a way that a sustainable balance is maintained between mining, agriculture and the natural environment.
- **Principle 10:** To enhance and **consolidate commercial and business activities at each of the identified nodal points** and to strengthen Polokwane City's identity as provincial and regional capital.
- **Principle 11:** To consolidate the District settlement structure by way of **infill development and densification** around the identified nodal

points, and by way of delineating urban and rural development boundaries.

- **Principle 12:** To optimise **urban-rural linkages** throughout the Capricorn District.

The District SDF provides guidelines in terms of what local municipalities under its jurisdiction such as Molemole Local Municipality should concentrate on and it is upon the Municipality to design localised principles, programmes, projects, strategies and guidelines in line with the vision and ideals of the Capricorn District SDF. Essentially, the above-mentioned Principles are also applicable and relevant to address the challenges of Molemole Municipality and hence will also be considered when proposals are developed.

3.2 INSTITUTIONAL STRUCTURE

Institutional structure includes issues such as **landownership** in terms of whether land is owned by the **national, provincial government, municipal, private or tribal authority** which influence accessibility to land for development initiatives.

3.2.1 LANDOWNERSHIP

Landownership plays a critical role in development as it influences access to land and affordability. Often privately owned land is kept for investment (speculative) purposes and the owners are not willing to sell it for social development projects and hence its sale and sale price is market-driven.

The current form of land tenure is a complex one, with the majority of land either under tribal administration or privately owned.

The large areas of land under tribal administration are as a result of the former homeland administration system. Four tribal authorities comprising Machaka, Ramokgopa, Manthata and Makgato are responsible for R188 settlements of the Municipality. **Map 8** shows current land ownership status. Unlike privately owned land, municipal and state land is easily available for development purposes, and is an important instrument available to government to implement interventions to an area as and when required, or to set certain development trends in motion.

One of the strategies to facilitate development is through constant negotiations with tribal authorities for the release of certain strategically located piece of land by lease agreement or purchase of such portions in line with the SDF proposals.

On the other hand tribal authority land is also not always readily made available by Tribal Authorities for development purposes. Tribal Authorities cover certain tribal authority areas of jurisdiction under the leadership of chiefs and headmen. They are often responsible for administration of villages under their leadership in terms of land allocation and often land under their jurisdiction falls under communal land tenure. In Molemole LM, the four chiefs of Machaka, Ramokgopa, Manthata and Makgato are responsible for villages established in terms of R188 Regulation under their leadership (see **Map 8a**).

3.2.2 LAND CLAIMS

The spatial structure could further be affected by land claims lodged against certain land parcels in the Municipality. **Map 9** illustrates the spatial distribution of land claims in the study area and **table 2** provides a list of such land claims obtained from Provincial Land Claims Commission. From this, an estimated 70 claims were received from the Provincial Land Claims Commission most of which claim privately owned land properties which are being used for intensive commercial farming.

Table 2: List of Farms under Claims & Current Status

No.	Name of Farm	Status	Ownership	Extent	
				km ²	ha
1	De Put 611 LS	Gazetted	Private	26.4503	2645.03
2	Langgerecht 610 LS	Gazetted	Private	9.90159	990.159
3	Maroelabult 614 LS	Gazetted	Private	4.58108	458.108
4	Kalkfontein 615 LS	Gazetted	Private	22.7612	2276.12
5	Uitkoms 864 LS	Gazetted	No data Available	18.1174	1811.74
6	Fortklipdam 852 LS	Gazetted	Private	52.1146	5211.46
7	Kareebosch 618 LS	Gazetted	Private	40.8722	4087.22
8	Palmietkuil 853 LS	Gazetted	Private	12.8492	1284.92
9	Klapperbosch 752 LS	Gazetted	Private	7.20389	720.389
10	Tijgerfontein 503 LS	Gazetted	No Data Available	6.49412	649.412
11	Groenvlei 751 LS	Gazetted	Private	5.85538	585.538
12	Swartlaagte 749 LS	Gazetted	Private	7.3241	732.41
13	Graspan 753 LS	Gazetted	Private	7.23511	723.511
14	Leeuwkopje 505 LS	Gazetted	No Data Available	6.30976	630.976

MOLEMOLE SPATIAL DEVELOPMENT FRAMEWORK REVIEW, 2013/2014



No.	Name of Farm	Status	Ownership	Extent	
15	Zwartpan 755 LS	Gazetted	Private	5.48227	548.227
16	Withoutlaagte 757 LS	Gazetted	Private	6.37535	637.535
17	Vlakfontein 759 LS	Gazetted	No data Available	6.00229	600.229
18	Driedoornhoek 452 LS	Gazetted	No Data Available	4.61293	461.293
19	Zoutfontein 501 LS	Gazetted	No Data Available	1.74439	174.439
20	Helpmekaar 819 LS	Gazetted	Private	20.3243	2032.43
21	Waterval 827 LS	Gazetted	No Data Available	11.5712	1157.12
22	Netrecht 832 LS	Gazetted	Private	10.503	1050.3
23	Patryspan 207 LS	Gazetted	Private	1.66726	166.726
24	Matjesgoedfontein 513 LS	Historical Valuation	Private	7.21402	721.402
25	Kleinfontein 847 LS	Negotiations	No Data Available	4.77596	477.596
26	Schuinsgelegen 845 LS	Negotiations	Private	6.11436	611.436
27	Rietspruit 792 LS	Negotiations	No Data Available	10.0897	1008.97
28	Bodensteinshoop 765 LS	Negotiations	Private	8.867	886.7
29	Maroelaput 764 LS	Negotiations	Private	6.82299	682.299
30	Brakfontein 796 LS	Negotiations	Private	6.35049	635.049
31	Waterval 793 LS	Negotiations	Private	4.30383	430.383
32	Noogensfontein 780 LS	Negotiations	No Data Available	12.9049	1290.49
33	Mooiplaats 815 LS	Negotiations	Private	7.74879	774.879
34	Magataspruit 816 LS	Negotiations	Private	31.6225	3162.25
35	Uitval 817 LS	Negotiations	Private	2.91167	291.167
36	Blinkwater 784 LS	Negotiations	No Data Available	6.23977	623.977
37	Salamis 807 LS	Research	Makotopong	6.1575	615.75

No.	Name of Farm	Status	Ownership	Extent	
			CPA		
38	Roodewal 808 LS	Research	RSA	23.4631	2346.31
39	Uitvalplaats 842 LS	Research	Private	3.51772	351.772
40	Zoetfontein 797 LS	Research	Private	5.70786	570.786
41	Rechtdaar 175 LS	Research	No Data Available	11.0221	1102.21
42	Draaifontein 180 LS	Research	No Data Available	4.14189	414.189
43	Tarentaaldraai 493 LS	Research	No Data Available	9.28617	928.617
44	Deonderstewagendrift 464 LS	Research	Government of Lebowa & Private	27.7784	2777.84
45	The Grange 471 LS	Research	Government of Lebowa & Private	28.3256	2832.56
46	Uitkomst 769 LS	Research	No Data Available	4.08673	408.673
47	Doornlaagte 787 LS	Research	No Data Available	6.88788	688.788
48	Ramapoetspruit 514 LS	Research	No Data Available	6.15259	615.259
49	Deelkraal 515	Research	Private	5.51045	551.045
50	Modderfontein 517 LS	Research	Morebene CPA & RSA	9.07577	907.577
51	Grobler 776 LS	Research	No Data Available	4.22988	422.988
52	Waterval 785 LS	Research	No Data Available	14.4539	1445.39
53	Boschkopje 519 LS	Research	Private	11.3764	1137.64
54	Rietvlei 130 LT	Research	No Data Available	30.1921	3019.21
55	Wakkeestroom 484 LT	Research	Private	4.90307	490.307
56	Swaneswang 1175 LT	Research	Agrivet Pty (Ltd)	5.79307	579.307

No.	Name of Farm	Status	Ownership	Extent	
57	Middagzon 524 LT	Research	RSA & Private	2.99339	299.339
58	Zoekmekaar 778 LS	Research	No Data Available	45.0045	4500.45
59	Kleinfontein 834 LS	Research	No Data Available	12.3967	1239.67
60	Devonia 146 LS	Historical Valuation	State	8.59748	859.748
61	Appelfontein 189 LS	Research	State	17.9467	1794.67
62	Combrow 163 LS	Research	No Data Available	20.363	2036.3
63	Wurthsdorp 134 LS	Research	State & Municipality	25.6244	2562.44
64	Koninggratz 135 LS	Research	No data Available	16.4805	1648.05
65	Bloempjes Vlei 125 LS	Research	No data Available	14.5972	1459.72
66	Klein Collie 123 LS	Research	No data Available	20.7011	2070.11
67	Commissiedraai 354 LS	Gazetted	No data Available	8.65846	865.846
68	Lemoenfontein 443 LS	Research	No data Available	11.2309	1123.09
69	Boorzien 164 LS	Research	No data Available	16.0848	1608.48
70	Koedoesholte 747 LS	Gazetted	No data Available	5.20066	520.066

Note: the above list does not include farm portions claimed which will increase the total number shown above.

The slow pace in the resolution of land reform (restitution, redistribution and land tenure) process often results in sterilization of economically productive land. Often the challenge in cases like these is when land owners whose properties land claims were brought against delay development or agricultural activities on their properties due to uncertainty regarding the

outcomes of the land reform process particularly in respect of property valuation.

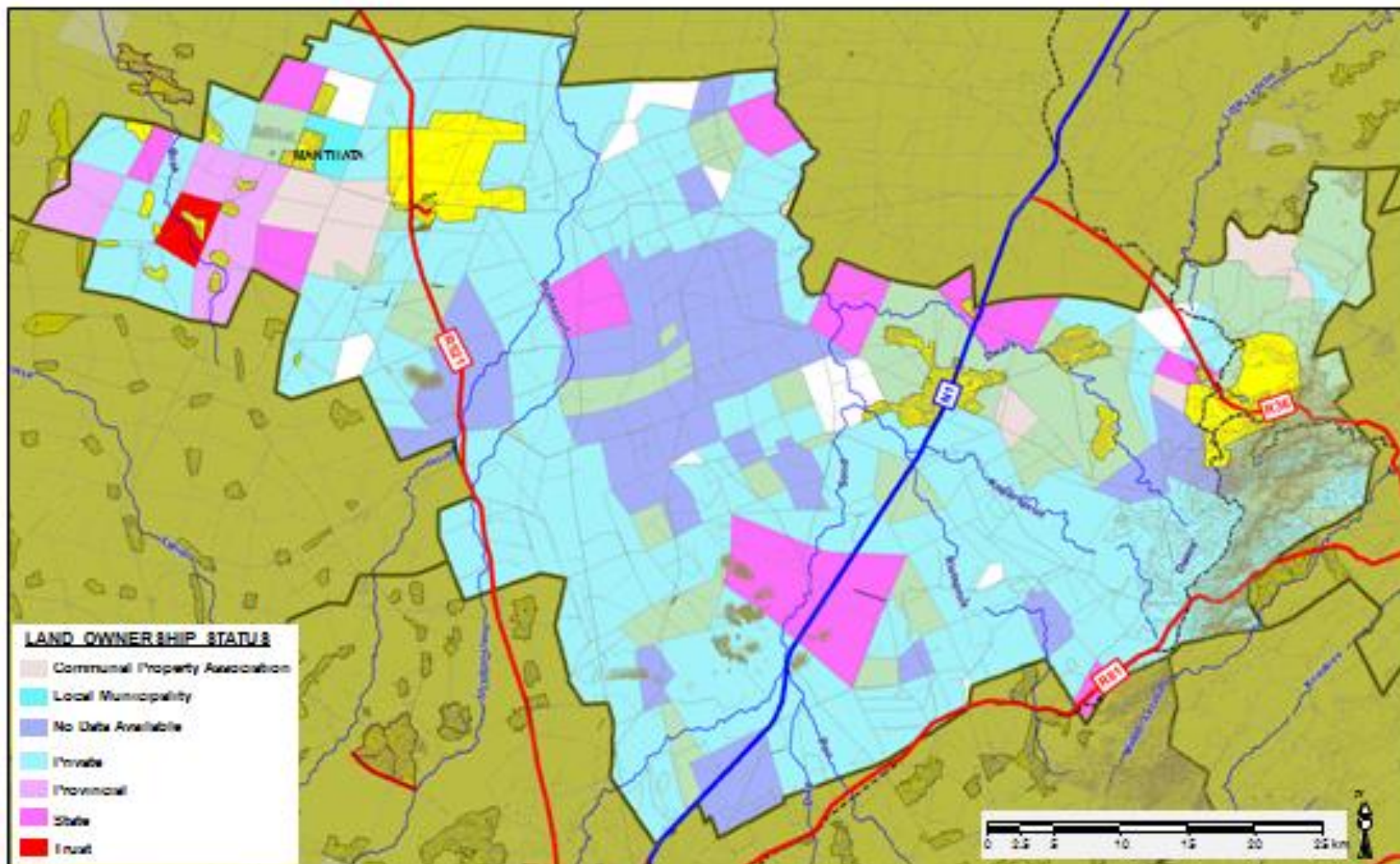
The Municipality must play an active role in influencing the decisions regarding land reform process as part of the IDP process.

3.3 SOCIO-ECONOMIC PROFILE

3.3.1 POPULATION SIZE AND SPATIAL DISTRIBUTION

Demographic trends are key driving forces in any economic development strategy and hence must be considered in any planning process. The demographic profile influences the type and level of demand of goods and services and the pressure on local services and transport.

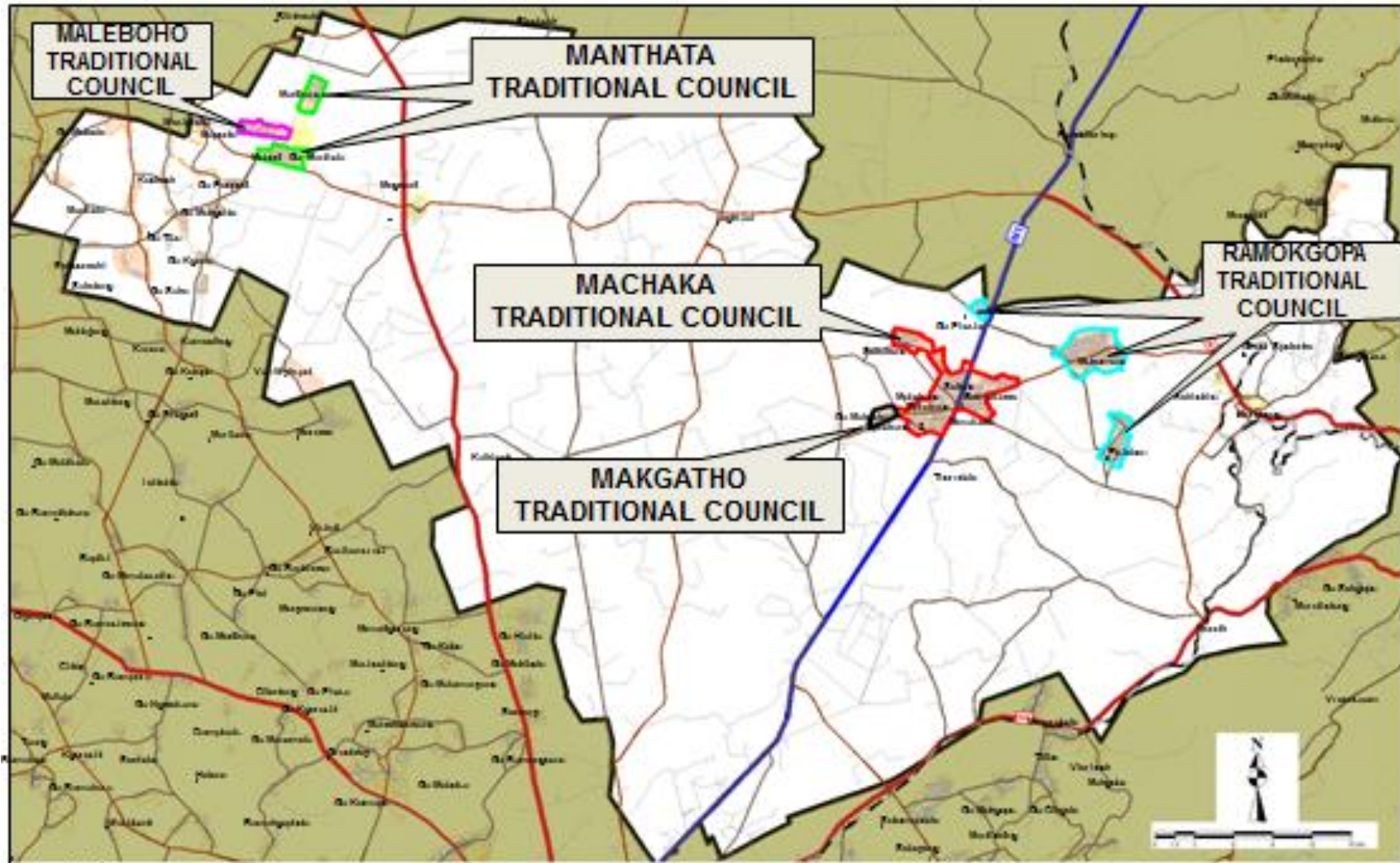
Maps 10a, 10b and 10c and **figure 2** indicate population distribution per settlement based on the results of STATS SA Census, 2011. It is evident from this data that the largest population concentration is in Botlokwa **(18.9%)** followed by Ramokgopa/Mokomene **(13.7%)** and Mohodi-GaManthata **(12.1%)** with settlements such as Matseke (5.7%), Eisleben (4.5%), GaMaponto (4.2%), Mogwadi (3.7%) and Sekakene (3.5%) having relatively smaller population with the rest of settlements having smaller populations (see **table 3**).




MOLEMOLE MUNICIPALITY

- Study Area
- Towns and Village
- Freeway
- Nature Reserves
- Main Road
- Railways
- Mountains and Ridges

MAP 8



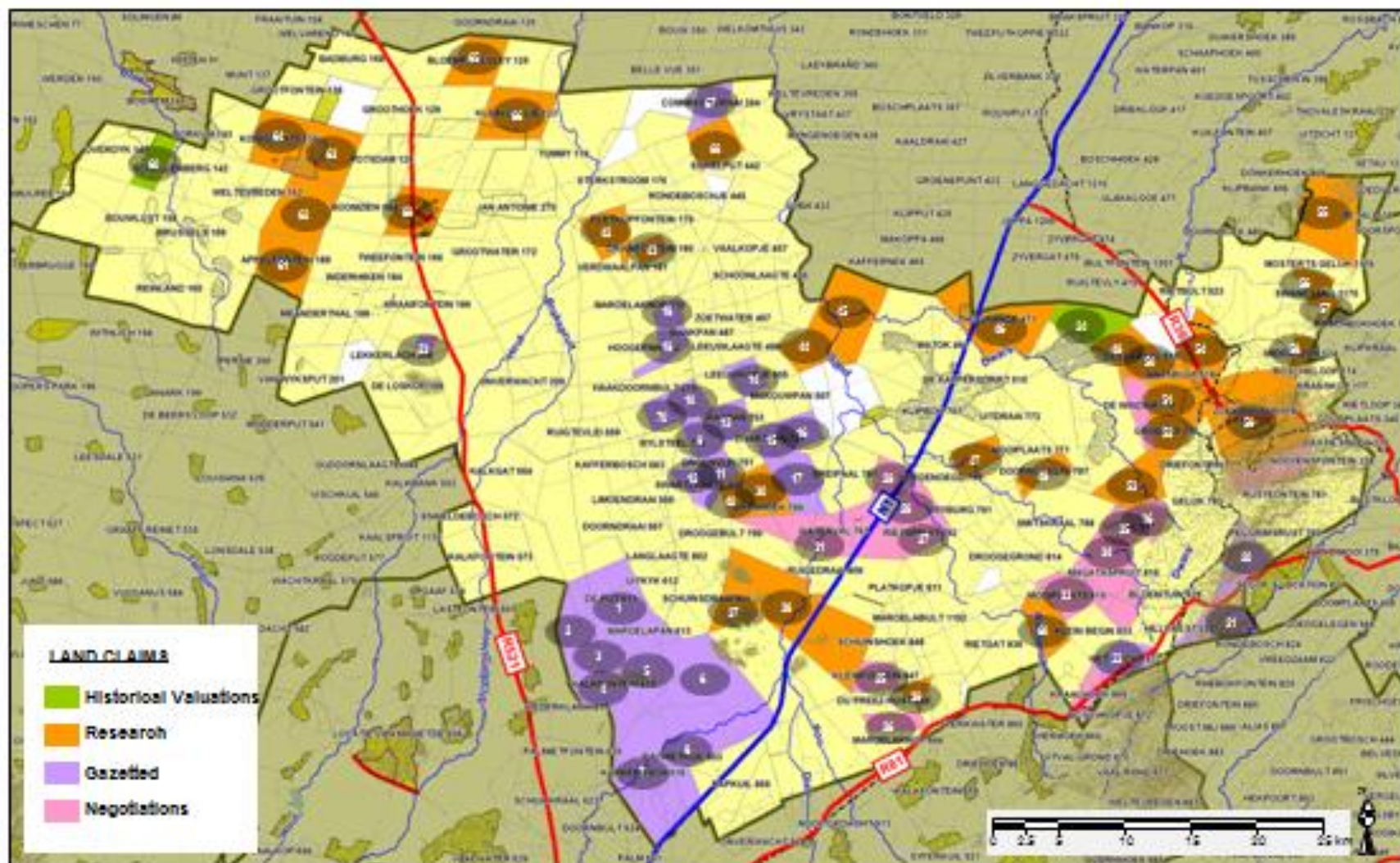


MOLEMOLE MUNICIPALITY
TRIBAL AUTHORITIES

Legend

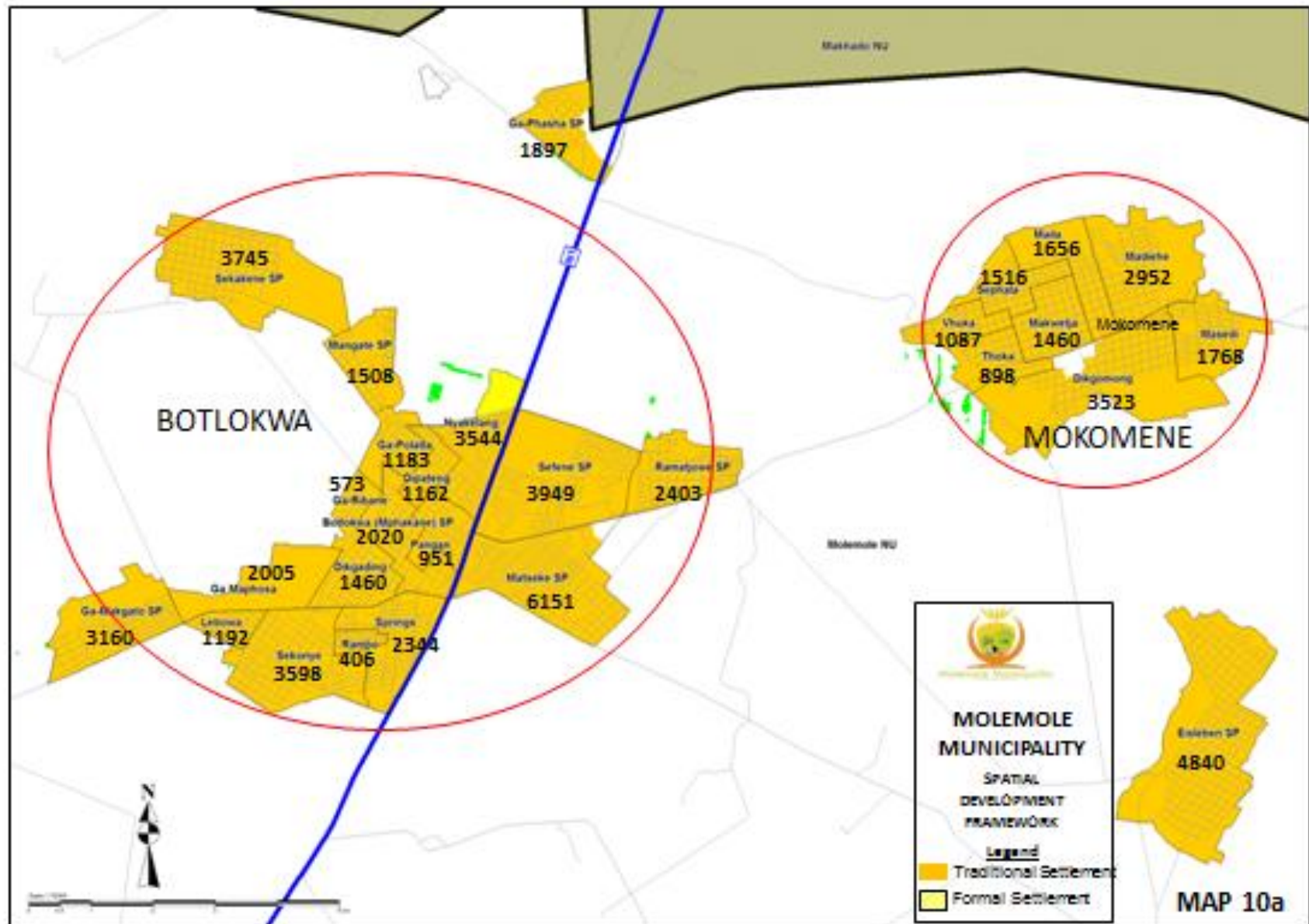
- Traditional residential
- Formal residential
- UfBLok
- Manthata Traditional Council
- Maleboho Traditional Council
- Machaka Traditional Council
- Makgatho Traditional Council
- Ramokgopa Traditional Council

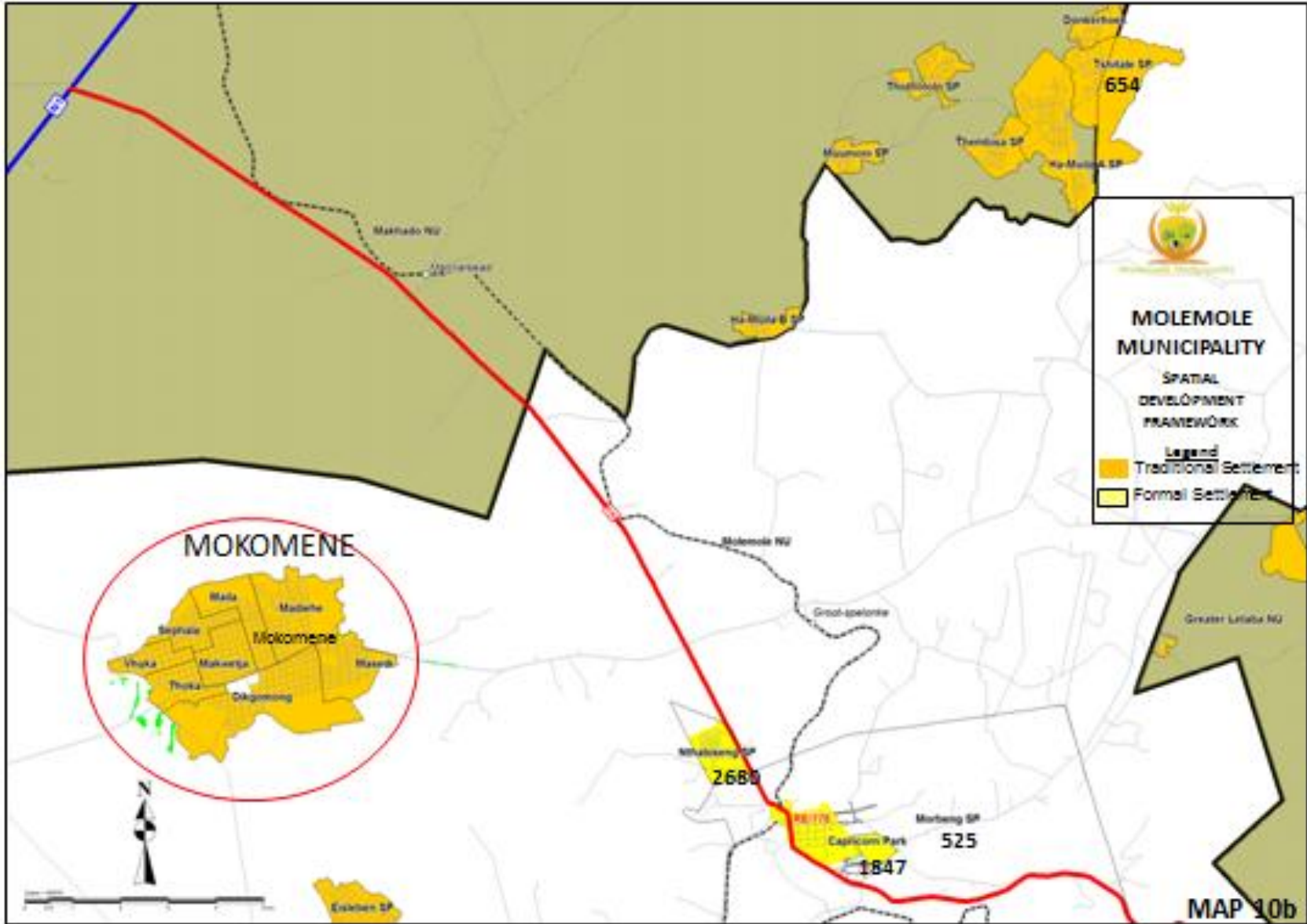
MAP 8a



MOLEMOLE LOCAL MUNICIPALITY

MAP 9





MOLEMOLE SPATIAL DEVELOPMENT FRAMEWORK REVIEW, 2013/2014

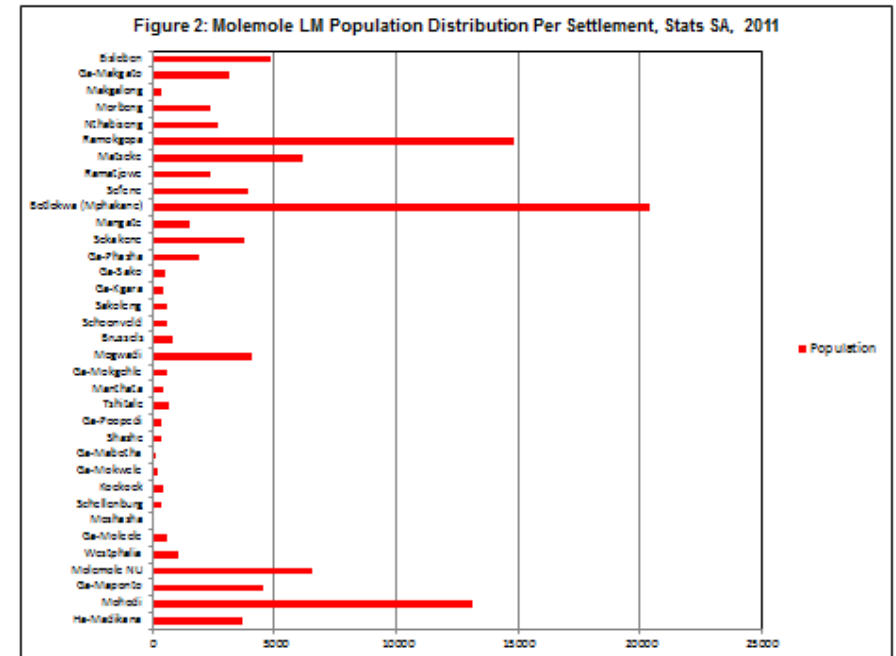


Table 3: Molemole LM Population Distribution per Settlement, 2011

Settlement	Population	%
Ha-Madikana	3668	3.4%
Mohodi-GaManthata	13125	12.1%
Ga-Maponto	4530	4.2%
Molemole NU	6545	6.0%
Westphalia	1026	0.9%
Ga-Moleele	596	0.6%
Moshasha	77	0.1%
Schellenburg	352	0.3%
Koekoek	421	0.4%
Ga-Mokwele	174	0.2%
Ga-Mabotha	113	0.1%
Shashe	382	0.4%
Ga-Poopedi	343	0.3%
Tshitale	654	0.6%
Manthata	450	0.4%
Ga-Mokgehle	555	0.5%
Mogwadi	4045	3.7%
Brussels/Ga Tibu	803	0.7%
Schoonveld	577	0.5%
Sakoleng	584	0.5%
Ga-Kgara	407	0.4%
Ga-Sako	520	0.5%
Ga-Phasha	1896	1.8%
Sekakene	3744	3.5%
Mangate	1508	1.4%
Botlokwa (Mphakane)	20438	18.9%
Sefene	3949	3.6%
Ramatjowe	2403	2.2%
Matseke	6150	5.7%
Ramokgopa	14859	13.7%

Settlement	Population	%
Nthabiseng	2679	2.5%
Morebeng	2370	2.2%
Makgalong	373	0.3%
Ga-Makgato	3160	2.9%
Eisleben	4840	4.5%
Total	108316	100.0%

Source: STATS SA, Census 2011



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Table 4: Molemole LM Population Distribution by Race per Settlement, 2011.

Settle-ment	Black	%	Colo-ured	%	Indian /Asian	%	White	%	Other	%
Ha-Madikana	3 661	99.8%	0	0.0%	5	0.1%	2	0.1%	0	0.0%
Mohodi-GaManthata	13 044	99.4%	18	0.1%	10	0.1%	18	0.1%	35	0.3%
Ga-Maponto	4 518	99.7%	12	0.3%	0	0.0%	0	0.0%	0	0.0%
Molemole NU	5 483	83.8%	21	0.3%	20	0.3%	940	14.4%	81	1.2%
Westphalia	1 026	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ga-Moleele	596	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Moshasha	76	98.7%	0	0.0%	0	0.0%	1	1.3%	0	0.0%
Schellenburg	351	99.7%	0	0.0%	0	0.0%	1	0.3%	0	0.0%
Koekoek	421	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ga-Mokwele	174	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ga-Mabotha	112	99.1%	0	0.0%	0	0.0%	1	0.9%	0	0.0%
Shashe	382	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ga-Poopedi	343	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Tshitale	654	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Manthata	450	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ga-Mokgehle	555	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Mogwadi	3 817	94.4%	40	1.0%	18	0.4%	142	3.5%	28	0.7%
Brussels	803	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Schoonveld	577	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Sakoleng	583	99.8%	0	0.0%	0	0.0%	1	0.2%	0	0.0%
Ga-Kgara	407	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ga-Sako	520	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ga-Phasha	1 874	98.8%	9	0.5%	4	0.2%	8	0.4%	1	0.1%
Sekakene	3 735	99.8%	2	0.1%	4	0.1%	0	0.0%	3	0.1%
Mangate	1 504	99.7%	0	0.0%	2	0.1%	1	0.1%	1	0.1%
Botlokwa (Mphakane)	20 302	99.3%	16	0.1%	22	0.1%	8	0.0%	90	0.4%
Sefene	3 918	99.2%	10	0.3%	6	0.2%	7	0.2%	8	0.2%
Ramatjowe	2 399	99.8%	0	0.0%	1	0.0%	0	0.0%	3	0.1%
Matseke	6 130	99.7%	3	0.0%	14	0.2%	3	0.0%	0	0.0%

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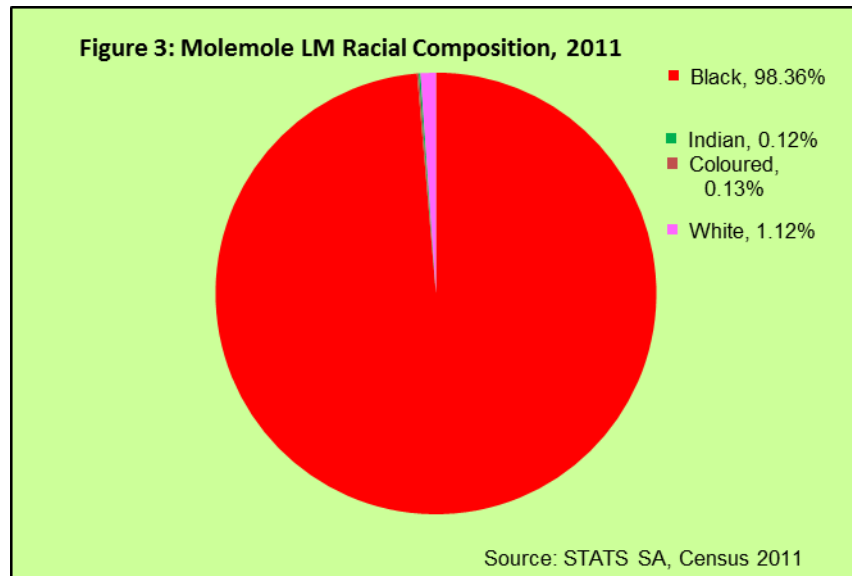


Settle-ment	Black	%	Colo-ured	%	Indian /Asian	%	White	%	Other	%
Ramokgopa	14 818	99.7%	2	0.0%	18	0.1%	3	0.0%	18	0.1%
Nthabiseng	2 666	99.5%	1	0.0%	2	0.1%	1	0.0%	9	0.3%
Morebeng	2 289	96.6%	1	0.0%	4	0.2%	64	2.7%	12	0.5%
Makgalong	373	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Ga-Makgato	3 153	99.8%	0	0.0%	1	0.0%	4	0.1%	2	0.1%
Eisleben	4 836	99.9%	2	0.0%	0	0.0%	1	0.0%	1	0.0%

Source: STATS SA, Census 2011

According to Census 2011, the Black African population in 2011 accounts for the largest population (98.4%) of Molemole Municipality, followed by White population at 1.1%. The Coloured and Indian population together accounted for only 1.1% of the total municipal population (see **Figure 3**).

Table 4 above shows population by race per settlement.



3.3.2 AGE AND GENDER DISTRIBUTION

The age structure of a population plays an equally vital role in influencing growth prospects, and will inform decisions on the provision of services such as community services and transport.

The age structure of Molemole LM is shown in **Figure 4**. The age structure of Molemole LM represents a typical pyramid structure with a broad base

showing a large proportion of people in the lower age categories which declines in the high age categories. This means that there is an expected pressure on the provision of community facilities such as schools, sport and recreational facilities.

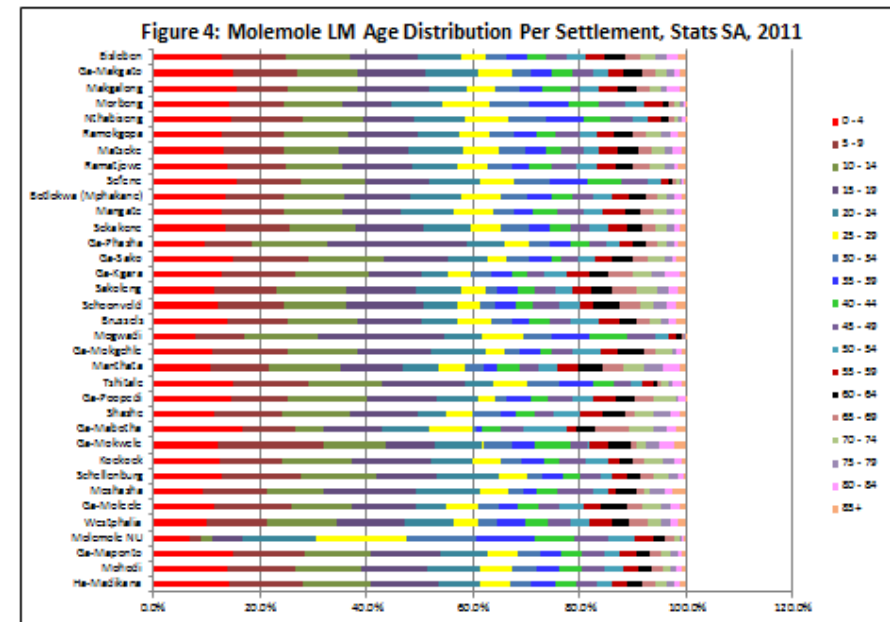


Figure 5 shows spatial distribution of gender per settlement and **table 5** provides detailed information thereof. It is clear from this data that overall, the majority of people are female (54%) as compared to male gender (46%).

Table 5: Molemole LM Gender Distribution per Settlement, 2011

Settlement	Gender				
	Male	Female		Male %	Female %
Ha-Madikana	1 617	2 051	3 668	44.1%	55.9%
Mohodi-GaManthata	5 945	7 180	13 125	45.3%	54.7%
Ga-Maponto	1 996	2 534	4 530	44.1%	55.9%
Molemole NU	3 830	2 715	6 545	58.5%	41.5%
Westphalia	478	548	1 026	46.6%	53.4%
Ga-Moleele	271	325	596	45.5%	54.5%
Moshasha	26	51	77	33.8%	66.2%
Schellenburg	164	188	352	46.6%	53.4%
Koekoek	210	211	421	49.9%	50.1%
Ga-Mokwele	74	100	174	42.5%	57.5%
Ga-Mabotha	54	59	113	47.8%	52.2%
Shashe	182	200	382	47.6%	52.4%
Ga-Poopedi	148	195	343	43.1%	56.9%
Tshitale	267	387	654	40.8%	59.2%
Manthata	204	246	450	45.3%	54.7%
Ga-Mokgehle	253	302	555	45.6%	54.4%
Mogwadi	1 895	2 150	4 045	46.8%	53.2%
Brussels	361	442	803	45.0%	55.0%
Schoonveld	263	314	577	45.6%	54.4%
Sakoleng	263	321	584	45.0%	55.0%
Ga-Kgara	186	221	407	45.7%	54.3%
Ga-Sako	231	289	520	44.4%	55.6%
Ga-Phasha	827	1 069	1 896	43.6%	56.4%
Sekakene	1 726	2 018	3 744	46.1%	53.9%
Mangate	696	812	1 508	46.2%	53.8%
Botlokwa (Mphakane)	9 332	11 106	20 438	45.7%	54.3%
Sefene	1 842	2 107	3 949	46.6%	53.4%

Settlement	Gender				
	Male	Female		Male %	Female %
Ramatjowe	1 046	1 357	2 403	43.5%	56.5%
Matseke	2 752	3 398	6 150	44.7%	55.3%
Ramokgopa	6 567	8 292	14 859	44.2%	55.8%
Nthabiseng	1 256	1 423	2 679	46.9%	53.1%
Morebeng	1 155	1 215	2 370	48.7%	51.3%
Makgalong	172	201	373	46.1%	53.9%
Ga-Makgato	1 443	1 717	3 160	45.7%	54.3%
Eisleben	2 146	2 694	4 840	44.3%	55.7%
Total	49 878	58 438	108 316	46.0%	54.0%

Source: STATS SA, Census 2011

Clearly, the above scenario is as a result of migration of male population to other provinces in search of job opportunities. This puts pressure on the Molemole LM to create job opportunities to counter exodus of economically active population to other areas.

According to **figure 6** and **table 6**, there are child headed (10-14 years) households in few settlements despite representing an insignificant proportion of households (0.3% overall) and 15-19 years who represent 3% of the child population. Conversely, there are households headed by old age (more than 60 years) people in some communities (56.2% overall).

Both cases represent the proportion of households which need government assistance in terms of safety nets such as social grants and pension payments and hence the need to establish government support services and facilities which are accessible to all communities.

Figure 5: Molemole LM Gender Distribution Per Settlement, Stats SA, 2011

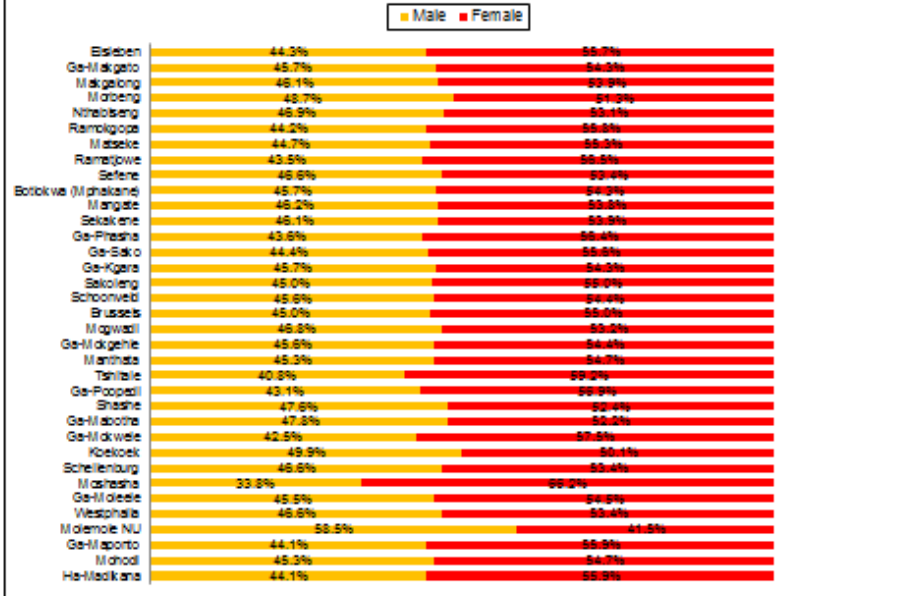


Figure 6: Molemole LM Age of Head of Household Per Settlement, Stats SA, 2011

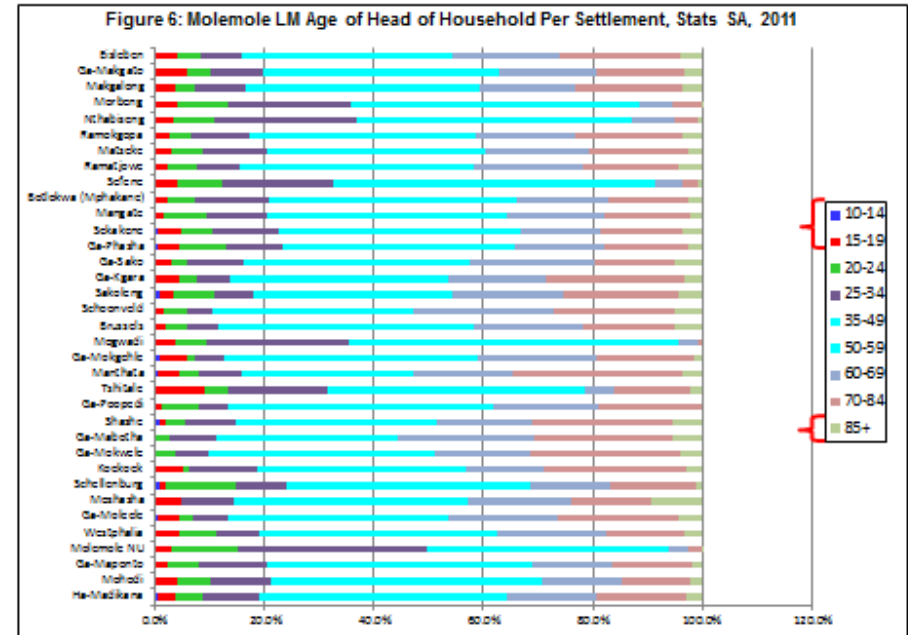


Table 6: Molemole LM Age of Household Head per Settlement, Stats SA, 2011.

	10-14	15-19	20-24	25-34	35-49	50-59	60-69	70-84	85+
Ha-Madikana	0.4%	3.3%	4.9%	10.3%	27.7%	17.5%	16.3%	16.4%	3.0%
Mohodi-GaManthata	0.4%	3.6%	6.1%	11.2%	30.8%	18.7%	14.7%	12.2%	2.3%
Ga-Maponto	0.1%	2.2%	5.8%	12.3%	30.0%	18.3%	14.7%	14.7%	1.9%
Molemole NU	0.1%	2.9%	12.4%	34.5%	32.0%	12.0%	3.8%	2.3%	0.2%
Westphalia	0.3%	4.1%	6.6%	7.9%	24.4%	19.3%	19.9%	14.2%	3.2%
Ga-Moleele	0.6%	3.8%	2.5%	6.3%	22.0%	18.2%	20.1%	22.0%	4.4%
Moshasha	0.0%	4.8%	0.0%	9.5%	38.1%	4.8%	19.0%	14.3%	9.5%
Schellenburg	1.1%	1.1%	12.6%	9.5%	32.6%	11.6%	14.7%	15.8%	1.1%
Koekoek	0.0%	5.2%	1.0%	12.4%	20.6%	17.5%	14.4%	25.8%	3.1%
Ga-Mokwele	0.0%	0.0%	3.9%	5.9%	27.5%	13.7%	17.6%	27.5%	3.9%
Ga-Mabotha	0.0%	0.0%	2.8%	8.3%	16.7%	16.7%	25.0%	25.0%	5.6%
Shashe	0.9%	0.9%	3.7%	9.2%	16.5%	20.2%	17.4%	25.7%	5.5%
Ga-Poopedi	0.0%	1.1%	6.7%	5.6%	25.8%	22.5%	19.1%	19.1%	0.0%
Tshitale	0.0%	9.0%	4.5%	18.0%	33.1%	14.0%	5.1%	14.0%	2.2%
Manthata	0.7%	3.6%	3.6%	8.0%	13.8%	17.4%	18.1%	31.2%	3.6%
Ga-Mokgehle	0.7%	5.2%	1.5%	5.2%	26.1%	20.1%	21.6%	17.9%	1.5%
Mogwadi	0.0%	3.7%	5.6%	26.3%	48.6%	11.4%	3.6%	0.8%	0.0%
Brussels	0.0%	2.1%	3.7%	5.8%	20.4%	26.2%	19.9%	16.8%	5.2%
Schoonveld	0.0%	1.7%	4.1%	4.7%	22.1%	14.5%	25.6%	22.1%	5.2%
Sakoleng	1.0%	2.5%	7.5%	7.0%	21.9%	14.4%	20.4%	20.9%	4.5%
Ga-Kgara	0.0%	4.3%	3.4%	6.0%	18.1%	21.6%	18.1%	25.0%	3.4%
Ga-Sako	0.0%	2.9%	2.9%	10.2%	22.6%	19.0%	22.6%	14.6%	5.1%
Ga-Phasha	0.5%	4.0%	8.4%	10.6%	26.2%	15.8%	16.6%	15.1%	2.7%
Sekakene	0.5%	4.3%	5.8%	12.2%	24.0%	20.1%	14.6%	14.8%	3.7%
Mangate	0.0%	1.5%	8.0%	10.9%	24.1%	20.0%	17.5%	15.8%	2.2%

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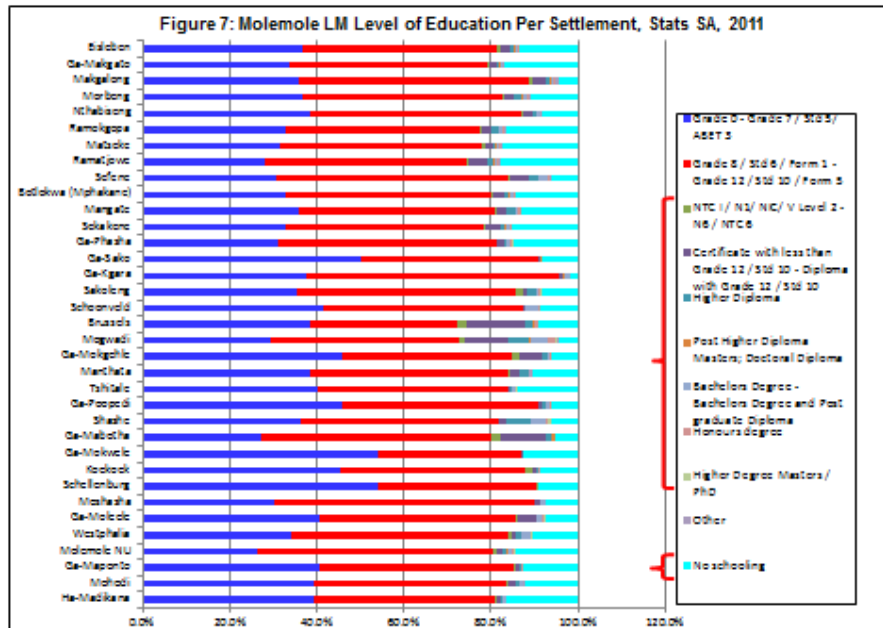


	10-14	15-19	20-24	25-34	35-49	50-59	60-69	70-84	85+
Botlokwa (Mphakane)	0.2%	2.3%	4.9%	13.5%	27.0%	18.3%	16.6%	14.7%	2.5%
Sefene	0.2%	4.1%	8.0%	20.3%	47.9%	11.0%	4.9%	2.9%	0.8%
Ramatjowe	0.2%	2.2%	5.4%	7.8%	22.6%	20.0%	19.9%	17.5%	4.5%
Matseke	0.2%	2.7%	6.0%	11.5%	21.9%	18.1%	18.8%	18.2%	2.6%
Ramokgopa	0.4%	2.3%	4.1%	10.7%	24.5%	16.9%	18.1%	19.5%	3.6%
Nthabiseng	0.1%	3.2%	7.5%	26.1%	38.2%	12.0%	7.7%	4.4%	0.7%
Morbeng	0.1%	3.9%	9.4%	22.5%	38.3%	14.3%	5.9%	5.3%	0.1%
Makgalong	0.0%	3.7%	3.7%	9.3%	25.9%	16.7%	17.6%	19.4%	3.7%
Ga-Makgato	0.4%	5.4%	4.5%	9.3%	24.3%	18.8%	18.1%	16.0%	3.2%
Eisleben	0.2%	4.1%	4.2%	7.5%	21.8%	16.4%	19.7%	22.0%	4.1%
	0.3%	3.0%	6.2%	14.9%	28.7%	2.4%	14.3%	13.5%	2.4%

Source: STATS SA, Census 2011

3.3.3 LEVEL OF EDUCATION

According to the 2011 Census results (see **Figure 7 and table 7**), of the 80.6% of the population in Molemole LM who started primary and finished grade 12, only 6% received post matric qualifications and 13.4% received no schooling at all. In general, the above scenario signals the need for education support programmes such as ABET education centres and the need for increased support in post matric programmes particularly skills training facilities.



Molemole LM is serviced by 85 schools comprising 54 primary schools, 30 secondary schools and 1 combined school. There is no tertiary or skills-based institution throughout the Municipality.

With regard to the spatial distribution of educational facilities throughout the Municipality, it is evident that almost every community has access to educational facilities (see **Map 11**). Challenges regarding the education include the following:

- Poor road conditions which negatively affect access to educational facilities;
- Poorly resourced schools;
- Lack of subsidized school transport;
- Insufficient skills training facilities with job specific job targets;
- Fragmented, dispersed, low density and small villages separated by large distances between them affect equitable spatial distribution of educational facilities.

The Provincial Department of Education in consultation with the Molemole Municipality and must conduct educational facilities needs analysis and challenges faced by learners which contribute towards learner drop rates. The Provincial Department of Health and Social Development must also be involved to help on social issues affecting families. In terms of training or skills training facilities, there is an FET College in Senwabarwana which will be accessible to communities in the western section of the Municipality.

The location of skills training facilities in proposed nodal points will provide a relieve as these areas have access to essential services such as water, electricity, better roads and other supporting land uses.

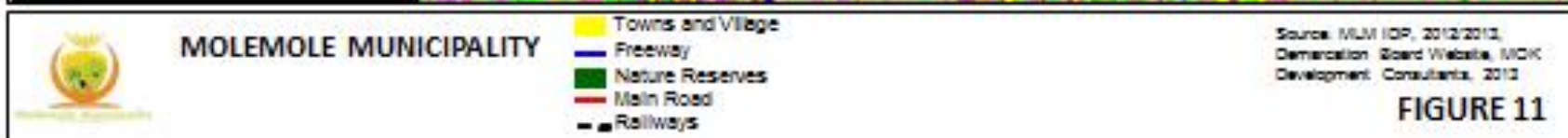
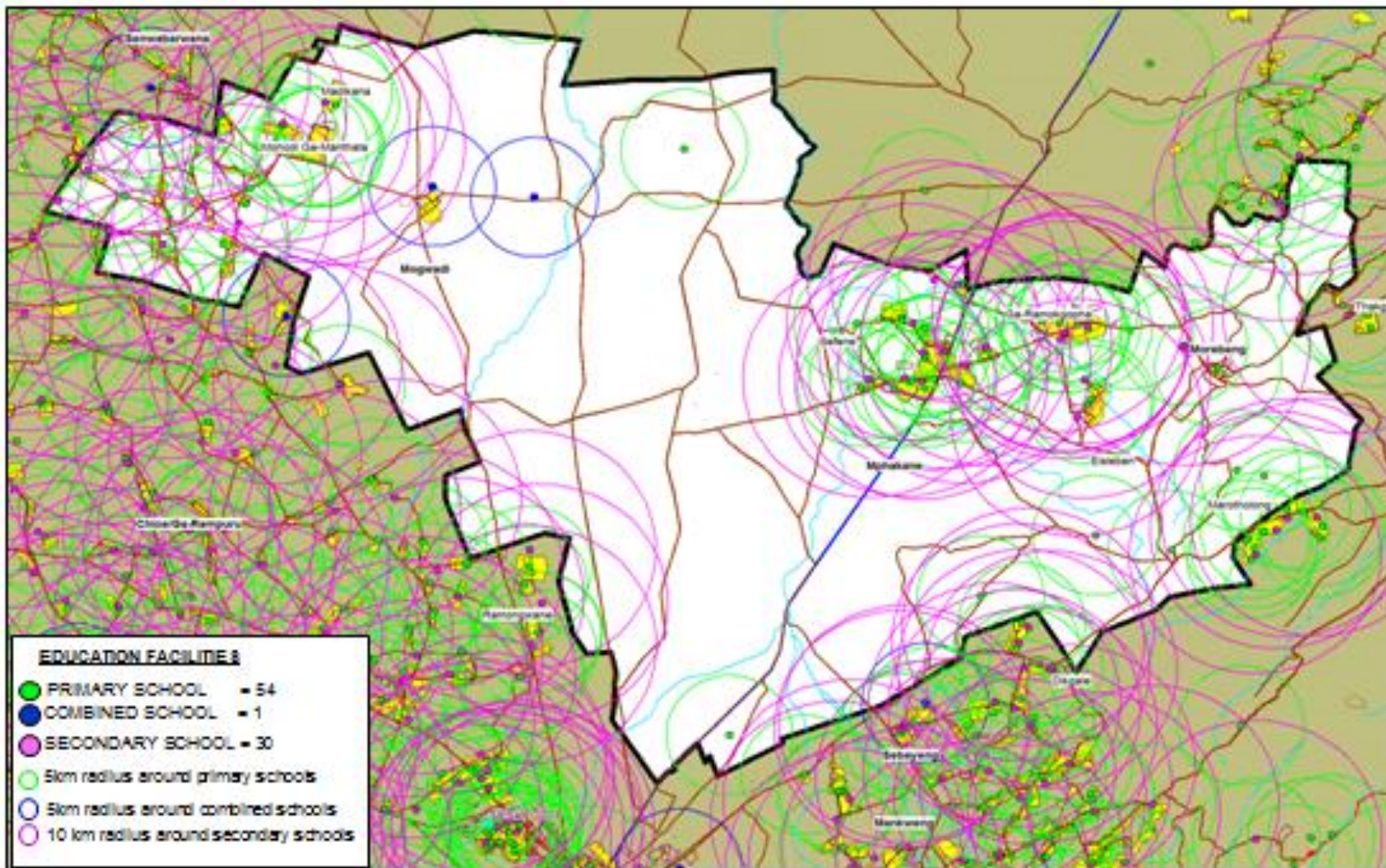


FIGURE 11

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Table 7: Molemole LM Level of Education per Settlement, Stats SA, 2011.

	Grade 0 - Grade 7 / Std 5/ ABET 3	Grade 8 / Std 6 / Form 1 - Grade 12 / Std 10 / Form 5	NTC I / N1/ NIC/ V Level 2 - N6 / NTC 6	Certificate with less than Grade 12 / Std 10 - Diploma with Grade 12 / Std 10	Higher Diploma	Post Higher Diploma Masters; Doctoral Diploma	Bachelors Degree - Bachelors Degree and Post graduate Diploma	Honours degree	Higher Degree Masters / PhD	Other	No schooling
Ha-Madikana	39.4%	41.5%	0.5%	0.8%	0.5%	0.1%	0.6%	0.1%	0.0%	0.1%	16.5%
Mohodi-GaManthata	39.4%	43.9%	0.7%	1.5%	0.8%	0.1%	0.7%	0.3%	0.1%	0.1%	12.3%
Ga-Maponto	40.6%	44.7%	0.3%	0.9%	0.3%	0.1%	0.2%	0.1%	0.0%	0.1%	12.7%
Molemole NU	26.3%	54.3%	0.8%	1.3%	1.0%	0.3%	0.9%	0.3%	0.3%	0.2%	14.3%
Westphalia	34.0%	49.7%	1.0%	0.9%	1.4%	0.1%	1.8%	0.3%	0.2%	0.1%	10.4%
Ga-Moleele	40.9%	44.9%	0.4%	4.2%	0.2%	0.0%	1.3%	0.4%	0.2%	0.2%	7.4%
Moshasha	30.4%	59.4%	0.0%	1.4%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	7.2%
Schellenburg	54.1%	36.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
Koekoek	45.2%	42.8%	1.6%	0.8%	0.5%	0.0%	0.0%	0.3%	0.0%	0.0%	8.7%
Ga-Mokwele	53.9%	32.9%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%
Ga-Mabotha	27.4%	52.6%	2.1%	10.5%	1.1%	1.1%	0.0%	0.0%	0.0%	0.0%	5.3%
Shashe	36.5%	45.4%	0.0%	1.8%	5.3%	0.3%	3.3%	0.3%	0.9%	0.3%	5.9%
Ga-Poopedi	45.9%	44.9%	0.0%	1.0%	1.0%	0.0%	0.7%	0.3%	0.0%	0.0%	6.2%
Tshitale	40.4%	43.3%	0.2%	0.4%	0.5%	0.0%	0.7%	0.2%	0.4%	0.2%	13.7%
Manthata	38.4%	45.6%	0.2%	2.2%	2.0%	0.0%	0.0%	0.2%	0.0%	0.7%	10.5%
Ga-Mokgehle	46.0%	38.9%	1.4%	5.5%	1.2%	0.0%	0.4%	0.2%	0.0%	0.0%	6.3%
Mogwadi	29.5%	43.0%	1.5%	9.9%	4.8%	0.5%	4.0%	1.7%	0.2%	0.6%	4.3%
Brussels	38.3%	34.1%	2.0%	13.2%	1.9%	0.3%	0.3%	0.7%	0.0%	0.0%	9.1%
Schoonveld	41.4%	46.1%	0.0%	0.2%	0.2%	0.0%	3.0%	0.2%	0.0%	0.0%	8.9%
Sakoleng	35.3%	50.5%	1.7%	0.8%	2.1%	0.0%	0.2%	0.8%	0.2%	0.0%	8.3%

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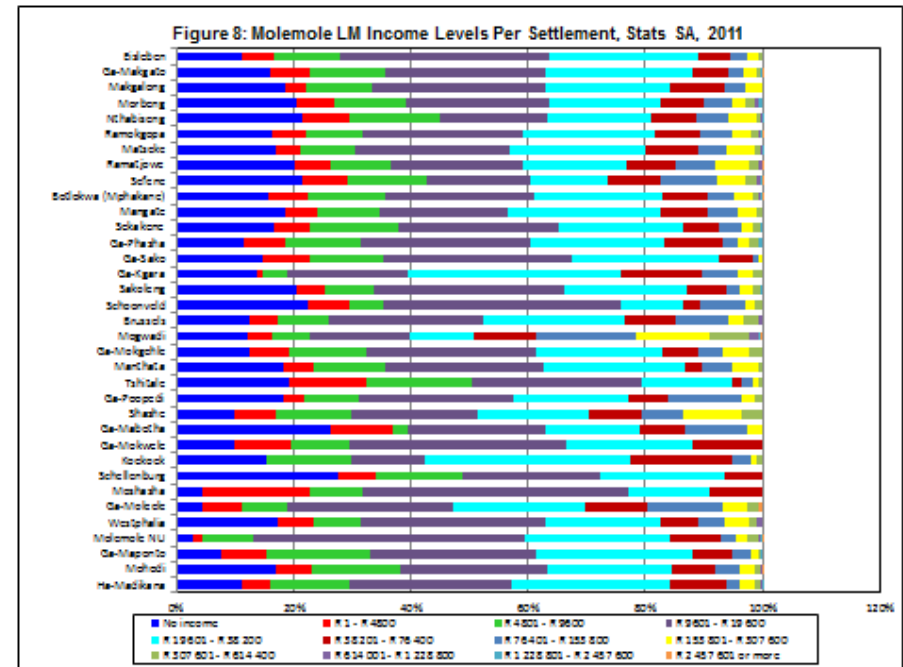
	Grade 0 - Grade 7 / Std 5/ ABET 3	Grade 8 / Std 6 / Form 1 - Grade 12 / Std 10 / Form 5	NTC I / N1/ NIC/ V Level 2 - N6 / NTC 6	Certificate with less than Grade 12 / Std 10 - Diploma with Grade 12 / Std 10	Higher Diploma	Post Higher Diploma Masters; Doctoral Diploma	Bachelors Degree - Bachelors Degree and Post graduate Diploma	Honours degree	Higher Degree Masters / PhD	Other	No schooling
Ga-Kgara	37.7%	57.8%	0.3%	0.6%	0.3%	0.3%	1.1%	0.0%	0.3%	0.0%	1.7%
Ga-Sako	50.2%	40.5%	0.0%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	8.4%
Ga-Phasha	31.1%	50.2%	0.2%	1.7%	0.4%	0.1%	0.7%	0.6%	0.2%	0.1%	14.9%
Sekakene	33.1%	45.0%	0.6%	3.4%	0.9%	0.4%	1.0%	0.2%	0.1%	0.0%	15.3%
Mangate	36.0%	44.7%	0.5%	2.4%	1.8%	0.0%	0.7%	0.7%	0.0%	0.0%	13.2%
Botlokwa (Mphakane)	32.9%	46.9%	0.6%	2.7%	1.0%	0.2%	1.0%	0.3%	0.1%	0.1%	14.2%
Sefene	30.9%	53.0%	0.6%	4.2%	2.0%	0.3%	2.0%	0.4%	0.1%	0.3%	6.2%
Ramatjowe	28.1%	46.3%	0.4%	4.5%	1.3%	0.3%	0.6%	0.3%	0.1%	0.1%	17.9%
Matseke	31.6%	46.2%	0.8%	1.9%	0.5%	0.0%	0.8%	0.4%	0.1%	0.1%	17.5%
Ramokgopa	32.7%	44.6%	0.6%	2.3%	1.4%	0.3%	0.8%	0.4%	0.2%	0.5%	16.3%
Nthabiseng	38.6%	48.4%	0.4%	2.2%	1.0%	0.0%	0.6%	0.3%	0.1%	0.3%	8.2%
Morebeng	36.8%	45.7%	0.4%	2.4%	1.6%	0.2%	1.0%	0.5%	0.1%	0.2%	10.9%
Makgalong	36.1%	52.4%	1.0%	3.2%	0.6%	0.6%	0.3%	0.3%	0.0%	1.0%	4.5%
Ga-Makgato	33.8%	45.4%	0.3%	2.0%	0.5%	0.1%	0.4%	0.1%	0.0%	0.4%	17.0%
Eisleben	36.8%	44.7%	0.5%	2.4%	0.8%	0.2%	0.8%	0.2%	0.0%	0.0%	13.4%
Total	34.5%	46.1%	0.6%	2.5%	1.1%	0.2%	0.9%	0.4%	0.1%	0.2%	13.4%

Source: STATS SA, Census 2011

3.3.4 INCOME DISTRIBUTION

Table 8 and **figure 8** illustrate household income levels per settlement. As with education levels, people with income levels are concentrated in the low income categories and decrease in the high income brackets. This is an indication of poverty levels of communities and hence low affordability levels. According to this, 15% of population receive no income which also signals the level of poverty in this Municipality and lack of job opportunities. This category represents the proportion of people who are unemployed and rely on government social grants.

The above pose serious challenges for the Municipality in terms of job creation and the need to invest in education and skills training.



MOLEMOLE SPATIAL DEVELOPMENT FRAMEWORK REVIEW, 2013/2014



Table 8: Molemole LM Income Levels per Settlement, Stats SA, 2011

	No income	R 1 - R 4800	R 4801 - R 9600	R 9601 - R 19 600	R 19 601 - R 38 200	R 38 201 - R 76 400	R 76 401 - R 153 800	R 153 801 - R 307 600	R 307 601 - R 614 400	R 614 001 - R 1 228 800	R 1 228 801 - R 2 457 600	R 2 457 601 or more
Ha-Madikana	11%	5%	14%	27%	27%	10%	2%	3%	1%	0%	0%	0%
Mohodi-GaManthata	17%	6%	15%	25%	21%	7%	4%	3%	1%	0%	0%	0%
Ga-Maponto	8%	7%	18%	28%	27%	7%	3%	1%	0%	0%	0%	0%
Molemole NU	3%	2%	9%	46%	25%	9%	3%	2%	2%	0%	0%	0%
Westphalia	17%	6%	8%	32%	20%	6%	5%	4%	1%	1%	0%	0%
Ga-Moleele	4%	7%	8%	28%	23%	11%	13%	4%	2%	0%	0%	1%
Moshasha	5%	18%	9%	45%	14%	9%	0%	0%	0%	0%	0%	0%
Schellenburg	28%	6%	15%	23%	21%	6%	0%	0%	0%	0%	0%	0%
Koekoek	15%	0%	14%	12%	35%	18%	3%	1%	1%	0%	0%	0%
Ga-Mokwele	10%	10%	10%	37%	22%	12%	0%	0%	0%	0%	0%	0%
Ga-Mabotha	26%	11%	3%	24%	16%	8%	11%	3%	0%	0%	0%	0%
Shashe	10%	7%	13%	22%	19%	9%	7%	10%	4%	0%	0%	0%
Ga-Poopedi	18%	3%	9%	26%	20%	7%	13%	2%	1%	0%	0%	0%
Tshitale	19%	13%	18%	29%	15%	2%	2%	1%	1%	0%	0%	0%
Manthata	18%	5%	12%	27%	24%	3%	5%	4%	1%	0%	0%	0%
Ga-Mokgehle	13%	7%	13%	29%	21%	6%	4%	4%	2%	0%	0%	0%
Mogwadi	12%	4%	6%	17%	11%	11%	17%	12%	7%	1%	1%	0%
Brussels	13%	5%	9%	26%	24%	9%	9%	3%	3%	1%	0%	0%
Schoonveld	22%	7%	6%	41%	11%	3%	8%	2%	1%	0%	0%	0%
Sakoleng	20%	5%	8%	32%	21%	7%	2%	2%	1%	0%	0%	0%
Ga-Kgara	14%	1%	4%	21%	36%	14%	6%	3%	2%	0%	0%	0%
Ga-Sako	15%	8%	13%	32%	25%	6%	1%	1%	0%	0%	0%	0%
Ga-Phasha	12%	7%	13%	29%	23%	10%	3%	2%	1%	0%	1%	0%

MOLEMOLE SPATIAL DEVELOPMENT FRAMEWORK REVIEW, 2013/2014

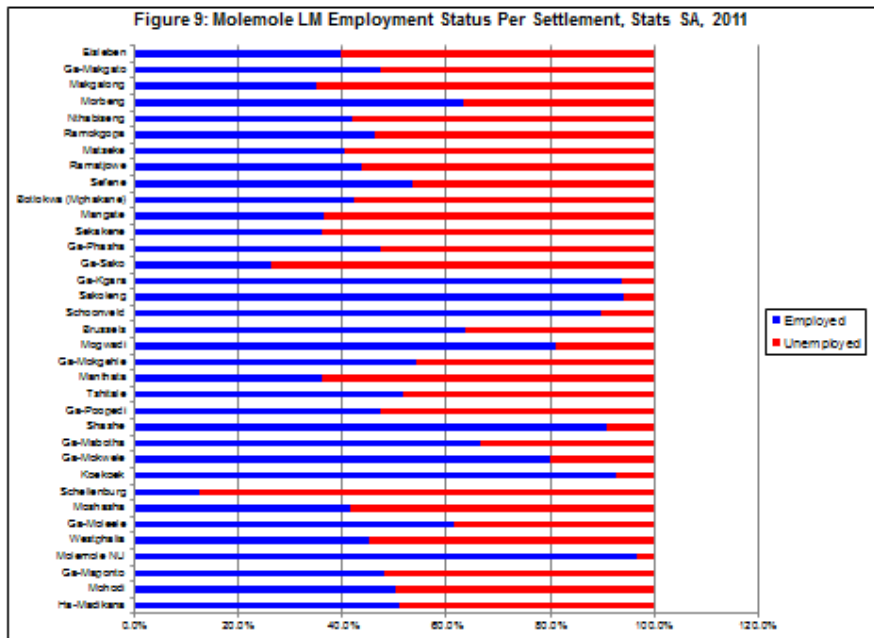


	No income	R 1 - R 4800	R 4801 - R 9600	R 9601 - R 19 600	R 19 601 - R 38 200	R 38 201 - R 76 400	R 76 401 - R 153 800	R 153 801 - R 307 600	R 307 601 - R 614 400	R 614 001 - R 1 228 800	R 1 228 801 - R 2 457 600	R 2 457 601 or more
Sekakene	17%	6%	15%	27%	21%	6%	4%	2%	1%	0%	0%	0%
Mangate	19%	5%	10%	22%	26%	8%	5%	3%	1%	0%	0%	0%
Botlokwa (Mphakane)	16%	7%	13%	25%	22%	8%	4%	3%	1%	0%	0%	0%
Sefene	21%	8%	14%	18%	13%	9%	9%	5%	2%	0%	0%	0%
Ramatjowe	20%	6%	10%	22%	18%	8%	7%	6%	2%	0%	0%	0%
Matseke	17%	4%	9%	26%	23%	9%	5%	5%	1%	0%	0%	0%
Ramokgopa	16%	6%	10%	27%	22%	8%	5%	3%	1%	1%	0%	0%
Nthabiseng	21%	8%	15%	18%	18%	8%	6%	5%	0%	0%	0%	0%
Morbeng	21%	6%	12%	25%	19%	7%	5%	2%	2%	1%	1%	0%
Makgalong	19%	4%	11%	30%	21%	9%	4%	3%	0%	0%	0%	0%
Ga-Makgato	16%	7%	13%	27%	25%	6%	3%	2%	1%	0%	0%	0%
Eisleben	11%	5%	11%	36%	26%	5%	3%	2%	1%	0%	0%	0%
Total	15%	6%	12%	28%	22%	8%	5%	3%	1%	0%	0%	0%

Source: STATS SA, Census 2011

3.3.5 EMPLOYMENT STATUS

Table 9 shows employment status of the population in Molemole LM per settlement. It is clear from this information that unemployment rate is high in most settlements with some experiencing unemployment as high as more than 50% far more than the Municipal average of 42.7% unemployment rate. Unemployment is attributable to low skills and lack of job opportunities which pose serious challenges to the Municipality (see also Figure 9 for schematic representation of unemployment and unemployment rate).



Certain settlements accommodate the highest proportion of uneconomically active population who constitute more than 50% of the current labour force

whereas others have relatively large proportion of people who are discouraged to look for work.

Table 9: Molemole LM Employment Status per Settlement, Stats SA, 2011.

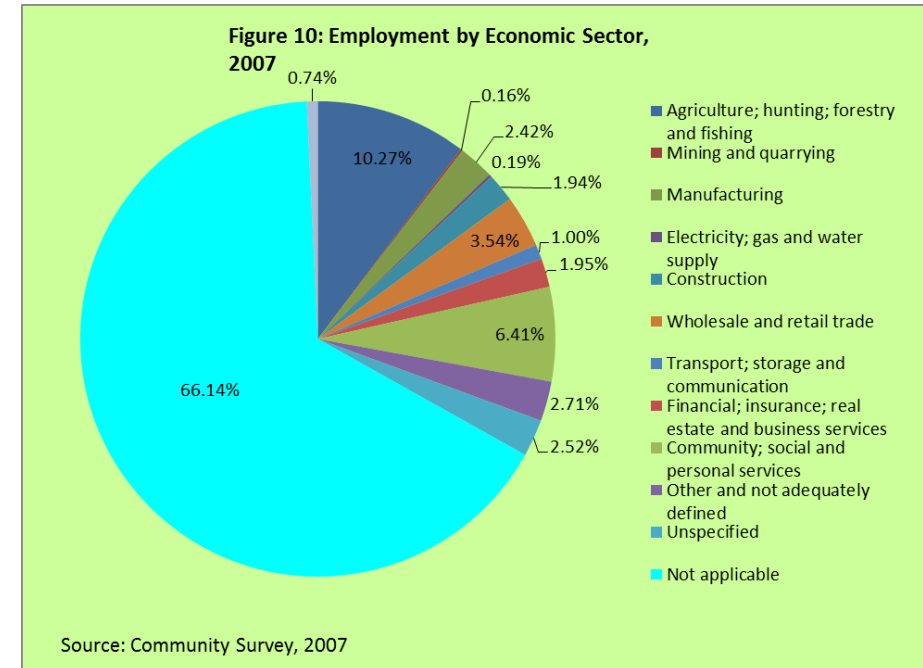
Settlement	Economically Active		Total	Discouraged work-seeker	Other not economic ally active
	Employed	Unempl oyed			
LIM353: Molemole					
Ha-Madikana	50.9%	49.1%	34.4%	5.2%	60.4%
Mohodi-GaManthata	50.3%	49.7%	38.8%	5.1%	56.1%
Ga-Maponto	48.1%	51.9%	30.6%	10.9%	58.6%
Molemole NU	96.6%	3.4%	89.8%	0.7%	9.5%
Westphalia	45.2%	54.8%	49.7%	2.5%	47.8%
Ga-Moleele	61.4%	38.6%	43.0%	7.2%	49.8%
Moshasha	41.7%	58.3%	53.3%	4.4%	42.2%
Schellenburg	12.5%	87.5%	55.2%	2.3%	42.5%
Koekoek	92.6%	7.4%	12.3%	21.4%	66.4%
Ga-Mokwele	80.0%	20.0%	25.0%	15.0%	60.0%
Ga-Mabotha	66.7%	33.3%	41.4%	15.5%	43.1%
Shashe	90.7%	9.3%	27.6%	0.5%	71.9%
Ga-Popedi	47.3%	52.7%	43.0%	1.2%	55.8%
Tshitale	51.7%	48.3%	25.7%	11.5%	62.7%
Manthata	36.0%	64.0%	40.5%	2.7%	56.8%

Settlement	Economically Active		Total	Discouraged work-seeker	Other not economically active
	Employed	Unemployed			
Ga-Mokgehle	54.1%	45.9%	33.0%	0.0%	67.0%
Mogwadi	81.0%	19.0%	46.6%	1.7%	51.7%
Brussels	63.6%	36.4%	39.0%	7.6%	53.4%
Schoonveld	89.7%	10.3%	19.6%	3.0%	77.4%
Sakoleng	94.2%	5.8%	23.7%	5.5%	70.8%
Ga-Kgara	93.9%	6.1%	18.1%	0.0%	81.9%
Ga-Sako	26.2%	73.8%	44.2%	0.4%	55.4%
Ga-Phasha	47.4%	52.6%	35.8%	1.1%	63.1%
Sekakene	36.1%	63.9%	41.0%	6.1%	52.9%
Mangate	36.6%	63.4%	51.7%	2.1%	46.2%
Botlokwa (Mphakane)	42.1%	57.9%	40.2%	5.2%	54.6%
Sefene	53.6%	46.4%	47.5%	3.6%	48.8%
Ramatjowe	43.6%	56.4%	36.2%	8.0%	55.9%
Matseke	40.4%	59.6%	37.6%	3.3%	59.0%
Ramokgopa	46.4%	53.6%	32.5%	3.9%	63.7%
Nthabiseng	42.0%	58.0%	61.6%	4.5%	33.9%
Morbeng	63.2%	36.8%	47.9%	11.1%	40.9%
Makgalong	35.1%	64.9%	49.7%	0.5%	49.7%
Ga-Makgato	47.3%	52.7%	32.4%	12.3%	55.4%
Eisleben	39.8%	60.2%	29.4%	4.9%	65.8%
Total	57.3%	42.7%	43.1%	4.8%	52.1%

Source: STATS SA, Census 2011

In terms of **employment by economic sector**, agriculture, hunting, forestry and fishing (10.27%); community and personal services (6.41%) and

wholesale and retail (3.54%) sectors are the dominant employment sectors in the Molemole Municipality (see **figure 10 and table 10**).



Regarding **levels of employment occupations**, three dominant occupations account for 18.34% of formal employment. These comprise elementary which constitute 10.20%, craft and related trade workers at 4.19% and service workers which include shop and market sales workers which account for 3.95% (see **figure 11**). On the other the 'professionals' occupational levels account for 3.24% as compared to 4.30% and 3.40% for the district and provincial employment trends respectively.

MOLEMOLE SPATIAL DEVELOPMENT FRAMEWORK REVIEW, 2013/2014

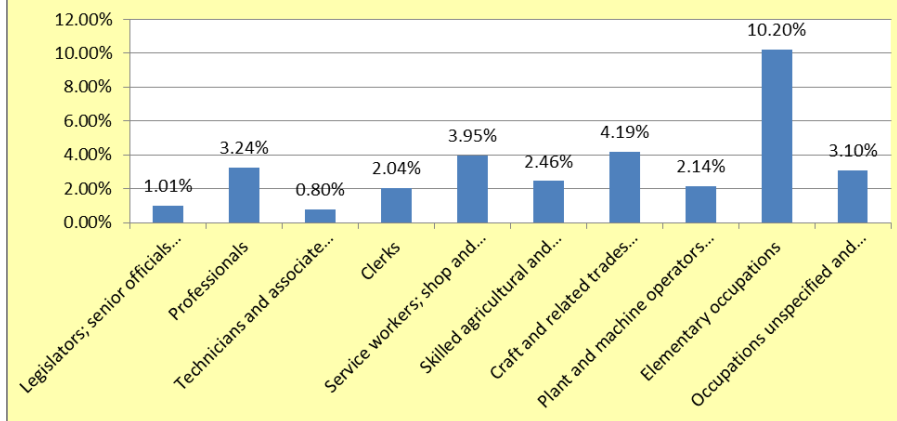


Table 10: Molemole LM Employment by Economic Sector, Community Survey, 2007.

	Agriculture; hunting; forestry and fishing	Mining and quarrying	Manufacturing	Electricity; gas and water supply	Construction	Wholesale and retail trade	Transport; storage and communication	Financial; insurance; real estate and business services	Community; social and personal services	Other and not adequately defined	Unspecified	Not applicable	Institutions	Total
Molemole LM	5537	84	1306	105	1046	1908	539	1050	3455	1460	1361	35651	401	53903
% of Employed	10.27%	0.16%	2.42%	0.19%	1.94%	3.54%	1.00%	1.95%	6.41%	2.71%	2.52%	66.14%	0.74%	100.00%
Capricorn DM	13 800	1 793	21 549	2 748	11 470	26 770	5 908	17 490	46 715	19263	18 390		14 266	200162
% of Employed	6.89%	0.90%	10.77%	1.37%	5.73%	13.37%	2.95%	8.74%	23.34%	9.62%	9.19%	0.00%	7.13%	100.00%
Limpopo	75 604	46 161	79 286	8 262	46 209	121 020	26 082	56 630	167 159	76 594	115 805	2 133 206	36 375	2988393
% of Employed	2.53%	1.54%	2.65%	0.28%	1.55%	4.05%	0.87%	1.89%	5.59%	2.56%	3.88%	71.38%	1.22%	100.00%

Source: STATS SA, Community Survey, 2007.

Figure 11: Levels of Employment Occupation, Stats SA, Community Survey, 2007.



3.4 HOUSING TRENDS

Molemole Local Municipality comprised of an estimated **29 373 dwelling units** in 2007 which increased to about **30 040** in 2011 comprising various dwelling types. **Table 11** indicates an increment of about 667 dwelling units between 2007 and 2011.

Table 11: Incremental Population and Dwelling Units

POPULATION		GROWTH RATE	INCREMENTAL POPULATION	INCREMENTAL DWELLING UNITS
2007	2011	2007-2011	2007-2011	2007-2011
100404	108321	1.92%	7917	667

Source: STATS SA, Census 2011 Molemole IDP, 2012/2013, MOK Development Consultants, 2013.

Although the above figures indicate the population growth rate and the incremental dwelling units for the entire Municipality, they do not necessarily indicate where the greatest demand for housing is experienced. Determining and quantifying where the greatest demand for housing will take place is important in terms of effective and sustainable housing and infrastructure delivery.

The Housing Sector Plan (2009) for Molemole Municipality provided important data in respect of **housing backlog** which is summarised hereunder in **table 12**:

Table 12: Molemole LM Housing Backlog (2008)

Ward no.	Settlement name	Number and Type of Housing Units									
		Informal	Backyard	Hostel	Traditional	Farm	Subtotal	Social	GAP	Bonded	Total
1	Morebeng, Mokgalong,										
2	Eisleben, Masedi		403		300		703				703
3	Ramatsowe, Mekomene	5	25		20		50				50
4	Madie, Thoka, Mokopu		39		100		139				139
5	Springs, Maphosa	25	53		13		91				91
6	Sekalene, Mangata, Phasha Makgato		70		120		190				190
7	Sekonye Makgato		40		30		70				70
8	Sekhokho Matseke	22	26				48				48
9	Nyakelane, Dipapatone	12	35		35		82				82
10	Mogwadi, Maponto, Westphalia	251	12				263				263
11	Fatima, Mohodi-GaManthata		100		05		105				105
12	Madikana, Newstand	95	400		67		562				562
13	Maupye, Koekoek		35		100		135				135
	Total	410	1238		790		2438				2438

Source: Molemole Housing Sector Plan, 2009

Based on the above-mentioned information, the following can be deduced:

- Molemole Municipality accommodated about **410 informal structures/settlements**;
- There were about **1238 backyard dwellings** within the municipality with about **790 units representing rural housing** backlog;
- There is no statistics on the rural housing backlog off-farm (farm workers).
- The municipality does not have the statistics for both the gap-market and bonded housing, however a new township of 400 erven has been established in Mogwadi to address this market.
- The **total estimated housing demand** in the area is thus about **2 438 units**, for subsidised low-cost housing.

As part of providing support to Municipalities, the Department of Co-Operative Governance, Human Settlements & Traditional Affairs has over the past few years undertaken several township/demarcation projects in the Molemole Municipality (see **table 13**). Most of these townships comprise of low-cost (RDP) housing developments.

The main challenge facing the Molemole Municipality regarding housing delivery is lack of bulk water infrastructure which is compounded by insufficient ground water sources and lack of electricity supply. The Municipality must begin to address the housing backlog of **2 438** by completing existing housing projects as indicated in **Map 12**.

3.5 ENVIRONMENTAL FEATURES

3.5.1 TOPOGRAPHY AND HYDROLOGY

Topography and hydrology have an impact on the ability to develop certain areas as they can either limit or encourage development to take place. For instance whether an area is flat or steep will positively or negatively affect development. Drainage on the other hand is linked to services such as sanitation and water supply as areas with poor drainage in the form of rivers and dams are likely to negatively affect development.

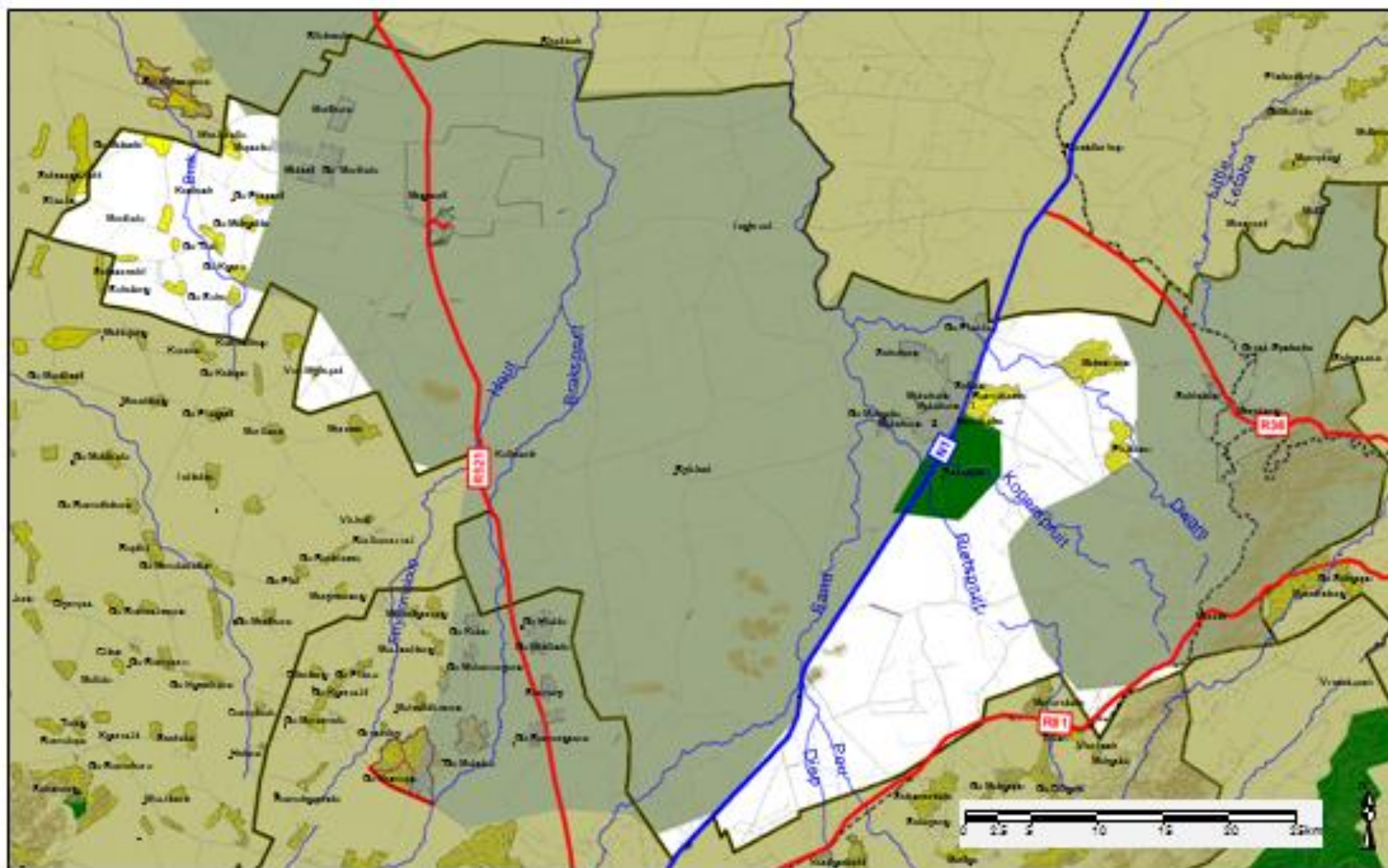
The Molemole LM lies on a fairly flat landscape with minimal mountain-scapes, hills and rocky outcrops (koppies) especially towards the east which can affect development (see **Map 13**).

The main drainage system in the area is the **Sand River** which drains in a northerly direction across Molemole LM towards the northern direction. The secondary and tertiary drainage system consists of a number of other small tributaries or streams such as the Brak, Hout, Koperspruit, Strydomsloop, Rietspruit, Dwars, Pou and Diep. Molemole LM falls within the Limpopo (91.3%), Luvubhu and Letaba (8.69%) Water Management Areas.

There are no main dams in the study area and with limited drainage system this implies the area has poor groundwater potential. Due to limited rainfall in this area and poor drainage, most of the rivers are non-perennial which

Table 13: Townships/Demarcations undertaken in Molemole Municipality

Name of the settlement	Number of sites	Financial year	Location	Legislation used
Makgato	500	2008/2009	Rural	Proclamation R293 of 1962
Motumo/Ramatjowe	500	2008/2009	Rural	Proclamation R293 of 1962
Mogwadi	850	2009/2010	Urban	Ordinance 15 of 1986
Mohodi-Gamanthata	500	2009/2010	Rural	Proclamation R293 of 1962
Botlokwa /Sekonye	500	2006/2007	Rural	Proclamation R293 of 1962
Mphakane	1000	2006/2007	Rural	Proclamation R293 of 1962
Maphosa	500	2006/2007	Rural	Proclamation R293 of 1962
Morebeng Town	400	2006/2007	Urban	Ordinance 15 of 1986
TOTAL	4750			



**MOLEMOLE MUNICIPALITY
TOPOGRAPHY / HYDROLOGY AND
CONSERVATION AREAS**

- | | | |
|-------------------|-----------|----------------------|
| Study Area | Freeway | Commercial Farming |
| Towns and Village | Main Road | Mountains and Ridges |
| Nature Reserves | Railways | River |

MAP 13

means they only flow after rainfall but remain dry during dry and winter season.

3.5.2 VEGETATION

Map 14 indicates various dominant vegetation types that characterise Molemole LM. As can be seen, Makhado Arid Sweet Bushveld is the dominant vegetation type which covers about 80% of the study area, whereas others like **Lowveld Sour Bushveld, Mamabolo Mountain Sour Bushveld, Polokwane Plateau Grassveld, Sourish Bushveld and Mixed Bushveld** account for the remaining 20% of the total land area of Molemole LM.

Despite all these natural vegetation, the study area is prone to environmental deforestation by communities including along the Sand River basin.

Due to rolling grassland together with scattered shrubs and isolated trees accompanied by limited rainfall, the entire Molemole LM is classified as a **Savannah biome**.

3.5.3 LAND COVER

The majority of the study area is covered with **woodlands and shrubs** often intercepted by cultivated commercial and some subsistence farming with some degraded sections especially towards the eastern sections of the Municipality (see **Map 15**).

3.5.4 GEOLOGY

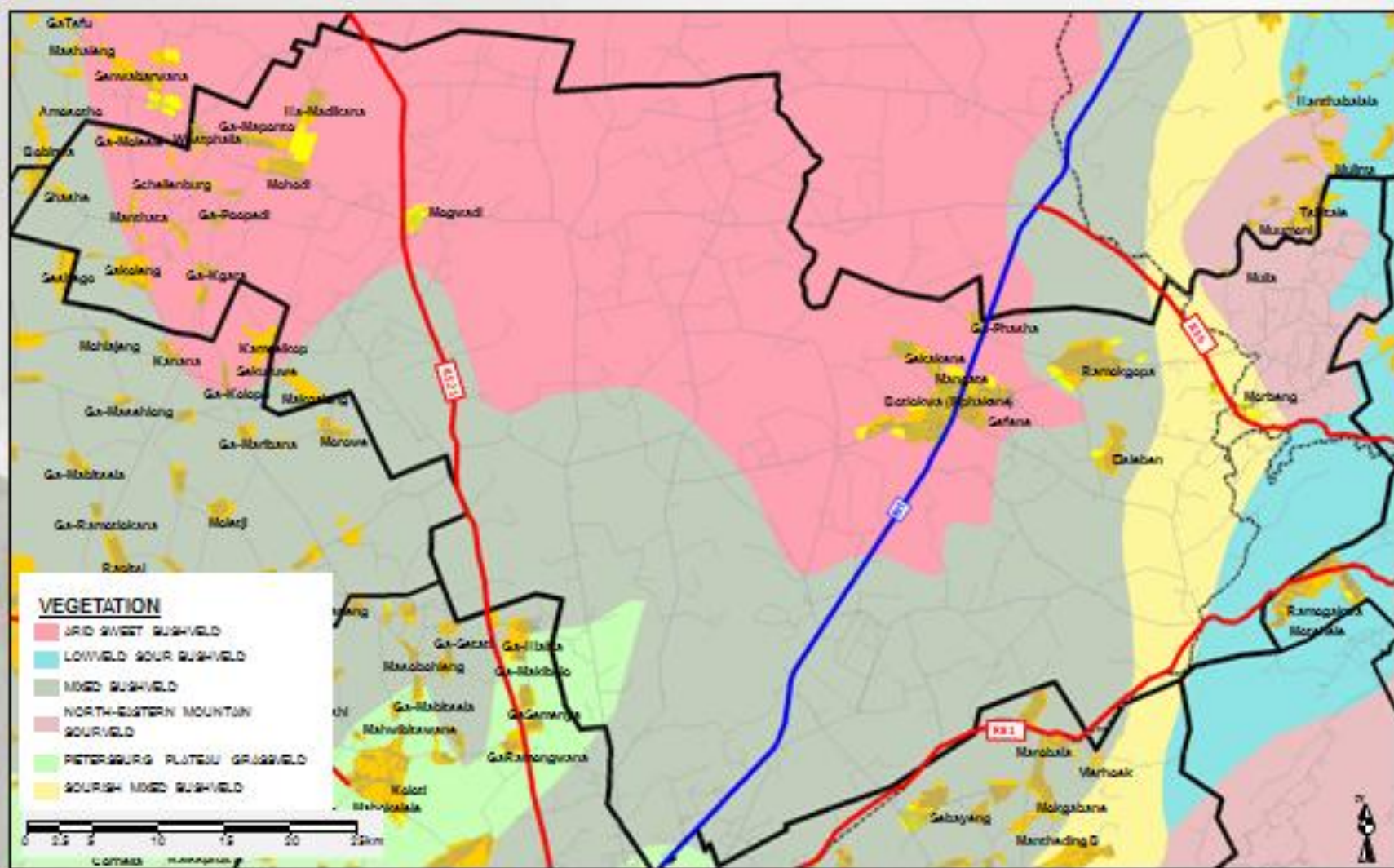
Map 16 shows the overall **Geology** of Molemole LM. From this, it is evident that the bulk of the study area is predominantly underlain by **gneiss** followed by **granite** especially towards the north of the Municipality around Botlokwa and small concentrations of **lava** towards the south.

The existing geological rock formations have certain varying characteristics and thus have different economic potential as outlined below:

- **Gneiss** has many uses such as building material for making products such as *flooring, ornamental and gravestones*;
- **Granite** is a pinkish or light grayish intrusive rock that can be used to make *crush stone*;
- **Lava rocks** are used for garden *landscaping, grills and barbeque, filtration systems, alternative therapy and deodorizers*.

3.5.5 SOIL TYPES

Map 17 indicates various **soil types** that characterize the study area. The majority of the study area consists of soils of varying characteristics in terms of colour and depth from rich red soils to weak red soils and red-yellow clayey soils along streams. It is clear from the diagram that deep soils along rivers are potentially suitable for agricultural development especially crop farming. The eastern section of the Municipality in the vicinity of Morebeng is covered with rich soils suitable for crop farming.

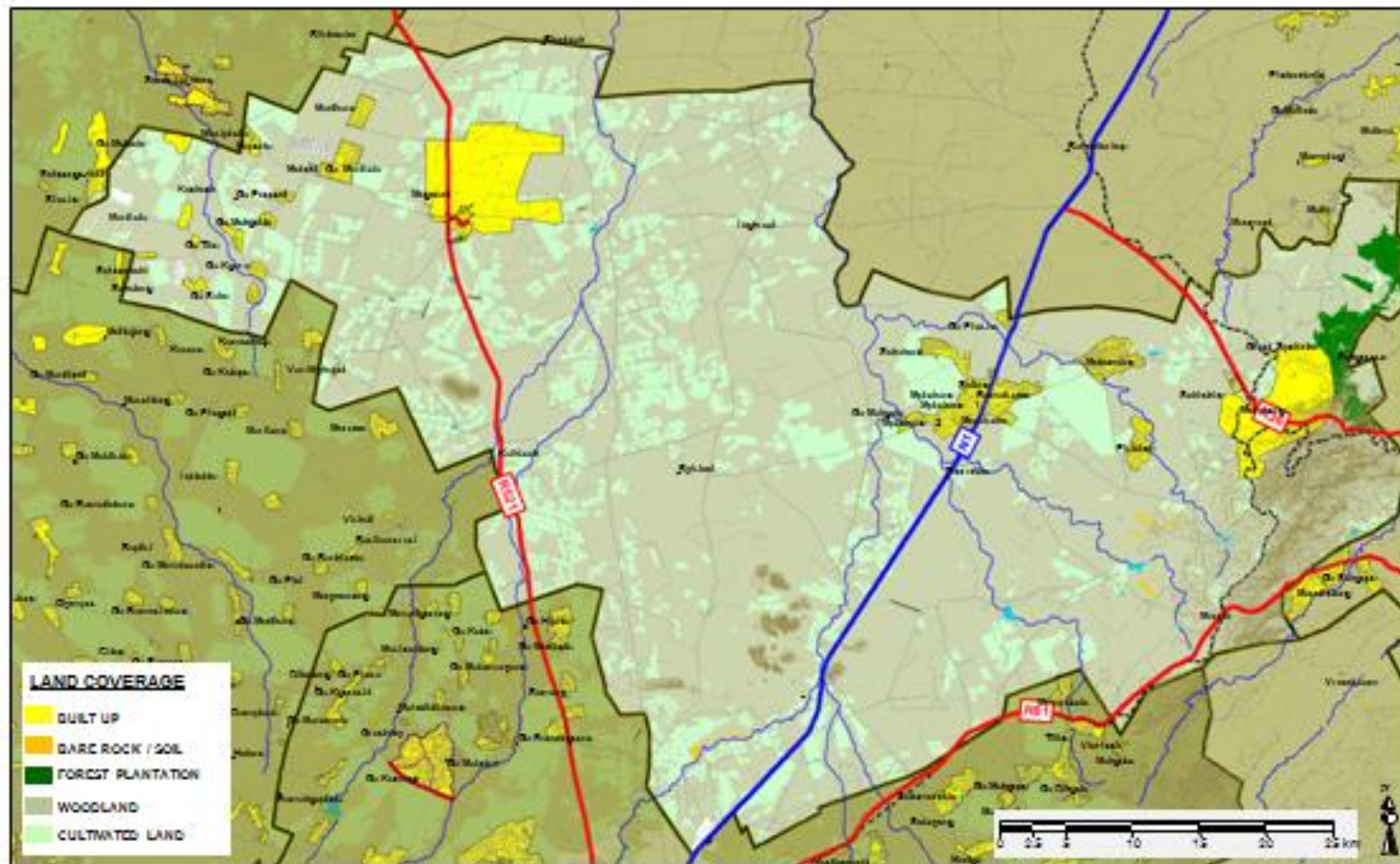


MOLEMOLE LOCAL MUNICIPALITY

- Formal Towns
- Traditional Residential
- Nature Reserves
- Freeway
- Main Road
- Railways
- Mountains and Ridges

Source: MLM IDP, 2012/2013; COM IDP, 2011

MAP 14



LAND COVERAGE

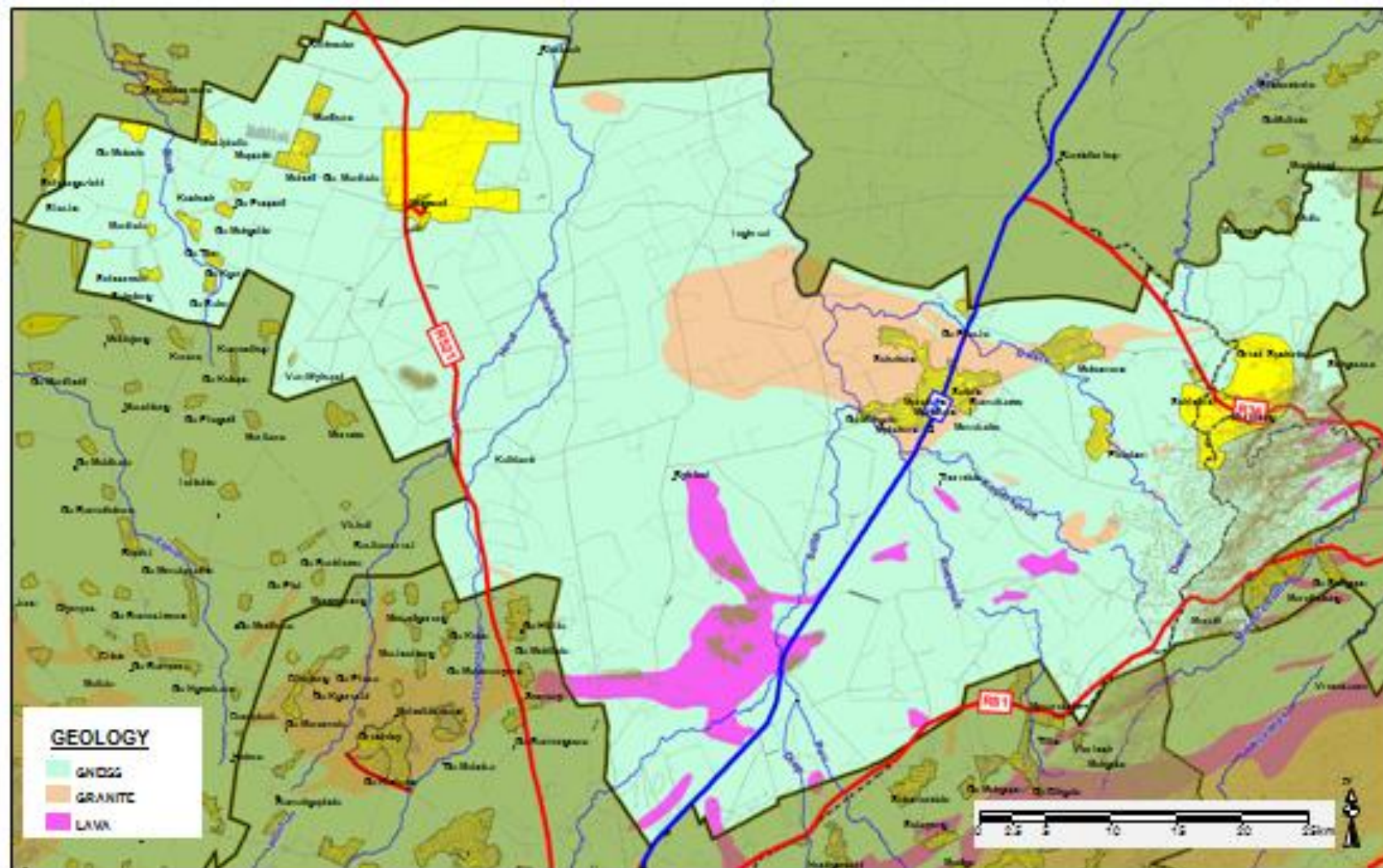
- BUILT UP
- BARE ROCK / SOIL
- FOREST PLANTATION
- WOODLAND
- CULTIVATED LAND



MOLEMOLE LOCAL MUNICIPALITY

- Study Area
- Towns and Village
- Nature Reserves
- Freeway
- Main Road
- Railways
- Mountains and Ridges

MAP 15




MOLEMOLE LOCAL MUNICIPALITY

 Study Area	 Freeway	 Mountains and Ridges
 Towns and Village	 Main Road	 Railways
 Nature Reserves		

MAP 16

3.6 CURRENT SPATIAL STRUCTURE AND LAND USE ANALYSIS

3.6.1 GENERAL

As mentioned earlier Molemole Local Municipality constitutes one of the five local municipalities falling under Capricorn District Municipality with others including Aganang, Lepelle-Nkumpi, Blouberg, and Polokwane.

According to Molemole Integrated Development Plan (IDP, 2012/2013) Mogwadi (formerly known as Dendron) is the administrative and economic capital of the Municipality. Whereas Mogwadi town was identified as a District Growth Point, Botlokwa (Mphakane) and Matseke were classified as Municipal Growth Points. The Municipal IDP identified other nodal points such as Mohodi-GaManthata and Ramokgopa/Mokomene (see **Map 18** showing the spatial structure of Molemole LM).

The following are formal towns and registered settlements with General Plans:

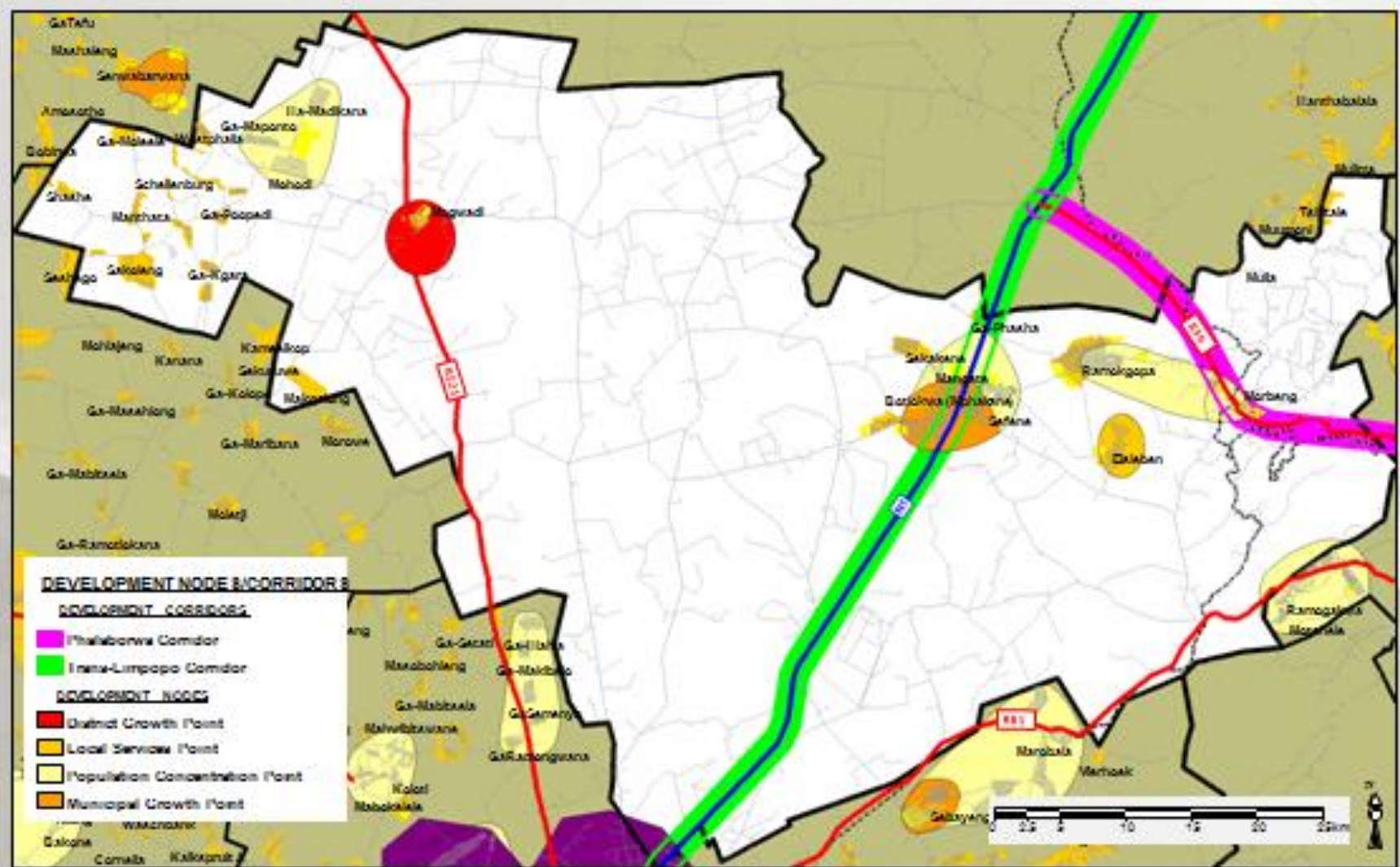
- Capricorn Park;
- Section of Mohodi-GaManthata;
- Mogwadi;
- Morebeng;
- Nthabiseng and
- Section of Mphakane (Mphakane Ext. 1, Maphosa, Ramatjowe and Sekonye) and
- Makgato and

The IDP identified a **three-tier hierarchical structure** for the Municipality (as shown in Map 18). This was based on aspects such as population size, location of economic activities, type of activities and access to primary transport routes. According to this structure, Mogwadi and Mphakane were identified as the highest order nodes settlements. This is because they accommodate the largest population concentration and provide the largest number and wide range of services in Molemole Municipality as compared to other settlements.

According to the Spatial Development Framework for the Limpopo Province (2009), a settlement hierarchy is usually identified based on the classification of individual settlements (i.e. towns and villages. The proposed settlement hierarchy is described and explained as follows:

First Order Settlements (Growth Points) are towns/villages or a group of villages located relatively close to each other where some form of economic, social and institutional activities, and a substantial number of people are usually found. These growth points seem to have a **natural growth potential**, but do not develop to their full potential due to the fact that capital investments are made on an ad hoc basis without any long term strategy for the area as a whole.

The identified growth points should be stimulated by amongst others, providing a higher level of service infrastructure which will ensure that appropriate services are available for potential business and service/light industrial concerns. The higher level of services, relative to other settlements in the area will also attract residential development to these growth points, with the implication that certain threshold values in population be reached, to



DEVELOPMENT NODE & CORRIDOR

DEVELOPMENT CORRIDOR

- Iphalaborwa Corridor
- Inena-Limpopo Corridor

DEVELOPMENT NODES

- District Growth Point
- Local Services Point
- Population Concentration Point
- Municipal Growth Point



**MOLEMOLE MUNICIPALITY
CURRENT SPATIAL STRUCTURE**

- Formal Towns
- Traditional Residential
- Nature Reserves
- Freeway
- Main Road
- Railways
- Mountains and Ridges

Source: MUM IOP, 2012/2013, COM SDF, 2011

MAP 18

provide for higher levels of social, physical, institutional and economic services.

These are divided into District Growth Points and Municipal Growth Points. Mogwadi town is the only identified District Growth Point and both Botlokwa (Mphakane) and Matseke are considered Municipal Growth Points.

Second Order (Population Concentration Points) are towns/villages or a group of villages located close to each other, which have virtually **no economic base**, but a substantial number of people located at these villages. These population concentrations are mainly **located adjacent to tarred roads or intersections of main district routes**, which provide accessibility to job opportunities. These nodes should also **be given priority in terms of infrastructure provision with a higher level of services**, although not at the same level as for growth points. This approach should be followed to attract people from other smaller villages with a lower level or no service infrastructure. These include Mokomene (Ramokgopa), Mohodi-GaManthata /Madikana/GaMaponto/Fatima cluster, Ramatjowe, Mokganya, Mangata and Morebeng.

Third Order Settlements (Local Service Points) are much the same as the fourth order settlements, but exhibit some development potential based on population growth, servicing function potential, and a limited economic base. These settlements usually have 5000 people or more, they do not form part of any cluster, and are relatively isolated in terms of surrounding settlements. The potential for self-sustained development growth is also limited by the lack of development opportunities. Some of these settlements can be distinguished from the fourth order settlements mainly because of their

servicing functions. Some of these third order settlements have established government and social services. Eisleben was identified as the only local service point by the Provincial SDF.

The current total population of Molemole LM is estimated to be in the order of 108 321 (STATS SA Census, 2011), with an annual growth rate of approximately 1.9% over a four year period since 2007.

The study area has a widely dispersed settlement structure that is characterised by poor accessibility, low density, and large distances between settlements. The settlement types in Molemole LM vary from urban settlements to rural villages and farm homesteads and from densely populated areas to sparsely populated areas. This spatial structure is the result of a variety of factors which impacted on the area over many years. The major influence on the spatial structure is the spatial policies of apartheid.

Molemole LM is predominantly rural in nature with an estimated 37 villages which are clustered in two groups in the western and eastern parts of the municipality. In terms of political administration, the Municipality comprises of 14 Wards.

The largest concentration of settlements occurs along the N1 road from Polokwane to Makhado comprising Mphakane, Ramatshowe, Mokomene and Sefene. Interestingly, these settlements have primarily developed along the major road (N1) serving the Municipality.

The second cluster of settlements which are somewhat relatively scattered as compared to the former group include Mogwadi and rural villages to the western section of the Municipality.

Due to the Molemole LM's dispersed settlements structure, most settlements are accessible only by gravel roads, which are generally in urgent need of maintenance. This situation has, and will continue to contribute towards the isolation of the area, which in turn hampers the economic growth of the region, undermines the region's potential as a tourist destination, contributes to security problems, and negatively affects access to education and health facilities.

In addition, the Municipality includes other land uses such as conservation and tourism attraction areas of Motumo Trading Post, Tropic of Capricorn observation point and Machaka Game Reserve, agricultural activities and shopping complex in Botlokwa and Morebeng. There are no industrial activities in this Municipality.

3.6.2 DETAILED SPATIAL STRUCTURE AND LAND USE OF NODAL POINTS

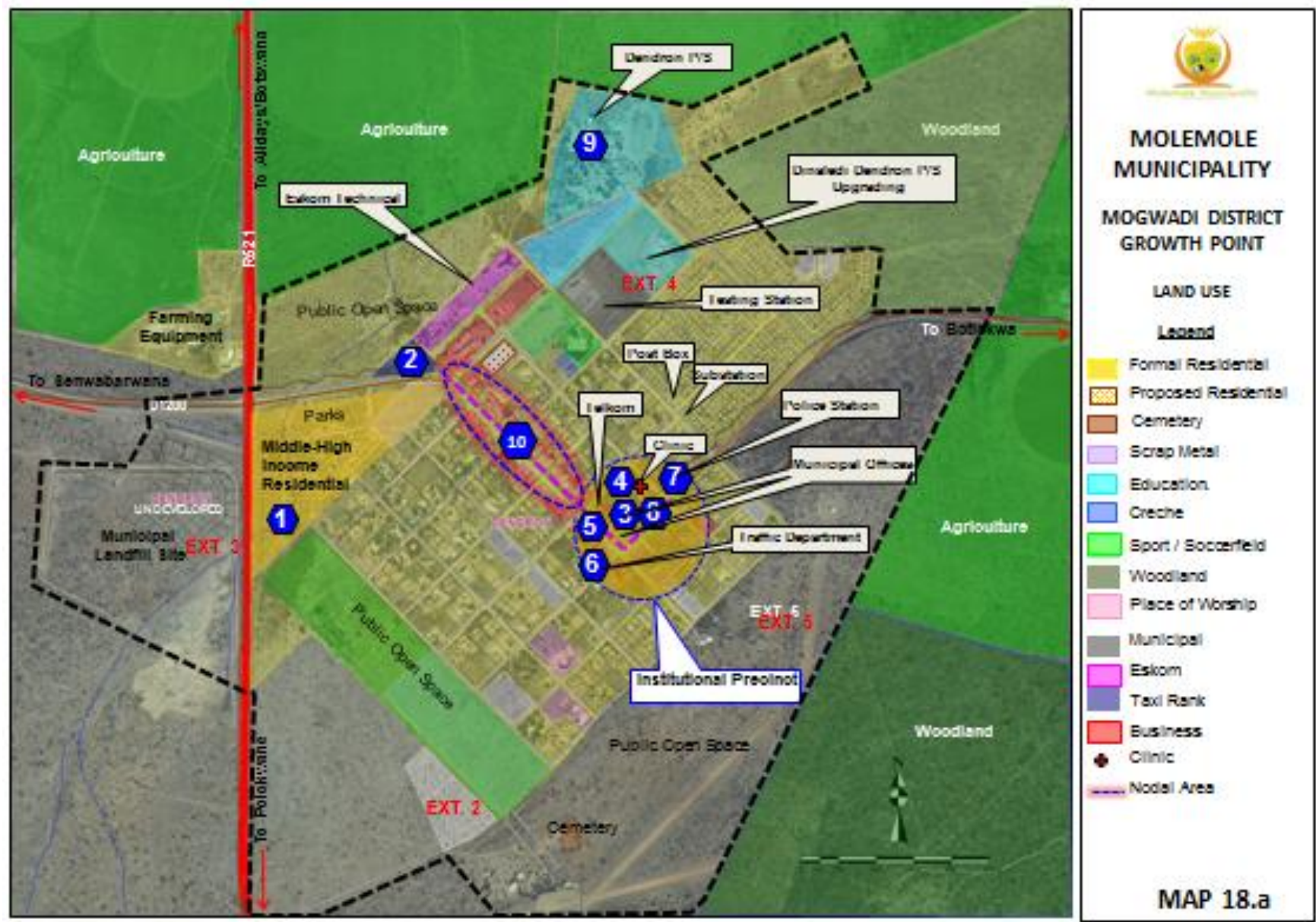
As mentioned earlier, a number of prominent settlements occur throughout the Molemole LM which displays varying levels of potential for future development. These are classified as **growth points, concentration points and local service points** depending on their accessibility, access to basic services, number of existing community facilities, development potential and current population number.

3.6.2.1 GROWTH POINTS

a) MOGWADI TOWN GROWTH POINT

This urban area is situated along road R521 from Polokwane to Botswana and as mentioned earlier it is the administrative and economic capital of the Molemole Municipality. **Map 18a** and **18a.i** depict land use trends characterising this town which comprise of the following:

- The Mogwadi town comprises a typical rectangular grid-like road network with the western and northern main entrances along road D1200;
- The core of the Mogwadi town comprises a mixture of businesses, residential and community facilities which are mainly concentrated in an **L-shape** along D1200 activity spines;
- **Residential** component comprises a partially developed middle-high income residential area (see **Photo 1**) on the western entrance of the town and the RDP section (Extension 4) towards the north of the town. Another residential section is situated in the old Dendron section comprising of larger stands which allow for subdivisions and high intensity developments. A new residential development for about 800 units is planned on the eastern section (Extension 5) of road D1200 for which a General Plan is available;
- The town has access to water, waterborne sanitation service and electricity;
- Existing road conditions are in a poor state and need to be tarred;



RESIDENTIAL



Middle Income Housing

1

PUBLIC TRANSPORT



Taxi Rank on the Western Entrance

2

COMMUNITY FACILITIES



Municipal Offices & Library

3



Clinic

4



Telkom

5



Traffic Police

6



Police Station

7



Home Affairs

8



Dandrom Primary

9



Businesses along Main Street

10



Businesses along Main Street

10

BUSINESS CORE

- The existence of a **taxi rank** at the western entrance to the town along road D1200 attract both traffic and pedestrian movement and informal trading (hawking) along road D1200 (**Photo 2**);
- At the corner of the L-shape, is the concentration of **community facilities** (Institutional Precinct) such as municipal offices, clinic , Telkom, traffic police, police station and home affairs offices (**Photos 3-8**);
- The CBD core along the main road (D1200) forms the retail activity area of the town with a variety of **business** activities which is zoned Business 1(**Photos 10-11**);
- The northern section accommodates a primary school with sport facilities together with new school premises established on another site close-by;
- An **informal landfill site** is situated to the west of the town across road R521 on a piece of land which forms part of extension 3 but has not been developed. This will help to address issues such as unemployment, economic development and residential development especially middle-high income housing;
- A large **vacant piece of land** on the western entrance measuring about 15,5202ha on municipal owned land is planned for which a mixed use development comprising a shopping complex, some residential development and office space;

b) **BOTLOKWA (MPHAKANE)/MATSEKE GROWTH POINT**

This growth point is situated along N1 road from Polokwane to Makhado is the largest settlement concentration with an estimated 26 588 population and a wide variety of economic and social activities. The concentration of economic and social activities in densely populated areas is a positive trend from an economic and town planning perspective, as it optimises the utilisation of community facilities, increases the buying power and enhances the economic viability of businesses.

The area is predominantly rural in nature under tribal authority. **Maps 18b and 18b.i** depict land use trends characterising this growth point which comprise the following:

- The Botlokwa/Matseke cluster is situated along N1 high order road and road D1356 to Mokomene along which there is a concentration of **business** and community facilities. It is also evident that retail uses occur close to the N1 freeway to benefit from visual exposure and pedestrian movement for success;
- **Residential** component comprise traditional units with no formal layouts. Two formal residential settlements which are not fully occupied comprise Mphakane Ext. 1 towards the northern end of Mphakane and Maphosa on the western part of Mphakane are mainly low-income RDP housing settlements;

BOTLOKWA NODE

Residential Area

Vacant Land

Residential Area

Key Issues Identified

- lack of place making and cultural identity such as legible place/gateway signs, street names, public spaces, landmarks, etc.
- Poorly maintained internal roads;
- Poor informal trading facilities and lack of connection to pedestrian networks, public transport and economic opportunities;
- Lack of public open spaces;
- Lack of reliable potable drinking water;
- Lack of properly planned layouts;

Build IT Harrow

Boxer

Cashbuild

My Shopping list

Shops

Shops

Shops

Shops

Shops

Residential Area

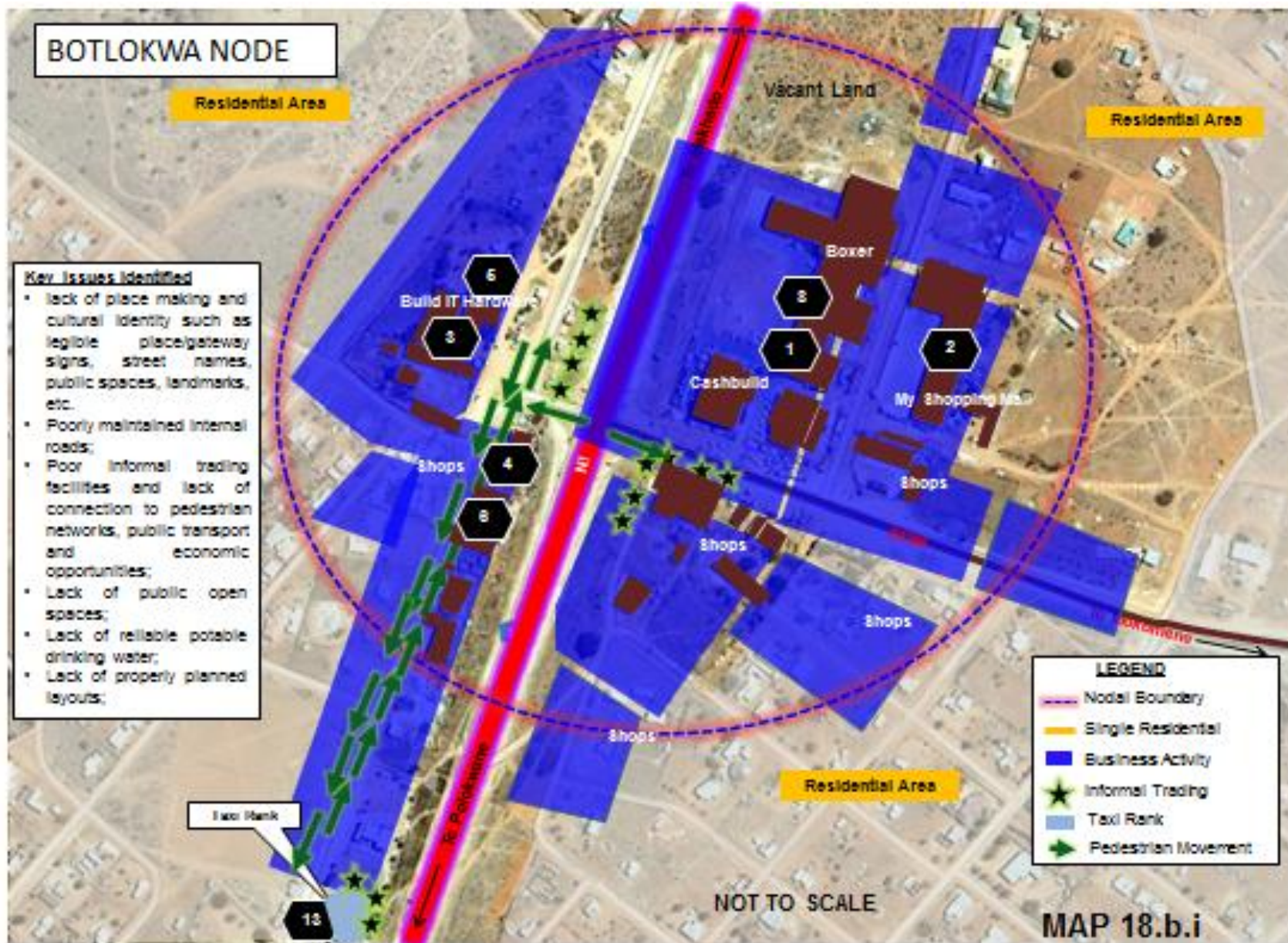
Taxi Rank

NOT TO SCALE

MAP 18.b.i

LEGEND

- Nodal Boundary
- Single Residential
- Business Activity
- ★ Informal Trading
- Taxi Rank
- Pedestrian Movement





Pick & Pay, Complex along N1



Shoprite U-Save Complex along N1



Retail Outlets along N1



Shopping Centre along N1



Build it Hardware along N1



Sheaha Shopping Centre along N1



Lemba Lodge along N1



Post Office



Matola Clinic at Mphahane X1



Farming Project



Caltex Filling Station along N1



Funeral Undertakers along N1

- A concentration of **community facilities** (Institutional Precinct) is situated on the road to Mokomene such as Botlokwa hospital, Thusong Centre and some educational facilities. A post office is located at Pick & Pay shopping centre (**Photos 1-4,16 & 18**);
- Despite the area being provided with water infrastructure, most areas do not have reliable potable water;
- Most internal streets are in a poor state and need to be upgraded with priority given to public transport routes;
- A formal **taxi rank** is located west of N1 freeway and is linked to business and pedestrian activities along the N1 freeway (**Photo 13**);
- Retail activities along the N1 corridor include Pick & Pay shopping centre, hardware outlets such as Cashbuild, Built-It and many other retail facilities and a fuel station at the main four-way stop between N1 road and road to Mokomene (**Photos 1-6 and 8**);
- A lodge situated along the N1 freeway forms an important **tourism facility** in this area (**photo 7**);
- Matoks clinic situated further towards the north is also one of the health facilities in this area (**photo 9**);
- **Agricultural activities** include a vegetable farm on the road to Mokomene close to Botlokwa hospital and one close to the main intersection of N1 and Mokomene road (**photos 10**);

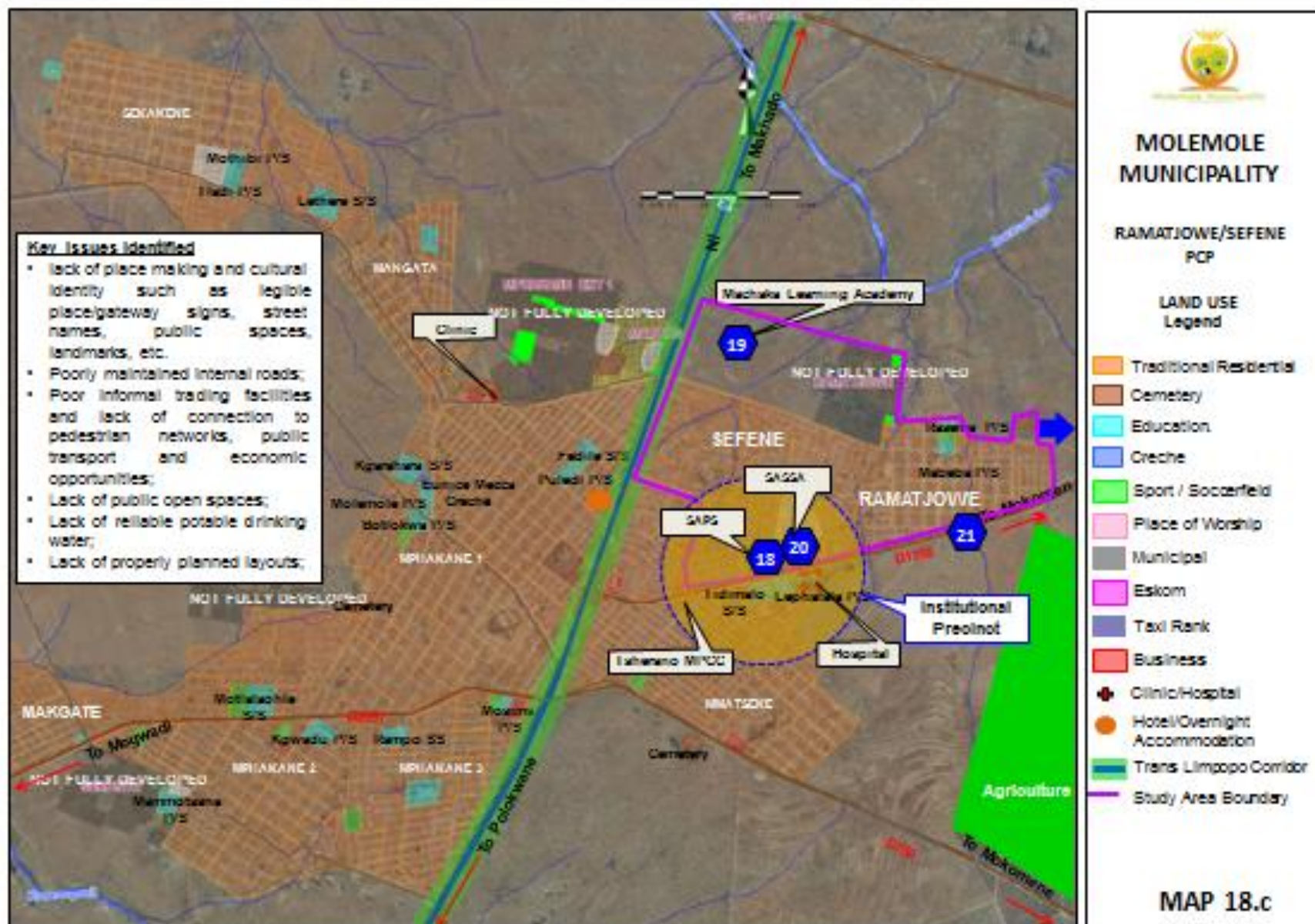
3.6.2.2 POPULATION CONCENTRATION POINTS

a) RAMATJOWE/SEFENE CLUSTER (see Map 18c).

- The Ramatjowe/ Mokganya/Mangata area is situated along a high order road (N1) north of the Botlokwa growth point;
- **Residential** component comprise traditional units with no proper layouts. One formal residential settlement which is not fully is situated towards the north;
- A concentration of community facilities (Institutional Precinct) is situated on the road to Mokomene such as SASSA Offices and SAPS (see **Photos 18 & 20**);
- A restaurant which includes a place of entertainment is situated further west along road D1356;

b) MOKOMENE (RAMOKGOPA) (See Map 18d)

- Mokomene area is also a predominantly rural settlement situated west of Botlokwa along road D1356 linking Botlokwa with Morebeng and constitutes an estimated **14 859 (13.7%)** of the total Molemole LM population;
- Despite being a rural settlement with no formal layout, the street layout comprises a typical rectangular grid-like road network with four main entrances: the western and eastern entrances along road D1356, the





Taxi Rank along N1

13



Tlokweng MPCC along D1356

14



Botlokwa Hospital along D1356

15



Emergency Services along N1 road

16



Vegetable Project

17



SASSA Office along D1356

18



Learning Academy along N1

19



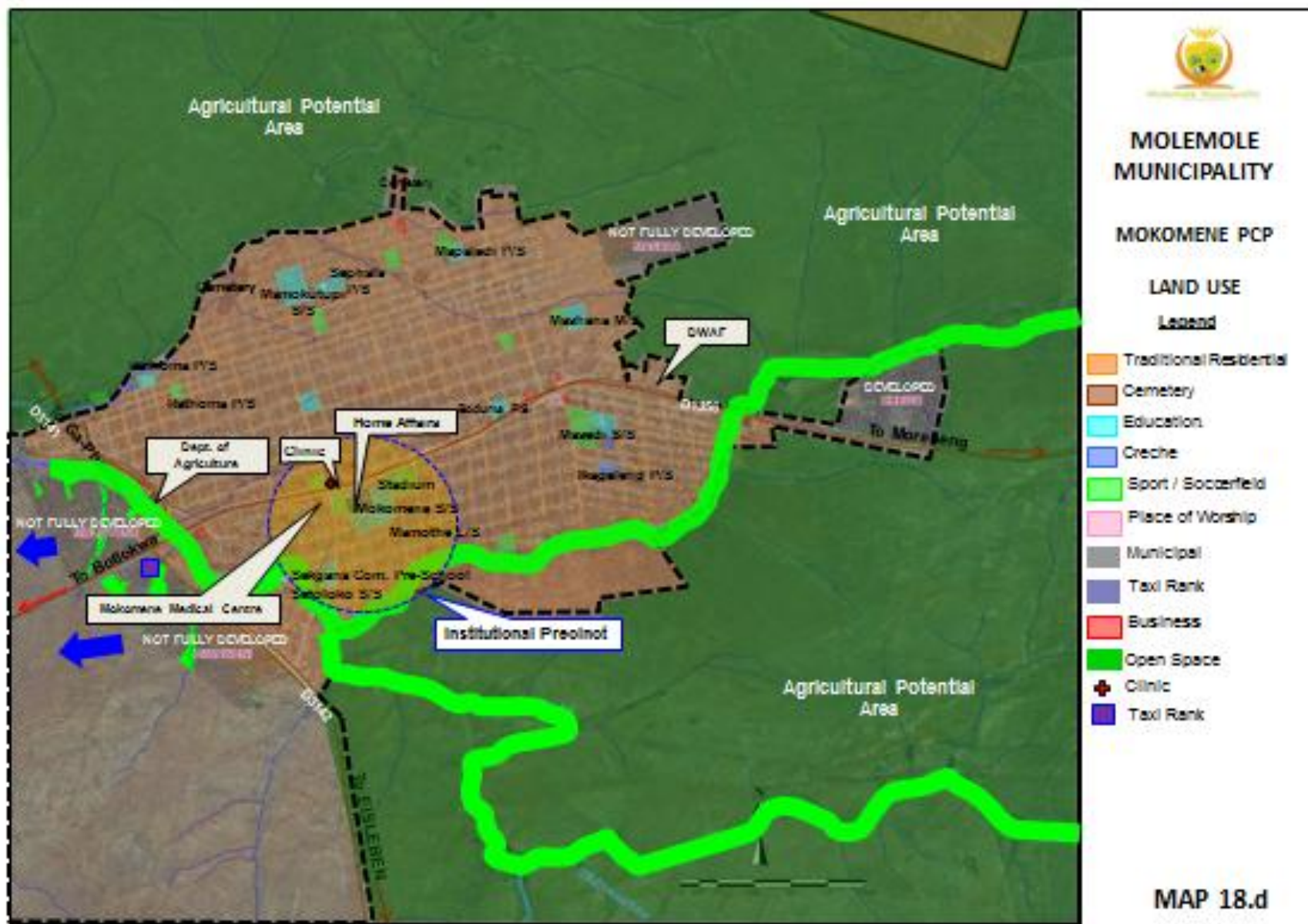
SAPS Station along D1356

20



Restaurant along D1356

21



Agricultural Potential Area

Agricultural Potential Area

DWARF

Home Affairs

Dept. of Agriculture

Clinic

Stadium

Mokomene S/S

Mamotho L/S

Sekgama Com. Pre-School

Sepoloko S/S

Institutional Precinct

Mokomene Medical Centre

NOT FULLY DEVELOPED
To Botlokwa

NOT FULLY DEVELOPED
Mamotho

NOT FULLY DEVELOPED
Mamotho

NOT FULLY DEVELOPED
To Mankeng

Agricultural Potential Area

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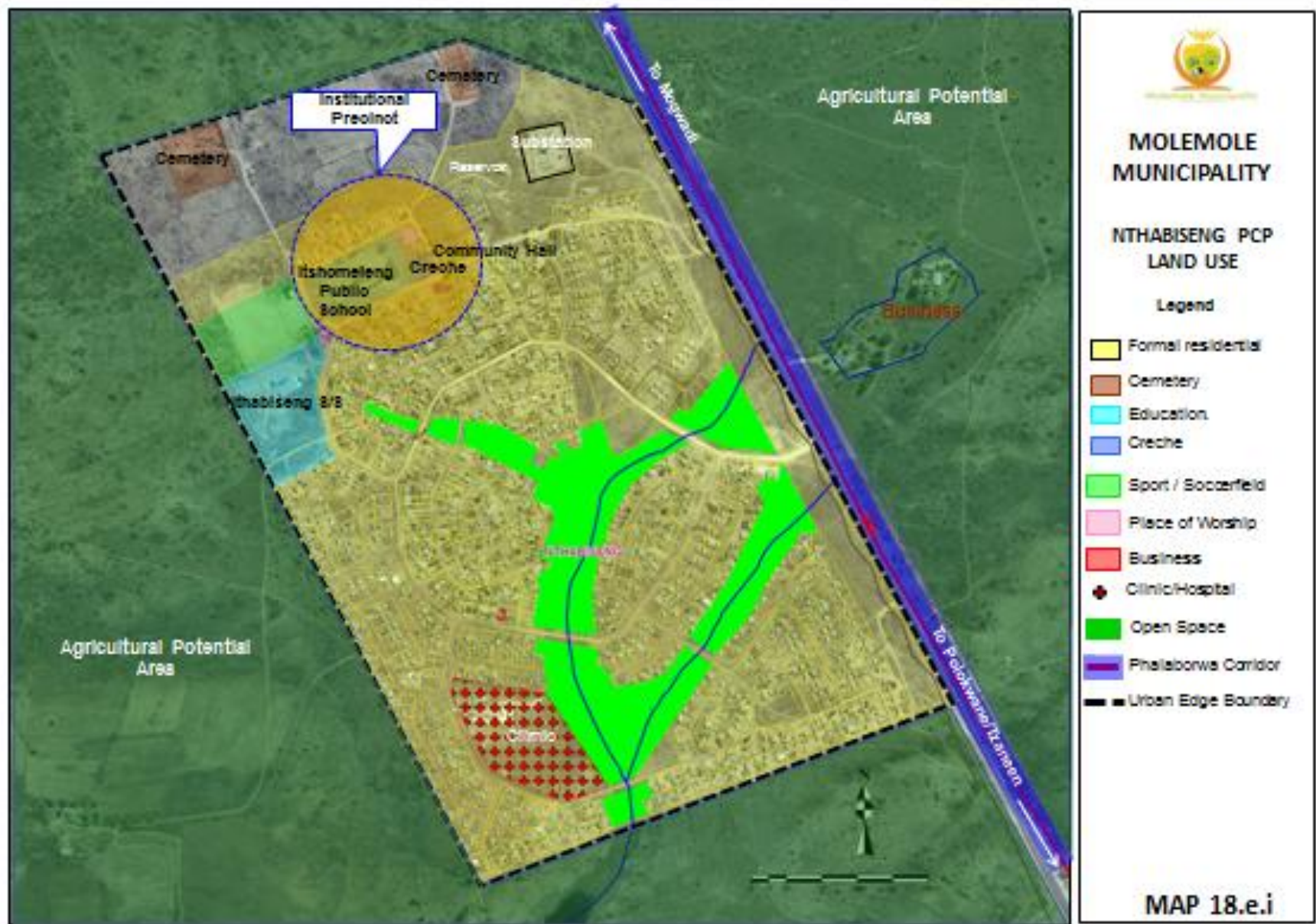
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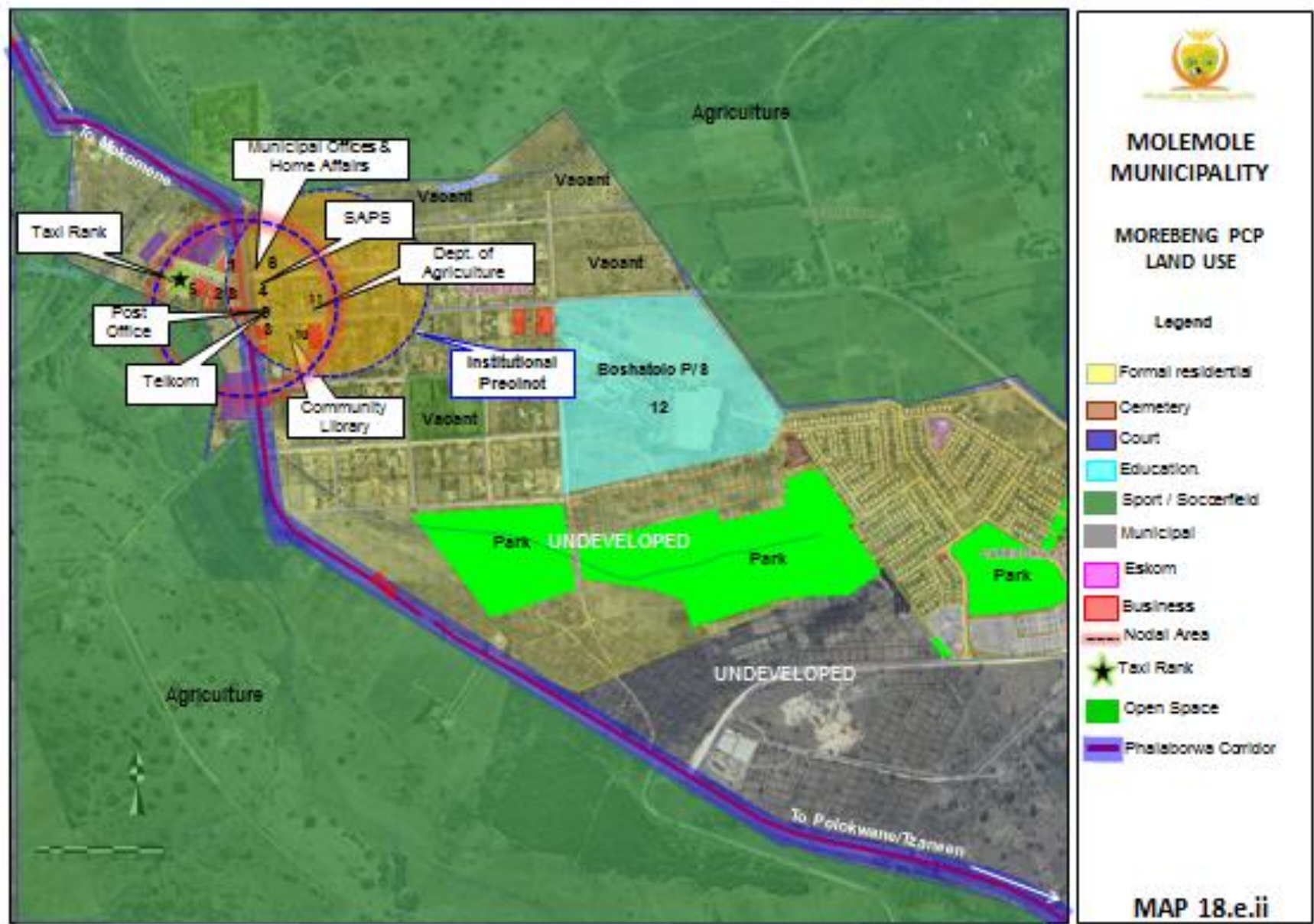
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**MOLEMOLE
MUNICIPALITY**

**CAPRICORN PARK
PCP
LAND USE**

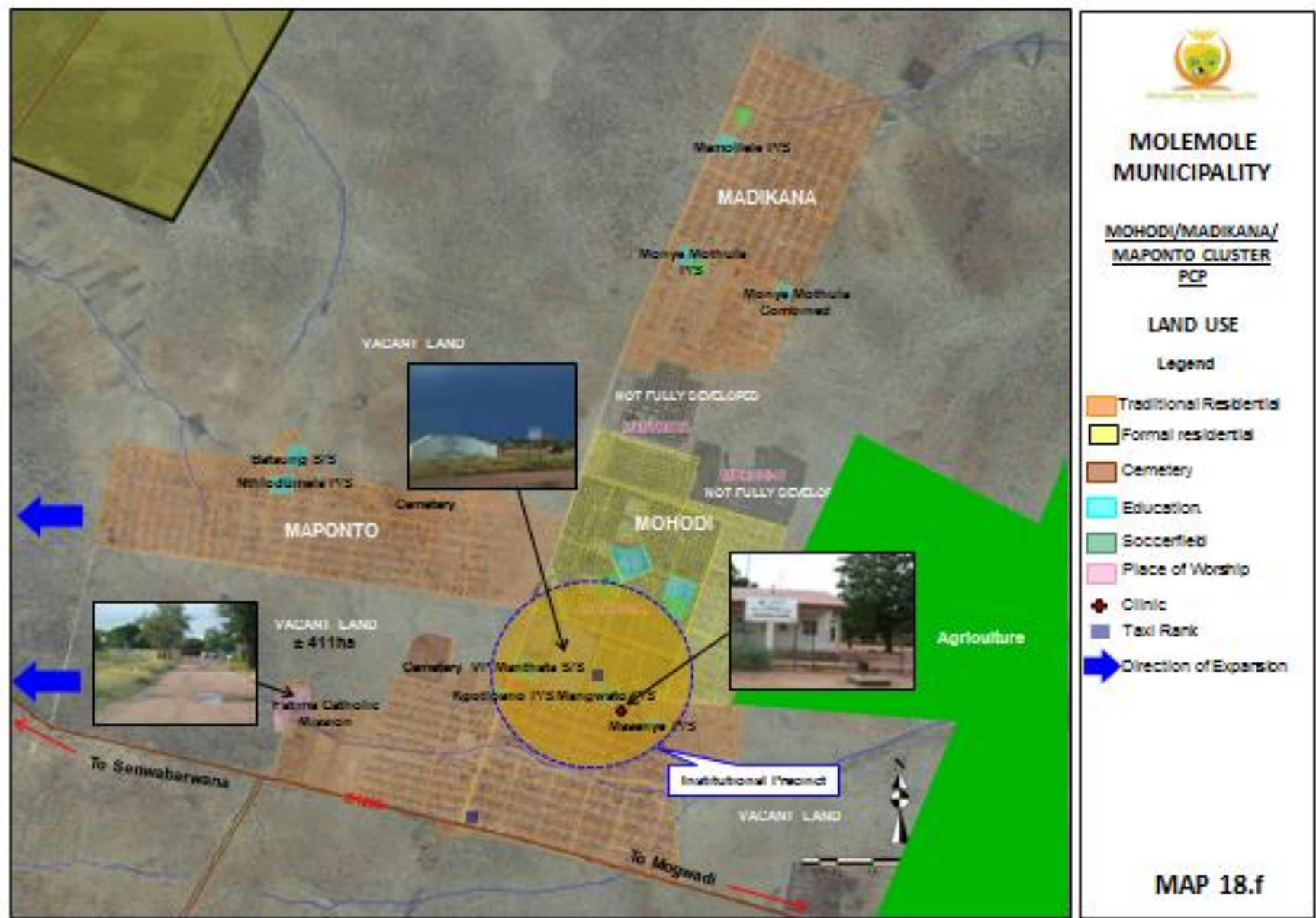
Legend

- Formal residential
- Place of Worship
- Business
- Open Space
- Phalaborwa Corridor
- Urban Edge Boundary

MAP 18.e.iii



- northern entrance along road D3141 and the southern entrance along road D3142;
 - Four formal townships were established three of which are not fully occupied and are part of the housing delivery focus areas identified by the Housing Sector Plan (2008) to address the housing backlog. On the western entrance are Molotone and Diwawene townships and on the eastern section is Mashaa township which is earmarked for low-income RDP housing;
 - As with most settlements throughout the municipality, the existing water infrastructure does not provide reliable potable water;
 - Most internal streets are in a poor state and need to be upgraded with priority given to public transport routes;
 - Business activities comprise of traditional retail outlets not clustered around a single node;
 - The settlement has an existing node comprising a medical centre, clinic, schools, home affairs offices situated along high order road providing an opportunity for growth along this road.
- c) **MOREBENG (see Maps 18e.i-iii).**
- Morebeng node is an urban area comprising Morebeng town, Nthabiseng and Capricorn Park situated towards the eastern boundary of the municipality along a high order road (R36) that connects Morebeng to Mogwadi in the west and the eastern parts of Limpopo.
- It is the only town in the Molemole Municipality through which the Phalaborwa Corridor runs which is an important transport route that act catalysts for economic development and job creation only with appropriate government investment interventions to unlock development along this corridor;
 - The intersection between Viviers and Rets (R36) streets acts as the main intersection around which business, community facilities and the taxi rank are concentrated (see **Photos 1, 2, 4-8**).
 - The town comprises an estimated **5049 (4.7%)** population consisting of 2679 (2.5%) for Nthabiseng and 2370 (2.2%) for Morebeng/Capricorn town;
 - The town has **high agricultural potential** and is suitable for vegetable and grains particularly maize;
 - Morebeng is the one of the main towns which accommodate some government facilities as such Municipal Offices, Home Affairs, Department of Agriculture, Post Office, Library and SAPS are located and is the main economic capital of this cluster (see **Photos 9-12**);
 - Whereas, Nthabiseng which mainly comprises of low income RDP housing also accommodates several facilities such as 1 combined school, 1 secondary school, a clinic and community hall, Capricorn Park is predominantly low-income RDP residential settlement with no other land uses;
 - There are formal planned townships which have not been fully occupied which help address the current housing backlog;



MOLEMOLE MUNICIPALITY

MOHODI/MADIKANA/ MAPONTO CLUSTER PCP

LAND USE

Legend

- Traditional Residential
- Formal residential
- Cemetery
- Education
- Soccerfield
- Place of Worship
- Clinic
- Taxi Rank
- Direction of Expansion

MAP 18.f

d) **MOHODI-GAMANTHATA/MADIKANA/MAPONTO CLUSTER (see Map 18f)**

- This population concentration point is a predominantly rural settlement situated along road D1200 that links Senwabarwana to Mogwadi and constitutes an estimated **21773 (20.1%)** of the total Molemole LM population;
- Residential component comprise traditional units with no proper layouts. Mohodi-GaManthata is a formal residential settlement which is fully occupied and to the north are two other formal low income residential settlements which are not fully occupied;
- The areas needs to be provided with reliable potable water;
- As with most settlements this area has poor internal streets conditions which need to be upgraded with priority given to public transport routes;
- Few community facilities are concentrated towards the south of Mohodi-GaManthata which comprise 3 primary schools, 1 secondary school, a clinic and a taxi rank;
- There is formal sporting and recreational facility which needs to be upgraded (see photo inset on Map 19f);
- There is no clear concentration of business activity except small retail outlets and spazas;
- With the area situated about 11km from Senwabarwana town in the Blouberg Local Municipality, which accommodates a variety of economic and social activities not provided by this node, Senwabarwana town provides a convenient alternative for this node. For instance, the

Bochum Plaza houses a variety of retail outlets, a hospital and government departments such as Department of Agriculture, Public Works, Magistrates Office, police station, emergency services and an FET College.

3.6.2.3 LOCAL SERVICE POINTS

The Department of Rural Development and Land Reform, in its commitment to address the challenges faced by rural communities introduced Comprehensive Rural Development Programme (CRDP) in 2009. One of the aims of CRDP is to ensure access to social infrastructure and local economic development to rural communities. The creation of local services centres is one of the instruments that will help to bring rural services such as government services to rural communities.

In 2007, Limpopo Provincial SDF identified Eisleben as one local service point that will ensure equitable access to social infrastructure and promotion of local economic development in rural communities. The SDF process has identified Schoonveld as another potential point situated south of Mohodi-GaManthata at the intersection between roads D3458 and D3332 as another possible local service area that will serve rural communities in this vicinity.

a) **EISLEBEN SERVICE CENTRE (see Map 18g)**

- Eisleben area is situated along road D3142 that connects Eisleben to Mokomene in the north and areas in the south such as Munnik;

- According to STATS SA Census (2011), this rural settlement constitutes an estimated **4840 (4.5%)** of the total population of Molemole LM;
- Community facilities include 2 primary schools, 2 secondary and 2 clinics;
- As with other rural settlements there is no clear concentration of social or economic activities around a single point;

b) SCHOONVELD SERVICE CENTRE

- Schoonveld is situated at the intersection between roads D3458 from Mohodi-GaManthata and D3332 from Senwabarwana town (Blouberg Municipality) to Aganang Municipality;
- According to STATS SA Census (2011), this rural settlement constitutes an estimated 577 (0.5%) of the total population of Molemole LM;
- Community facilities include 1 primary school and 1 secondary school and a taxi rank;
- As with other rural settlements there is no clear concentration of social or economic activities around a single point;

3.6.3 URBAN DESIGN ELEMENTS

The following elements indicate how in general the above-mentioned nodal points comply or fail to comply with generally acceptable Urban Design Principles which are critical towards enhancing the character, attractiveness and form of a place:

a) Identity/Place Making

In general there is lack of place making and cultural identity of the above nodal points such as legible place signs, street signs, public spaces, landmarks, etc. Mogwadi town as the economic and administrative capital of the Municipality does not have clear and visible entry signage, street names, etc which also help towards marketing the town and making easy access to different places and facilities.

b) Density/Consolidation/Compaction

Due to limited area for future expansion as a result of factors such as surrounding rich agricultural and sensitive areas, these places present opportunities for densification through infill development/consolidation. In Mogwadi for instance, the delineation of an urban edge will help enforce densification initiatives through infill development and land use intensification on potential developable vacant portions of land and under-utilised portions of land. In Botlokwa there is a potential to integrate Botlokwa with Mokomene through residential expansion between the two places. There are opportunities for consolidation and strengthening of retail activities along N1 route.

c) Public Spaces

There are no proper public spaces with the necessary facilities except only open but not well maintained spaces.

d) Quality of Pedestrian Environment

Pedestrian environments are constantly interrupted by various illegal informal activities with no proper facilities. Pedestrian walkways to

facilitate movement in the form of planned pedestrian networks with street furniture linking pedestrians and economic activities are generally lacking. It is therefore recommended that mechanisms to protect pedestrians and enhance the quality of environments be incorporated such as landscaped walkways lined with trees, lighting, bins, etc.

e) Diversified Land Uses

Available vacant land could be used to cater for mixed use development in future such as in Mogwadi, Botlokwa and Morebeng, in order to cater for future development needs of the towns.

f) Housing Development

Council must facilitate housing development process through provision of infrastructure in already planned areas. In Mogwadi the proposed mixed use development area and planned residential units for Unit 5 will cater for the housing needs of the settlements.

g) Accessible, Continuous Linkages

There is limited link between pedestrian movement network and areas of economic opportunity and public open spaces throughout Municipality.

3.6.4 TRANSPORT NETWORK AND INFRASTRUCTURE

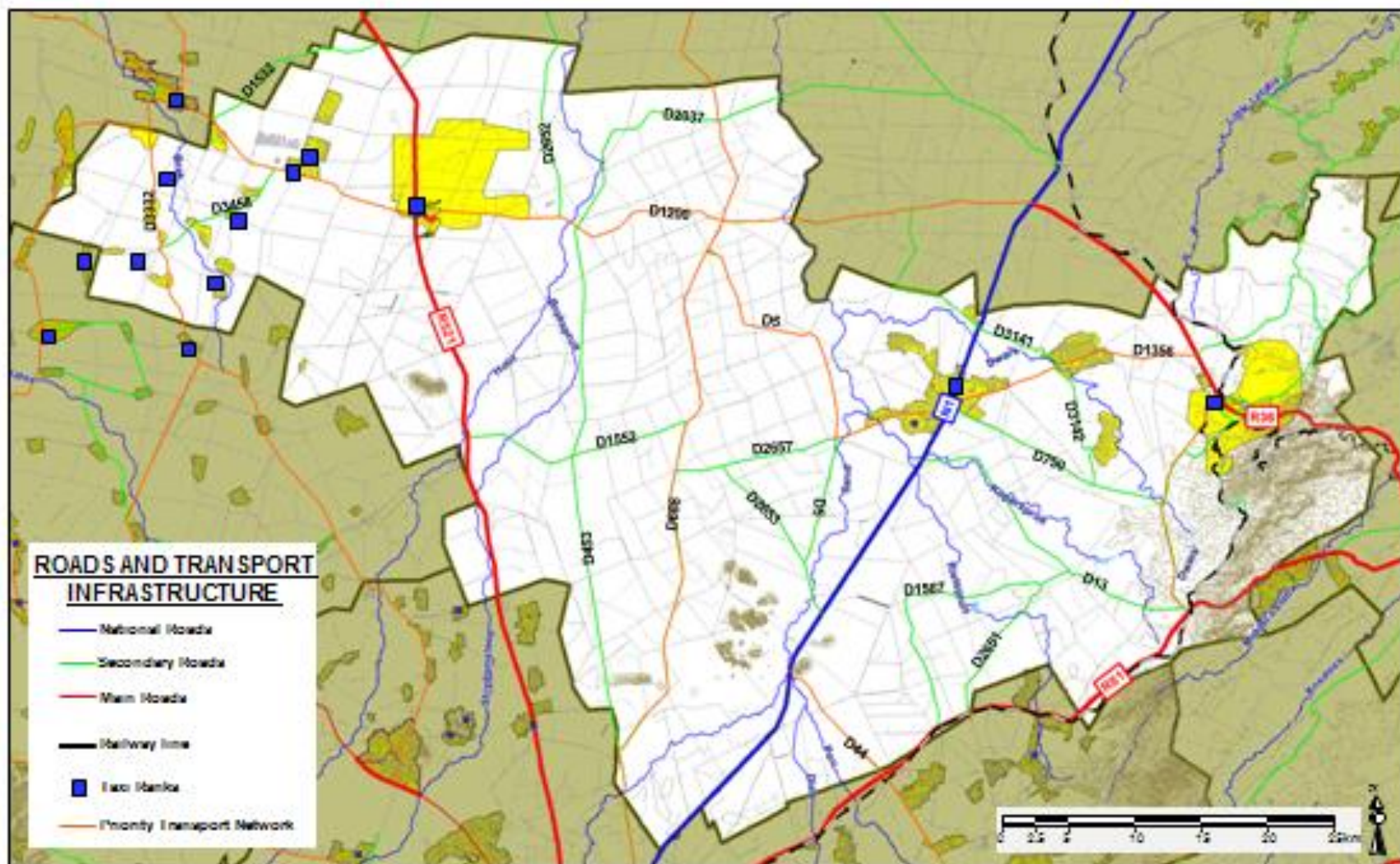
Map 19 illustrates the main roads network and transportation infrastructure currently serving Molemole LM. The Municipality comprises of three main levels of road network i.e **national, secondary and main roads**. Whereas National Road (N1) are tarred, other roads which are either provincial or district roads are in bad state (see **Map 20**).

The provincial and district roads traversing the Molemole LM are currently the responsibility of the Limpopo Roads Agency (RAL), whilst the Molemole LM is responsible for construction and maintenance of all internal roads.

The **main tarred roads** include:

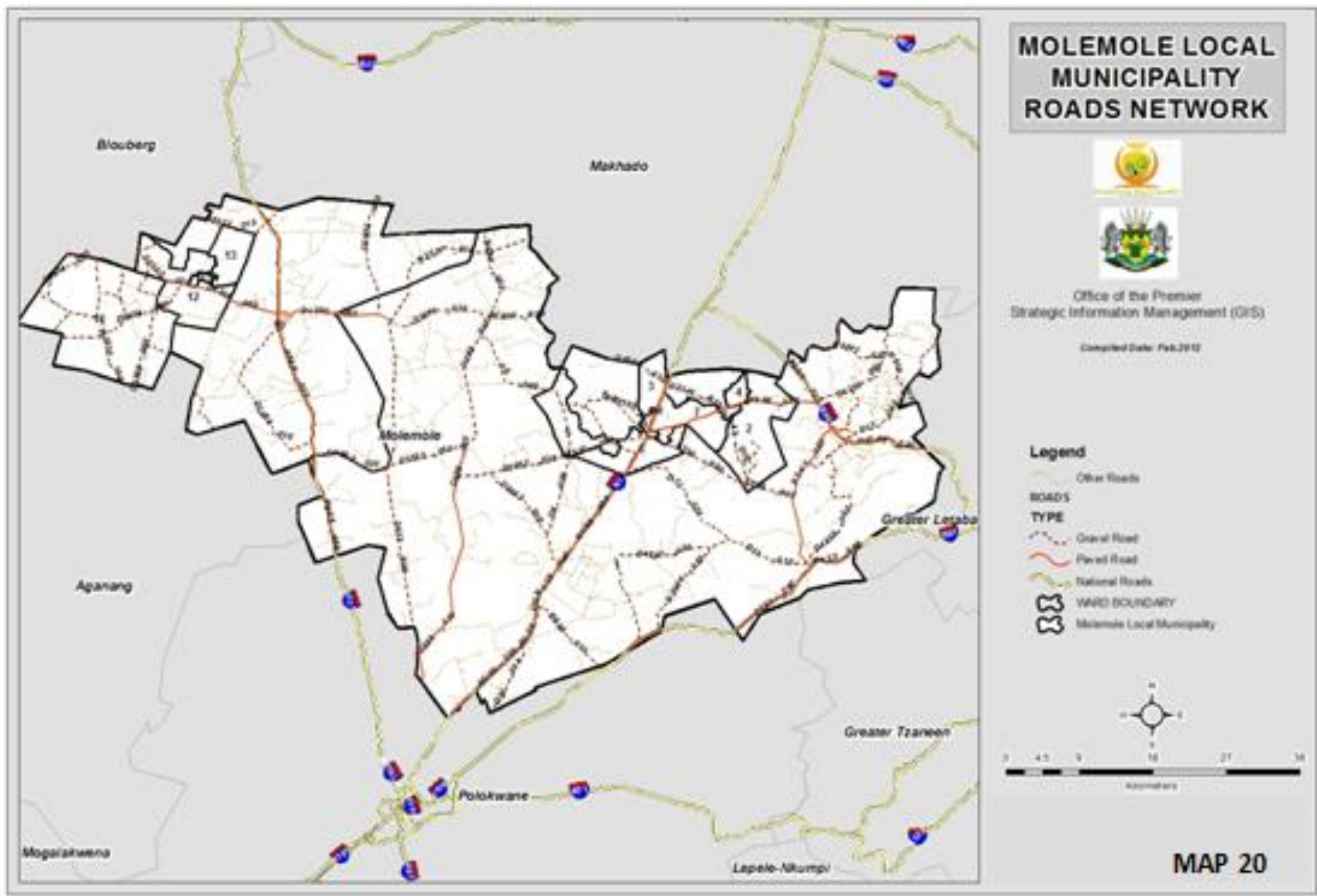
- **N1** road from Polokwane to Makhado traverses Molemole LM;
- Road **P94/1 (R521)** from Polokwane to Botswana via Mogwadi;
- Road **R36** connecting to N1 from Morebeng;
- Road **R81** running north-south on the eastern boundary of the Molemole LM;
- Road **D688** connecting Bylsteel;
- Road **D1200** connecting Mogwadi to Senwabarwana;
- Road **D1356** connecting Morebeng to Mphakane via Mokokome;

Molemole IDP (2012/2013) identified the following roads as priority roads for surfacing or upgrading (refers to **Map 7 and Map 19**):



	MOLEMOLE MUNICIPALITY	 Study Area	 Main Road
		 Towns and Village	 Railways
		 Freeway	 Mountains and Ridges
		 Nature Reserves	

MAP 19



- Matipane to Madikana gravel to tar road;
- Morebeng internal streets tarring;
- Makgato access road and stormwater;
- Upgrading of Mogwadi stormwater infrastructure;
- Construction of sidewalks in Mogwadi;
- Ramokgopa Eisleben gravel to tar road;
- Matoks to Morebeng road rehabilitation;

The CDM Integrated Transport Plan (2007, ITP) prioritised the following projects for tarring over a short to medium term period (refer to **Map 7 and Map 19**):

- Surfacing of Road **D2037** linking Mogwadi to Bandelierkop;
- Surfacing of Road **D15 (P54/1)** linking between CDM and Vhembe DM around Morebeng;
- Surfacing of Road **D3459** which is gravel road between Ga-Kgare and Road D1200;
- Surfacing of Road **D879** which is road between Boschbokhoek and Provincial Road D1356;

In addition to general maintenance problems, specific issues facing the road network of the Molemole LM include the following:

- The lack of access to, and within villages;
- The lack of bridges on some roads;
- The lack of stormwater provision on most roads and
- The lack of clear road markings;

Apart from the road network, there is a railway line servicing the Molemole LM. This line links Polokwane to Makhado and other towns in the north and south via Molemole LM in a north-south direction. Currently this line only provides a freight service and long distance passenger service.

Public transport service is partially provided by Great North Transport and taxi minibuses.

3.6.5 PUBLIC TRANSPORT

Bus and taxi are the two modes of public transport that serve the Molemole LM with bus transport providing partial service in certain parts of the Municipality (see **Map 19** above). The Great North Transport (GNT) and taxis both of which are privately owned, provide public passenger transport services. Both the bus and taxi services follow almost the same routes. Whereas the bus service is subsidised by government to provide an affordable passenger transport service, the taxi industry is not subsidised.

Interestingly, most taxi facilities are situated close to business nodes where there is significant concentration of people or pedestrian movement.

3.7 SOCIAL FACILITIES

Community facilities play an important role in terms of meeting the social needs of communities. Molemole LM accommodates a wide range of

community facilities whose services should be accessible to communities whether they reside in or outside the Molemole LM.

In many cases the facilities provided are sufficient, but access, quality and service are often the main challenges experienced by communities. Evidently, the current spatial pattern of settlements in the Municipality results in the costly duplication of essential community facilities and services. The spatial distribution of community facilities in the study area is briefly discussed below.

Although a number of community facilities are available in the study area, there is no single prominent clustering of these facilities for easy access – they are often provided on an *ad hoc* basis. This creates challenges with regards to accessibility, and also the viability of such facilities, as the local community often do not have access to motorised transport and thus cannot travel long distances on a regular basis.

3.7.1 HEALTH

Molemole LM is serviced by 8 clinics and 1 hospital situated in Ramatshowe village which serves mainly a cluster of communities situated in the eastern section of the study area (see **Map 21** and **table 14** below). Settlements to the far west have access to a Community Health Centre and a hospital situated outside the Molemole LM in Senwabarwana. However, some settlements south of Mohodi-GaManthata which accommodate an estimated 6 664 (6%) population do not have access to primary health care and hence will require at least an additional clinic. It will be the responsibility of the the Department of Health to determine the exact location of such a clinic.

As in the case with educational facilities, the spatial structure of the study area renders an equitable spatial distribution of health facilities difficult. Poor road conditions make access to and from health facilities difficult for ambulance vehicles and road users.

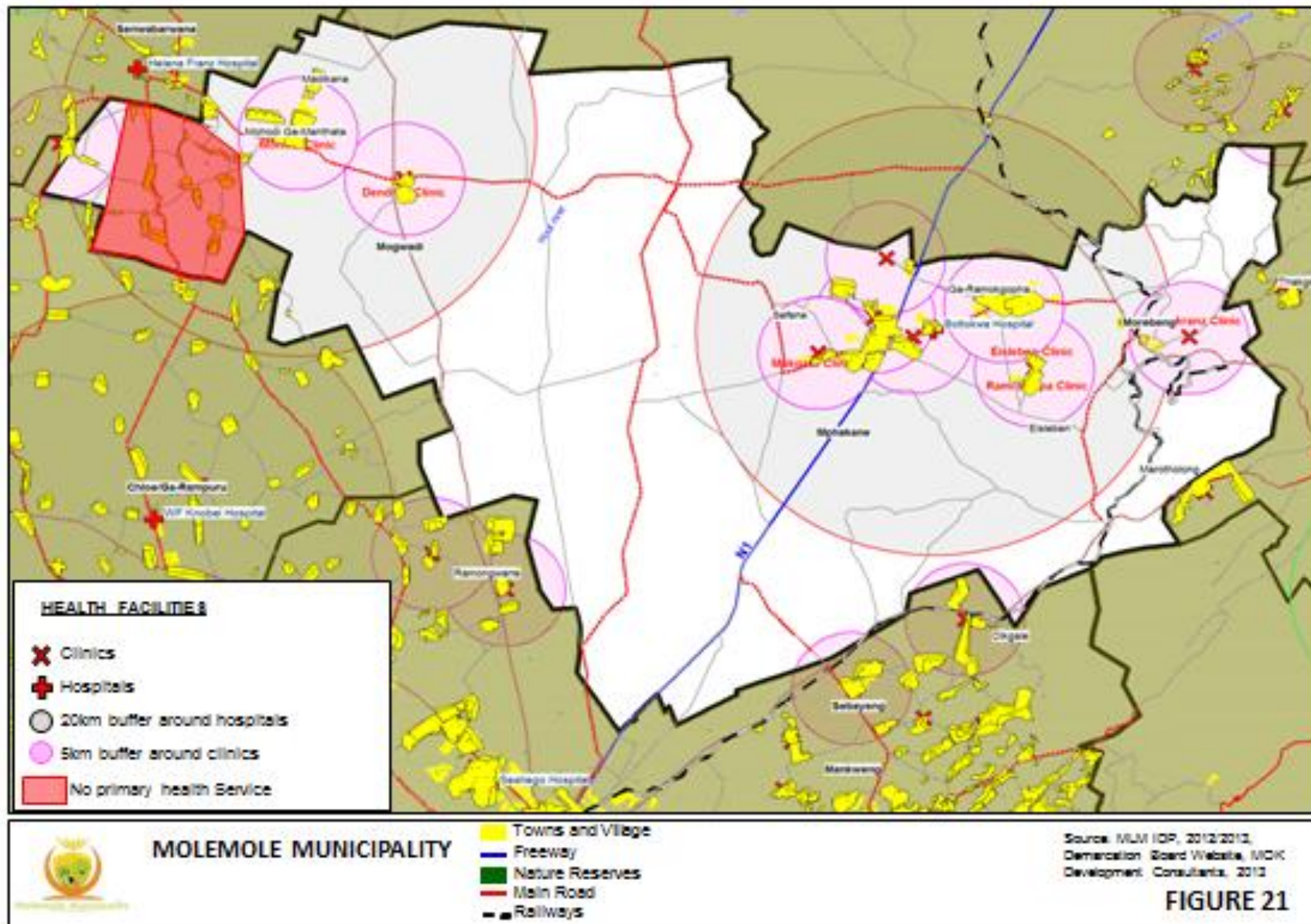
In cases where there is a health facility, the service is often poor as a result of poorly resourced facilities or personnel, and lack of commitment or poor service and inadequate medical supplies.

Table 14: List of Health Facilities in Molemole LM

SETTLEMENT	HOSPITAL	CLINIC
Dendron		Dendron Clinic
Eisleben		Eisleben Clinic
Eisleben		Ramokgopa Clinic
Makgato		Makgato Clinic
Mangata		Matoks Clinic
Matseke/Ramatjowe	Botlokwa Hospital	
Morebeng		Rosenkranz Clinic
Wurthsdorp		Mogodi Clinic
Wurthsdorp		Wurtsdorp Clinic

3.7.2 SAFETY AND SECURITY

In terms of safety and security, the Municipality has access to 3 Police Stations in Mogwadi, Morebeng and Matseke and 1 satellite police station (see **Map 22**). There is a Magistrate Court in Morebeng and a periodic court in Mogwadi.



As a result of partnership with the communities through co-operation with Community Police Forums, the SA Police Service has been able to reduce crime statistics since 2007 as shown in the table below (see **table 15**).

Table 15: Crime Statistics in MLM

Category of Crime		2007	2008	2009
	Murder	5	7	3
	Total sexual crimes	39	50	38
	Attempted murder	7	8	6
	Assault with GBD	105	97	113
	Common assault	50	52	47
	Robbery with Aggravate	37	25	29
	Common robbery	27	23	13
Contact	Arson	2	4	2
	Malicious damage to property.	60	48	58
Property	Burglary business premises.	35	36	63
	Burglary residential premises.	114	146	127
	Theft of motor vehicles & motor cycle	7	5	5
	Theft out of motor vehicle.	16	10	15
	Stock-theft	6	15	10
CHD on Police Action	Legal possession firearm and ammunition	5	0	2
	Drug-related crime	49	47	16

Category of Crime		2007	2008	2009
	Driving under influence of alcohol or drugs	1	7	11
Other Crimes	All theft not mentioned elsewhere	102	108	120

Source: Molemole IDP, 2012/2013

However, access to police stations is still problematic. Poor road conditions and proximity to necessary resources play a role in the reaction times of police to emergency calls. There is a need for satellite stations, as well as resources such as police vehicles, good communication service, and adequate police personnel.

Spatial issues associated with police and emergency services within the Molemole LM include:

- The need for additional police and emergency services in the central and northern extents of the LM.
- Poor accessibility to existing police and emergency facilities.
- The need to improve public transport services to police stations.
- Bad quality (gravel) roads in most areas complicate police patrols and response rates.
- Lack of high mast lighting creates unsafe environments, leading to an increase of criminal activity.

3.7.3 GOVERNMENT AND MUNICIPAL

The Municipality has limited access to government departments except a periodical Magistrate Court in Morebeng town, SASSA Office in Botlokwa, and Home Affairs in Mogwadi, Home Affairs and Department of Agriculture in Morebeng. Senwabarwana in Blouberg Municipality accommodates other government departments which can be accessed such as Department of Agriculture, Public Works and Magistrates Office. Municipal Offices are situated in Mogwadi (see **Map 22**).

Pension-pay points facilities are usually make-shift arrangements with limited or no access to essential facilities such as ablution, water, shelter, health services, etc.

3.7.4 SPORT AND RECREATION

The Municipality has no access to formal sport and recreational facilities with proper facilities. A need for a diversity and varying hierarchy of sport and recreational facilities exists for the greater part of the Municipality especially Regional Sports Complex either at Mogwadi or Botlokwa.

Sport facilities found within Molemole LM comprise of informal sport and recreational facilities – primarily rudimentary soccer fields – instead of a diversity of well-developed sport and recreational facilities providing different sporting codes. Effectively, there are no sport and recreational facilities in the Molemole LM areas.

There is at least one community hall in every tribal authority area and one newly established community hall in Mogwadi.

Spatial Issues / Objectives associated with sport, recreational and community facilities within the Molemole LM include the following:

- The need for diversity and a varying hierarchy of sport and recreational facilities throughout the LM.
- The uneven spatial distribution of community halls need to be resolved.
- To facilitate the provision of proper sport, recreation and community facilities in needy areas.
- Lack of proper sport and recreational facilities at school level.

3.7.5 POSTAL SERVICES

There are 8 postal facilities located in Mogwadi, Dwarsrivier, Eisleben, Kalkbank, Manthata, Munnik, Ramokgopa and Morebeng. Mail collection points are also used in remote areas as another form of providing postal service to communities.

Map 22 depicts the spatial distribution of all existing postal facilities throughout the Molemole LM. Despite the uneven spatial distribution of fully-fledged postal facilities, it would be unrealistic and uneconomical to establish fully-fledged postal facilities in every village. However, some form of service should be provided at strategic points or in Thusong Centres, which are accessible to communities.

3.7.6 CEMETERIES

With the Municipality comprising of non-motorised communities, it is evident that every settlement has access to a cemetery. Cemeteries in villages are established and maintained by communities themselves. Most prevalent problems with regard to cemeteries are maintenance, fencing and sanitation facilities and proper access roads.

3.8 ENGINEERING INFRASTRUCTURE

3.8.1 WATER

According to the Capricorn District Infrastructure Investment Plan ((IIP, 2007), Molemole LM receives water from underground water sources (boreholes) through the following **five ground water schemes (GWS)** :

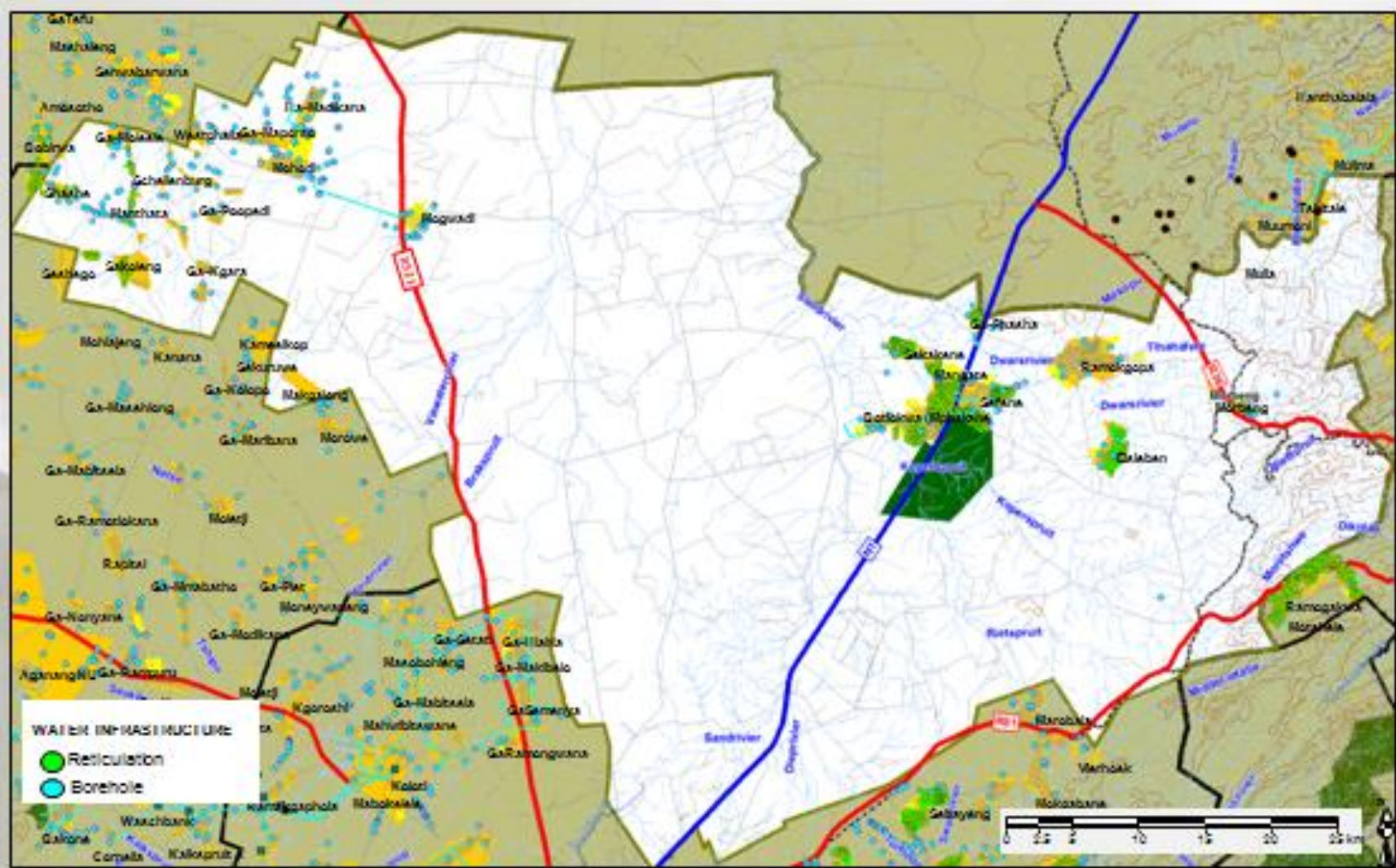
- Wurthsdorp Mogwadi GWS;
- Molemole West Individual GWS;
- Botlokwa GWS;
- Ramakgopa Eisleben Individual GWS and
- Nthabiseng GWS;

Although the greater part of the Molemole LM is serviced through boreholes, there are often serious challenges with regard to some of the water schemes such as the following:

- The Wurthsdorp Scheme experience critical shortages and the undeveloped high potential ground water source as explored by DWAF in the Bouwlust area need to be developed. The exploitable source was determined at 9 300 kl/d.
- Equipping of boreholes and Operations and Maintenance problems exist at the Batlokwa Regional GWS. It is recommended that an integrated development and possible inclusion of the bordering Ramakgopa GWS be considered.
- Water supply problems do exist at Ramakgopa / Eisleben individual GWS and interconnections is required.

It is clear that the majority of households with water supply above RDP fall within the above-mentioned water supply schemes and provide an indication of where future developments should be directed towards. **Map 23** shows the spatial distribution of water infrastructure which is covered by the above water schemes.

The majority of households have water supply at RDP level and above RDP with a fewer households in settlements like GaPoopedi, Tshitale , Ga-Mabotha and certain sections of Botlokwa area (see **figures 12 and 13**). **Map 24** shows settlements where communities identified water as their priority need.

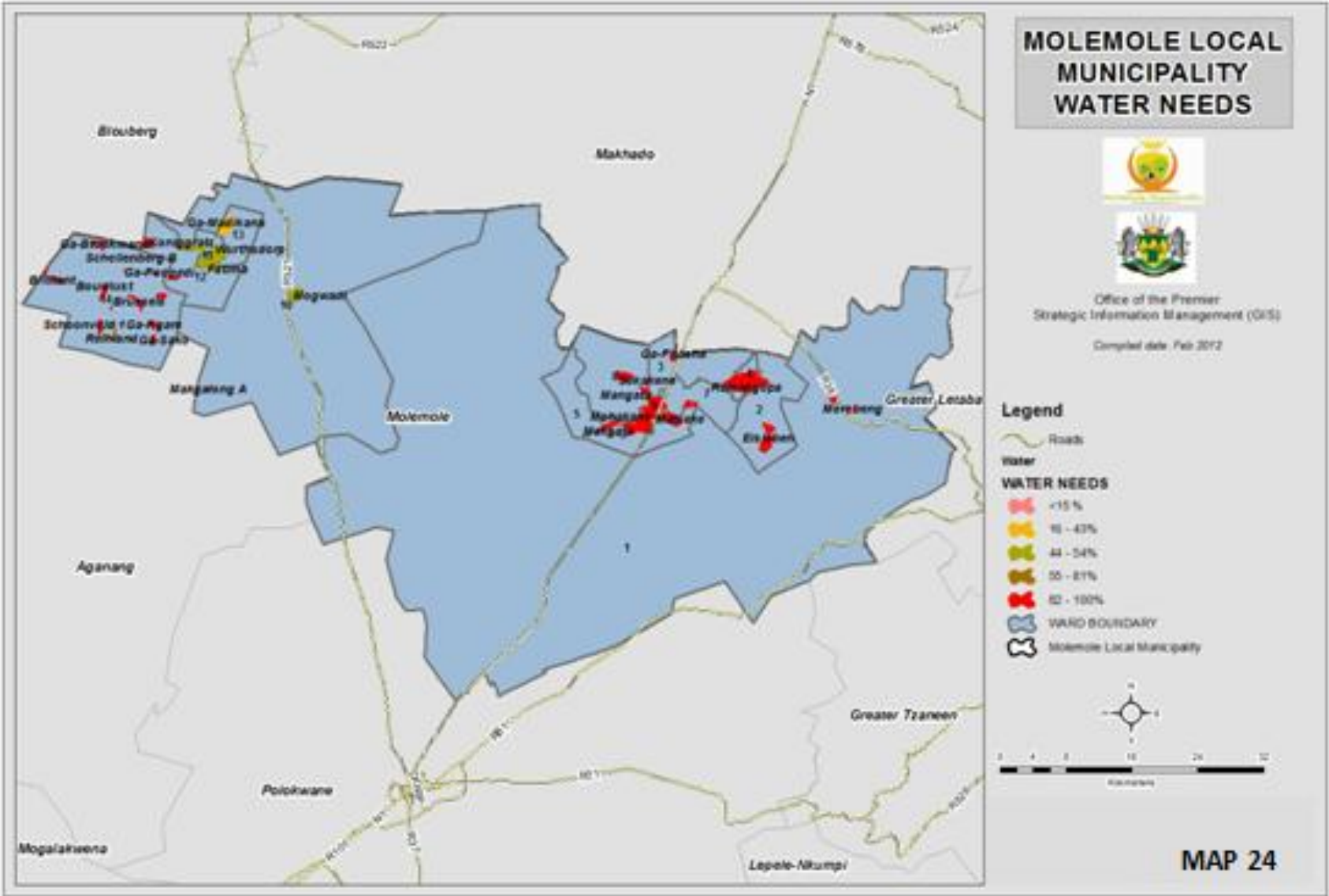


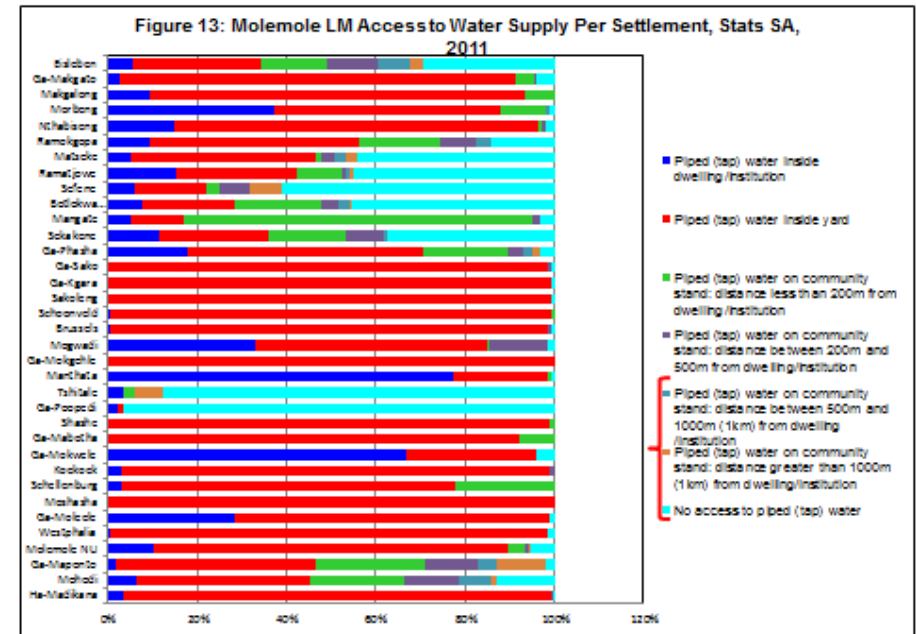
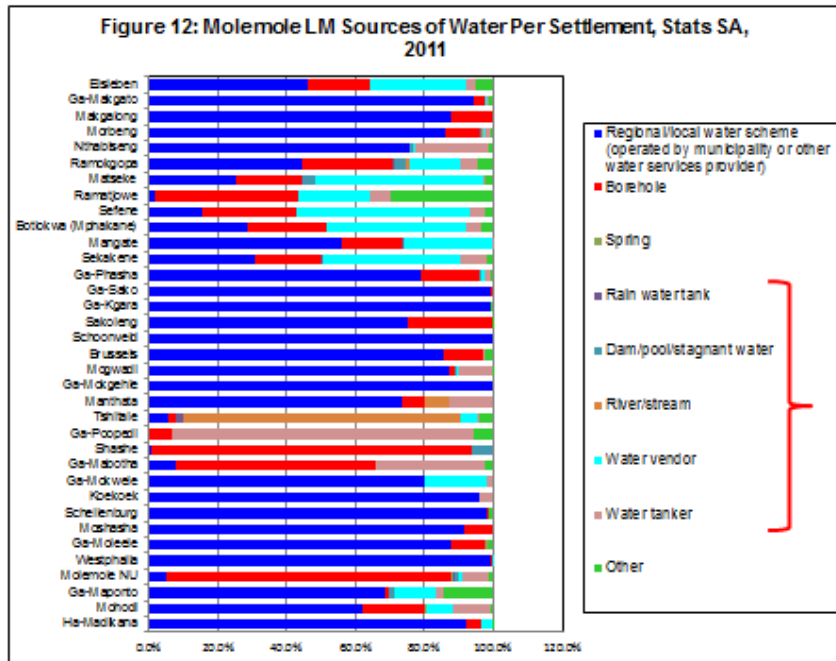
MOLEMOLE LOCAL MUNICIPALITY

- Formal Towns
- Traditional Residential
- Nature Reserves
- Freeway
- Main Road
- Railways
- Mountains and Ridges

Source: MUM IDP, 2012/2013, COM SDF, 2011

MAP 23

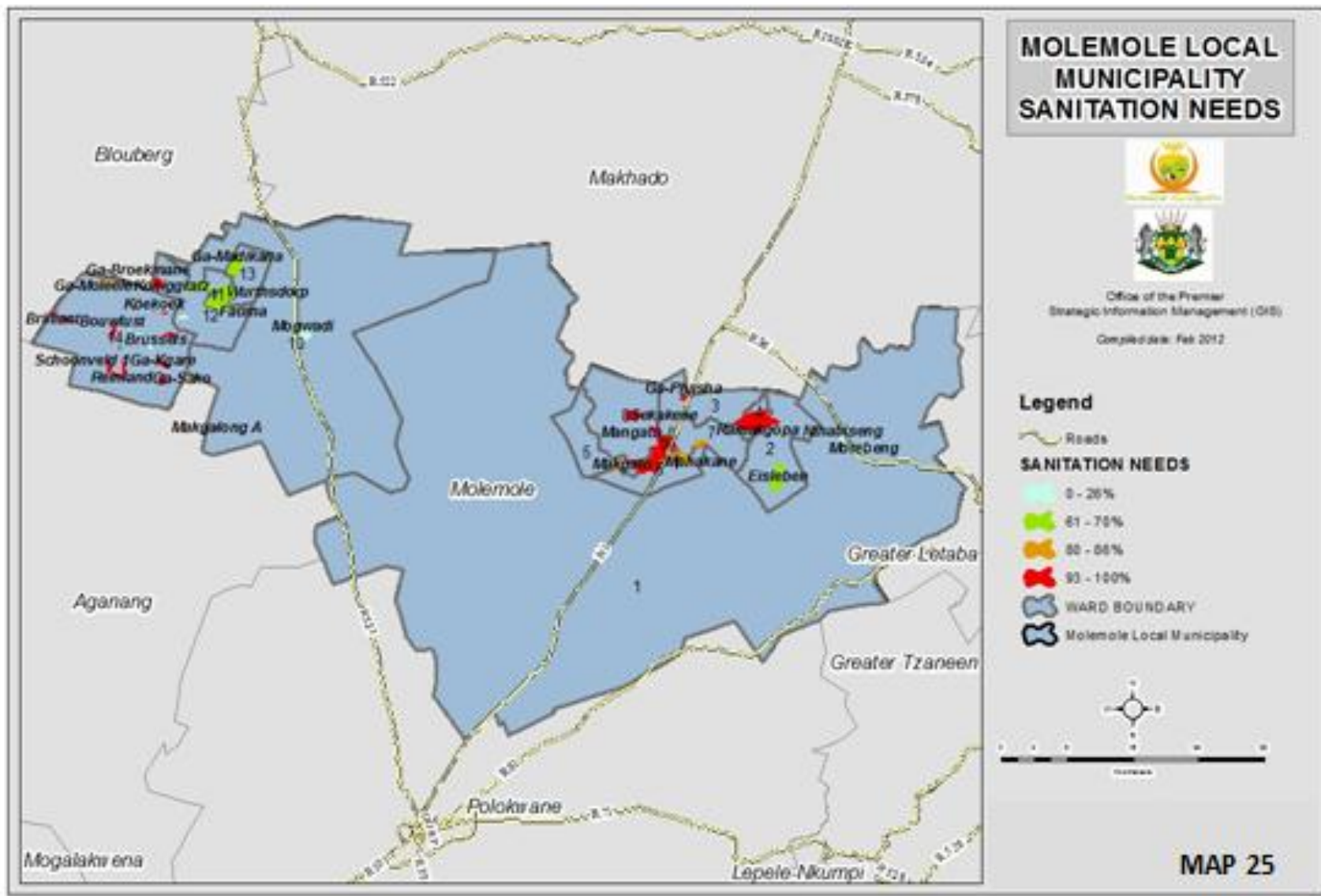




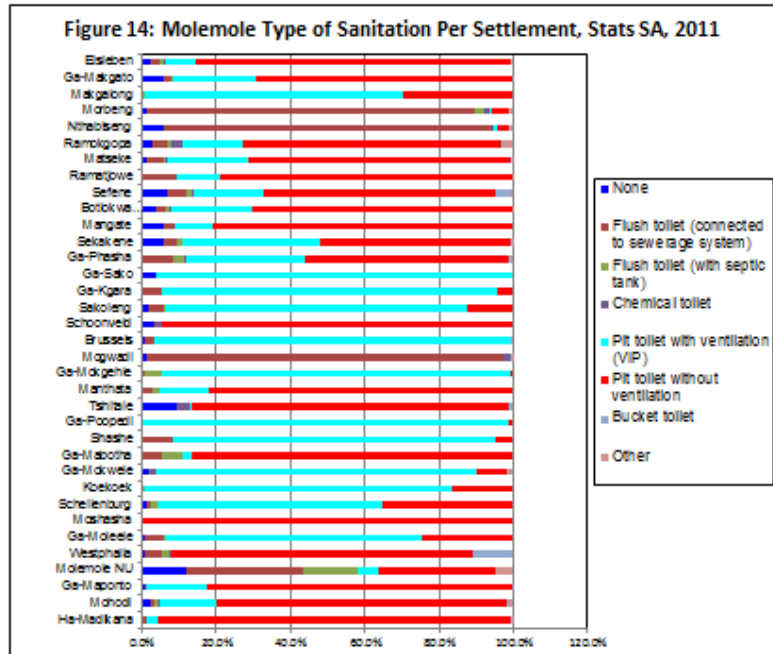
3.8.2 SANITATION

The three sanitation systems serving Molemole LM are **waterborne sewerage systems, septic tanks or French drains, VIP pit latrines and pit latrines without ventilation**. A waterborne sewerage system serves proclaimed towns whilst some areas such as farming communities are served by septic tanks or French drains (see **figure 14**).

It is clear that the majority of households have sanitation system below RDP as they either do not have sanitation system at all, or use pit latrines without



ventilation or use the bucket system. **Map 25** shows settlements where communities identified sanitation as their priority need.



Whilst there is clearly a need for improved levels of sanitation throughout the Municipality, improved levels of sanitation will have to be provided in a sustainable manner. This may necessitate the consolidation of the urban structure around areas that are already serviced above, and on RDP level – e.g. Mogwadi Nthabiseng and Morebeng.

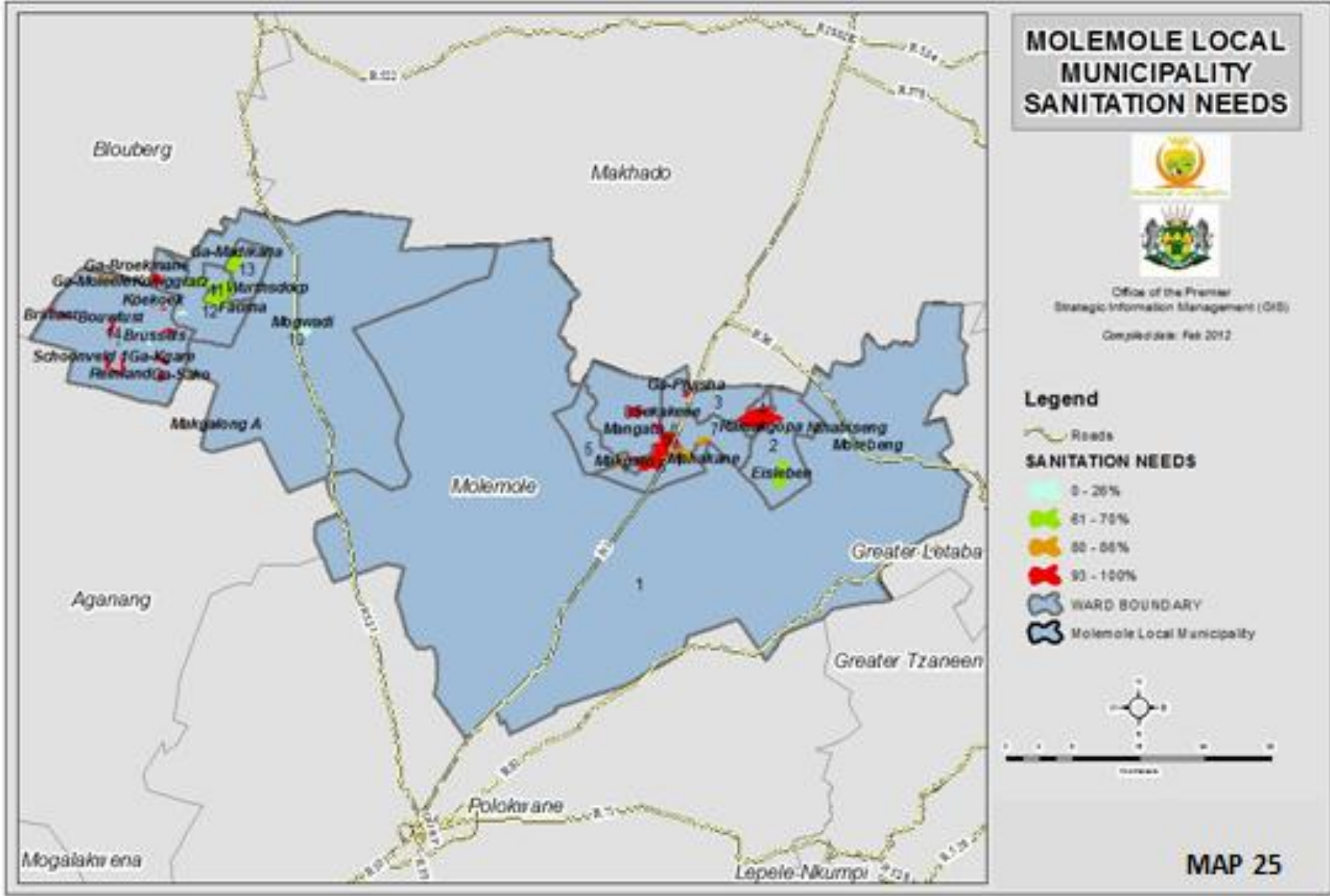
3.8.3 ELECTRICITY

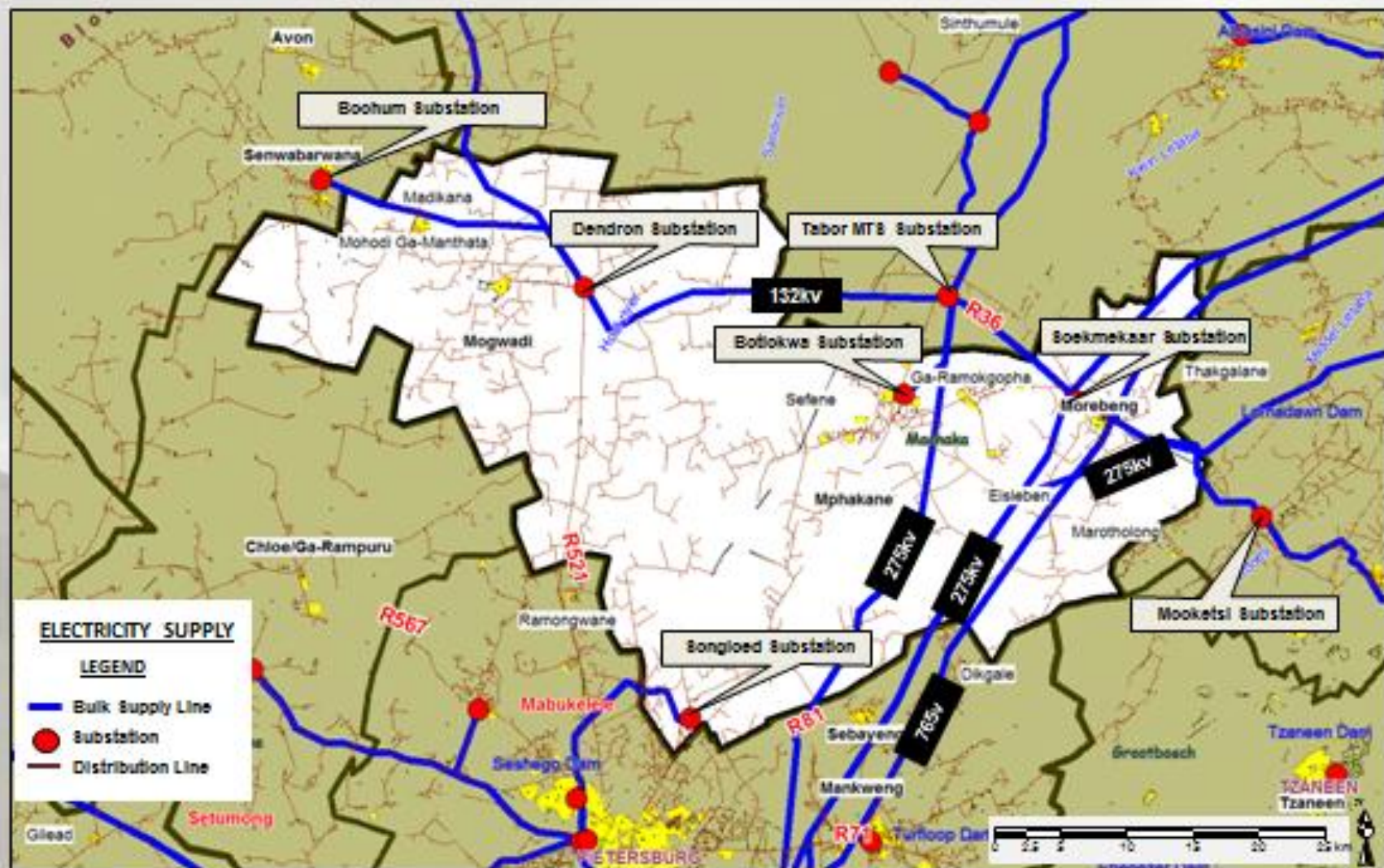
Eskom is the sole supplier of electricity to the Molemole LM with almost **98%** of households having access to electricity. **Map 26** shows the spatial distribution of bulk and distribution electricity grid in the Molemole LM. It is clear from this network infrastructure that the entire municipality has access to electricity.

Figure 15 shows the proportion of households with access to energy for lighting which provides an indication of access to electricity for any other use. Only few households have no access to electricity which are mainly new extensions and households which will be resolved through the Eskom electrification programme.

3.8.4 SOLID DISPOSAL

According to Molemole IDP (2012/2013), the Municipality has two unlicensed landfill sites situated at Mogwadi and Morebeng towns. Over the past few years, the Municipality has improved service delivery in terms of refuse collection which is done at least once a week in urban areas such as Mogwadi. In rural areas refuse collection is not a priority as refuse is buried, dumped or burnt. The latter is as a result of small amounts of refuse generated by rural communities.





ELECTRICITY SUPPLY

LEGEND

- Bulk Supply Line
- Substation
- Distribution Line

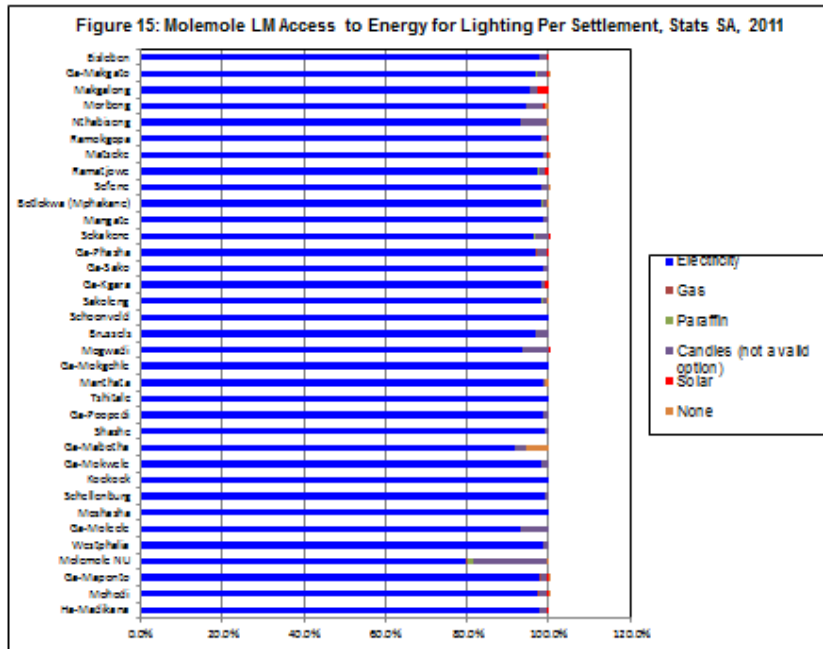


MOLEMOLE LOCAL MUNICIPALITY

- Formal Towns
- Freeway
- Traditional Residential
- Main Road
- Nature Reserves
- Railways
- Mountains and Ridges

Source: Demarcation Board Website, 2012

MAP 26



The lowest performing economic sectors are transport, storage and communication (11%), community, social and personal services (7%), manufacturing (4%), construction (3%), mining and quarrying (2%), electricity and gas (2%).

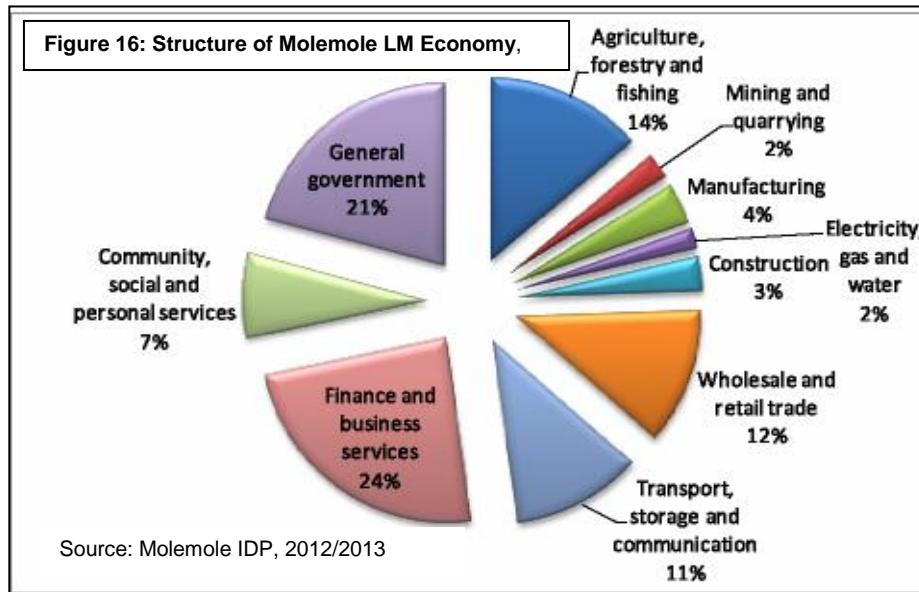
Limited skills as a result of low literacy level and lack of skills training institutions have a negative impact on the economy of the municipality. The above situation is compounded by few graduates migrating to other areas in search of better opportunities as a result of limited job opportunities presented by the local economy. Evidently, manufacturing plays a less significant role in the local economy of Molemole Municipality and there is no a balanced growth (diversification) across all three economic sectors. The trend in the increase of community services shows that the local economy is very dependent on government workers and grants.

However, the Municipality has potential to tap into existing resources only if concerted effort is taken which involves a variety of initiatives, programmes and strategies driven by various stakeholders instead of a single project.

3.9 LOCAL ECONOMIC DEVELOPMENT

3.9.1 GENERAL OVERVIEW

According to Molemole IDP 2012/2013, finance and business sector accounts for 24% of the of the Gross Geographic Product (GGP) of the Molemole Municipality, followed by government services at 21%, then agriculture at 14% followed by wholesale and retail trade at 12% which could be regarded as relatively better performing sectors (see **Figure 16**).



Local economic development can only be achieved if everyone gets involved and a culture of Local Economic Development is established among the civil society, the local Municipality and the private sector and is driven by capable people.

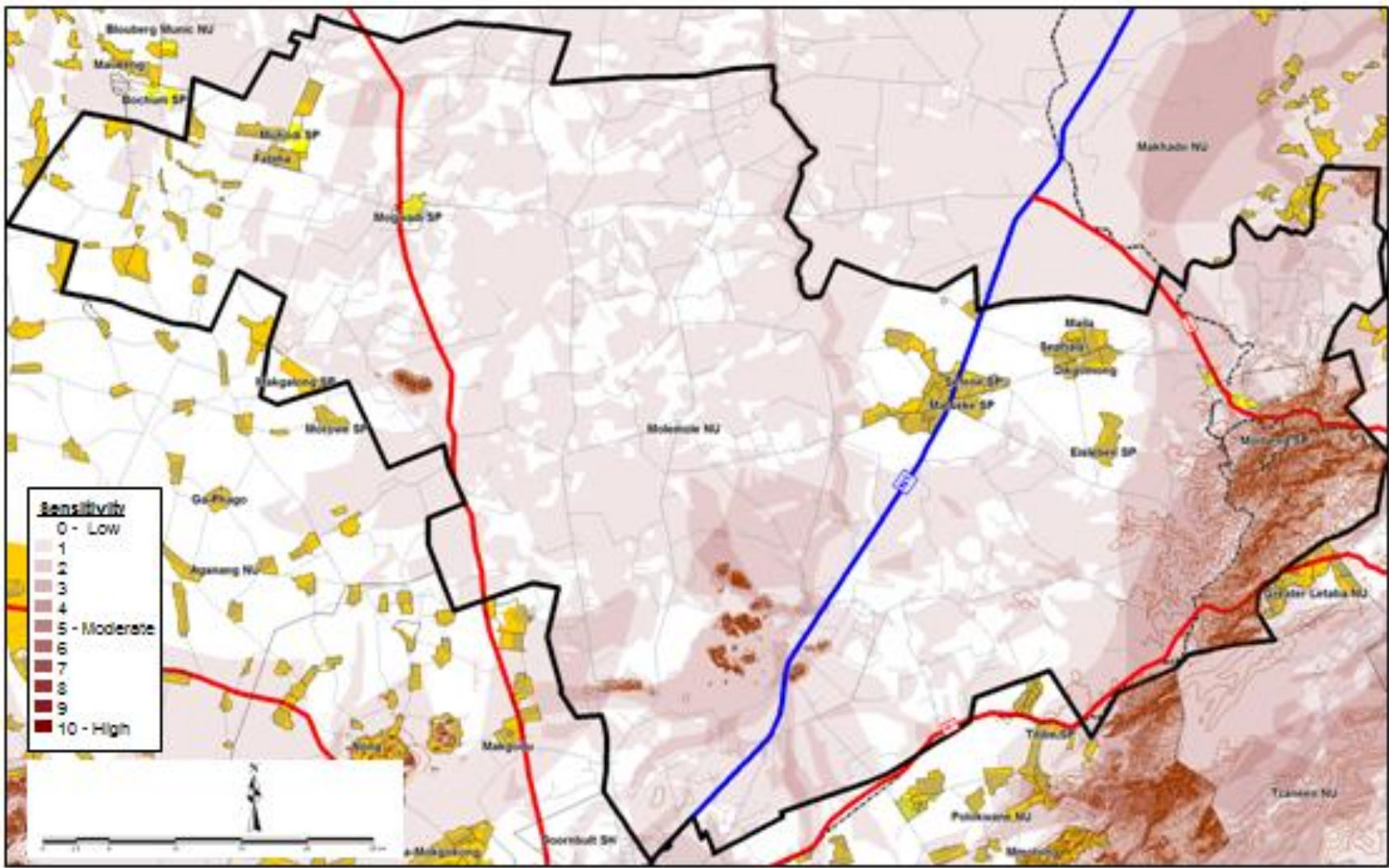
The purpose of this section is to provide an outline of economic activities which present spatial implications and have the potential for local economic development such as **Agriculture, Wholesale and Retail, Tourism, Mining and Quarrying and Manufacturing.**

3.9.2 AGRICULTURE

Map 27a on sensitive analysis classifies the environment in terms of its environmental sensitivity i.e **high, moderate and low sensitivity** level. High sensitive areas which are mainly situated to the east of the Municipality include water resources, steep areas, flora and fauna areas on which development cannot be supported. Molemole LM comprises mainly of moderate sensitive areas which allow for development to take place but mitigation measures must be undertaken during any development. Low sensitive areas which do not have any significant impact on the environment and these are mainly flat and already disturbed areas on which development is permissible.

High potential soils are suitable for agricultural development and are found more towards the eastern sections of the N1 road in the Morebeng area and along river plains. Potential crops include potatoes, tomatoes, cabbage, spinach, onion, pumpkins and many other crops. Studies have shown that continuing and improving on best practices often yields good results than initiating new practices which have not been tested.

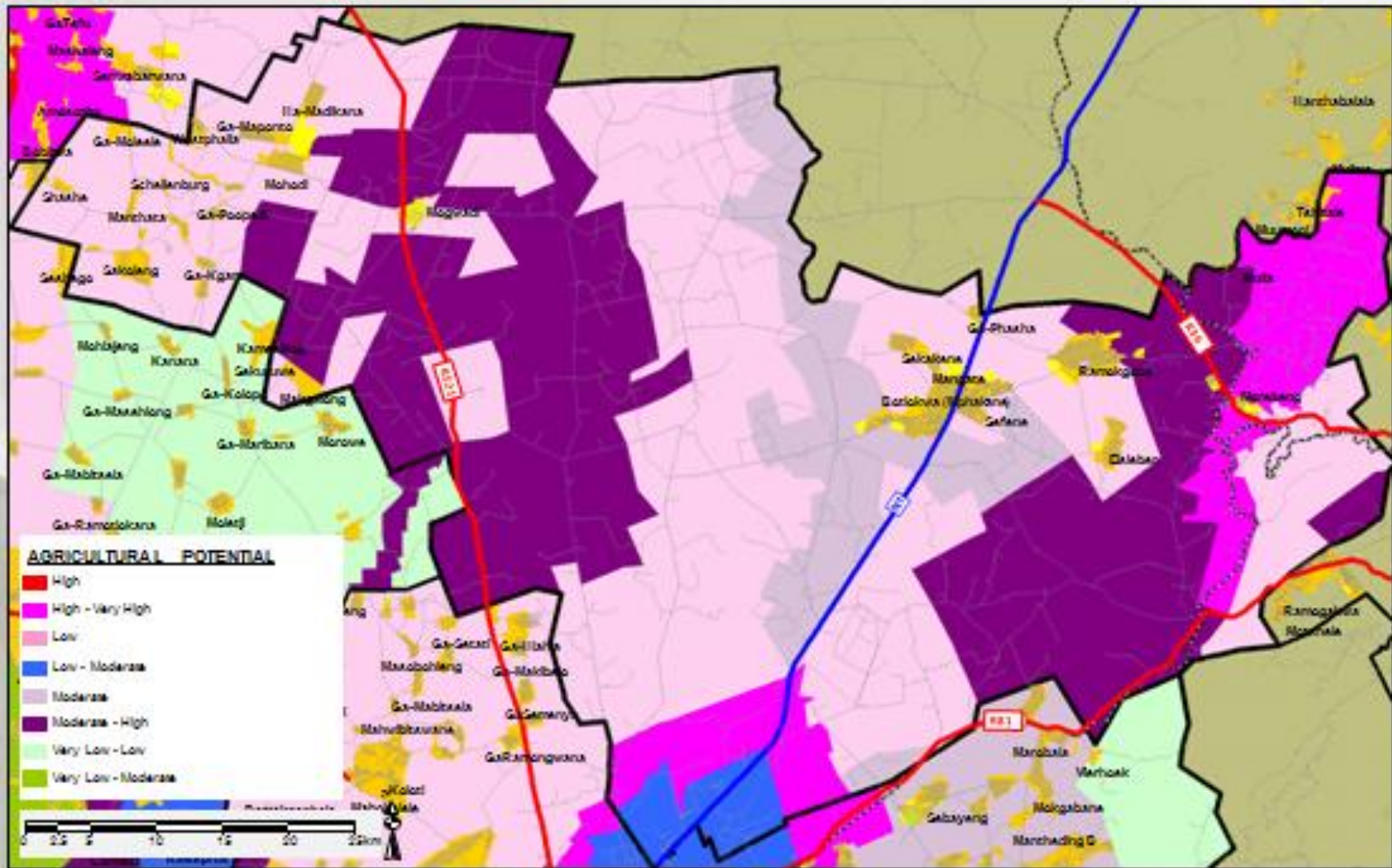
Map 27b spatially depicts **agricultural potential areas**. From this it is evident that the eastern section around Morebeng displays high potential and moderate-high potential for agricultural development, whereas the central parts have low potential for agricultural development and the western parts from the south to the north and around Mogwadi also have moderate-high agricultural potential.



**MOLEMOLE MUNICIPALITY
ENVIORNENTAL SENSITIVITY
ANALYSIS**

LEGEND
Town and Villages
Nature Reserves

FIGURE 27a

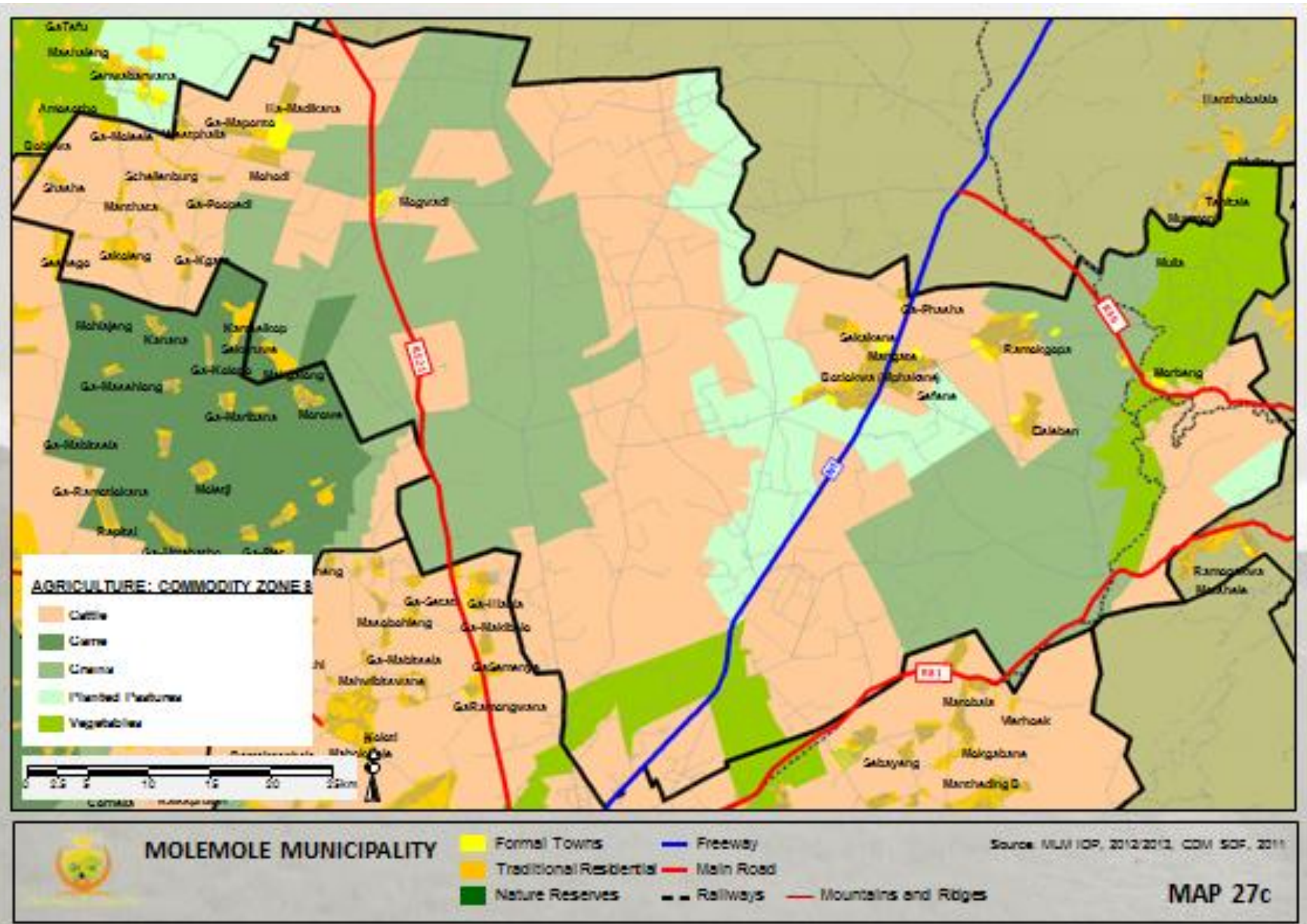


MOLEMOLE MUNICIPALITY

- Formal Towns
- Traditional Residential
- Nature Reserves
- Freeway
- Main Road
- Railways
- Mountains and Ridges

Source: MJM IDP, 2012/2013, COM SOP, 2011

MAP 27b



The eastern section is predominantly used for commercial farming whereas the western section is mainly subsistence. The eastern section of the Municipality from the N1 until the eastern boundary is potentially good for farming hence the concentration of agricultural activities in this section.

Map 27c shows the spatial distribution of **agricultural commodities zones** in terms of the agricultural suitability and current practices in those areas. From this it is clear that the Molemole LM is suitable for cattle, vegetables, grains and game farming with cattle farming playing a dominant role. Farming in planted pastures often occurs along rivers due to rich alluvial soils in these areas.

According to Molemole LED Strategy (2012), the Municipality has a potential for livestock farming especially beef farming due to the existence of more than 7000 cattle in the eastern parts of the Municipality by assisting subsistence farmers on communal land to commercialise farming. This could be supplemented by establishing feedlots to increase the value of their livestock or by meat processing facilities in abattoirs.

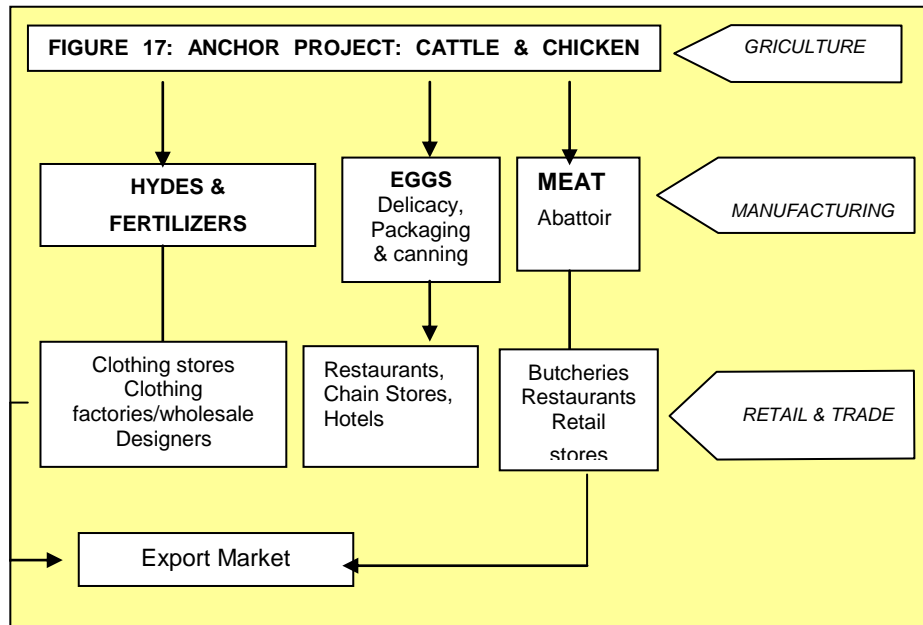
In order to promote subsistence farming, the necessary supporting interventions will have to be implemented such as establishment of agricultural co-operatives, extension services, veterinarian services as well as the linkages between the farmers and support institutions.

The LED Strategy points out two challenges which face farming production. The first is establishment of co-operatives which are often run by people with no capacity and interest in farming and secondly, farming on settled land claims often is unsustainable as land claim beneficiaries who are owners of

land often want to run farming when they do not have the capacity and interest in farming.

The Municipality has significant agricultural development potential, both in terms of **vegetable and livestock farming**. In terms of vegetable farming, potatoes, tomatoes, cabbage, spinach, onion are some of typical examples of vegetables which are currently being produced in this area and can be expanded. There are several commercial vegetable farmers that are making this sector productive.

According to Molemole LED Strategy, the Department of Agriculture has identified the need for communities residing on communal land for support to farm in vegetable production and one such project is taking place at Morebeng.



There is also potential for **commercial livestock farming** due to the fact that some communities already own livestock. With government support such as purchasing of land, establishment of feedlots, abattoirs and meat processing plants this sector can be further exploited. The issue of land claims provides an opportunity to use reclaimed land for this kind of initiatives as part of land reform processes.

Cattle and chicken breeding could serve as an important anchor project in this area with backward and forward linkages as illustrated hereunder:

The above **figure 17**, illustrates a typical cattle and chicken agro-processing chain system of backward and forward linkages. This is a description of some of the products that can be derived from the meat (beef and chicken and hydres) product. When the linkages of all the other products such as the hydres, eggs are taken into account, it makes significant contribution to the local economy.

According to Limpopo Provincial Growth and Development Strategy (2004-2014), Molemole falls in the **red and white meat cluster** corridor due to its potential for livestock farming especially cattle farming.

3.9.3 WHOLESALE AND RETAIL

Wholesale and Retail trade is the fourth largest sector and contributor to local economy. The Municipality has three main economic activity nodes comprising Botlokwa (Ramotsowe), Mogwadi and Morebeng and other small retail outlets providing retail services to local residents. The retail outlets in these areas are mainly supported by people from the agricultural sector and government services such as teachers, nurses and police.

The support to retailers by employees from the agricultural sector is often inhibited by poorly paying jobs which influence their buying power unlike people who work in government services such as teachers, nurses and police.

3.9.4 TOURISM

Tourism plays an important role towards economic development and job creation. Despite limited tourism attraction areas, Molemole can optimize the potential attraction centres such as Motumo Trading Post, Tropic of Capricorn and Machaka Game Reserve.

3.9.5 MINING AND QUARRYING

According to Mineral and Mining Development Study of the Molemole LM (June, 2009), the rocks underlying the study area are associated with a variety of minerals. These minerals include **gold, copper, graphite, nickel, iron ore, chromite, beryllium, corundum, asbestos and feldspars** (see **Map 28**). Due to the small occurrences of these minerals large-scale mining is often uneconomical and instead these mineral deposits are often exploited by small mining companies.

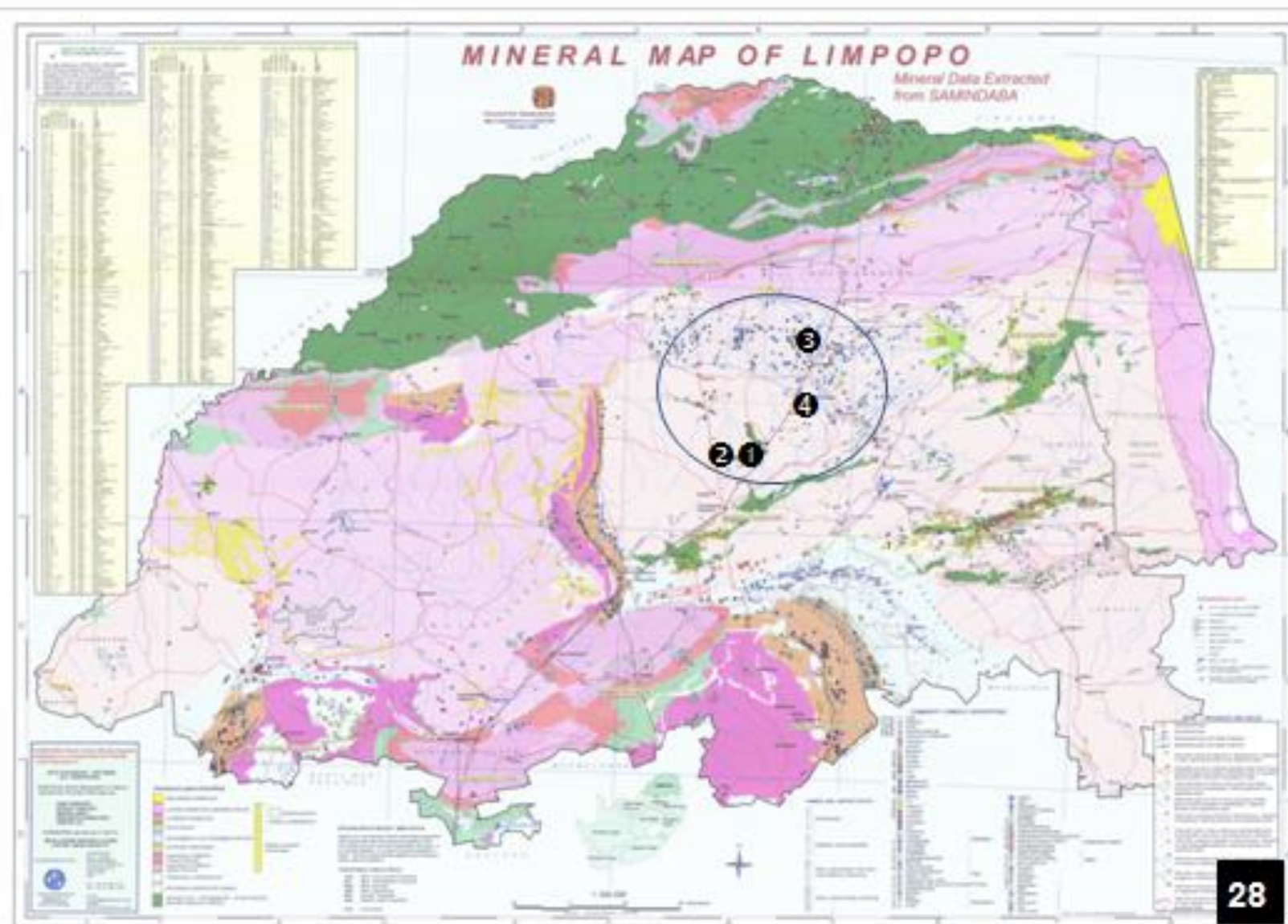
As mentioned earlier, mining and quarrying contribute very little to the economy of the Molemole Municipality due to small occurrence of mineral deposits. However, the existence of such minerals provides an opportunity for small-scale mining operations some of which are currently taking place and some are being explored.

With the occurrence of the above-mentioned in various parts of the Municipality, it is the responsibility of the Department of Minerals and Energy to support potential and interested small mining companies. These groups can be supported in the following ways:

- Identify potential mining areas, type of mineral deposits and the extent of such mineral deposits;
- Capacitate potential mining groups about the process of applying for license to mine;
- Capacitate about resource requirements for starting mining operations;
- Assist them in consultation with the Department of Mineral Resources with the application of license;
- Identify possible beneficiation projects and resource requirements for such ventures;
- Assist in local marketing and promotion of investment opportunities;
- Development of joint ventures in mining operations
- Assist in skills-training through SETA programmes.

The following areas were identified as having some mineral deposits which can be explored (refer to **Map 28**):

- Just to the north of Polokwane (Pietersburg), the Zandriverspoort greenstone outlier contains a large, low-grade, **iron ore** deposit;
- Another deposit of **titaniferous iron ore** occurs in the Rooiwater Complex, adjacent to the Murchison greenstone belt. The alluvial deposits emanating from this have been evaluated by Kumba Resources (Isacor) and there is a chance that they may be exploited;
- **Gold** is also known in the metamorphosed greenstone remnants of the Bandelierkop Formation (the Venda and Overschot gold deposits, north of Soekmekaar, being examples), as well as within **gneisses** at deposits such as the defunct Harlequin and Bochum mines. Some of these deposits hold promise for small scale mining ventures;



- **Granite** deposits in the vicinity of Botlokwa;

Another form of mining which is prevalent is **quarrying** where sand, crusher stone is excavated from granite. This provides potential for small entrepreneurial development in the business of brick making, crusher stone and sand supplies for government projects. As with agricultural projects, mining explorations have backward and forward linkages in the economy which can contribute towards local economic development and job creation.

3.9.6 MANUFACTURING

Industrial development and manufacturing is critical for economic development as it provides multiplier effects due to its backward linkages with the primary sectors of agriculture and mining, and secondly its forward linkages with the tertiary sectors such as trade, transport and communication.

Molemole Food processing factory which currently process marula jam, marula archar and marula juice is the only main industrial development in the area with a potential to expand.

The high levels of unemployment in the municipality and resultant low levels of income (from the formal sector) forced a portion of the population still residing in the area to enter and participate in informal and marginal activities (e.g. subsistence farming). A second implication of the low levels of buying power is the inability of the community to pay taxes (e.g. property tax) and for even the most basic level of services. This situation on the other hand undermines the financial feasibility of the local municipality and makes

it difficult to provide the necessary social services and municipal infrastructure in the area.

Following from the economic analysis given above, the following summary analysis is highlighted:

Agricultural Development: The Municipality has significant agricultural development potential, both in terms of vegetable and livestock farming. Government support to potential and interested farms must be given, land claims be expedited and be used for productive initiatives;

Wholesale and Retail trade: opportunities arise based on the strong agricultural and mining sectors through beneficiation projects and backward and forward linkages. This includes inputs such as fertilisers, pesticides, machinery and seeds or seedlings;

Tourism: opportunities for the development through Marketing and provision of related services and facilities will help improve tourism;

Mining and Quarrying: there is a potential for small mining operations as a result of the occurrence of several mineral deposits and granite rocks in areas such as Zandriverspoort, Rooiwater, Bandelierkop, Morebeng and other areas providing opportunities for local economic development and job creation;

Manufacturing: processing of raw materials from mining will contribute significantly in expanding the manufacturing sector within the municipality. There are also opportunities for expanding of existing enterprises and mineral beneficiation initiatives.

According to the Molemole LED Strategy, the following **Strengths, Weaknesses, Opportunities and Threats (SWOT)** were identified:

a) Strengths

- **Arable land** suitable for horticulture, such vegetables, potatoes, tomatoes;
- Availability of **livestock** provides opportunities for commercial livestock farming with backward and forward linkages;

b) Weaknesses

- **Lack of sufficient water** to expand the agricultural sector;
- **Poor road network and road conditions**;
- **Low education profile**, with 21.9% of the population with no schooling, thereby impacting on their ability to function in the growing knowledge economy;
- **Lack of skilled human resources** due to the low education profile and lack of access to skills training facilities in the Municipality;

c) Opportunities

- Abundant agricultural land that is mainly communal which could possibly be utilised for animal and crop husbandry;
- Potential support from government and government support agencies such as LIMDEV, SEDA, LIBSA, DBSA, DTI and other stakeholders which can provide capital such as financial, human resources and advisory support services.

- Lack of water to expand the agricultural sector could possibly be mitigated by integrating water harvesting and efficiency methods into agricultural activities e.g. recycling and building of artificial dams or lakes;

d) Threats

- Environmental challenges such as global warming and climate could affect agricultural activities and bio-diversity of the municipality;
- Getting approval and stakeholder buy-in from the Traditional Council on utilising sections of the communal land.

3.10 CRITICAL ISSUES IDENTIFIED

An analysis of the regional and local context of Molemole Local Municipality has revealed a Municipality as mentioned earlier that is characterised by a fragmented spatial structure comprising of small, low density, spatially segregated settlements with limited economic and social opportunities which have created unviable and unsustainable settlements.

However, the Municipality has some comparative advantages which can be explored to improve the economy and social well-being of communities only if concerted effort is taken which involves a variety of initiatives, programmes and strategies driven by capable and skilled people.

Emanating from the above analysis of physical, social, economic, socio-economic, demographic and institutional aspects of the Municipality, it is clear that there are a number of important spatial issues and policy directives that need to be considered in the development of an SDF for the Molemole LM. These include *inter alia*:

- Like many rural Municipalities in South Africa, Molemole Municipality displays a **dysfunctional spatial form which is characterised by many fragmented, low density, spatially segregated settlements** which render service delivery costly, difficult and unsustainable.
- The prevailing development pattern has resulted in the occurrence of **vast pockets of land separating individual settlements / activity areas**. Hence, there is a need for integration and densification through

infill development and land intensification especially around identified nodal points of Mogwadi, Botlokwa and Morebeng.

- The clustering of certain villages and their accessibility to major roads, business, and infrastructure provide an opportunity for nodal development especially areas around Botlokwa;
- Most areas are **poorly served in terms of proper road infrastructure** which connects communities and main economic centres. However, the road and transport infrastructure authorities have lined-up road infrastructure projects that will improve accessibility and will open up economic opportunities;
- Infrastructure development should be informed by economic development requirements.
- What is critical is to **strengthen linkages** between existing activity areas by way of corridor development.
- **Low level literacy rate, high school drop rate and lack of skilled professionals** all have a negative impact on the economy of the municipality;
- Mogwadi as the administrative and economic capital of the Municipality has **limited economic opportunities** and a poor spatial structure;
- The presence of Molemole Food processing factory provides an opportunity for further expansion of the factory and possible ripple effect in other sectors;

- The Municipality has **potential for mining operations as a result of numerous mineral deposits** discovered which need to be exploited. As mentioned earlier skills, programmes and resources are required to drive appropriate initiatives with the support of relevant authorities such as the Department of Minerals, LIMDEV, SEDA, etc;
 - The potential for mining activities, vegetable and livestock farming provide **opportunities for backward and forward linkages** which will open up job opportunities and more economic opportunities in other sectors such as agro-processing, beneficiation projects, etc. This scenario is likely to help the municipality to have balance of economic growth in primary, secondary and tertiary sector. The LED strategy provides an indication of LED programmes, projects, stakeholders and the institutional requirements to implement the LED strategy;
 - The dominant economic sectors (mining, tourism and subsistence farming) characterising Molemole LM should be protected and exploited via appropriate spatial allocation. Similarly, there is a need for the **diversification of the economy** by focusing on all economic sectors (e.g. tourism), and not just the primary sector (e.g. mining). Such an approach would render Molemole LM less vulnerable to external pressures;
 - The provision of **community services and infrastructure**, as well as government functions, through the development of strategically located secondary nodes or local service points.
- The bulk of public housing should be located in areas displaying potential for economic opportunity such as **nodal areas of Mogwadi, Botlokwa and Morebeng**;
 - The Municipality has **potential for vegetable and livestock commercial farming** which needs to be supported by relevant authorities with appropriate interventions and strategies;
 - Machaka Game Reserve, Motumo trading Post and Capricorn Observation Point present **tourism opportunities** whose tourism impact need to optimised through provision of other initiatives and facilities and marketing;

The current spatial structure of Molemole LM clearly results in the uneven and costly duplication of essential community facilities and services. Furthermore, the current spatial structure not only hampers the effective maintenance of existing facilities, but renders large numbers of facilities inaccessible due to the lack of transportation infrastructure.

Due to the current Molemole LM spatial structure, it becomes difficult and economically unviable for the Municipality to provide potable water, roads, waterborne sanitation, electricity and communication infrastructure throughout the municipal area. The Municipality is therefore compelled to make difficult choices in terms of priority areas for service delivery in order to consolidate services and maximize utilization. The same applies to social services such as schools, clinics, police stations, skills training institutions,

Thusong Multipurpose Centres, which will be clustered in certain areas to maximize the use.

From a local authority perspective, the dispersed spatial structure of the Molemole LM not only results in the costly duplication of essential community facilities and basic services infrastructure, but also results in the total lack of such facilities and infrastructure in some parts of the Molemole LM. Hence, from a community perspective, the current spatial structure results in the inequitable access to essential community facilities and basic services infrastructure. Furthermore, the current spatial form of the Molemole LM is also affecting the quality of the natural environment, and is encroaching on valuable agricultural land.

3.11 ALIGNMENT OF THE MOLEMOLE SDF WITH NEIGHBOURING MUNICIPALITIES' SDFs

All municipalities like the Molemole Municipality are required in terms of the Municipal Systems Act (Act No. 32 of 2000) to undertake and revise their Integrated Development Plans which must contain Spatial Development Frameworks. Obviously certain elements of the SDF such as programmes, projects and form-giving elements of adjacent municipalities may have direct or indirect influence on adjacent municipalities. For instance the Molemole Municipality shares its boundary with local municipalities such as Polokwane, Greater Tzaneen, Greater Letaba, Makhado, Blouberg and Aganang. Each of these municipalities has compiled their Spatial Development Frameworks some of which contain proposals with spatial implications to the Molemole Municipality SDF. Vertical and horizontal alignment will also include consideration of proposals in the Capricorn District SDF, the Limpopo Provincial Spatial Development Framework (2007), the Provincial Growth Strategy (2004-2014), Waterberg District SDF, Vhembe District SDF and the Blouberg LED Plan in addition to neighbouring municipality Spatial Frameworks.

In order to avoid duplication of services and resources and to ensure sharing and maximizing the utilization of available resources, this process has endeavoured to check with adjacent municipalities in terms of existing resources and planned initiatives which can be of benefit to Molemole Municipality such as the following:

- A proposal to tar road D3332 (see Map 30) from Aganang through western section of Molemole Municipality will help improve accessibility

between Senwabarwana (Blouberg Municipality), Rampuru (Aganang Municipality) and proposed Schoonveld local service point (Molemole Municipality). Currently this section of the road is tarred from Ceres to Kanana village on the Aganang LM section.

- A section of road D1200 (see Map 30) from Mogwadi links onto road R36 through Makhado Municipality. Both Municipalities will have to co-operate in ensuring that there is continuity across their municipal areas to improve accessibility.
- A section of road that connects the eastern section of Molemole from Rita to Sebayeng/Mankweng area will require co-operation between Molemole Municipality and Polokwane Municipality to ensure continuity across their municipal areas which will help improve accessibility.
- With almost all villages having access to primary and secondary schools based on the minimum service threshold as shown in Map 11, it is clear that the spatial distribution of educational facilities is relatively sufficient;
- With regard to health services Shashe village in the west which falls outside the minimum service threshold of 5km from the existing primary health care could be served by the clinic in Bobirwa in the Blouberg Municipality;
- The District emergency services centre based in Senwabarwana will cater for the emergency and disaster management needs of villages in the western section of the municipality. The existing emergency facility in Botlokwa is sufficient to cater for the needs of communities in the eastern section;
- The Blouberg Municipality has the following proposed projects:
 - Creation of solar park in Zuurbelt farm in Vivo area;
 - Department of Education Circuit Office in Senwabarwana;
 - Establishment of an MPCC (Thusong Centre) in GaRaweshi;

- Mining in Hariswich;
- Expansion of Venetia Mine underground operation in Pongriffs area;
- Prospecting by Sunbata Energy in Bergrecht;
- Prospecting metal group in Non Parela area;

4. PROPOSED SPATIAL DEVELOPMENT CONCEPT AND DEVELOPMENT OBJECTIVES

The Spatial Development Framework for Molemole Local Municipality seeks to restructure the unsustainable settlement structure illustrated by the above situational analysis which will culminate in sustainable human settlements in order to meet social, physical and economic needs of municipal communities in an effective and efficient manner to achieve the long term vision of the Municipality. In order to address the challenges faced by the Municipality, the following Objectives/Principles will have to be achieved:

4.1 MOLEMOLE DEVELOPMENT OBJECTIVES/PRINCIPLES

DEVELOPMENT OBJECTIVE 1: To functionally link all towns and settlements to one another by ensuring that the main road network linking those settlements is tarred.

DEVELOPMENT OBJECTIVE 2: To improve accessibility within settlements by tarring main transport networks in nodal development areas.

DEVELOPMENT OBJECTIVE 3: To strengthen and consolidate retail activity along Botlokwa/Matseke Trans-Limpopo and Morebeng Phalaborwa Corridors which will unlock economic development and attract investment in these areas.

DEVELOPMENT OBJECTIVE 4: To ensure that Dendron town and Botlokwa area accommodate the full range of highest order community facilities in the municipal area.

DEVELOPMENT OBJECTIVE 5: To provide minimum services to all communities such as water, sanitation and electricity.

DEVELOPMENT OBJECTIVE 6: To ensure equitable access to rural community services by establishing local service centres in rural areas.

DEVELOPMENT OBJECTIVE 7: To support the commercialization of small scale and/or subsistence farming activities throughout the remainder part of the municipality.

DEVELOPMENT OBJECTIVE 8: To explore the mining potential of the municipality which can provide opportunities for small scale mining activities and contribute towards job creation and local economic development.

DEVELOPMENT OBJECTIVE 9: To strengthen Botlokwa/Mokomene area by encouraging and promoting integration through urbanization between the two areas by expanding to the west and east along road D1356.

DEVELOPMENT OBJECTIVE 10: To address the housing backlog by completing existing housing projects and installing engineering services.

DEVELOPMENT OBJECTIVE 11: To consolidate and strengthen the existing Institutional Precincts by clustering community facilities in Nodal Points.

4.2 PROPOSED SPATIAL DEVELOPMENT FRAMEWORK

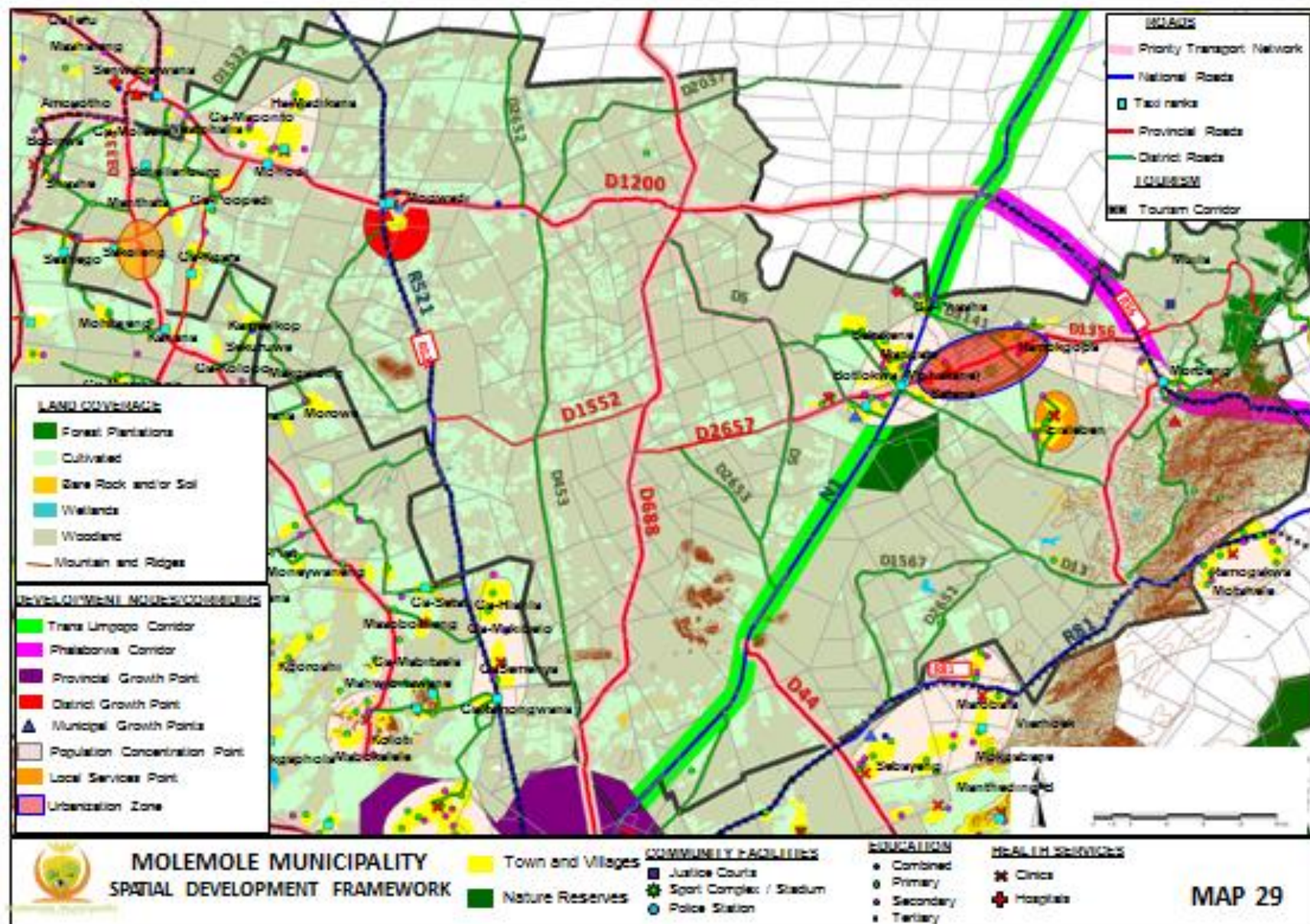
4.2.1 REGIONAL CONTEXT

This section provides a broad outline of the proposed Spatial Development Framework for the Molemole Municipal area (see **Map 29**). The Framework comprises the following:

- The **natural environmental landscape** comprising areas not suitable for human habitation, sensitive areas, nature reserves, tourism areas and natural vegetation areas. Broadly speaking, the SDF discourages any development in these areas depending on their environmental sensitivity.
- A **hierarchy of nodal areas** comprising District Growth Point, Municipal Growth Point, Population Concentration Point and Local Service Points. These are areas with varying levels of development potential which can be optimised through some external intervention such as provision of infrastructure, channelling of investment and funding in these areas.
- Creation of an **Urbanization/Integration Zone** by promoting integration in the Botlokwa area by encouraging expansion towards the east from the hospital precinct along road D1356 and Mokomene to expand westwards along the same route through residential expansion. This section of road D1356 from the intersection with road N1 shows great

potential for development until at the hospital which could be continued eastward by focusing residential development.

- The **Trans-Limpopo Corridor and Phalaborwa Corridor** act as critical catalysts for development which must be harnessed to unlock development where they transverse Botlokwa and Morebeng. Business activities must be focussed and consolidated along these sections of the roads on vacant and underutilised portions of land buildings.
- In general **residential and business development must be consolidated and strengthened** in and around nodal points to enhance the viability of these nodes and to increase the critical mass.
- Nodal points act as ideal places for **clustering of community facilities** particularly regional government departments' offices which will maximise their utilization.
- **Thusong Service Centres** are important centres through which a variety of services can be dispense off to community facilities and hence nodal areas are ideal areas for their location.
- Important **strategic road network** is proposed to unlock economic development, increase accessibility and mobility between major destinations which need to be surfaced.
- The Machaka **Nature Reserve** needs to be protected and conserved. The potential of this facility to be promoted as a tourism attraction must be thoroughly investigated.



- **Local Service Points** which will serve local rural communities must be developed by providing the necessary infrastructure.

The following section provides detailed elaboration of each of the Development Objectives mentioned above:

4.2.1.1 DEVELOPMENT OBJECTIVE 1: To functionally link all towns and settlements to one another and to ensure that the main road network in the area is upgraded.

Map 30 illustrates the proposed strategic road network for the Molemole Municipality in terms of the CDM Roads Master Plan. The following road network is proposed:

- Tarring of the rest of road D1200 **(1)** will not only link and ease access between Dendron in the west and Morebeng in the east, but will improve access between Greater Letaba, Molemole and Blouberg Municipalities;
- Tarring of section of road D688**(2)** will improve access to Mara Research Station situated to the north and will help improve local economic development in the farming communities;
- Road D1356 will serve as an important link between Botlokwa, Mokomene and Morebeng and serves to integrate these settlements;
- Road R36 which has been identified as Phalaborwa Corridor will help to unlock economic development in the Morebeng town;

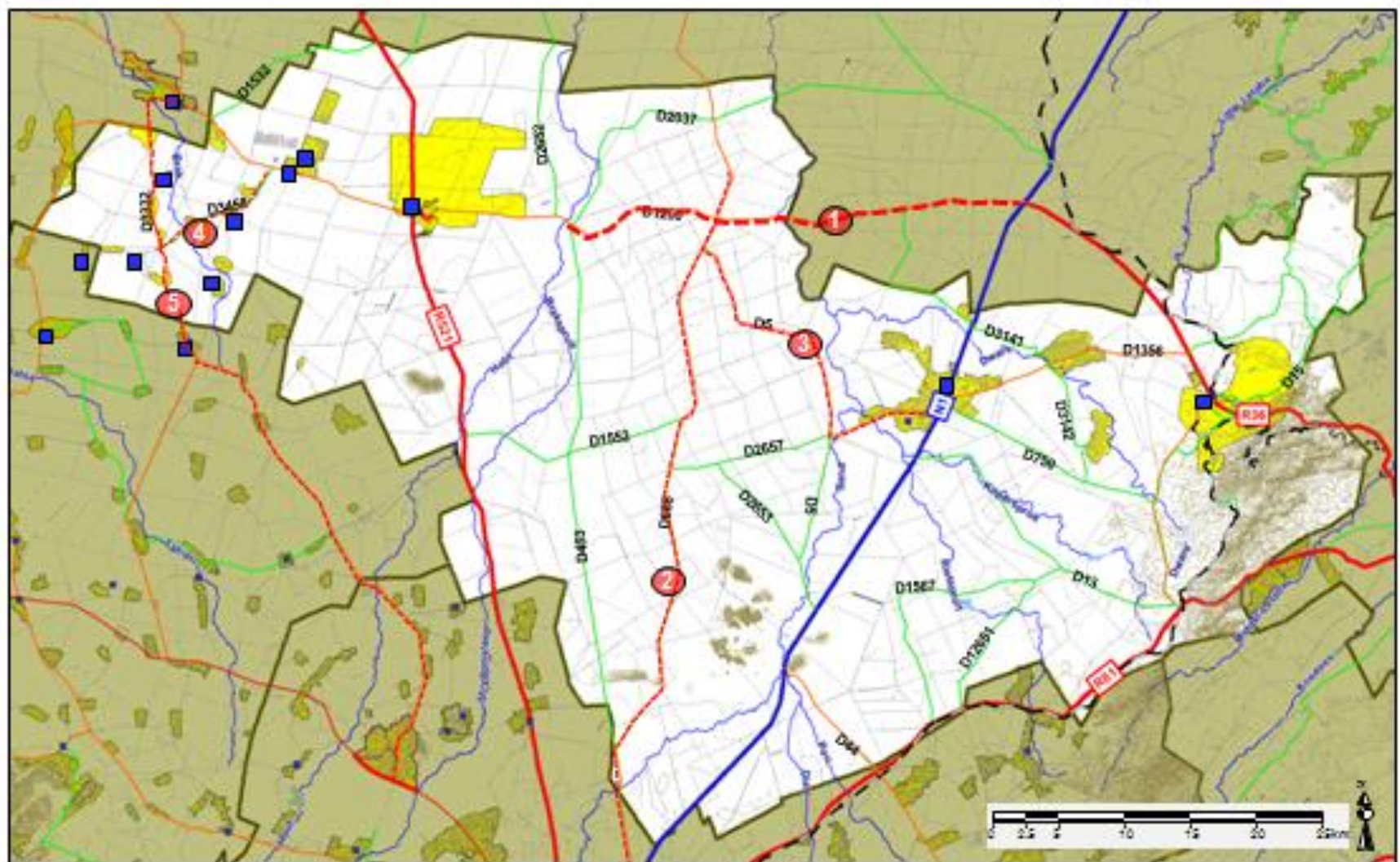
- Tarring of road D5 and its linkage to road D1356 **(3)** will integrate the eastern and western settlements and will improve access between Botlokwa and Mogwadi;
- Tarring of road D3458 **(4)** from Mohodi-GaManthata will improve access in villages south of Mohodi-GaManthata;
- Tarring of road D3332 **(5)** will ease access between Aganang, Molemole and Blouberg Municipalities;
- Tarring of road D15 from Morebeng linking to road D3150.

In order to unlock economic development and improve tourism, this strategic road network must be given priority in terms of upgrading these roads to tar road.

4.2.1.2 DEVELOPMENT OBJECTIVE 2: To improve accessibility within settlements by tarring main transport networks in nodal development areas.

In order to improve accessibility within settlements main public transport routes need to be upgraded. The following public transport routes need to be included in the road upgrading programme for gravel upgrading in the short-medium term but to be tarred as part of long-term strategic road programme as shown in **Maps 30a-d**:

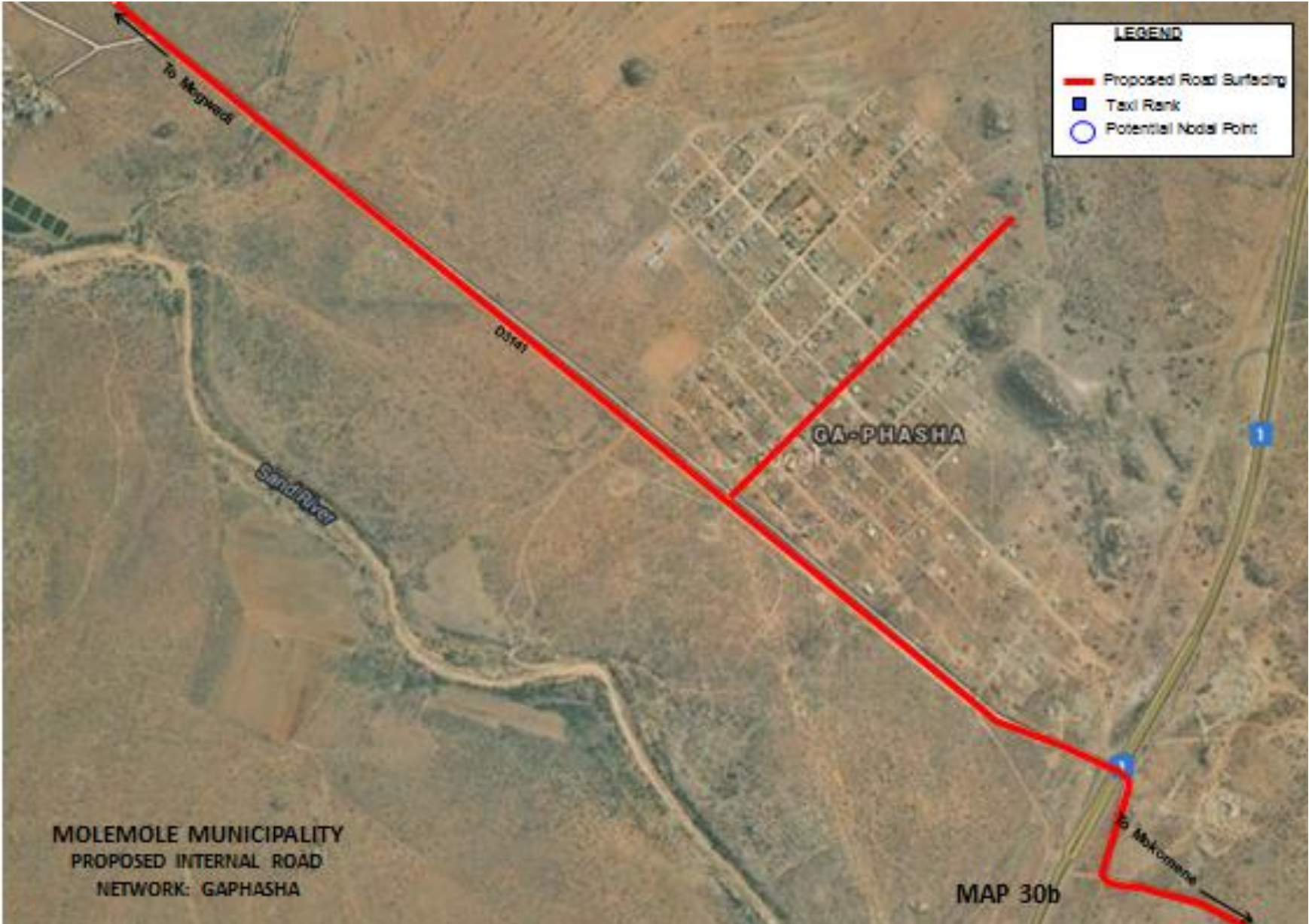
- Road D3458 linking from D1200 from Mohodi-GaManthata to Schoonveld will help to improve access between Mohodi-Manthata and villages such as Ga-Mokgetlhe, Ga-Tibu, Ga-Kgara and Schoonveld

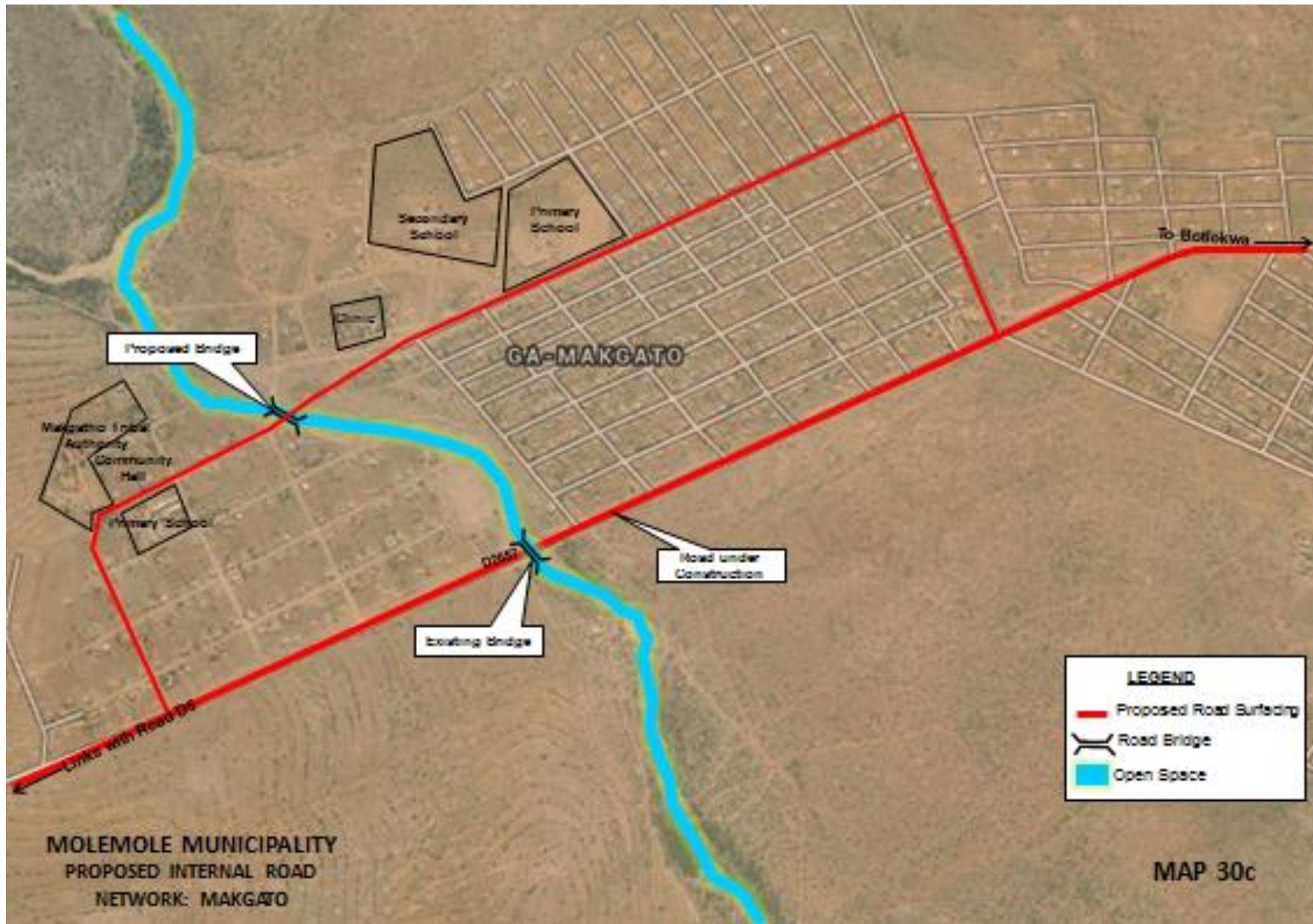


**MOLEMOLE MUNICIPALITY
PROPOSED ROADS**

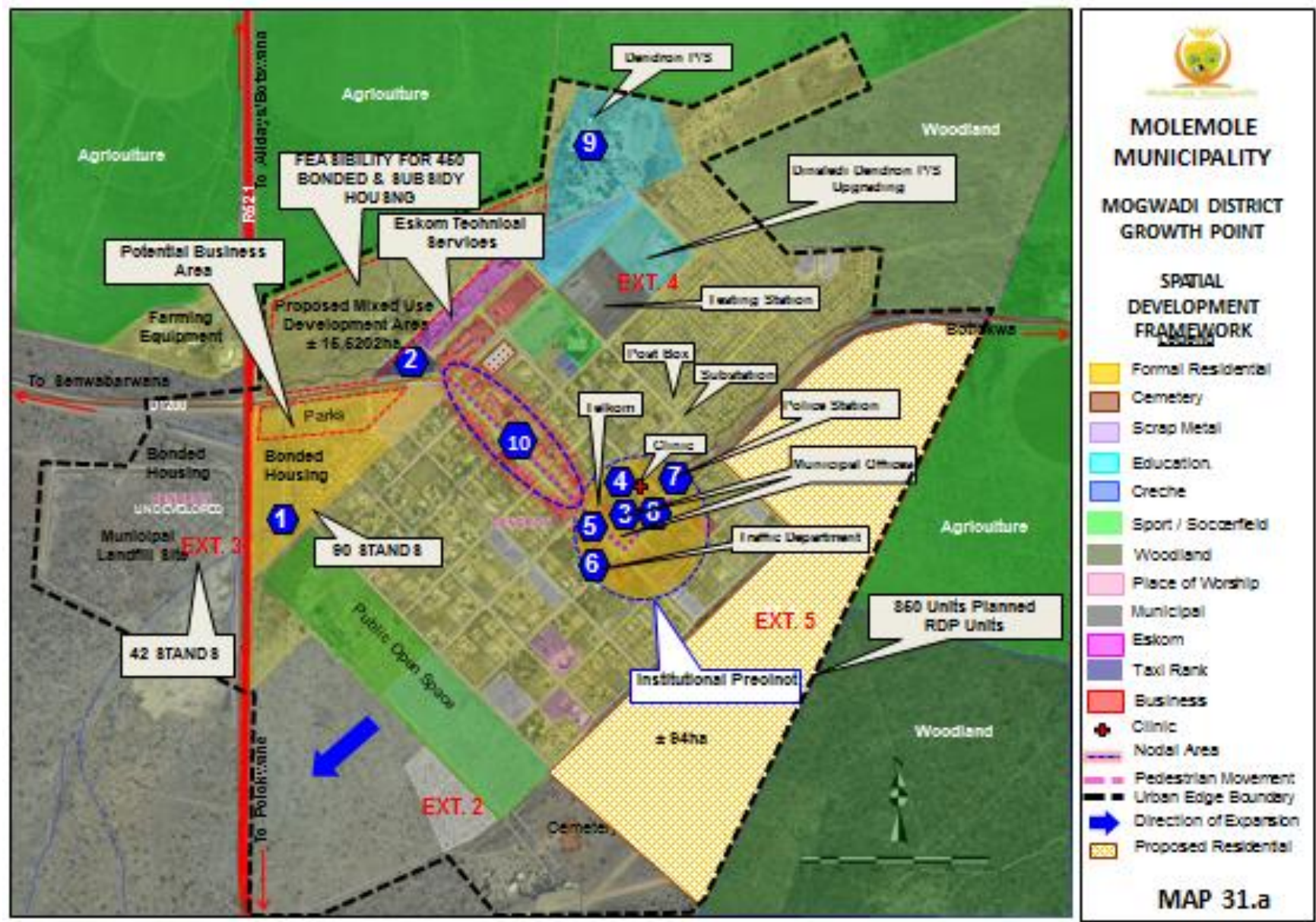
Study Area	Main Road	Upgrading of Gravel to Tar Road (Short-medium term)
Towns and Village	Railways	Upgrading of Gravel to Tar Road (Long-term)
Freeway	Mountains and Ridges	
Nature Reserves	Taxi Ranks	

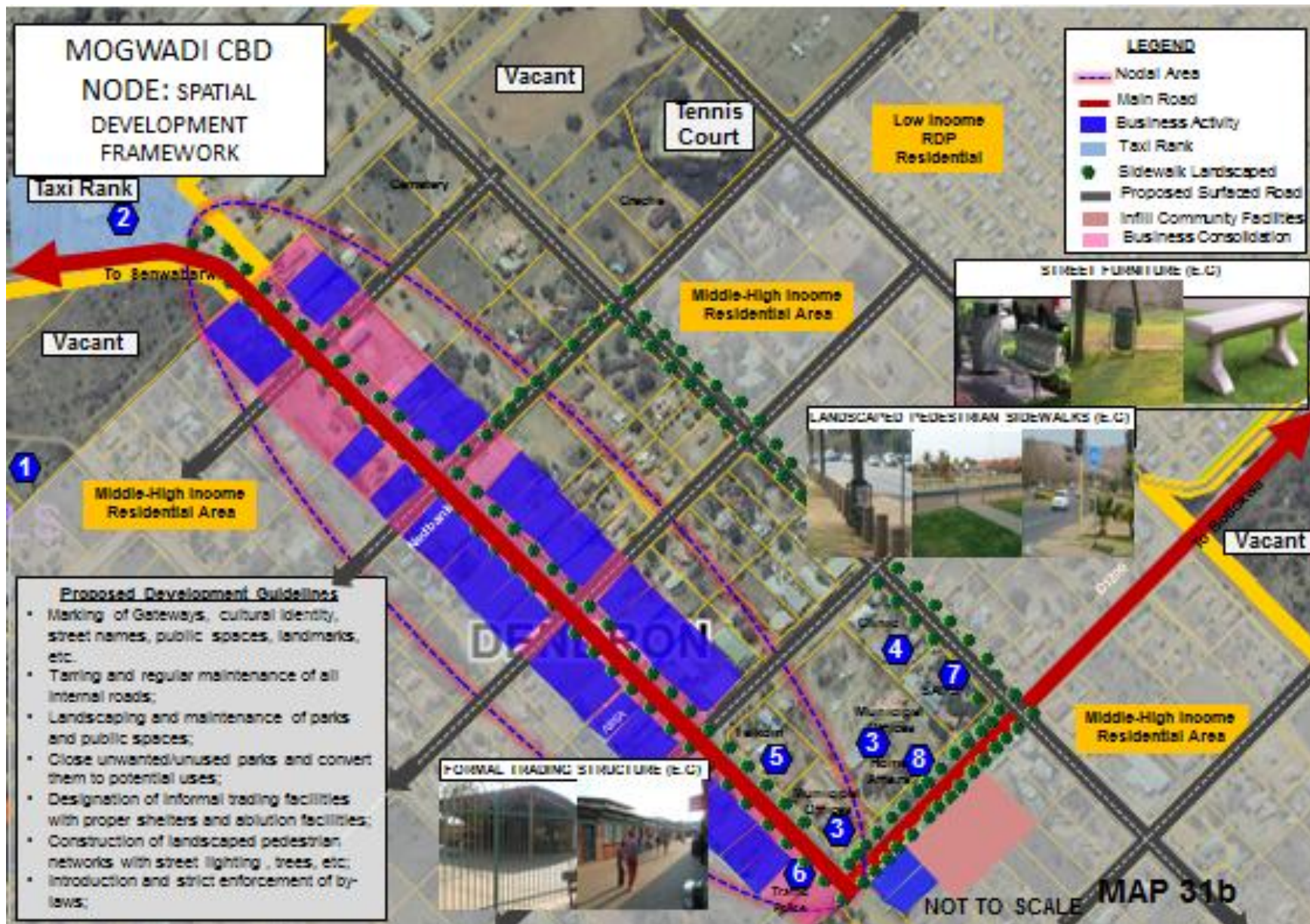
MAP 30

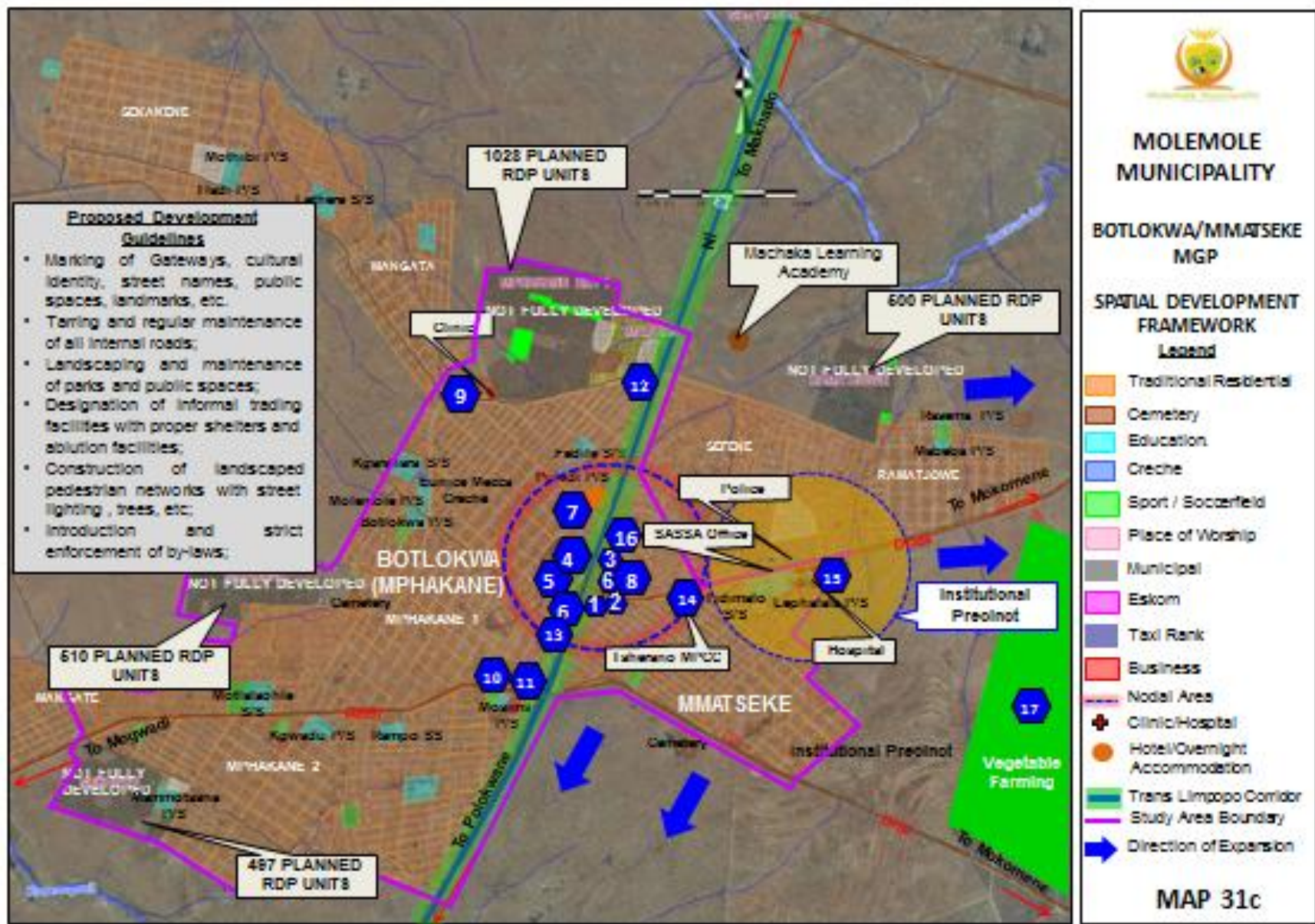












**BOTLOKWA RETAIL NODE:
SPATIAL DEVELOPMENT
FRAMEWORK**

LANDSCAPED PEDESTRIAN SIDEWALKS (E.G.)



STREET FURNITURE (E.G.)



Proposed Development Guidelines

- Marking of Gateways, cultural identity, street names, public spaces, landmarks, etc.
- Tarring and regular maintenance of all internal roads;
- Landscaping and maintenance of parks and public spaces;
- Designation of informal trading facilities with proper shelters and ablution facilities;
- Construction of landscaped pedestrian networks with street lighting, trees, etc;
- Introduction and strict enforcement of by-laws;

Vacant Land

Boxer

Cashbuild

My Shopping Mall

Build IT Hardware

Shops

Shops

Shops

Shops

Residential Area

FORMAL TRADING STRUCTURE (E.G.)



Taxi Rank

13

LEGEND

- Nodal Area
- Main Road
- Business Activity
- Taxi Rank
- Sidewalk Landscaped
- Surfaced Road
- Business Consolidation

NOT TO SCALE

MAP 31d

**BOTLOKWA INSTITUTIONAL NODE:
SPATIAL DEVELOPMENT FRAMEWORK**

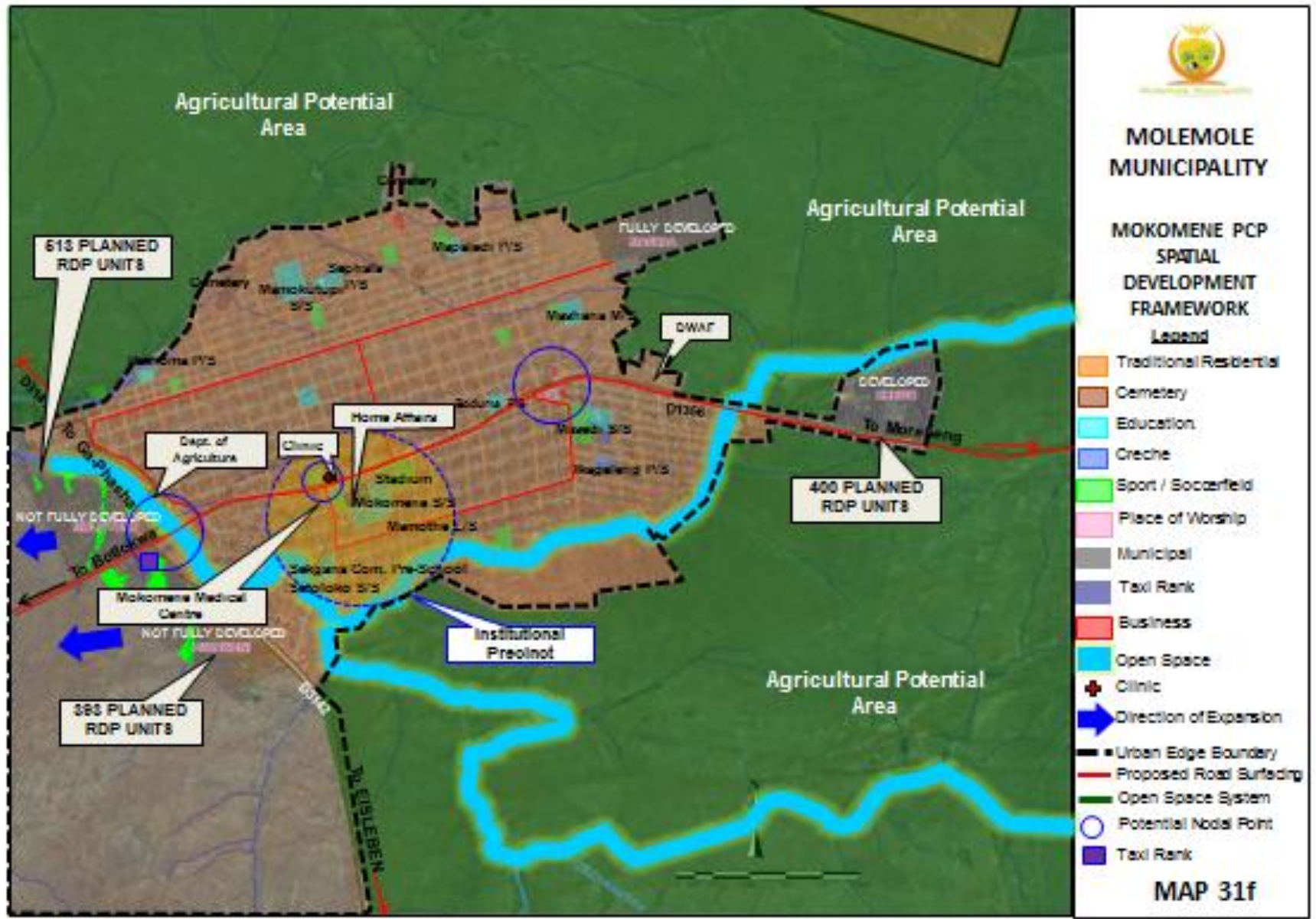
Existing Traditional Residential

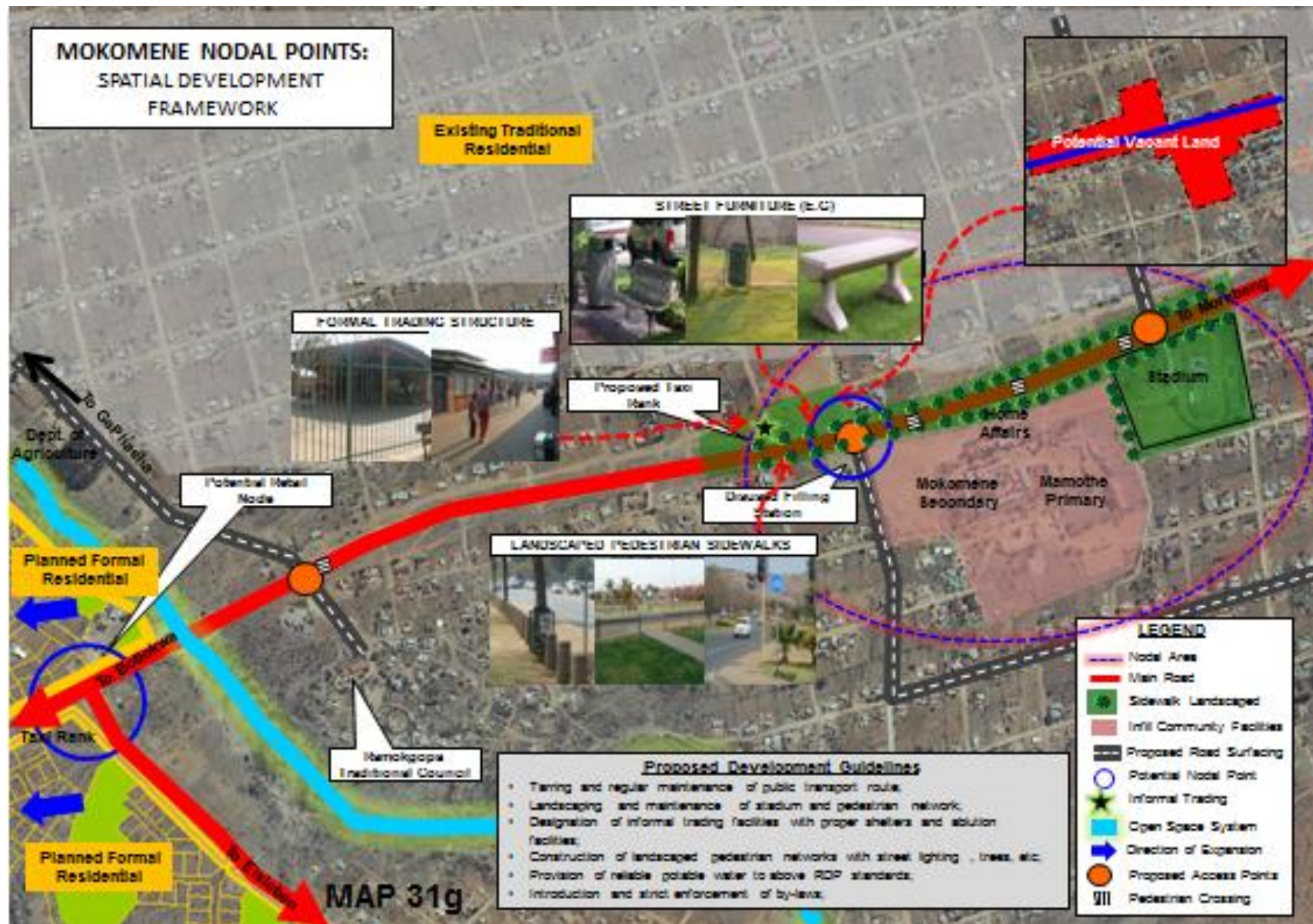
LEGEND

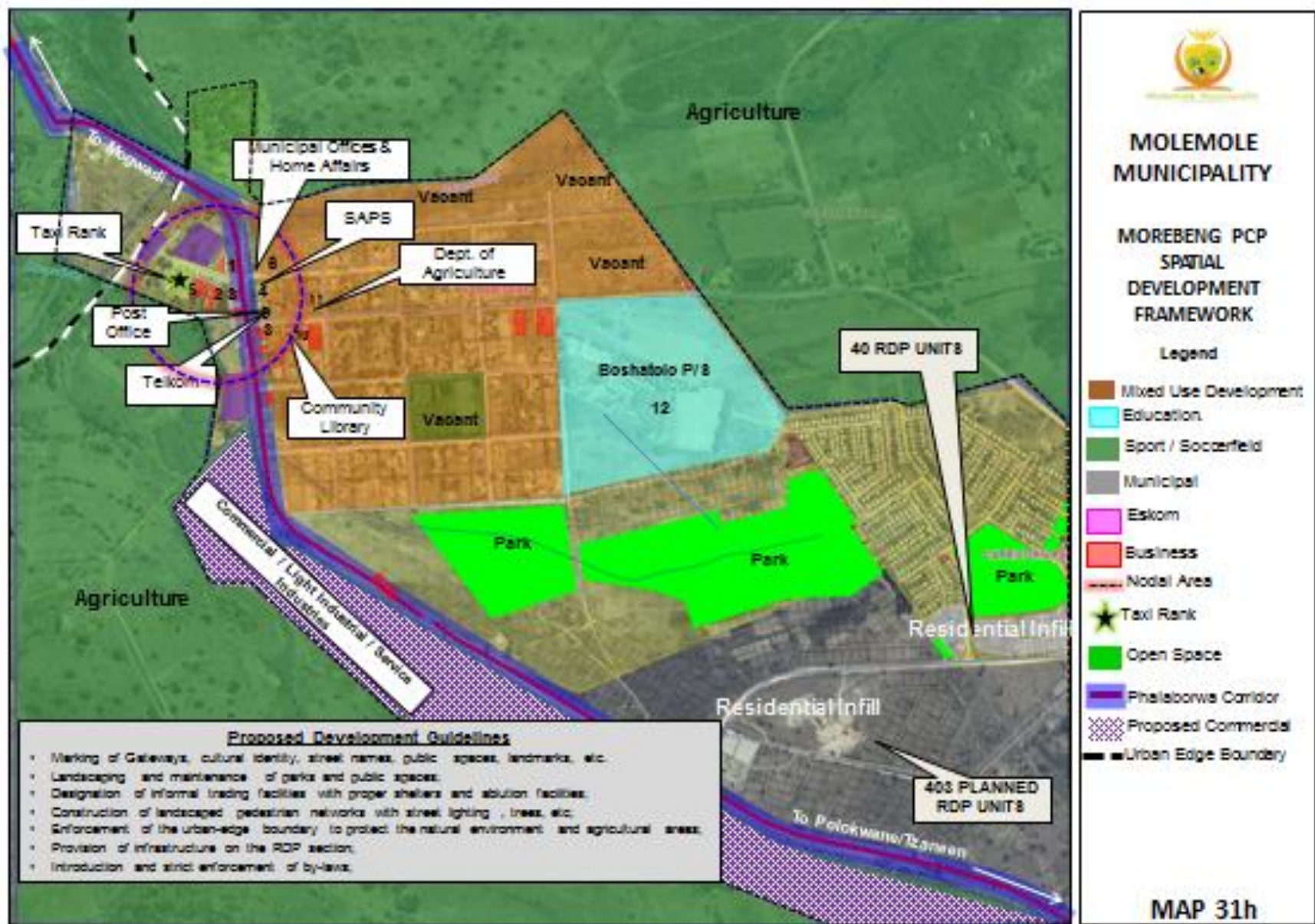
- | | |
|---|---|
|  Nodal Area |  Infill Community Facilities |
|  Main Road |  Proposed Road Surfacing |
|  Sidewalk Landscaped |  Informal Trading |
|  Proposed Road Surfacing |  Access Points |
|  Pedestrian Walkway |  Pedestrian Crossing |



- Proposed Development Guidelines**
- Marking of Gateways, cultural identity, street names, public spaces, landmarks, etc.
 - Tarring and regular maintenance of all internal roads.
 - Landscaping and maintenance of parks and public spaces.
 - Consolidation of community facility precinct.
 - Designation of informal trading facilities with proper shelters and ablution facilities.
 - Construction of landscaped pedestrian networks with street lighting, trees, etc.
 - Introduction and strict enforcement of by-laws.



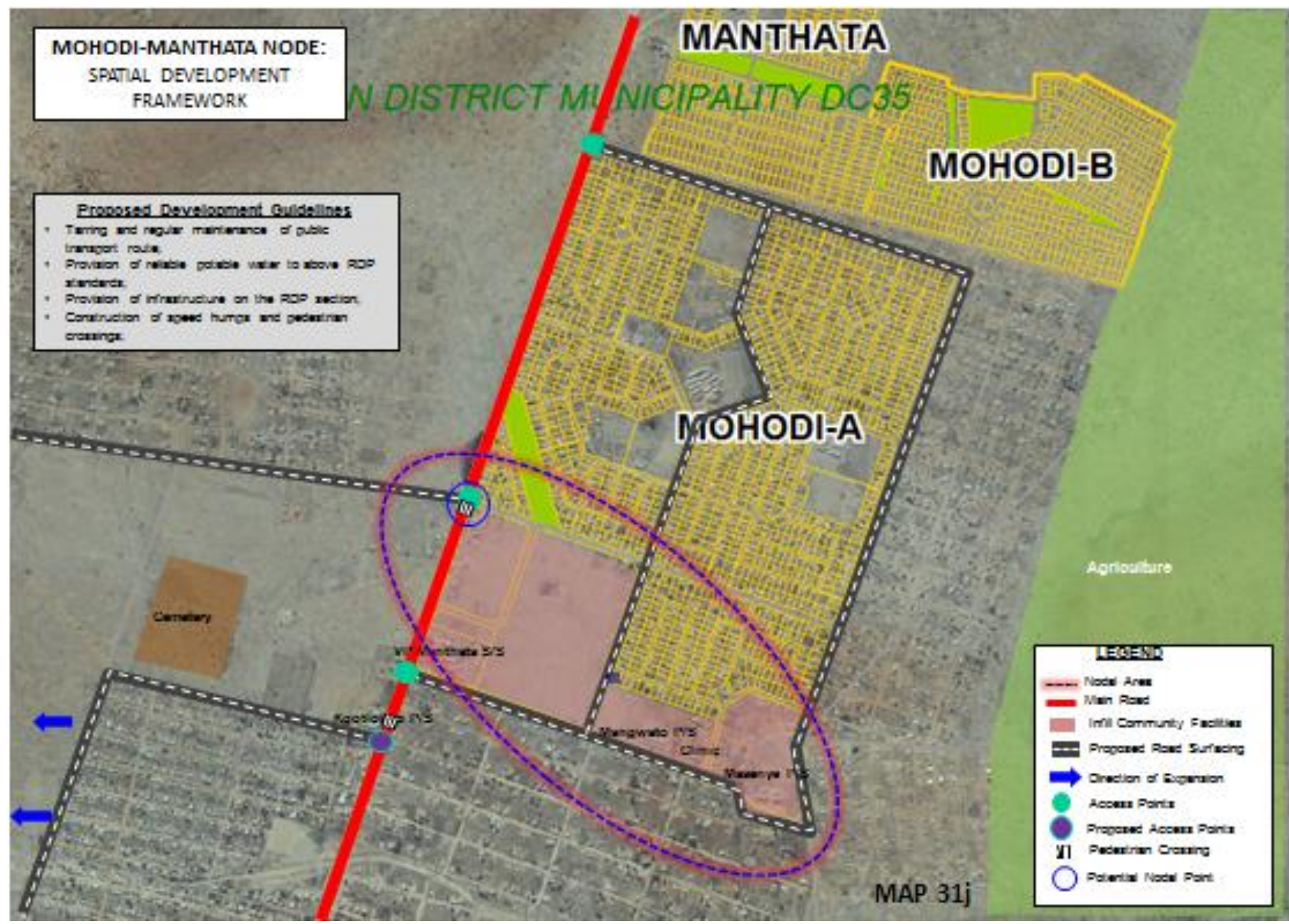




**MOHODI-MANTHATA NODE:
SPATIAL DEVELOPMENT
FRAMEWORK**

Proposed Development Guidelines

- Tarring and regular maintenance of public transport route.
- Provision of reliable potable water to above RDP standards.
- Provision of infrastructure on the RDP section.
- Construction of speed humps and pedestrian crossings.



LEGEND

	Nodal Area
	Main Road
	Infill Community Facilities
	Proposed Road Surfacing
	Direction of Expansion
	Access Points
	Proposed Access Points
	Pedestrian Crossing
	Potential Nodal Point

MAP 31j

- (Sakoleng). The road will also be important for the proposed local service point (Thusong Centre) at Sakoleng;
- Another access road from Ga-Tibu to Ga-Kgara will be vital for easy access of communities;
- Road D3332 from Senwabarwana to Mogwdi through Sakoleng will be an important access link between Senwabarwana, Sakoleng and GaRampuru in the Aganang Municipality;
- With Road D2657 from Botlokwa linking to Road D5 under construction, upgrading of access road also used as a public transport route which was identified during public participation meetings this road will also connect community facilities such as Makgatho Tribal Authority, community hall, schools and a clinic. An added advantage will be shortening of distance to Botlokwa across the new bridge (see Map 30c);
- Continuation of road D3142 from Mokomene to Eisleben which is tarred halfway. Linked to this road is a public transport running through Eisleben which will improve access and reduce dust pollution if surfaced. This internal road will also serve as a catalyst for small business development and for a proposed Thusong Service Centre; (see Map 30d);

The proposed strategic road network should take priority with regards to upgrading and maintenance over other roads and this includes stormwater management. Priority must be given to upgrading of roads from gravel road to tar (roads 1-5). These roads which are mostly district and provincial roads

have already been identified and committed through the CDM Roads Master Plan. However, the Roads Master Plan must be reviewed to include the newly SDF proposed roads. The implementation sequencing of these roads will depend on the availability of funding and consultation with the Municipality.

4.2.1.3 DEVELOPMENT OBJECTIVE 3: To strengthen and consolidate retail, tourism and activity along Botlokwa/Matseke Trans-Limpopo Corridor and Morebeng Phalaborwa Corridor which will unlock economic development and attract investment in these areas.

Due to the concentration of retail activities along the N1 Trans-Limpopo Corridor (Botlokwa) and R36 Phalaborwa Corridor (Morebeng) both of which act as economic activity spines, the SDF proposes intensification of development along these corridors (see **Map 29** shows the Trans-Limpopo Corridor through Botlokwa along N1 and **Maps 31c, 31d and 31h**).

The strengthening and consolidation of retail/commercial/light industrial development along these corridors, is in line with the NSDP, the Limpopo PGDS, the Provincial SDF and District SDF which emphasise intensification of corridor development which will help unlock economic potential and facilitate new investment and job creation opportunities. The Molemole SDF proposes the intensification of retail and commercial land uses.

The SDF proposes land use intensification by allowing for retail land uses by means of infill development on vacant pieces of land in the vicinity of the corridor.

4.2.1.4 DEVELOPMENT OBJECTIVE 4: To ensure that Mogwadi town and Botlokwa area accommodate a full range of highest order community facilities in the municipal area.

In order to strengthen Mogwadi and Botlokwa as primary activity nodes within the Molemole LM a wide range of high order community facilities and commercial services must be accommodated in these towns. To achieve this vision, the SDF proposes promotion of the following land uses (see **Maps 31a, 31b and 31e**):

- The proposed shopping centre for Mogwadi town which will accommodate a number of retail outlets, a new taxi, bonded and subsidy housing units will increase the buying power and optimise the utilisation of community facilities will enhance the economic viability of businesses in the CBD;
- All **Provincial Departmental Regional offices** should be located within these towns to create the critical mass.
- A **Regional Sports Complex** with various sporting nodes must be established;
- A **tertiary education/college facility** should be established along SETA sectors focussing on the potential and dominant economic sectors operating within the Molemole LM such as mining, agriculture and

industry offering job specific training courses preferably at Botlokwa due to high population concentration.

The following general development and management guidelines should be applied in the Mogwadi and Botlokwa areas:

- The municipality must engage the relevant internal department to ensure improvement of public spaces by means of landscaping of sidewalks, maintenance of sidewalks and streets, provision of refuse bins in informal trade areas, lighting, signage, provision of pedestrian facilities, and strict control of illegal uses on sidewalks;
- This pedestrian movement network should be easily identifiable/legible, and should typically comprise of properly designed paved walkways with appropriate street lighting, trees, street furniture, refuse disposal bins, rest areas and pedestrian crossings.
- Informal trade should be consolidated at single points with proper informal trade stalls;
- In order to improve the image of Mogwadi as the administrative and economic capital of the Municipality, all internal streets must be surfaced and provided with signage, street furniture, lighting etc.

In respect of all the above mentioned land uses/activities, the SDF proposes that comprehensive **Local Spatial Development Frameworks/Precinct Plans** be formulated for Mogwadi, Botlokwa and Morebeng areas.

4.2.1.5 DEVELOPMENT OBJECTIVE 5: To provide minimum services to all communities such as water, sanitation and electricity.

Although the Molemole SDF proposes the strengthening and consolidation of settlement structure by focusing investment, infrastructure development and housing development in nodal areas (growth points), the municipality is still responsible for ensuring that all communities have access to minimum (RDP level) essential services in terms of the Constitution. Hence, to ensure that the Municipality still lives up to its Constitutional obligation whilst striving to consolidate the dispersed settlement structure, the SDF proposes provision of services such as water, sanitation electricity and community facilities based on services needs of communities.

Thusong Centres (previously known as Multi-Purpose Community Centres) also serve as tools that can be used to provide community services such as government services.

4.2.1.6 DEVELOPMENT OBJECTIVE 6: To ensure equitable access to rural community services by establishing Local Service Centres in rural areas.

The situational analysis described above has shown that Molemole LM is a typical South African rural municipality which is characterised by a fragmented spatial structure which not only results in the costly duplication of essential community services and basic infrastructural services, but also

results in the total lack of such facilities and infrastructure within some parts of the municipality.

The notion of Thusong Service Centre complies with the vision of the National Integrated Sustainable Rural Development Strategy (ISRDS) and Comprehensive Rural Development Programme (CRDP) both of which support nodal development as a strategy for restructuring rural economies.

A Thusong Service is a one-stop service centre providing information and services to communities. The Government Communication and Information System (GCIS) is the driving force behind the rolling-out of Thusong Service Centres as centres aimed at providing hub of activities and variety of services such as the following:

1. Government Social and Administrative Services

- Grants
- Personal documents
- Housing applications

2. Office Services

- Phone, fax, scan, copy, print
- Desktop publishing
- Postal Services

3. Education and Skills Development Services

- Adult Basic Education and Training
- Further Education and Training
- Specialised training

4. Local Economic Development (LED) Services

- Small business advice and development services.

5. Business Services and Community Opportunities

- Small, medium and micro enterprises
- Other private-sector services such as retail and ATMs

6. Information and Communication Activities

- Government information and on-site guidance regarding services
- Community information and awareness

The creation of rural service centres in the form of Thusong Centres in rural areas holds the following advantages:

- Provides a platform and opportunities for local economic development;
- Provides an integrated service delivery in line with requirements of the Municipal System Act;
- Provides access to education and skills development, ABET and government programmes
- Provides access to information and services closer to where people live;
- Provides access to technology such as telecentres which provide access to *Batho Pele* Gateway and computer training; PIT machines;
- Platform for partnerships which empower communities through, for example, sustainable projects that encourage ownership and self-employment, as well as employment of others.

- Creates a one-stop centre for a variety of services and facilities and hence reduces the costs of travelling;
- Reduces the levels of inequality in living standards and access to basic services between rural and urban areas;
- Basic services are provided by government in a financially sustainable manner;
- Provides government with a platform from which to develop tele-centres in rural areas, as well as rural energy centres;
- Provides a platform for entrepreneurship and small business development (LED);
- Provides guidance for the development and provision of engineering services;
- Indicates where to provide tarred road infrastructure and multi-modal transport facilities; and
- Helps to determine public transport service points and routes.

The local service centres should serve the basic needs of the surrounding local rural communities whereas the three nodal points of Mogwadi, Botlokwa and Morebeng will provide higher order functions to the broader community. These higher order functions could include institutions like tertiary education and training facilities, regional hospitals, regional emergency centres, regional sport stadiums, etc.

The development of Thusong Centres should be an incremental approach which develops over time through concerted effort and investment by various stakeholders. The first step in this process is to identify nodal points which can be ideal for the location of Thusong Centres which must first meet a certain criteria such as accessibility, access to basic services, number of existing community facilities, development potential and relatively high population number.

Thusong Centre can also be established in an Agri-Village where the village can be provided with basic community facilities providing services to surrounding farming communities such as pension pay-points, home affairs, SMME development and support institutions, post office, primary health care, etc.

The two potential locations for Thusong Centres are Eisleben and Schoonveld. Eisleben is a rural settlement situated south of Mokomene at the intersection between road D3142 and D750 with an estimated 4840 population (STATS SA, Census 2011). The settlement has access to essential services such water and electricity and two clinics. A new residential development is planned on the western entrance of the settlement. The establishment of a residential settlement at the nodal point brings even more people closer to the node which not only enhances the viability of the existing community facilities at the node, but also strengthens the capacity for local economic development as the “critical mass” increases.

Schoonveld in the western section of the Municipality is also a rural settlement situated at the intersection between road D3332 from Bochum

and D3458 from Mohodi-GaManthata. This settlement despite being a settlement to about 1000 people, it is centrally located to numerous surrounding villages such as Manthata, GaTibu, Schellenburg, Sakoleng, Ga-Kgara and Ga-Sako which accommodate an estimated combined population of about 2500. As with Eisleben Schoonveld, has access to essential services such water and electricity, taxi rank and two clinics. Detailed Precinct Plans must be conducted to establish the feasibility of Thusong Centres and their location in the two identified local services centres.

4.2.1.7 DEVELOPMENT OBJECTIVE 7: To support the commercialization of small scale and/or subsistence farming activities in the western, central and eastern parts of the Municipality.

Agriculture accounts for 14% of the municipal economy and is the third most important sector driving the Molemole LM economy. Subsistence farming in particular has an important role to play in ensuring food security and sustainable livelihoods. Furthermore, small-scale farmers have an important role to play towards poverty alleviation by providing employment opportunities to the local population.

Consequently, the SDF proposes that the eastern parts of Molemole LM around Morebeng be reserved for agricultural purposes (see **Map 29 and Map 27c**). This will allow for the adequate provision of land for small-scale farmers, subsistence farming activities, and commercial game farming. Importantly, from a sustainability point of view, the areas earmarked for agriculture are those areas within the municipality which receive the highest annual rainfall, features fairly good soils, and generally display low to

medium environmental sensitivity levels. The areas identified for agriculture are then also the areas in which the associated LED strategies for agriculture should take place.

The Municipality has a potential for livestock farming especially beef farming due to the existence of more than 7000 cattle on communal land in the central and western parts of the Municipality. The Municipality in partnership with the Department of Agriculture must assist subsistence farmers on communal land to commercialise farming. This could be supplemented by establishing feedlots to increase the value of their livestock or by meat processing facilities in abattoirs.

Support interventions which can be implemented include establishment of agricultural co-operatives, extension services, and veterinarian services as well as the linkages between the farmers and these organisations.

4.2.1.8 DEVELOPMENT OBJECTIVE 8: To explore the mining potential of the municipality which can provide opportunities for small scale mining activities and contribute towards job creation and local economic development.

As mentioned earlier, mining plays a limited role towards local economic development and job creation in the Molemole LM. The occurrence of mineral deposits such as **gold, copper, graphite, nickel, iron ore, chromite, beryllium, corundum, asbestos and feldspars** albeit at small quantities provide some opportunities for small-scale mining activities which

can help to provide job opportunities and contribute to the economy of the Municipality.

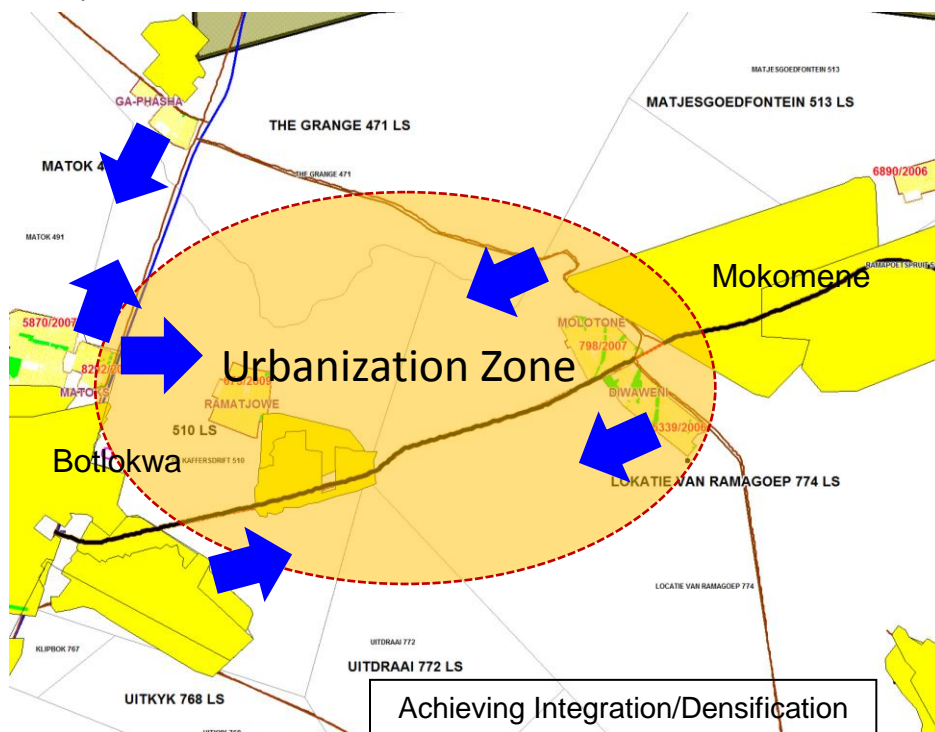
As with agriculture, small-scale mining operations have an important role to play towards poverty alleviation by providing employment opportunities to the local population. **Map 28** shows mineral deposits such as iron ore which are concentrated in the Zandrivierspoort area, **titaniferous iron ore** in the Rooiwater Complex adjacent to the Murchison greenstone belt, gold in the Bandelierkop north of Soekmekaar and granite deposits in the vicinity of botlokwa.

4.2.1.9 DEVELOPMENT OBJECTIVE 9: To strengthen Botlokwa/Mokomene area by encouraging and promoting integration through urbanization between the two areas by expanding to the west and east along road D1356.

The area along road D1356 between the eastern boundary of Botlokwa area and the western boundary of Mokomene settlement represents a potential urbanization zone which can integrate and consolidate the two areas into a single urban structure by focussing extensive infrastructure spending in this area.

This is in line with Principle 2 of the NSDP, which states that “areas displaying significant economic development potential should be the focus of more extensive infrastructure spending”. The section of road D1356 comprises a concentration of community facilities (Institutional Precinct) and some retail services. Similarly, the section of the road D1356 in Mokomene

also comprises an Institutional Precinct with government facilities. The entire section of the road from the N1 road intersection to Mokomene displays significant economic potential. The western section of Mokomene comprises two planned low-income housing developments which have not been fully occupied.



Map 29 shows the area identified as the **Urbanization Zone** which the SDF proposes to integrate and consolidate the section between Botlokwa and Mokomene along road D1356 by increased spending in infrastructure, residential development and business development.

4.2.1.10 DEVELOPMENT OBJECTIVE 10: To address the housing backlog by completing existing housing projects and installing engineering services.

Molemole LM holds a number of planned low-income residential townships most of which are not fully developed due to lack of bulk infrastructure. The Municipality must begin to install bulk infrastructure services such as water, sanitation and electricity in those areas to address the housing backlog of 2 438. **Map 11** shows the location of housing projects which must be completed.

4.2.1.11 DEVELOPMENT OBJECTIVE 11: To consolidate and strengthen the existing Institutional Precincts by clustering Community Facilities in Nodal Points.

The four areas of Mogwadi, Botlokwa, Mokomene and Morebeng currently accommodate fairly strong institutional precincts. (see **Maps 17a, 17b, 17c and 17d**). The precincts comprise regional government department offices and community facilities such as municipal offices, magistrate courts, clinics, taxi ranks, SAPS, offices of the Department of Public Works, Home Affairs, Agriculture, etc. Depending on the availability of vacant land around these precincts, these precincts must be strengthened by establishing additional community facilities as and when required in future.

4.2.2 LOCAL CONTEXT (DETAILS ANALYSIS OF (IDENTIFIED NODAL AREAS))

This section deals with detailed proposals for each of the seven identified nodal points as described hereunder and **table 16** shows projected residential development:

4.2.2.1 MOGWADI DISTRICT GROWTH POINT (DGP)

Mogwadi DGP is the only District Growth Point in the Molemole Municipality and as mentioned earlier it is the administrative and economic capital of this Municipality. It comprises the old Mogwadi town and its extensions.

This Mogwadi DGP is located about 62km north-west of Polokwane at the intersection between north-south bound road R521 to Botswana and east-west bound road D1200 to Senwabarwana. The DGP covers an estimated 397ha of land which is municipal owned land and situated on portions of the farm Duitsland 169 LS. As mentioned earlier, Mogwadi DGP comprises numerous land uses such as residential, education, sport, park, business, taxi rank, cemetery, clinic, and other land uses and is surrounded by agricultural activities and woodlands (see **Map 30a**).

(a) Residential Development

Clearly, the primary objective of housing development in nodal areas is to strengthen and integrate the existing residential component through infill development, densification, and intensification of land uses. Apart from addressing the housing backlog, from a town planning perspective, this land use intensification will also enhance the viability of public transport services

and facilities, the utilization of community facilities, and financial viability of business activities in the area.

- **Table 16** indicates that the town's population will increase by about 1739 up to 2030. Based on an average household size of 4.8, an estimated 362 stands will be required to accommodate the expected population increase.
- An estimated 850 housing units are planned for Mogwadi DGP in the proposed Extension 5. Another residential development is planned in the proposed mixed use development area. Based on the above information, it is evident that Mogwadi has an oversupply of stands to accommodate the expected growth up to 2030.
- Whilst Extension 3 has been serviced and partially developed, Extension 5 has just been planned and not serviced;
- A large vacant piece of land on the western entrance measuring about 15,5202ha on municipal owned land is planned for a mixed use development which will include middle-high income residential units;
- With the Mogwadi landlocked between rich agricultural potential land where commercial farming is taking place, the prospects of future extension is limited;

(b) Business Development

According to **Map 30 a and 30b**, business development takes place in a linear-shape in the Central Business District (CBD) core of the town

alongside the main street in an area zoned Business 1 and comprises activities such as shops, hardware, wholesales, motor related activities, etc. The business area is complemented by a cluster of government institutions which together with the business area form an L-shape along Republiek and Church streets. There is no shopping centre in this town.

However, a vacant ($\pm 15,5202$ ha) piece of land on the western entrance of the town is earmarked for a mixed-use development which will comprise a shopping centre and medium-high income residential units to cater for the bonded/GAP market. This piece of land has the following advantages:

- Its proximity to a busy road (R521) will provide visual exposure to passing traffic;
- Its proximity to the main access road and taxi rank also provides visual exposure to traffic and pedestrian movement;
- Its proximity to the residential units particularly the up-market unit, the proposed Extension 5 and the possible inclusion of another bonded residential component will help increase the buying power for this centre and the required critical mass;
- It will be accessible to the surrounding communities of Mohodi-GaManthata and the farming communities.

In order to complement the proposed mixed use development on the northern section of road D1200 (Republiek street), the Municipality must consider closing the three parks on the southern section of the road to allow for business development sites fronting the main street.

The western furthest park site if closed could be an ideal site for construction of filling station which could include a restaurant and convenience shop, truck stop area, car wash facility, ablution facilities and parking areas. This is based on the fact that the R521 road is mainly used by heavy truck between Polokwane and Botswana, an opportunity which the municipality could tap into to improve local economic development by capturing the passing potential market.

The delineation of an Urban Edge Boundary (UEB) will help to promote infill development and densification which is needed to create sufficient purchasing power, to establish and strengthen the Mogwadi DGP as the primary activity node within the Molemole LM. It will also help to protect encroachment of residential areas onto natural environment and potential agricultural and sensitive areas (see Map 31a).

(c) Roads Infrastructure Development

Critical to both residential and business development, is the need to upgrade all existing gravel roads to surface roads (see Map 30b).

(d) Engineering Infrastructure Development

In order to lure investment into this nodal point, the Municipality must ensure sustainable provision of water, sanitation and electricity. This includes planning for infrastructure in newly proclaimed townships including infrastructure maintenance plan.

4.2.2.2 BOTLOKWA/MATSEKE MUNICIPAL GROWTH POINT (MGP)

Botlokwa/Matseke MGP is situated about 55km north of Polokwane at the intersection between north-south bound N1 road and east-west bound roads D750 and D1356 both of which link Botlokwa to Morebeng and the eastern areas. The Botlokwa/Matseke MGP covers an estimated 1703ha under tribal authority. The MGP is situated on an activity spine identified as Trans-Limpopo Corridor which presents potential for economic development and along which numerous activities have developed in a linear pattern such as business, taxi rank, informal trading, Botlokwa hospital, MPCC, schools, etc (see **Map 30c and 30d**).

a) Residential Development

Botlokwa/Matseke MGP despite being an R188 residential area with no formal registered layout, the current rectangular grid like layout pattern provides easy access and service provision relatively easy as compared to most rural settlements.

- Table 16 indicates that the town's population will increase by about 11 431 up to 2030. Based on an average household size of 4.8, an estimated 2381 stands will be required to accommodate the expected population increase over a 19 year period;
- An estimated 2038 housing units are planned for this area comprising Maphosa (510 units), Mphakane Ext. 1 (1028 units) and Sekonye (500 units). An estimated 343 housing units will be required to address the expected growth up to 2030;

- An estimated 250ha of land is required for future expansion to accommodate the expected growth up to 2030. A large vacant piece of land on the eastern section of Botlokwa provides an ideal future expansion area which could be used for residential development and as a means to integrate and strengthen development in east-west direct along route D1356.

b) Business Development

According to **Maps 31c and 31d**, business development takes place in a linear-shape along N1 road and at the intersection between N1 and road D1356. Existing retail activities along the N1 corridor include Pick & Pay shopping centre, hardware outlets such as Cashbuild, Built-It and many other retail facilities and a fuel station at the main four-way stop between N1 road and road D1356 to Mokomene (see **Photos 1-6 and 8**).

As mentioned earlier, the Molemole LM SDF in line with the NSDP and the Limpopo PGDS proposes to actively promote corridor development along the Trans-Limpopo Corridor. The existing tourism facilities, together with the business activities forms the main structuring elements of the corridor, within and around which, the intensification of land use should be promoted. The SDF proposes that the intensification of land use within the corridor should be focused on tourism, educational and retail activities.

Table 16: Estimated future residential and land needed for housing development in Nodal Areas (2011-2030)

Year	Population	Number of dwellings	Number of Dwellings Needed ⁽²⁾	Amount of land needed (ha) ⁽³⁾
1. MOGWADI DISTRICT GROWTH POINT				
2006 ⁽¹⁾	3 989	819		
2006-2011	4 045	994	12	15
2011-2030	5 784	1 421	362	36
2. BOTLOKWA/MATSEKE MUNICIPAL GROWTH POINT				
2006 ⁽¹⁾	31 017	6 369		
2006-2011	26 588	6 991	-923	52
2011-2030	38 019	9 997	2381	250
3. RAMATJOWE/SEFENE POPULATION CONCENTRATION POINT				
2006 ⁽¹⁾	5 237	1 064		
2006-2011	6 352	1 795	232	61
2011-2030	9 083	2 567	569	64
4. MOKOMENE POPULATION CONCENTRATION POINT				
2006 ⁽¹⁾	19 599	4 025		
2006-2011	14 859	3 999	-988	-2
2011-2030	21 247	5 718	1331	143
5. MOREBENG POPULATION CONCENTRATION POINT				
2006 ⁽¹⁾	3 989	819		
2006-2011	5 049	1 490	221	56
2011-2030	7 220	2 131	452	53

Year	Population	Number of dwellings	Number of Dwellings Needed ⁽²⁾	Amount of land needed (ha) ⁽³⁾
6. MOHODI/MADIKANA/MAPONTO POPULATION CONCENTRATION POINT				
2006 ⁽¹⁾	24 448	5 003		
2006-2011 ⁽²⁾	21 323	5 289	-651	24
2011-2030	30 490	7 563	1910	189
7. EISLEBEN LOCAL SERVICE POINT				
2006 ⁽¹⁾	7 980	1 639		
2006-2011	4 840	1 422	-654	-18
2011-2030	6 921	2 033	433	51

Source: Limpopo Spatial Rationale, 2007; STATS Census, 2011, MOK Development Consultants, 2013.

Notes:

- Notes: 1. DWAF 2006 population figures used as base population data.
 2. Estimated number of dwellings needed based on a household size of 4.8 people/household.
 3. Estimated amount of land needed for residential development based on 12 du/ha.

More specifically, the SDF proposes the following:

- The Municipality through and in consultation with the tribal authority must ensure that land use development along the corridor is regulated and must assist tribal authorities in terms of decisions regarding allocation of land use rights;
- A one-stop centre that will attract tourists and passing traffic should be established along the corridor which will comprise a restaurant, filling station, parking and sitting areas;
- The educational and sports facilities in Botlokwa be redeveloped into regional high order sports and educational facilities;
- The Municipality must implement initiatives to improve public spaces such as landscaping of sidewalks, provision of street lighting, maintenance of sidewalks and streets, provision of refuse bins in informal trade areas, signage, provision of pedestrian facilities, and strict control of illegal uses on sidewalks along the N1;
- Council must develop and maintain public open spaces including parks;
- Council must provide infrastructural services along this corridor to promote and encourage development;

(c) Engineering Infrastructure Development

With water being a challenge in this area, the Municipality must find ways of ensuring reliable provision water. It is proposed that the existing formal water and sanitation network in the study area be gradually expanded and augmented to ensure sustainable service provision. In planning the

upgrading of water infrastructure it would be advised to align the sequencing of projects with the proposed settlement formalisation programme.

d) Tourism Development

Botlokwa/Matseke MGP is situated close to tourism attraction facilities such as Motumo Trading Post, Tropic of Capricorn and Machaka Game Reserve, the establishment of a place where tourists visiting the tourist attraction sites or passing through the municipality could be able to receive services such as fuel and also sit and buy food from restaurant.

A feasibility study must be conducted which also determine the exact location of such a facility and the funding model to be used.

e) Institutional Precinct Development

It is suggested that the area around the existing Institutional Precinct be strengthened into a multi-purpose community facilities precinct accommodating a wide range of municipal and government functions. Currently the precinct accommodates facilities such as Botlokwa hospital, SASSA Offices, SAPS, an MPCC situated few metres from the precinct (see **Map 30e**). Any government/municipal facility needed could be accommodated around this precinct. The precinct is also a suitable location for a proposed skills-training centre.

4.2.2.3 RAMATJOWE/SEFENE POPULATION CONCENTRATION POINT (see Map 31c)

Ramatjowe/Sefene PCP is situated north-west of Botlokwa/Matseke MGP and north of road D1356 to Mokomene. The Ramatjowe/Sefene PCP covers an estimated 611ha of land under tribal authority jurisdiction. Unlike other nodal points, this node comprises few land uses like business, SASSA and SAPS, etc (see **Map 30c**). The SDF proposes the following:

- Table 16 indicates that the town's population will increase by about 2731 up to 2030. Based on an average household size of 4.8, an estimated 569 stands will be required to accommodate the expected population up to 2030;
- An estimated 500 housing units are planned for this area with only 70 housing units required to address the expected growth up to 2030;
- An estimated 60ha of land is required for future expansion to accommodate the expected growth up to 2030 which can also be accommodated on the eastern section of Botlokwa in the potential "Urbanization Zone".
- The planned town of Ramatjowe situated north of the node which comprises about 508 sites must be serviced with water, electricity and sanitation for occupation to take place;
- It is suggested that the area around the existing Institutional Precinct be strengthened into a multi-purpose community facilities precinct accommodating a wide range of municipal and government functions;
- Council must develop and maintain public open spaces including parks;

4.2.2.4 MOKOMENE POPULATION CONCENTRATION POINT (see Map 30f and 30g)

Mokomene PCP is a predominantly rural area situated along road D1356 to Botlokwa and Morebeng. Three important transport routes include the east-west bound road D1356 which acts as the main activity spine running through Mokomene linking it to Botlokwa and Morebeng, north-bound road D3141 to Ga-Phasha and south-bound road D3142 to Eisleben.

- The area will have an estimated 21 247 people over 19 years up to 2030 which will be an increment of about 6388. Based on an average household size of 4.8, an estimated 1331 stands will be required to accommodate the expected population up to 2030 which requires an estimated 143ha of land;
- There is no distinct retail economic cluster area. Three potential business development areas were identified (see **Maps 31f and 31g**):
 - The first is situated at the western entrance of Mokomene at the intersection between east-west bound Road D1356 from Mokomene to Botlokwa and north-south to Eisleben. Several retail outlets are taking place. There is also an informal taxi rank. There are two planned townships west of this intersection which could provide a critical mass for this node if properly planned;
 - The second node is situated towards the east close to the "Institutional Precinct". The area accommodates a disused filling station, an informal trading area, vacant pieces of land, an informal taxi rank and government facilities such as home affairs. This area could be developed into a fully operational activity area linked to the

precinct if properly planned with landscapes, proper informal structures, and a road link (see Map 31g);

- The third potential node is situated further east. This node accommodates several business activities and an informal taxi rank (see Map 31g).
- Mokomene has a concentration of government facilities such as schools, clinic, medical centre which serve as a mini institutional precinct.
- Mokomene is established in a rich agricultural potential area especially to the north and east and environmental sensitive areas to the south which will hamper any expansion to the north, east or south. Due to these factors, any future expansion should be directed towards the west in the direction of Botlokwa thus promoting integration of the two settlements.

The following development and management guidelines are proposed:

- The municipality must service the four townships of Molotone, Diwawene, Mashaa and Chewe by installing engineering services such as roads, water, electricity and sanitation to encourage occupation.
- Services must be channelled towards the west to encourage expansion to the west to promote integration of Mokomene and Botlokwa area;
- No development must be permitted on environmental sensitive areas and potential agricultural areas to the north, east and south of Mokomene instead expansion towards the west must be encouraged;
- The four planned townships are sufficient to cater for the expected growth of 1331 stands required up to 2030.

4.2.2.5 MOREBENG POPULATION CONCENTRATION POINT (see Map 30h)

Morebeng (formerly Soekmeaar) lies about 25km east of Botlokwa along road R36. It comprises the main town of Morebeng which accommodates a variety of land uses such as residential, community facilities, business, taxi rank and is surrounded by agricultural activities and woodland areas (see **Map 30h**).

(a) Residential Development

- The residential section comprises the old residential component in the town comprising relatively bigger stands, the RDP sections of Capricorn Park towards the east and Nthabiseng on the western entrance (see **Map 30h**).
- Morebeng has limited area for future expansion due to its agricultural potential as a result of rich soils;
- The town comprises an estimated 400 undeveloped stands south of the town.
- Table 16 indicates that the town's population will increase by about 2171 up to 2030. Based on an average household size of 4.8, an estimated 452 stands will be required to accommodate the expected population increase which will be accommodated in the above planned township;
- In order to encourage development, the municipality must begin to service the planned township by installing engineering services such as roads, water, electricity and sanitation;

- No further development must be permitted outside the Urban Edge Boundary instead the Municipality must encourage land use intensification through infilling, consolidation and densification of vacant and under-utilised portions of land;

b) Business Development

- Business development comprises retail activities on the western entrance and the main street to the town;
- The business area is complemented by a cluster of government institutions which together with the business area form a T-shape along the main street and R36 road. There is no shopping centre in this town.
- The main street from the intersection with R36 must be used to consolidate and strengthen retail/commercial activity by utilising vacant and under-utilised portions of land and buildings;

c) Commercial/Light Industrial/Service Industries

The western section of Road R36 at the western entrance to Morebeng represents limited industrial/commercial activities comprising wholesale/hardware outlets, maize depot, transnet workshops, chicken broiler and their proximity to road R36 provide a potential environment for commercial/light industrial/service industries to be concentrated in this area (see Map 30h).

The following are some of the local economic development initiatives that could be implemented under this sector:

- **Agro-processing & Logistics Hub:** with Morebeng being the economic hub of the Molemole Municipality producing maize and vegetables, it is an ideal location of agro-processing and logistics centre. This could be done by harnessing the beneficiation of agricultural produce such as potatoe, tomatoe, cabbage, garlic.

A comprehensive feasibility study must be undertaken to provide details in this sector.

4.2.2.6 MOHODI/MADIKANA/MAPONTO POPULATION CONCENTRATION POINT (see Map 30i)

This rural node lies west of road D1200 from Mogwadi to Senwabarwana. It comprises the village of Madikana, Maponto and the formal town of Mohodi-GaManthata. It accommodates a variety of land uses such as schools, clinic, retail outlets, sports facility and taxi rank.

- The residential section comprises mainly traditional housing units under tribal authority and the RDP section of Mohodi-GaManthata;
- The area comprises an estimated 500 undeveloped stands north Mohodi-GaManthata.
- Table 16 indicates that the town's population will increase by about 9167 up to 2030. Based on an average household size of 4.8, an estimated 1910 stands will be required to accommodate the expected population

increase some of which will be accommodated in the above planned township;

- In order to encourage development, the municipality must begin to service the planned township by installing engineering services such as roads, water, electricity and sanitation;
- An estimated 189ha of land is required for future expansion to accommodate the expected growth up to 2030. Future expansion of the area can be accommodated on identified vacant pieces of land which will help to compact development to ensure optimal utilization of existing resources;
- No future development must be permitted towards the north and east to protect the potential agricultural land and natural vegetation in these areas;
- Main public transport routes and routes that link community facilities must be identified and tarred;
- The institutional precinct must be consolidated by clustering other community facilities in this area and providing the necessary infrastructure such as water, electricity and roads;
- The existing sports complex must be renovated with the necessary infrastructure and facilities. The Department of Sports and Recreation must be roped in to assist in the redevelopment of this facility.

4.2.2.7 EISLEBEN LOCAL SERVICE POINT (see Map 30j)

Eisleben was identified as a rural service point to cater for the needs of rural communities. This rural node lies south of Mokomene along road D3142 from Mokomene to Munnik.

- Table 16 indicates that the town's population will increase by about 2081 up to 2030. Based on an average household size of 4.8, an estimated 433 stands will be required to accommodate the expected population increase of which will be accommodated in the planned township;
- In order to encourage development, the municipality must begin to service the planned township by installing engineering services such as roads, water, electricity and sanitation;
- Due to the environmental sensitivity of the area around Eisleben, future residential development will be hampered by streams thus creating a disjointed settlement. Any future development must be permitted towards the north to encourage long-term integration with Mokomene in the north;
- Main public transport routes and routes that link community facilities must be identified and tarred;

4.2.2.8 SCHOONVELD LOCAL SERVICE POINT

It is imperative that more detailed Precinct Plans be compiled this identified local service point to illustrate how/where community facilities can/ should be developed and where opportunities exist for infill development, densification, and the consolidation of land uses around this node.

5. IMPLEMENTATION PLAN

5.1 INTRODUCTION

Section 26 of the Municipal Systems Act (Act 32 of 2000), describes the SDF as one of the critical components of the IDP which translates the IDP spatially and guides the form and location of future physical development within a Municipal area with the aim of creating sustainable settlement environments.

As part of the SDF process, Development Principles were formulated to address the key spatial challenges facing Molemole Municipality. In order to realize this vision, the SDF proposes certain tools and strategies that are necessary to ensure successful implementation of the SDF. Of critical importance to the successful implementation of the SDF is **the institutional capacity** of the Municipality which will be the driving force behind this implementation. This includes the technical capacity of all Municipal Department in terms of technical and resources capacity particularly the Municipal Planning Department as the key driver of this process. In essence, all Municipal Departments must be fully equipped with properly trained staff and resources to drive the SDF implementation process.

Implementation also hinges on **financial capacity**. The Municipality needs a capable financial department to allocate funding and source out funding from external funding sources to successfully implement this SDF.

Another important aspect of an SDF implementation is the **co-operation** between various external public and private service providers who are responsible for delivering services and infrastructure within the municipality. Important role players in this regard include, amongst others, the Limpopo Province Roads Department, Department of Public Works, Department of Justice, SAPS, the Department of Health, Department of Home Affairs, Department of Labour, and the Department of Education, most of whom have buildings/offices in the Molemole Municipality.

The Municipality needs to sign Memorandums of Understanding/ Service Level Agreements with all these development agencies in order to ensure that the facilities under their jurisdiction are at all times properly maintained and managed in order to contribute towards the Molemole SDF.

Public participation is another important aspect where communities must be involved in this process through IDP Committees and other legal structures. Traditional Authorities also form part of the important stakeholders who must be engaged at all times to ensure that their needs and inputs are considered.

A successful implementation can only be measured through continuous and consistent **Monitoring and Evaluation** strategies. The Council must introduce a mechanism to monitor and evaluate progress of the SDF which will include objectives, key performance targets, indicators in terms of timeframes and deliverables.

5.2 IMPLEMENTATION APPROACH

In order to successfully implement the Molemole SDF, certain actions and mechanisms will be undertaken in line with the form-giving elements/Principles discussed in the document which are highlighted hereunder:

a) Implementation of Road Network to Link Major Settlements

In order to unlock development throughout the Municipality which will increase accessibility and mobility to various destinations, the proposed strategic network must be prioritized.

Recommendations:

- Ensure that the prioritised road network is budgeted for in the short-term capital budget;
- Begin with the road designs of these roads and the phasing in of their implementation;

b) Consolidation and Strengthening of Nodal Points

The Molemole SDF proposes a hierarchy of nodal points as potential development areas for consolidation and strengthening of residential and business activities.

Recommendations:

- Comprehensive Precinct Plans/Local Area Plans must be conducted;
- The necessary infrastructure such as water, electricity and sanitation must be provided with priority given to already planned townships;
- Public transportation network must be identified and upgraded;
- Land Use Management System be introduced to guide development in these areas. Linked to this, a Land Use Management (LUM) Committee with delegated powers from Council to enforce and manage the system must be established;

c) Creation of Local Service Points

Local Service Points which will be accessible to remote rural areas must be identified and supported. This includes the provision of the necessary infrastructure such as water, electricity and sanitation and upgrading of roads.

Recommendations:

- Feasibility Study/Business Plans must be conducted to confirm or investigate the viability of the local service points;
- The necessary infrastructure such as water, electricity and sanitation must be provided;

d) Creation of Thusong Service Points

The notion of Thusong Service Points as convenient multi-purpose one-stop centres which can be used as a tool to provide a variety of services to communities is a new phenomenon which the SDF proposes to be extended to other areas.

Recommendations:

- Council must consult the Government Communication and Information System (GCIS) regarding the feasibility of rolling-out of Thusong Service Centres throughout the Municipality;
- LED Division must be given the responsibility to investigate this project;

e) Consolidation of Community Facilities

As mentioned earlier, nodal areas present themselves as ideal and potential areas for location of community facilities. Some of the nodal already have community facilities clustered in particular areas. Such areas need to be enhanced through identification of more land for future expansion and be linked to public transport facilities.

Recommendations:

- The proposed Precinct Plans/Local Area Plans for nodal areas must be identify possible areas for expansion of so-called institutional precincts;
- Investigation to determine which possible municipal, government sector departments or agencies can be accommodated be undertaken;

f) Strengthening of Corridor Development

The two corridors present opportunity to unlock development in sections of the roads traversing Botlokwa and Morebeng and hence need to be strengthened by focussing and consolidating retail/commercial/light industrial activities along these sections of the roads.

Recommendations:

- Undertake a feasibility (Retail) study to confirm the viability of these two corridors;

g) Upgrading of Internal Public Road Network

Whilst the upgrading of strategic road network is critical to unlock development by improving accessibility and mobility between major destinations, upgrading of internal public roads is equally important to make easy access within settlements.

Recommendations:

- Identify critical public transport routes that also link public transport ranks, economic opportunities and community facilities;
- Identify potential sources of funding for such roads;

h) Implement the LED Recommendations

The SDF identified job creation and economic development is serious challenges affecting Molemole Municipality. In addition, the Municipal LED Strategy identified investigated economic opportunities and projects which can be implemented to turn the economic situation of the Municipality around.

Recommendations:

- Implement the LED strategy recommendations;
- Initiate agricultural training and support programmes and speed up the land reform process in order to ensure the optimum utilisation of agricultural land in all parts of the municipal area;
- Prioritise the upgrading of roads, water and electricity towards the nodal points and agricultural projects;
- Implement the Marketing Strategy for the Molemole Municipality;

5.3 IMPLEMENTATION ACTIONS AND MECHANISMS

The Spatial Development Framework for the Molemole Municipality reflects the future spatial vision for the area. However, the SDF is worthless if not supported by way of a comprehensive implementation or management programme for the area. In order to ensure the efficient implementation of the SDF, it is thus proposed that the following six programmes be initiated and implemented/operationalised in the Molemole Municipality as part of a more comprehensive SDF Management Programme:

The following section elaborates on each of these programmes:

a) By-Law Introduction and Enforcement

Firstly, the Council must introduce by-laws manage land uses and human behaviour. Secondly, a vigorous campaign must be initiated to make people aware of the existing by-laws and what by-laws are intended to achieve. Proper by-law enforcement should ensure that law and order is restored in the study area, with specific focus on the following aspects:

- illegal land uses
- illegal/ informal trading
- signage
- illegal/ unsafe/ neglected building structures
- illegal settlement
- traffic control.

b) Basic Maintenance and Service Enhancement

The purpose of this sub-programme is to ensure that all service departments within the Molemole LM reach a common agreement on the minimum levels of service to be achieved and maintained in the Municipal area. Typical aspects that should be part of such an Agreement include infrastructure provision and maintenance (community facilities and services), policing, landscaping, land use management, by-law enforcements as well as public property management and maintenance.

This initiative can be done in-house by way of regular inter-departmental alignment meetings or one-on-one discussions between the relevant departments. Programmes emanating from this initiative should be consolidated into the Molemole Municipal IDP.

c) Provision of Street Lighting

It is essential that all major public environments and streets particularly in nodal areas be provided with proper street lighting in order to aid in preventing incidences of crime. The main roads and pedestrian routes in nodal areas should be given first priority in this regard.

d) Informal Trading Upgrading

Informal trade represents a very important component of the economic base of most communities. Proper management, control and assistance of informal trade in the Municipal area must be introduced. This programme

must focus on finding ways and means of properly structuring and assisting informal trading, and could include aspects such as sponsored shelters.

Linked to the informal trading sector, the Council must formulate and implement an **Informal Sector Promotion Strategy** that would assist entrepreneurs to engage meaningfully in the mainstream economy in the Molemole Municipality. The strategy would serve to:

- Formalise the organisation of informal sector business.
- Identify business constraints and opportunities for informal sector business.
- Identify skills training needs and facilitate provision of training services.
- Identify infrastructure and logistical needs.
- Provide overall business development services for SMMEs.

DBSA and/or the Department of Trade and Industry could be approached to assist with expenses that may be incurred. The European Union LED Programme in Limpopo is also a potential source of funding support.

e) **Establishment of Land Use Management (LUM) Committee Office**

A Land Use Management (LUM) Committee with delegated powers from Council to enforce and manage the LUM System must be established.

f) **Monitoring and Review**

The Molemole Municipality should ensure that the appropriate monitoring and evaluation systems and processes are established and functioning

towards continuously assessing achievements of the SDF monitoring progress and documenting inadequacies when and if they arise. These should be refined and perfected as informed by feedback and experience.

5.4 **MARKETING STRATEGY**

Marketing strategy provides a roadmap to creating and delivering a particular product to potential customers. In the case of Molemole Municipality the aim is to lure potential investors and visitors to invest or visit the Molemole Municipality. Potential investors and visitors can only be attracted to an area due to advantages presented by certain areas as a result of their potential to satisfy their business needs and requirements such as availability of water, access and condition of roads, electricity, sewer, rates and taxes to business, tourist destinations, etc.

Critical to marketing strategy is identifying the target market and market positioning to differentiate oneself from potential competitors. The following strategies could be used to market the Molemole Municipality:

5.4.1 **PLACE BRANDING**

Place branding aims at increasing the attractiveness of a place with the central issue being to build the brand identity of a place. As part of its Marketing Strategy, the Molemole Municipality must design a branding strategy around a specific theme or unique identity based on its comparative advantages such as tourism, eco-tourism, industrial development, etc. The

aim is to spread, identify and amplify the unique characteristics of Molemole Municipality or specific areas of the Municipality to attract potential visitors, investors or customers.

5.4.2 PROMOTIONAL MATERIAL

Various marketing tools can be used for place marketing such as newsletters, magazines, yellow pages, radio, pamphlets/handouts/, flyers, brochures, website, outdoor advertisement, public relations and information centres. The Molemole Municipality must decide on the appropriate promotional tool to use to market its area. The most commonly used promotional tools are brochures, newsletters and websites. Regardless of which promotional tool is used, the tool should be able to provide a summary of opportunities available in the area.

5.4.3 SIGNAGE

As mentioned in the document, another important strategy that contributes towards marketing an area is to develop proper signage to promote and market the area at the main entrances to Molemole Municipality. Visible and attractive signage should be provided at the gateways to the municipal area, and should include information about tourism attractions (brown signage) in the area and refer people to the municipal offices information centres (if any) where they can find more information about the tourism attractions in the area.

Where there are industrial sites, signage including an industrial layout, investors in the area, potential industrial sites nodes must be clearly visible. Signage must also include visible place and street names.

5.4.4 INFORMATION CENTRE

An Information Centre to provide up-to-date information to tourists and potential investors must be established. The Office will also assist in the distribution of promotional publications and access to Municipal website.

6. LAND USE MANAGEMENT IMPLEMENTATION

6.1 LAND USE MANAGEMENT CONCEPT

In order to understand the guidelines in terms of land use management which are applied within the Molemole Local Municipality, it is important to know and understand the concept “land use management” and its background. The Spatial Planning and Land Use Management Act, 2013 (Act 16, of 2013) provides the following definitions:

“**Land use**” to mean “ the purpose for which land is or may be used lawfully in terms of a land use scheme, existing scheme or in terms of any other authorization, permit or consent issued by a competent authority, and includes any conditions related to such land use purpose”.

Based on the above, the Act provides a definition of “**land use management system**” as follows:

As a “system of regulating and managing land use and conferring land use rights through the use of schemes and land development procedures”

As mentioned earlier in the document, the Spatial Planning and Land Use Management Act, 2013 (Act 16, of 2013) requires every municipality to prepare, adopt and approve a single land use scheme for its area of jurisdiction as part of its land use management system. Currently, Molemole Local Municipality like many other municipalities throughout South Africa does not have a single “wall-to-wall land use scheme with land use zonings and regulations.

6.2 RELATIONSHIP BETWEEN THE SPATIAL DEVELOPMENT FRAMEWORK AND LAND USE MANAGEMENT SYSTEM (LUMS)

The main purpose of the Spatial Development Framework is to provide clear strategic directions for the development of the municipality over a certain period of time, but with flexibility required to respond to change. It guides the form and location of future physical development within a municipal area in order to address the imbalances of the past. It is the municipality’s strategic planning document for directing and managing growth and change.

With its focus on spatial planning or how the municipality utilises space (land and its environment) and manage competing demands for space, the SDF will ensure the municipality can achieve a more sustainable, prosperous and equitable future.

While the Spatial Development Framework provides a guideline for future expansion of land uses within a municipality, it does not restrict development which, by reason of need or its desirability (in the public interest) can be proven to contribute towards the co-ordinated, sustainable and harmonious development of the area.

The SDF must be reviewed in time to reflect changing priorities, whereas the Land Use Management System should be tighter and only amended where required for a particular development. The SDF should therefore inform the content of the Land Use Management System, rather than act as the direct source of rights and controls for itself. Land Use Management System deal with day-to-day land use regulation or put differently it contains enforceable

rights on property which can only be amended through legal processes such as rezoning or subdivision. In this case the implementation of SPLUMA through preparation of new land use schemes will seek to implement the SDF by means of introducing land use rights which must be enforced by the proposed Land Use Committee.

In a rural context it will be necessary also to deal specifically with natural resource management issues, land rights and tenure arrangements, land capability, subdivision and consolidation of farms and the protection of prime agricultural land.

6.3 LAND USE MANAGEMENT GUIDELINES (LAND USE CATEGORIES)

In order to direct development of particular land uses in identified nodes and corridors, it is proposed that land uses in these areas be managed by defining broad land use categories that would be preferred. The following broad land use categories are proposed for the identified nodes and corridors:

Residential. The following density zones are proposed for the study area:

Proclaimed towns: 20 units/ha

Rural Areas: 10 -12 units/ha

Business Uses: stands that provide maximum visual exposure from the main road be used for business use activities (retail, commercial, light industrial).

Community Facilities. These facilities must be clustered around nodal areas to maximize utilization with CBDs used for high order service centres. Where possible community facilities be linked to business activities to maximize utilization.

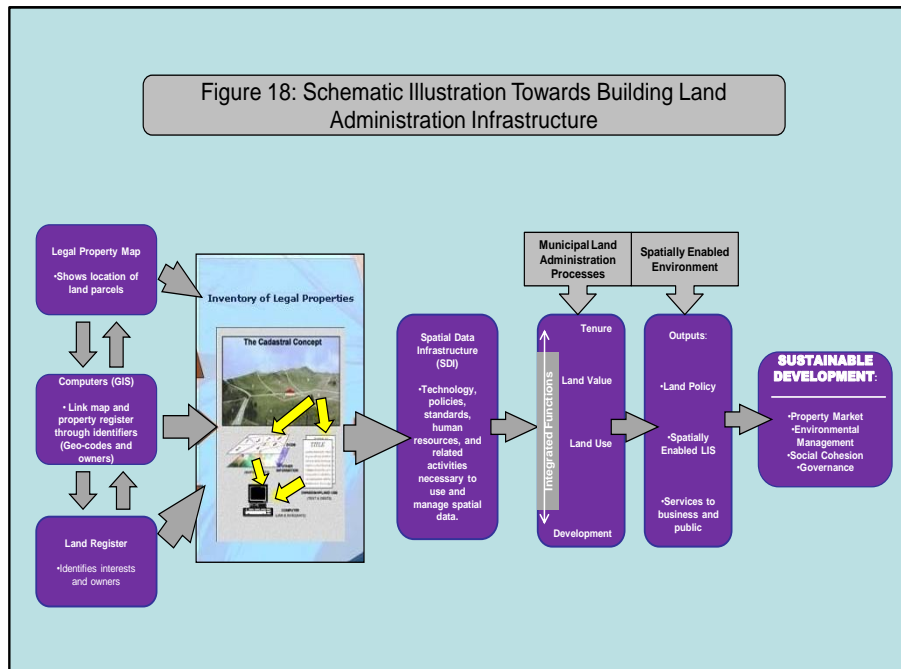
Engineering Services: All rural areas must be supplied with water, sanitation and electricity as per government norms and standards. Proposed nodal development areas must be prioritized for engineering infrastructure provision. In terms of internal road network, all roads within proclaimed townships must be tarred. In unproclaimed/rural areas preference in terms of surfacing must be given to public transport routes.

Once the new land use scheme for the entire municipality is completed, the guidelines can be revised and the SDF reviewed accordingly. As mentioned earlier, the Municipality must establish a Land Use Management (LUM) Committee with delegated powers from Council to enforce and manage the land use management system.

6.4 SDF AND LUMS MANAGEMENT

A GIS based system was used to generate data and mapping for the Molemole Local Municipality which will be integrated into the overall municipal GIS system which has recently been out-sourced for upgrading. Upon completion of LUMS in terms of SPLUMA, this information will be translated into land use rights for each individual property as part of Land Information System (LIS). Figure 18 hereunder shows a schematic illustration of land administration and infrastructure required for a Land Information System.

Figure 18: Schematic Illustration Towards Building Land Administration Infrastructure



7. PRIORITY ACTIONS AND PROJECTS

Table 17: Molemole SDF Implementation Plan

ACTION/PROJECTS	IMPLEMENTATION PROGRAMME			BUDGET	FUNDING SOURCE
	Short Term (1-3 Years)	Medium Term (3-5 Years)	Long Term (5+ Years)		
ROADS AND TRANSPORTATION NETWORK UPGRADING					
• Facilitate the implementation of the Strategic Road Network to link all major destinations.	X			To be determined	CDM
• Upgrading of identified internal public transport routes.		X		To be determined	MLM
• Development of Maintenance Plan for infrastructural projects.	X			Operational	MLM
• Surface all roads in Mogwadi town.		X		To be determined	MLM
• Identify suitable land for formal and proper taxi facilities.		X		To be determined	MLM/CDM
ENGINEERING INFRASTRUCTURE DEVELOPMENT					
• Tarring of the rest of road D1200 (1).	X				CDM
• Tarring of section of road D688 (2) to Mara Research Station.	X				CDM
• Upgrading of road R36 through Morebeng town;		X			CDM
• Tarring of road D5 and its linkage to road D1356 (3).		X			CDM
• Tarring of road D3458 (4) from Mohodi-GaManthata.		X			CDM
• Tarring of road D3332 (5).		X			CDM
• Tarring of road D15 from Morebeng linking to road D3150.	X				CDM
• Access road from Ga-Tibu to Ga-Kgara will be vital for easy access of		X			MLM

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ACTION/PROJECTS	IMPLEMENTATION PROGRAMME			BUDGET	FUNDING SOURCE
	Short Term (1-3 Years)	Medium Term (3-5 Years)	Long Term (5+ Years)		
communities.					
• Access road linking to road D2657 from Botlokwa.	X				MLM
• Continuation of road D3142 from Mokomene to Eisleben which is tarred halfway.		X			CDM
• Facilitate installation of reliable and working engineering infrastructure in all villages.	X			To be determined	MLM/CDM
• Facilitate installation of reliable and working engineering infrastructure in all planned townships.	X			To be determined	MLM/CDM
• Development of Maintenance Plan for infrastructural projects.	X			Operational	MLM
• Institutional development for infrastructure provision and maintenance.	X			Operational	MLM
RETAIL AND INDUSTRIAL DEVELOPMENT					
• Conduct Commercial / Light Industrial / Service Industries Market Study for the following Nodal Points:					
o Mogwadi	X			R700 000	MLM
o Matoks area	X			R700 000	MLM
o Morebeng	X			R700 000	MLM
• Conduct investigations to identify in detail potential land for industrial and related employment purposes along corridors and areas proposed for industrial development.		X		R1000 000	MLM/CDM
• Facilitation of establishment of filling station and truck stop in Mogwadi town.			X	To be determined	MLM
• Facilitate the establishment of one stop centre- which will include filling station and restaurants in Matoks.			X	To be determined	MLM

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ACTION/PROJECTS	IMPLEMENTATION PROGRAMME			BUDGET	FUNDING SOURCE
	Short Term (1-3 Years)	Medium Term (3-5 Years)	Long Term (5+ Years)		
MINING DEVELOPMENT					
• Acquisition of land for mining rights.		X		To be determined	MLM/CDM/DME
• Development of policies for mining development.				Operational	MLM/CDM
• An appropriate management/organizational structure within the municipality must be set up to coordinate and facilitate this mining development process.				Operational	MLM/CDM/DME
• Establish a crusher stone beneficiation project from granite mining.		X		To be determined	MLM/CDM/DME
• Identify areas with potential for mining development (Mining Prospecting Projects) – Department of Minerals & Energy to be involved.		X		To be determined	MLM/CDM/DME
AGRICULTURE DEVELOPMENT					
• Consultations with the Provincial Department of Agriculture and the Agricultural Research Council regarding the following: <ul style="list-style-type: none"> - identification of areas suitable for agriculture; - soil analysis for crop suitability - training of farmers - community agricultural projects and how to sustain them; - livestock farming; - water analysis; - available sources of funding for agricultural development; - Development of farming activities, buying of equipment; - Training of potential farmers; - Development of organizational structures; - Processing, marketing and distribution; 		X		Operational	MLM
• Agriculture incubator/demonstration farm in Morebeng through SEDA Technology Programme (STP).		X		To be	MLM/ Dept. of

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ACTION/PROJECTS	IMPLEMENTATION PROGRAMME			BUDGET	FUNDING SOURCE
	Short Term (1-3 Years)	Medium Term (3-5 Years)	Long Term (5+ Years)		
				determined	Agriculture
<ul style="list-style-type: none"> • Agriculture skills training of unemployed graduates. 		X		To be determined	MLM/ Dept. of Agriculture
<ul style="list-style-type: none"> • Development of Cooperatives Support Programme. 		X		To be determined	MLM/ Dept. of Agriculture
<ul style="list-style-type: none"> • Facilitate the establishment of a factory for manufacturing of fertilizer and livestock feed. 		X		To be determined	MLM/ Dept. of Agriculture
TOURISM DEVELOPMENT					
<ul style="list-style-type: none"> • Identify areas with potential for tourism development. 		X		To be determined	MLM
<ul style="list-style-type: none"> • Development of Business Tourism Plans. 		X		To be determined	MLM
<ul style="list-style-type: none"> • Planning of newly identified tourism centres. 			X	To be determined	MLM
<ul style="list-style-type: none"> • Institutional development and acquisition of funding for tourism development. 		X		To be determined	MLM
<ul style="list-style-type: none"> • An appropriate management/organizational structure within the municipality must be set up to coordinate and facilitate the LED process. 	X			To be determined	MLM
<ul style="list-style-type: none"> • Formulation of a comprehensive Municipal Tourism Strategy. 	X			To be determined	MLM
<ul style="list-style-type: none"> • Formulation of SMMEs Promotion Strategy. 		X		To be determined	MLM

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ACTION/PROJECTS	IMPLEMENTATION PROGRAMME			BUDGET	FUNDING SOURCE
	Short Term (1-3 Years)	Medium Term (3-5 Years)	Long Term (5+ Years)		
<ul style="list-style-type: none"> • Provision of infrastructure such as water, electricity, roads and sanitation. 		X		To be determined	MLM
INFORMAL TRADING					
<ul style="list-style-type: none"> • Identify suitable land for informal trading and provide proper informal trading structures. 		X		To be determined	MLM
<ul style="list-style-type: none"> • Formulate and implement an Informal Sector Promotion Strategy. 		X		To be determined	MLM
HOUSING DEVELOPMENT					
<ul style="list-style-type: none"> • Facilitate housing development in areas where there are already General Plans such as the following: <ul style="list-style-type: none"> ○ Extension 5 in Mogwadi; ○ Prepare for the implementation of the mixed-use development in Mogwadi; ○ Sekonye; ○ Mphakane X1; ○ Ramatjowe ○ Molotone ○ Diwawene ○ Chewe ○ Mashaa ○ Eisleben ○ Mohodi B ○ Manthata 	X			To be determined	MLM

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ACTION/PROJECTS	IMPLEMENTATION PROGRAMME			BUDGET	FUNDING SOURCE
	Short Term (1-3 Years)	Medium Term (3-5 Years)	Long Term (5+ Years)		
<ul style="list-style-type: none"> ○ Morebeng 					
LAND USE PLANNING AND MANAGEMENT					
<ul style="list-style-type: none"> • Establish a Land Use Committee to enforce and manage the Land Use Management System. 	X			Operational	MLM/CDM
<ul style="list-style-type: none"> • Introduce and enforce land use by-laws throughout the municipality. 	X			Operational	MLM
<ul style="list-style-type: none"> • Assist communities regarding allocation of stands where there are General Plans. 	X			Operational	MLM/CDM
<ul style="list-style-type: none"> • Cooperate with Tribal Authorities regarding land use planning. 	X			Operational	MLM
<ul style="list-style-type: none"> • Institute Comprehensive Local Plans/Precinct Plans for the following areas: <ul style="list-style-type: none"> ○ Mogwadi Local Spatial Plan. ○ Botlokwa Local Spatial Plan. ○ Morebeng Local Spatial Plan ○ Business Plans for identified Nodal Points. 	X			R1000 000	MLM
<ul style="list-style-type: none"> ○ Botlokwa Local Spatial Plan. 	X			R1000 000	MLM
<ul style="list-style-type: none"> ○ Morebeng Local Spatial Plan 	X			R1000 000	MLM
<ul style="list-style-type: none"> ○ Business Plans for identified Nodal Points. 	X			R1000 000	MLM
<ul style="list-style-type: none"> • Investigate optimum locations for identified Thusong Service Centres; 	X			R700 000	
URBAN DESIGN/OPEN SPACE					
<ul style="list-style-type: none"> • Apply Urban Design Principles in Site Development Plans. 	X			Operational	MLM
<ul style="list-style-type: none"> • Institute detailed landscape designs along pedestrian networks with pedestrian walkways linking informal trading areas and pedestrian destinations with street furniture, lighting, paved walkways, etc. 				To be determined	MLM
<ul style="list-style-type: none"> • Plan and protect public open spaces in nodal points. 		X		To be determined	MLM

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ACTION/PROJECTS	IMPLEMENTATION PROGRAMME			BUDGET	FUNDING SOURCE
	Short Term (1-3 Years)	Medium Term (3-5 Years)	Long Term (5+ Years)		
SOCIAL INFRASTRUCTURE DEVELOPMENT					
<ul style="list-style-type: none"> Secure land for future community facilities in Nodal Points. 		X		To be determined	MLM
<ul style="list-style-type: none"> Upgrade and maintain roads leading towards community facilities. 		X		To be determined	MLM
MARKETING					
<ul style="list-style-type: none"> Formulation and Implementation of a Municipal Marketing and Advertising Strategy. 		X		R800 000	MLM
<ul style="list-style-type: none"> Develop proper signage to promote and market the area at the main entrances to Molemole Municipality. 	X			To be determined	MLM
<ul style="list-style-type: none"> Develop and implement street address system throughout the municipality with priority given to major destinations. 		X		To be determined	MLM

DEFINITIONS

Breaking New Ground (BNG): is simply an alternative name to the Comprehensive Plan for sustainable human settlement which is a national housing policy providing an update to the Housing White Paper aimed at addressing housing challenges.

Comprehensive Rural Development Programme (CRDP): is an initiative by the Department of Rural Development and Land Reform that supports rural communities in initiatives of self-empowerment and rural local economic development.

Development Facilitation Act: is a piece of legislation introduced to facilitate and speed up the implementation of reconstruction and development programmes and projects in relation to land by laying down general principles governing land development.

Gross Geographic Product (GGP): provides a measure of the total and sectoral economic activity happening on an annual basis within the local municipality. It reflects the market value in rands of all final goods and services produced and sold within a local municipality.

Integrated Development Plan: is a process through which municipalities prepare a strategic development plan for a five-year period.

Integrated Sustainable Rural Development Strategy (ISDRS): is a strategy initiated by the Department of Rural Development and Land Reform to design programmes to improve rural economies, create

viable and vibrant institutions, provide essential services and build capabilities which will reduce dependency on urban economies and urban-rural migration.

Local Economic Development: is a strategy on local initiative and driven by local stakeholders who aim to create employment opportunities for local residents, alleviate poverty, and redistribute resources and opportunities to the benefit of all local residents.

Thusong Service Centre (formerly known as Multi-Purpose Community Centre): A Thusong Service Centre is a one-stop service centre providing information and services to communities, through the development communication approach, in an integrated manner. These centres provide a hub of activities and a variety of services.

National Spatial Development Perspective: is a spatial narrative which provides an overview and determine into which category of development an area fits. It encourages investment in places that show dynamic social and economic growth.

Proclamation R188/1969: often referred to as Proclamation R188 (entitled Black Areas Land Regulations) is a set of regulations passed under the Black Administration Act 38 of 1927 which deals with rural land tenure and provides for issuing of Permission to Occupy Certificates (PTOs).

Proclamation R293/62: often referred to as Proclamation R293 (entitled Regulations for the Administration and Control of Townships in Black Areas) is a set of regulations passed under the Black

Administration Act 38 of 1927 dealing with the administration and control of Townships in Black areas solely for urban tenure development which provided for the issuing of Deeds of Grants.

Spatial Development Framework: is a component of the IDP which aims to redress the spatial inequalities persisting as a result of apartheid legislation and development.

Spatial Development Initiative (SDI): is an integrated tool aimed at promoting investment in regions of the country that were underdeveloped but had potential for growth whereby government develops or facilitates conditions conducive to private sector investment.

The National Development Plan (NDP): is a national plan that is aimed at transforming the economy and society by providing broad framework to guide key choices and actions that will help government in its drive to grow the economy, create jobs, address poverty and establish social cohesion.