

# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK



## FINAL DRAFT FOR COMMENTS

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## 1. INTRODUCTION

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### 1.1 BACKGROUND

The Thabazimbi Municipality has indicated the need for the development of an Integrated Spatial Development Framework to provide guidance in respect of decisions and actions towards the establishment of integrated and sustainable towns/settlements and development in general.

The ISDF should address the entire area of jurisdiction of the Thabazimbi Municipality which is characterised by Extensive and Intensive Farming Activities, Rural and Urban Areas, Mining Areas and Eco-Tourism.

The IDP Guidelines and White Paper of Spatial Planning and Land Use Management indicate that a SDF should not attempt to be comprehensive. It should take the form of a broad framework that identifies the minimum public actions necessary to achieve the direction of the plan. It must however provide sufficient clarity to guide decision-makers in respect of development applications.

The ISDF should furthermore be directly linked to the Thabazimbi IDP particularly in respect of the location of projects as identified during the IDP process. Similarly the spatial manifestation of development objectives and/or strategies should be incorporated in the ISDF where it can be visually illustrated as part of the SDF plan in order to inform land management and investment decisions.

### 1.2 PURPOSE OF SPATIAL DEVELOPMENT FRAMEWORK

The purpose of a Spatial Development Framework is to provide general direction to guide decision-making and action over a multi-year period, and to create a strategic framework for the formulation of an appropriate land use management system.

A Spatial development Framework Plan was drafted during the compilation of the Land Development Objectives in 1999. Since then the Thabazimbi Municipality never updated this Spatial Development Framework Plan (SDFP) to address the wider Thabazimbi Municipal area.

The Thabazimbi IDP document did include a chapter on the Integrated Spatial Development Framework (ISDF) and Environmental Programme for the Municipality, but a formal SDF has never been drafted.

The ISDF is supposed to form a legally binding component of the IDP that informs the decisions of development tribunals and other decision-making bodies, as well as create a framework of investment confidence. This framework will assist the Municipality in land use management in the wider municipal area.



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### 1.3 PROJECT TEAM

The project team that will lead the compilation of the Spatial Development Framework will consist of the following committees/forums:

- Steering Committee
- Integrated Development Plan (IDP) Representative Forum

Structured public participation will be necessary and is of the utmost importance to ensure a successful outcome. The existing IDP Forum and IDP Steering Committee are utilised, as the IDP process has proven that members are diligent, supportive and are already knowledgeable regarding the IDP process and IDP documents. The following members are represented on the Steering Committee and IDP Forum:

#### **Steering Committee:**

- Heads of Departments; and
- Plan Wise Town and Regional Planners (Project Consultant).

#### **IDP Forum:**

- Chairperson: A member of the Executive Committee/Mayor/a member of the Committee of Appointed Councillors;
- Members: Executive Committee, Councillors, Ward Committee Chairperson, Heads of Departments/Senior Officials, Stakeholder Representatives of organisations, Advocates for unorganised groups, resource persons; and
- Community Representatives:
  - Department of Agriculture;
  - Department of Correctional Services;
  - Department of Economic Development and Tourism;
  - Department of Education;
  - Department of Health and Welfare;
  - Department of Land Affairs.
  - Department of Public Works
  - District Agricultural Union;
  - DBSA;
  - ESKOM;
  - IMATU;
  - SAMWU;
  - SANCO;
  - SAPS;
  - Kumba Resources;
  - Amandelbult Platinum Mine;
  - Amandelbult/Swartklip;
  - Northam Platinum Mine;
  - Union – Northam Platinum;
  - Chamber of Commerce;
  - Magistrate Thabazimbi;
  - Marakele National Park;
  - Northam Taxi Association;



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- Thabazimbi Taxi Association;
- Thabazimbi Investment Initiative;
- Tourism Association; and
- Ward Representatives.

The Manager Communication and Marketing of the Thabazimbi Municipality will be responsible for the management of this project in conjunction with the IDP Manager.

### 1.4 METHODOLOGY

A specific approach is followed with the formulation of the Spatial Development Framework for the Thabazimbi Municipal area. The phases and tasks which form part of the planning process and which will be executed during this study are as follows:

#### 1.4.1 PHASE 1: CURRENT REALITY ANALYSIS

This phase consists of a number of important tasks to develop an understanding of all relevant facts and the current development situation, viz.:

- The relevant legal framework;
- Socio economic overview of the study area;
- Physical and environmental features;
- The existing land-use development situation;
- Bulk infrastructure; and
- Economic overview of the area.

#### 1.4.2 PHASE 2: ASSESSMENT OF THE DEVELOPMENT SITUATION AND DEVELOPMENT SCENARIOS/OPTIONS

An assessment of all the relevant issues or factors which influence future development. This will be the point of departure for the formulation of spatial development proposals. The assessment is also required to determine the development potential of large land parcels for future development and if necessary the identification of alternative (more suitable) uses for these land parcels.

This phase includes amongst others that the following key issues are addressed:

- A SWOT analysis with the relevant stakeholders;
- Formulation of objectives with respect to the desired spatial form for future development;
- Identification of macro land parcels and classification as far as possible indicating possible restrictions and potential;
- An assessment of bulk infrastructure inclusive of major movement patterns and higher order roads in terms of the areas identified for future development and its support for the desired spatial form; and



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- The formulation of alternative development scenarios or options.

### 1.4.3 PHASE 3: PROPOSALS, STANDARDS AND IMPLEMENTATION

This section primarily consists of the formulation of development proposals and the implementation of spatial development within the municipal area. These proposals will be accompanied by a plan which illustrates the proposals as far as possible.

The following key issues will be addressed as part of this phase:

- The finalisation of the appropriate and most sustainable development scenarios;
- The demarcation of macro land parcels and the formulation of strategies and policies regarding the desired patterns of land-use with a specific indication of the major land-uses and the location and nature of development within the municipal area;
- The formulation of basic guidelines for land-use management which are consistent with the spatial development framework proposals;
- Final audit with respect to the level of alignment with local spatial development frameworks;
- Capital investment framework (i.e. projects and programmes) for the development of land in Waterberg District Municipal area as contained in the IDP for Waterberg; and
- Specific proposals to secure the implementation of the Spatial Development Framework.

### 1.5 CONTENT OF THE SPATIAL DEVELOPMENT FRAMEWORK

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 expenditure framework for spending
- Strategic Environmental Assessment

In response to the White Paper, the regulations for integrated planning and performance management (Regulation No 7146 of GN 796 of 24/08/01) stipulated that a SDF must:

- Give effect to Development Facilitation Act (DFA) principles
- Set out objectives that reflect desired spatial form
- Define strategies & policies to achieve the objectives which must indicate:
  - Desired pattern of land use
  - Address spatial reconstruction
  - Strategic guidance in respect to location and nature of development



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- Set out basic guidelines for land use management system
- Set out a Capital Investment Framework for development programmes
- Incorporate a Strategic Environmental Assessment of the SDF
- Identify programmes and projects for development of land
- Be aligned with neighbouring SDF's
- Provide a visual representation of the desired spatial form of the municipality, which representation:
  - Must indicate public and private land development and infrastructure investment
  - Must indicate desired /undesired utilization of space
  - May delineate the urban edge
  - Must identify areas where strategic intervention is required
  - Must indicate where priority spending is required.

### 1.6 SDF IN CONTEXT

It is important to understand how the SDF fits into the Thabazimbi Municipality's broader scheme of operations and to follow the interrelation between the Spatial Development Framework (SDF), Integrated Environmental Programme (IEP), Integrated Development Plan (IDP) as well as the further applying of Land Use Management (LUM), Council Policy and Council Resolutions operate.

The SDF could be seen as one of the Municipality's sector plans, although the document combines a variety of multi-sectoral development issues. Refer to FIGURE 2 for an indication of all the Sector plans that should be compiled. As seen in this illustration both the SDF as well as the IEP forms sectoral plans under the IDP. These plans have to inform the Municipality on Spatial development as well as Environmental issues. In the case of Thabazimbi the SDF and IEP were compiled simultaneously. This resulted in a more integrated effort as environmental issues could be incorporated in the SDF and its spatial implications could be listed. Similarly development needs and specific growth points and directions could be addressed in the Environmental Analysis in the IEP.

As will be discussed in Paragraph 1.7 there is a specific relationship between the SDF and the LUMS. The purpose of the SDF is to guide future land uses. A LUMS is a scheme recording the land use and development rights and restrictions applicable to each property or erf. The scheme should be tighter and should correspond with the Spatial Development Framework Plan. The SDF influences the contents of the LUMS.

A Land-Use Scheme is a tool used by a Municipality to manage development according to the vision, strategies and policies of the Integrated Development Plan and Spatial Development Framework in the interests of the general public to promote sustainable development and quality of life. A direct link must exist between the Spatial Development Framework Plan, the LUMS, the municipality's budget and the capital expenditure framework because:



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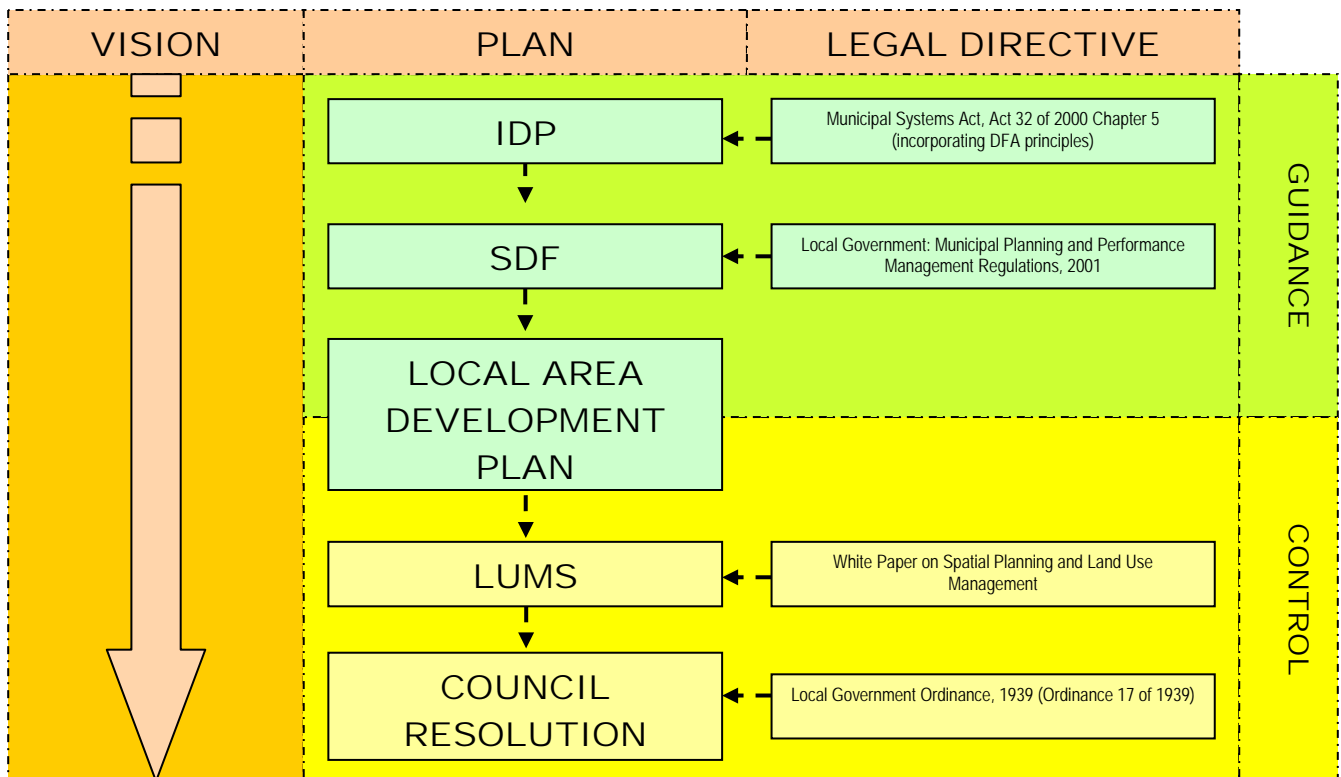
## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

- The rights recorded in the scheme determine the value of land which influence the rates and income of the municipality; and
- Any new development or change in land use has to be adequately serviced by infrastructure and the capital expenditure framework will indicate where the municipality is able to allocate funds for the upgrading of infrastructure.

The SDF should be guided by the IEP to ensure sensitive environmental areas are protected and development in these areas is according to the proposals made in the IEP.

Furthermore the Council has to draft certain policy documents as identified in the SDF. The SDF does not necessarily outline policies on every aspect of development. It does however identify areas where further studies should be undertaken or policies should be drafted if development issues were identified during the process of drafting the SDF, for instance the drafting of a hawker policy if informal trading was found to be a problem in business areas. [Refer to FIGURE 1 for an illustration of the Hierarchy of Plans.]

**FIGURE 1: HIERARCHY OF PLANS**





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### 1.7 SDF RELATIONSHIP AND GUIDELINES IN RELATION TO A LAND USE MANAGEMENT SYSTEM

The function of the ISDF is to provide a general direction to guide and inform all decisions of the Municipality relating to the use, development and planning of land. A **land-use management system** (LUMS) on the other hand deals with the detail administration of land development and land-use change. The local municipality has to compile a land-use management scheme for the entire area of jurisdiction that deals with individual properties in terms of their administration, land-use rights and also the amendment of these rights for a particular development and to meet specific requirements. It must, however, conform to the spatial development framework (SDF). Only local municipalities compile land-use management systems (i.e. land-use schemes) for their area of jurisdiction which records the land-use and development rights and restrictions applicable to each individual property or erf.

The Thabazimbi Local Municipality is in the process of compiling a new land-use scheme for its area of jurisdiction. The new land-use scheme is based on the approach as outlined in the White Paper on Spatial Planning and Land-use Management (Land Use Management Bill) and the Local Government Municipal Systems Act, 2000. The new scheme will be computerised and will be a coloured scheme, which seems to be more user-friendly.

The Spatial Development Framework Plan of the Thabazimbi should operate as an indicative plan indicating desired patterns of land use, directions of growth, urban edges, priority development areas and areas where stricter land use control should be enforced. This plan has a legal effect of guiding and informing land development and management. The detailed administration of land development and land use changes should, however, be dealt with by a Land Use Management System.

The SDF should be flexible and able to change to reflect changing priorities, whereas the Land Use Management System (LUMS) should be tighter and only amended where required for a particular development. The SDF should therefore inform the content of the LUMS, rather than act as the direct source of rights and controls itself. In this regard, the SDF should:

- only be a strategic, indicative and flexible forward planning tool to guide planning and decisions on land development;
- develop an argument or approach to the development of the area of jurisdiction which is clear enough to allow decision-makers to deal with the unexpected;
- develop a spatial logic which guides private sector investment;
- ensure the social, economic and environmental sustainability of the area;
- establish priorities for public sector development and investment; and
- identify spatial priorities and places where public-private partnerships are a possibility.

In 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.



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The purpose of the SDF is not to infringe upon existing land rights but to guide future land uses. No proposal in this plan create any land use right or exempt anyone from his or her obligation in terms of any other act controlling land uses. The maps should be used as a schematic representation of the desired spatial form to be achieved by the municipality in the long term. The boundaries created through this process should therefore be left for interpretation and not be scaled.

A LUMS is a scheme recording the land use and development rights and restrictions applicable to each property or erf. The scheme should be tighter and only amended where required for a particular development and to meet certain requirements, with the most important being conformity with the Spatial Development Framework Plan. The latter influences the contents of the Scheme. The scheme has a binding effect on land development and management.

“A Land-Use Scheme is a tool used by a Municipality to manage development according to the vision, strategies and policies of the Integrated Development Plan and Spatial Development Framework in the interests of the general public to promote sustainable development and quality of life. To further clarify the outcomes of the Land Use Scheme it would avoid conflict between land uses e.g. a panel beater in a residential area. A Scheme is formally approved in terms of relevant legislation and consists of a map and set of regulations by which land use is managed. A Scheme is prepared for Local or Metropolitan Municipalities and District Management areas.”

It is therefore clear that a uniform Land Use Management System is necessary for the Thabazimbi Municipality. The basis of the new LUMS should be set on the principles and norms indicated in the White Paper on Spatial Planning and Land Use Management. These being achieving sustainability, equality, efficiency, fairness and good governance in spatial planning and land use management. The Paper states that LUM has two underlying rationales, i.e.:

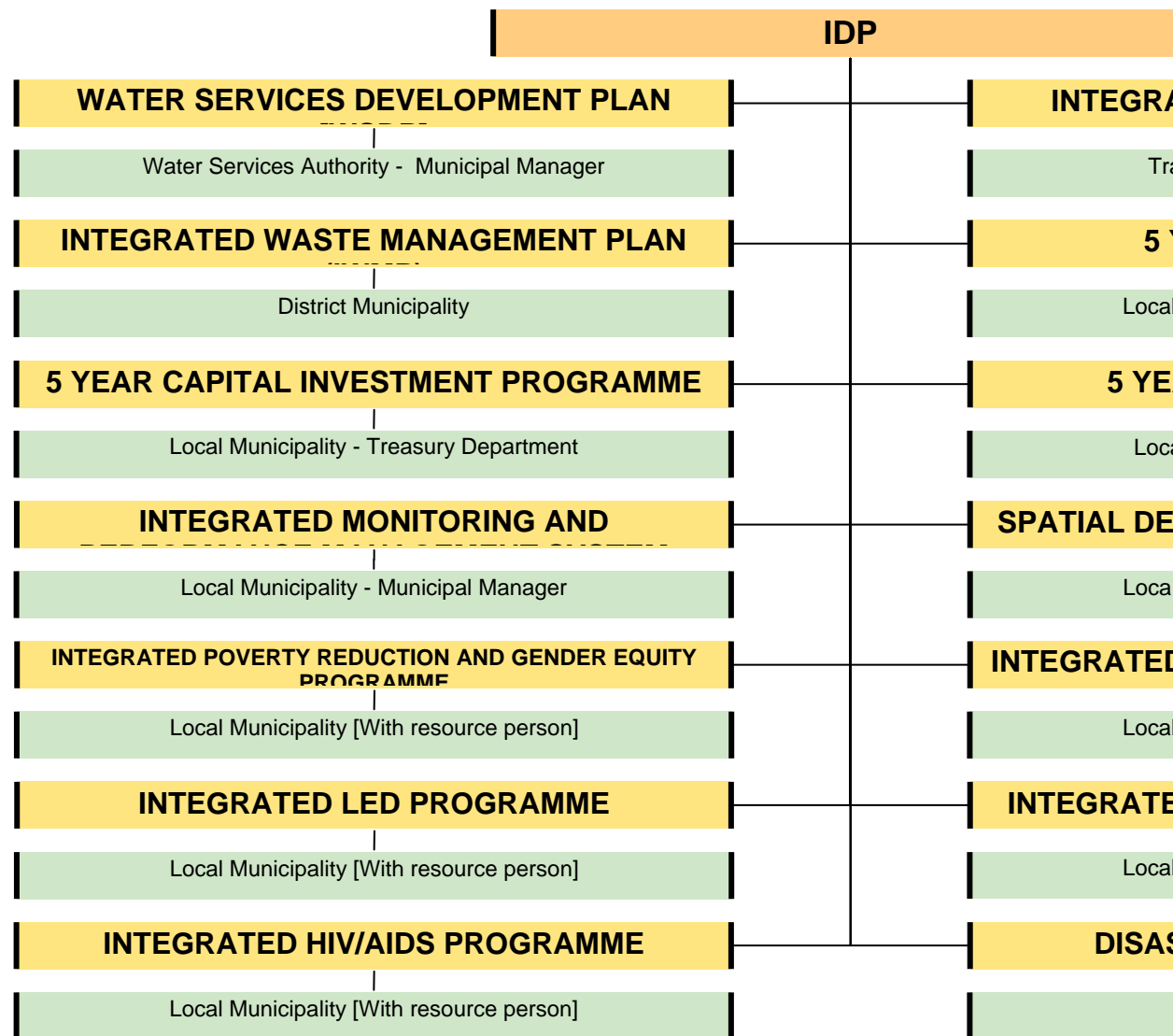
- The resistance to uncontrolled development; and
- The wish to promote desirable development.

Presently the Land Use Management Bill, 2001 has as yet not been promulgated. This Bill states that the municipality must adopt such a land use scheme within 5 years after the enactment of the act. In the case of Thabazimbi where the different sets of legislation are applicable in the different areas within the municipal area, it could be problematic, especially since most of the areas never formed part of any land use/town planning scheme. The Thabazimbi Municipality has however commenced with the drafting of a uniform LUMS for the entire municipal area. The municipality is therefore committed to draft a LUMS for its area of jurisdiction.



# THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

**FIGURE 2: IDP SECTOR PLANS**





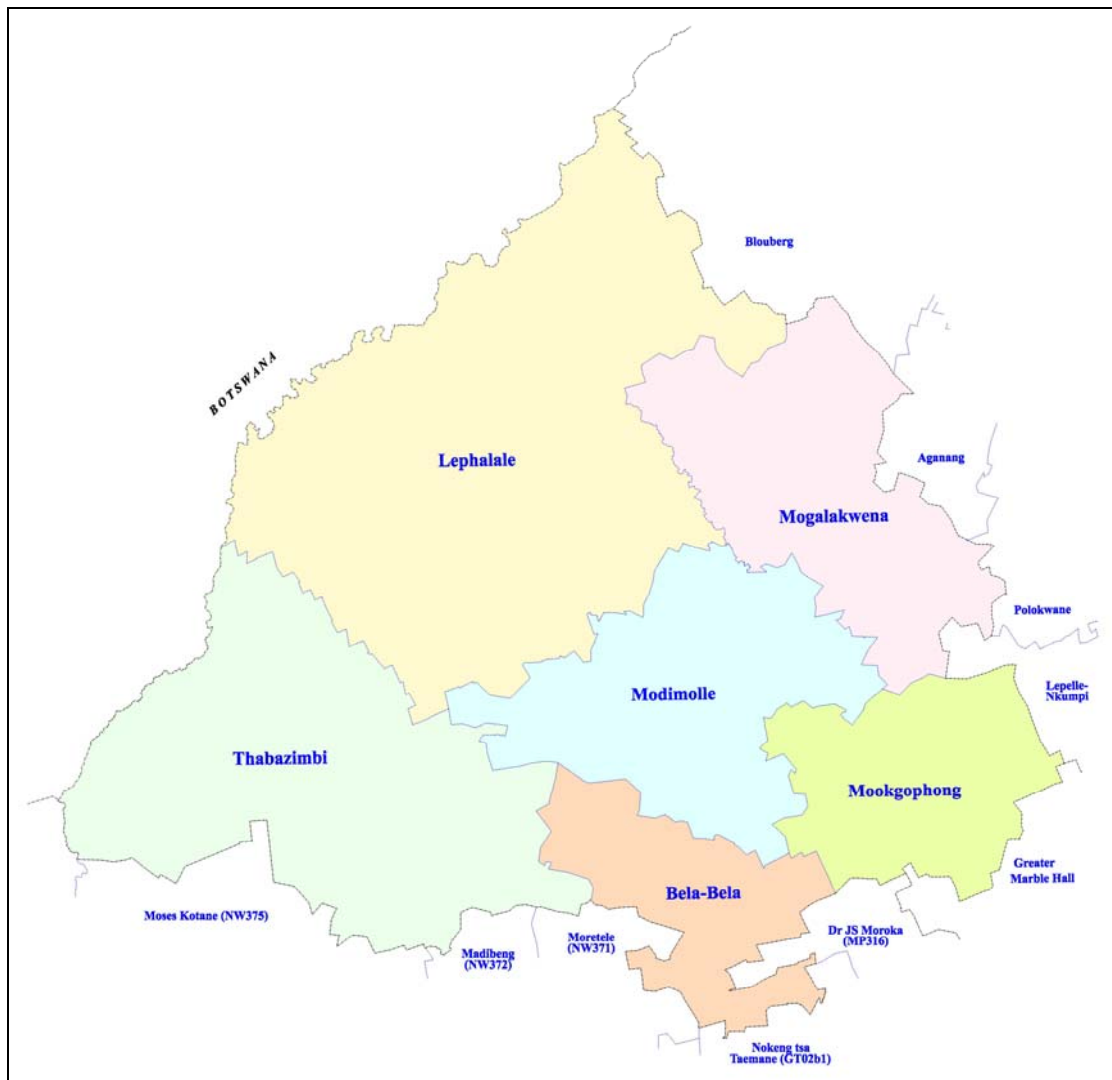
# THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

## 2. DEVELOPMENT SITUATION

### 2.1 STUDY AREA

The Thabazimbi Municipality is located in the western part of the Limpopo Province. Neighbouring Municipalities include Lephalale Municipality towards the north, Modimolle Municipality towards the east and Bela-Bela Municipality towards the south-east. The Northwest and Gauteng Provinces border the Municipality on the south and Botswana borders the Municipality on the western boundary. Refer to FIGURE 3 for an illustration of the Municipal area and its surrounding neighbours.

**FIGURE 3: THABAZIMBI AND SURROUNDING NEIGHBOURS**



The Municipal area falls within the Waterberg District Municipal area. FIGURE 3 indicates the other municipalities in the Waterberg District in colour.



# THABAZIMBI MUNICIPALITY

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The total area of the Thabazimbi Local Municipality is approximately 986 264.85 ha. It consists mainly of commercial farms, game farming, etc. but a few towns and villages are found in the area. These settlements include Thabazimbi/Regorogile, Northam, Dwaalboom, Rooiberg, smaller settlements such as Leeupoort, Kromdraai, Koedoeskop, Makoppa and Sentrum and formal mining settlements such as Setaria (Northam Platinum Ltd), Swartklip and Amandelbult (Anglo Platinum Ltd). The Marakele National Park is also partly located in the Municipal area with its main gate approximately 12 km from the Thabazimbi central town area. There are no former homeland areas located within the municipal area. Some informal settlements do occur in the broader Thabazimbi municipal area. The development situation of the Thabazimbi Municipality will be discussed under the headings of these towns/settlement areas or nodes. [Refer to accompanying **Map 1: Orientation and Infrastructure** indicating the locality of these nodes.]

## 2.2 GENERAL SPATIAL CHARACTERISTICS

### 2.2.1 THABAZIMBI/REGOROGILE

Thabazimbi/Regorogile is the main hub of the Municipal area. It is located fairly central to the entire municipal area and provides the majority of services to the rest of the municipal area. It has a well-established business and industrial area and is currently experiencing tremendous residential expansion.

### 2.2.2 NORTHAM

Northam is the second largest town in the Thabazimbi Municipal area. It also has a well-established business sector (albeit smaller than Thabazimbi) and caters not only for the residents of the Northam town, but also for the wider farming and mining areas. It is located in the southern part of the municipal area on the main route to Rustenburg, i.e. Road P16-2.

### 2.2.3 DWAAALBOOM

This is a small town with the main focal point being the PPC mine. The community reside in the surrounding farm areas or in PPC houses. It has a number of social and business amenities that serve the local community and surrounding farms. Residents travel to Thabazimbi for more specialised services.

### 2.2.4 ROOIBERG

Rooiberg had its origin in mining activities that took place in the area. The Rooiberg town was established and proclaimed in 1996. The mining activities however came to a standstill. Rooiberg is nowadays mostly inhabited by residents involved in local businesses, which is primarily tourist and property related, as well as by retired citizens. Rooiberg and surrounding areas have become one of the most popular tourism investment areas.



# THABAZIMBI MUNICIPALITY

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Rooiberg's popularity lies in its location in the Waterberg District close to a large number of nature and game reserves, of which Marakele National Park is located approximately 13 km north-east of Thabazimbi. Rooiberg is located on one of the main access routes to the Marakele National Park, the Provincial Road D928. Thabazimbi Municipality indicated in its IDP that this route will be tarred in view of its status as a main feeder to the Park. In view of its location on this route and its distance to the Park, Rooiberg will become one of the popular tourist venues.

Rooiberg is furthermore characterised by an informal settlement just outside the town. A Low Cost Housing project has been approved by the Department of Housing and provision was made for ± 200 new houses.

### **2.2.5 OTHER SETTLEMENTS (LEEUPORT, KROMDRAAI, KOEDOESKOP, MAKOPPA, SENTRUM AND SCHILPADNEST "SMASH BLOCK")**

A number of smaller settlements are found in the Thabazimbi municipal area. They are all small and mostly residential of nature with ancillary small-scale businesses.

#### **2.2.5.1 Leeupoort (including Raphuti Stad)**

Leeupoort is known as a "Holiday Township". It is one of the few formally proclaimed holiday townships in the Country that has specific eco-life style natural living areas. It was initially established as a private development, but after it experienced financial difficulties the township was taken over by the former Bushveld District Council and thereafter inherited by the Thabazimbi Municipality as a public township. The township is characterised by gravel roads, borehole water, septic tanks with limited boundary fences around dwelling houses and game is roaming freely within the confines of Leeupoort.

The basis for the development of the township was recreation with the emphasis on nature conservation, low density development, promotion of tranquillity, the security of people and the nurturing of fauna and flora in a natural environment. It can be described as an eco-town in an eco-environment which is substantiated in the original conditions of establishment of the township. The Remainder of the farm Weikrans also forms part of the township area. Residents in the township have unlimited access to this farm portion for the purposes of game viewing and photography. The portion south of Road P20-1 also provides a substantial part of the grazing for the established game population and for recreational purpose of game viewing, ornithological pursuits and hiking. It is vital that this farm portion is preserved for the continuous sustainable functioning of the township and natural game area. The portion north of Road P20-1 is of particular natural beauty and only naturally occurring game is roaming this area.

Raphuti Stad is an informal settlement located opposite Leeupoort. A formal low-cost housing project (Leeupoort Extension 7) has recently been approved for this area, but formal development has not as yet commenced. Some permanent buildings, i.e. houses, a hostel and ablution blocks are found here. Raphuti Stad is also located in a picturesque natural area and together with Leeupoort and the Remainder of the farm Weikrans forms an ecological unit that should be protected and sensibly developed as a nature conservation area.



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The Leeupoort settlement and Raphuti Stad are located south-east of Thabazimbi on the main road to Bela-Bela, i.e. Road P20-1. The wider area is increasingly being developed for similar styled eco-lifestyle developments and the Municipality has recently approved another extension for Leeupoort which includes a number of residential properties as well as a small-scale business node.

### **2.2.5.2 Kromdraai**

This settlement is located close to the eastern boundary between Thabazimbi and Bela-Bela. It is a grouping of agricultural holdings and has a distinct rural character. Some businesses, guest houses and lodges are found in this settlement but residents are dependent on Thabazimbi or Bela-Bela for primary services.

### **2.2.5.3 Koedoeskop**

Koedoeskop is a small rural settlement located south of Thabazimbi along the Road P20-2. The settlement has a very small number of people but it provides a low level service to the farming community in the area. The basic services (amenities) are provided by one or two small businesses, i.e. a small shop/general dealer, liquor store, tavern/eating house for the local labourers, small hardware store, mini market, Dutch Reformed Church, School and informal businesses. A small business area along the Road P110/1 running from Thabazimbi to Brits includes a filling station, workshop, shop, post office and butchery. A new rural style business complex (co-operative) is being constructed on the road crossing of Road P20-2 and P110/1. The surrounding area is mostly agricultural and utilised as irrigation farming. The local rural settlement of Koedoeskop is a classic farming community.

### **2.2.5.4 Makoppa**

This settlement is located  $\pm 44$ km north-west of Thabazimbi and  $\pm 55$ km from Dwaalboom on the corner formed by the District Road D2700 and D727 the Makoppa Road running from the road between Dwaalboom and Thabazimbi, i.e. the D1649. It is located west of the Crocodile River. The area is characterised as a typical farming community with predominant agricultural land uses including a large number of game farms. The settlement has a very small number of people but it provides a low level service to the farming community in the area. The business area provides a few services/amenities which include a shop area, take away outlet, liquor store, hard ware, fuel pumps and a tavern. In the past the local clinic and post office were also operated from this small business area.

### **2.2.5.5 Sentrum**

Similar to Makoppa and Koedoeskop this settlement is a small-scale rural settlement. It is located north of Thabazimbi along the Road P16-2. The settlement has a very small number of people and is totally dependant on Thabazimbi for basic and primary services. It has two general dealerships, cattle auction kraals that are operated by the local farmer's association, Telkom has a large repeater in the area and the Groenvley High School is located in the settlement. The area is mostly known for game and cattle farming.



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### 2.2.5.6 Informal Settlements

The following informal settlements are found in the Thabazimbi area:

- Schilpadnest “Smash block”: This is an informal settlement located close to Amandelbult (mine area). The settlement is reaching alarming proportions as no formal infrastructure services are in place. Many efforts have been made by the Waterberg District Municipality, the Department of Land Affairs in collaboration with the mine to resettle the people or to formalise the area for residential purposes but all efforts to date were in vain.
- Jabulani: It is located close to Northam Platinum Mines on the farm Elandskuil. There are no infrastructure services and the settlement is growing on a constant basis. Inhabitants are most likely local mine workers and farm workers from the nearby farms.
- Rooiberg: On a piece of land south-east of Rooiberg town. This land is affected by undermining and the Municipality should as a matter of urgency relocate the people staying here. The Department of Minerals and Energy has already notified the Municipality in writing that it is not safe for people to stay on this property.
- Raphuti village: This settlement is located opposite Leeupoort. A formal township application has already been launched, i.e. Leeupoort Extension 7 to formalise this area, but the proclamation of this township has been drawn out for longer than three years. The finalisation of this township should be addressed as a matter of high priority.
- Thabazimbi: On a part of the Remainder of the farm Donkerpoort 344 KQ, north adjacent to Road D1485 on entering Thabazimbi. This settlement is close to a stormwater channel running from Regorogile which could pose danger during high floods and rainy seasons.

### 2.2.6 FORMAL MINING SETTLEMENTS (SETARIA, SWARTKLIP, AMANDELBULT)

#### 2.2.6.1 Setaria

This mining settlement is a formally proclaimed township with residential, business and other erven. The settlement is located  $\pm 25$  km from Thabazimbi at the Northam Platinum Mine. In the past the mines operated independently and the area fell within the jurisdiction of the Waterberg District Municipality. The Setaria area now falls into the Thabazimbi Municipal area and the Municipality is responsible for land use management in its entire area of jurisdiction. Setaria will furthermore form part of the future LUMS for Thabazimbi.

Setaria is a fully functional township and totally independent from Thabazimbi Municipality regarding infrastructure services, i.e. water, sanitation, electricity, roads and stormwater.



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### 2.2.6.2 Swartklip

This mining settlement is a residential area with ancillary land uses including business, social and other erven. The settlement is located  $\pm 16$  km from Northam at the RPM Union Section Mine. In the past the mines operated independently and the area fell within the jurisdiction of the Waterberg District Municipality. Swartklip now falls into the Thabazimbi Municipal area and the Municipality is responsible for land use management in its entire area of jurisdiction. Swartklip will furthermore form part of the future LUMS for Thabazimbi.

Swartklip is a fully functional township and totally independent from Thabazimbi Municipality regarding infrastructure services, i.e. water, sanitation, electricity, roads and stormwater.

### 2.2.6.3 Amandelbult

This mining settlement is a residential area with ancillary land uses including business, social and other erven. The settlement is located  $\pm 30$  km from Thabazimbi and  $\pm 18$  km from Northam at the Anglo Platinum Mine called Amandelbult. In the past the mines operated independently and the area fell within the jurisdiction of the Waterberg District Municipality. Amandelbult now falls into the Thabazimbi Municipal area and the Municipality is responsible for land use management in its entire area of jurisdiction. Amandelbult will furthermore form part of the future LUMS for Thabazimbi.

Amandelbult is a fully functional township and totally independent from Thabazimbi Municipality regarding infrastructure services, i.e. water, sanitation, electricity, roads and stormwater.

### 2.2.6.4 Mining Areas - Summarised

TABLE 1 Indicates the mines located within the Thabazimbi local municipal area and the mining companies active in the area.

**TABLE 1: MINES IN THE THABAZIMBI LOCAL MUNICIPALITY**

GROUP	COMPANY	MINE	FARMS
Anglo Platinum	Rustenburg Platinum Mine	Union Section	Turfbult 404 KQ, Swartklip 405 KQ, Haakdoorn 6 KQ, Spitskop 410 KQ
Anglo Platinum	Rustenburg Platinum Mines	Amandelbult Section	Zwartkop 369 KQ, Amandelbult 383 KQ, Schilpadnest 385 KQ, Elandsfontein 386 KQ, Middellaagte 382 KQ, Elandskuil 378 KQ, Haakdoorndrift 374 KQ
Northam Platinum Limited	Northam Platinum Mine Limited	Northam Platinum Mine	Zondereinde 384 KQ, Vrugbaar 387 KQ, Vrugbaar 381 KQ, Middeldrift 379 KQ, Grootkuil 376 KQ, Kopje Alleen 422 KQ.
Kumba Resources	Thabazimbi Iron Ore Mine	Thabazimbi Mine	Kwaggashoek 345 KQ, Wachteenbietjesdraai 350 KQ, Donkerpoort 344 KQ, Rosseauspoort 319 KQ, Doornhoek 318 KQ



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GROUP	COMPANY	MINE	FARMS
		Rooiberg Mine Tin	No longer in operation, Olievenbosch 506 KQ
		B Mine (Tin)	No longer in operation, Nieuwpoort 516 KQ
		C Mine (Tin)	No longer in operation, Leeuwpoort 554 KQ
PPC		Dwaalboom Palygorskite	Zuurvediend 167 KP, Loggerindehoek 169 KP, Grootvlei 160 KP, Goedverwacht 168 KP, belgie 181 KP. Only southeastern portion of Zuurverdiend is mined at present
	Samrec PTY LTD.	Rhino Andalusite Mine	Portion 3 Grootfontein 352 KQ, Other deposits: Buffelshoek 351 KQ, Buffelsfontein 353KQ, Rooywal 441KQ, Rhenosterkloof 483KQ and Weltevreden 478KQ.
	Sand	Coetzee Sandwerke • Paul Hugo Landgoed PTY LTD.	<ul style="list-style-type: none"> <li>• Doornhoek 318 KQ</li> <li>• Klipgat, Zonderende 384KQ</li> </ul>

(Source: Northern Province Spatial Rationale, adapted by Mining Representatives of Representative Forum)

**KUMBA RESOURCES:** The Kumba Thabazimbi Iron Ore Mine is situated in Thabazimbi. All mining areas are located within 16 km from town, in mountainous terrain. Almost all of the surface and mineral rights for the current mining operations and project areas belongs to Kumba Resources. Thabazimbi is a subsidiary of Sishen Iron Ore Company (Pty) Ltd, which is the registered owner of the prospecting and mining licences. It is important to point out at this stage, that the Mining authorizations currently held at Kumba Thabazimbi Iron Ore Mine, consists out of 2 (two) mining licenses i.e.: No 11/2001 and No 08/2002. These mining licenses include the following farms:

- Kwaggashoek 345KQ - Kwaggashoek East Mine: license No11/2001
- All other Farms-License No 08/2002
- Kwaggashoek 345 KQ:
- Claim license No213
- Mine lease No 452/1950
- Mine lease No 04/1984
- Donkerpoort 344KQ (Remainder of Portion 10)
- Buffelshoek 351KQ (Remainder of Portion 1 & 3, Portion 8)
- Wachteenbietjiesdraai 350KQ (Portion 1,2,4,9,13 and remainder of Portion3,5,12)
- Grootfontein 352KQ (Remainder of Portion 1)

Mining operations at Kwaggashoek East Mine (License No 11/2001) commenced in 1991 until to date and all the other mining activities on the other farms (License No 08/2002) are in operation since 1934 until to date. All these mining activities operate as a combined mining unit-The Thabazimbi Iron Mine.



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At the present production rate the remaining life of mine as at January 2005 is 30 years. The LOM is defined in terms of the SAMREC Code that is calculated over a period of 30 years. The exploration is ongoing and therefore the LOM will be updated and refined as more information becomes available. The current operational pits will take the LOM to 2011 and thereafter Phoenix will commence and fill the full 30-year time span. Project Phoenix is partially included in the estimation above, as the resource estimation for the feasibility study is still in progress. Phoenix is, in effect a continuation of mining operations in existing pits (Van der Bijl- and East Mine pits) using improved technology to beneficiate material previously classified as waste, and not a new prospect area.

Most of the 864 employees are from local communities. See the table below for the distribution by town/village.

**TABLE 2: DISTRIBUTION OF EMPLOYEES BY PLACE OF RESIDENCE**

Town/Village in Thabazimbi	No of employees
Ipelegeng	160
Regorogile	20
Thabazimbi	278
Mmebane	243
Total	701

### 2.2.7 Marakele National Park

The Marakele National Park (MNP) forms part of the Waterberg Biosphere and is located north-east of Thabazimbi town. Its main gate is located  $\pm 12$ km from the town.

The MNP has spectacular scenery which varies from rugged mountains, high cliffs, rolling hills and bush-covered plains. Forest pockets occur in sheltered gullies and there are wetland sponges at the headwaters of the Matlabas River. The park ecosystem is currently fragmented by public roads and different land holdings. There are a few poor quality internal roads that cater more for the 4X4 than the sedan drivers. However the park and the Waterberg Biosphere Reserve present wilderness potential within easy reach of a major market in Gauteng.

The MNP is subject to national legislation relevant to SANParks. Particular areas of relevance include biodiversity and cultural heritage legislation. MNP's situation and contribution to the UNESCO-registered Waterberg Biosphere Reserve forms an important component of the international context of the Park.



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### 2.2.8 INTRA REGIONAL AREAS [AGRICULTURAL, RURAL RESIDENTIAL, TOURISM, ETC.]

These areas the areas in between all of the above-mentioned nodes and include predominantly agricultural areas. Some of the agricultural areas of Thabazimbi are becoming very popular for tourism and rural residential development. It is for this reason that specific focus will be placed on the utilisation of agricultural land for other types of uses such as tourism and rural residential or resort developments. With many streams and the Crocodile River crossing through the area, Thabazimbi is a rich irrigation farming area. As far as the land with high agricultural potential is concern, it is important that land uses in such areas are conducive towards sensible farming practices.

Game farming is very popular in the Thabazimbi area although many game farmers nowadays struggle to keep their farms lucrative. A tendency nowadays for certain game farms that are particularly well-located is to redevelop game farms into tourist attractions such as game lodges or rural residential estates. These recent developments have a specific impact on the spatial development of the wider area and it is vital that the matter is addressed in the SDF.

### 2.3 INFRASTRUCTURE AND SERVICES

Bulk infrastructure is regarded as a problem for development. The deficit with respect to water, sewerage, electricity and roads varies between the various areas within the Thabazimbi municipal area. The various infrastructure components and services are discussed under each of the nodes or settlement areas identified.

#### 2.3.1 WATER

Bulk water is supplied by Magalies Water in respect of **Thabazimbi/Regorogile (7 mega litres per day) and Northam (2 mega litres per day)**, i.e. a total quota of 9 mega litres per day. Regorogile and Thabazimbi have additional supply from five boreholes. The boreholes are located at Group 12 and Group 5 located on Kumba land. The water is being pumped from boreholes to pump stations for chlorination.

**Reservoirs include: Thabazimbi:** one with a capacity of 4,5ML and four with a capacity of 2,3ML. **Regorogile:** one 3,2ML.

**Rooiberg** currently source their water from local boreholes that are located on private land at the golf course (2000kl/month) and on a residential erf in Rooiberg (6000kl/month). Rooiberg has two reservoirs from where water is provided to the town by means of a complete reticulation network. A chlorinator has recently been installed at the reservoirs.

A new water pipeline running from Zandriverspoort is being constructed. It will most likely be completed in December 2006. Once this pipeline is completed the boreholes will be “closed” and only used as back-up. The pipeline will provide water of 300kl per day that will be pumped into the existing reservoirs and reticulated along the existing networks. The possibility of extending this pipeline to Leeupoort/Raphuti to alleviate the problem of high fluoride content of the drinking water and to complement existing water sources should be investigated.



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**Leeupoort/Raphuti** currently sources their water from local boreholes. There are two boreholes that provide  $\pm 4000\text{kl/month}$ . The water extracted from these boreholes does not comply with DWAF standards, but a chlorinator has been installed at the local reservoir for potable water. The water contains a high level of fluoride. Two 2000l tanks are provided, one at the Leeupoort Office and one at Raphuti at an existing ablution block. These tanks provide potable water that has been defluoridated by the reverse osmosis process).

The mining settlements including Dwaalboom are self-sufficient in respect of bulk and internal water supply.

**Schilpadnest** “Smash block” has five boreholes of which 4 are equipped. There is a communal point from where residents fetch water. No other reticulation network or other services are in place.

The other settlements, i.e. **Kromdraai, Koedoeskop, Makoppa** and **Sentrum** as well as **Marakele National Park** and the **Intra Regional Areas** source their water from local boreholes. During times when no water is available the Thabazimbi assists these areas by sending a water truck. The water truck was purchased for Thabazimbi by the Waterberg District Municipality.

Water is an enormously valuable resource and the lack of water would have severe consequences amongst others to the municipality’s growing agricultural, mining and water services sector. The value of water and its accessibility is vital for these three primary sectors. Public institutions, tourism and other industries are also very dependent on a sufficient supply of water.

There is a serious concern in respect of the bulk provision of water for Thabazimbi and Northam areas. These areas are under considerable development pressure and the existing water supply is insufficient to accommodate the increased number of housing units.

To accommodate the increased residential development in Thabazimbi the water quota received from Magalies Water as well as the pipeline network should be increased to accommodate a higher quota. Other water sources should be investigated. The Zandriverspoort underground lake is an option that was investigated some time ago and could possibly be the answer to Thabazimbi’s bulk water problem. In addition to Rooiberg the possibility to link Leeupoort as well as Thabazimbi town to the Zandriverspoort source should be investigated. Existing boreholes at Thabazimbi Park, High School Frikkie Meyer and in the CBD could be upgraded. Another reservoir, as well as a larger pipeline from the pump station to Thabazimbi should be implemented. The pump station should also be expanded.

The current and expected future state of water resource utilisation in the Thabazimbi Local Municipality is outlined in TABLE 3.



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**TABLE 3: THE CURRENT AND EXPECTED FUTURE STATE OF WATER RESOURCE UTILISATION IN THE THABAZIMBI LOCAL MUNICIPALITY**

Municipal Area	Supply 2002 (MI/day)	Demand 2002		Demand 2007	
		All RDP (MI/day)	Mixed Levels of Supply (MI/day)	All RDP (MI/day)	Mixed Levels of Supply (MI/day)
Thabazimbi	8.2	10.6	10.8	11.6	11.6

Source: Waterberg District Water Services Development Plan (2002)

### 2.3.2 SANITATION

**Thabazimbi/Regorogile** are using water borne sewer systems. The treatment plant caters for Thabazimbi, Regorogile and Ipelegeng. The current capacity is 1800kl/day. The treatment plant has recently been upgraded to  $\pm 3000$ kl/day and will be further upgraded to 5285kl/day which will be sufficient for the long term. Based on the recent residential development as well as proposed residential township the second phase of upgrading should commence immediately. With the development of the new Thabazimbi Estates the existing sewer line should be upgraded to at least 2X250mm diameter pipes.

**Regorogile Extensions 6 and 7** ( $\pm 300$ units) is not yet linked to the reticulation network and residents uses the bush and/or a communal ablution block provided by the Municipality.

The current sanitation system in **Northam** is a water borne sewer systems. Some houses still have septic tanks but the owners could link to the reticulation network at their own cost. Apart from the RDP section (Northam Extension 5) all extensions in Northam is linked to the sewer reticulation network. Northam has oxidation dams that are presently over capacitated. The Municipality should urgently establish a new sewer treatment plant as the current situation with the oxidation dams is insufficient. In view of the residential expansion expected in Northam this is a crucial infrastructure matter that should be addressed as matter of urgency. The insufficient working of the oxidation dams also causes an environmental concern as the Bier Spruit is contaminated every time the pumps stop due to power cuts.

The Municipality empties the septic tanks for all the residents regularly and discharges the sewage into the existing oxidation ponds. The outfall sewer has been partially constructed in Northam and the project is still outstanding.

**Rooiberg** is using a water borne sewer system. The treatment plant is adequate for the current situation. It should be upgraded for new residential developments.

**Leeupoort** is using individual septic tanks and French drains and **Raphuti** is using a communal ablution facility with septic tanks, as well as individual pit latrines. In certain instances it appears as if the construction of the septic systems systems was not done in accordance with building regulations and in some areas the ground formation is unsuited for this type of sanitation system.



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This is aggravated by the fact that erven in Leeupoort is small (i.e. 400m<sup>2</sup>) resulting in a larger concentration of dwelling units (and septic tanks) in a confined area. The Municipality appointed a contractor to empty problematic septic tanks at Brits. A levy is charged from the owners. The communal ablution facilities in Raphuti have been dysfunctional for a number of years. The situation in Raphuti and Leeupoort is particularly poor in the rainy season and causes a serious health hazard to these communities.

A new sewerage treatment plant is necessary and should be investigated together with a professionally designed sewerage reticulation system for the entire area.

**Schilpadnest** are currently using the bush or pit latrines as the only available sanitation system.

The other settlements, i.e. **Kromdraai, Koedoeskop, Makoppa, Sentrum** and **Marakele National Park** and the **Intra Regional Areas** use septic tanks as well as the pit latrines for farm labourers.

In terms of the Waterberg District Water Services Development Plan (2002) 12% of the population of Thabazimbi has a standard for sanitation below RDP standards. The population percentages that have below RDP standard services in Thabazimbi are mainly because of informal township developments. The sanitation facilities in rural areas are mostly pit latrines of which a good percentage can be upgraded to a VIP.

### 2.3.3 ELECTRICITY

Electricity is largely generated by ESKOM and distributed by ESKOM. Electricity and energy is provided by means of the following sources, viz:

- Grid electricity which is supplied from power stations. The largest power station of its kind in the country is the Matimba Station at Lephalale, which supplies electricity to various towns in the Waterberg District Municipality including Thabazimbi;
- Non-grid electricity which basically includes petrol and diesel generators; and
- Other alternative sources of energy which amongst others includes batteries, paraffin, coal, wood, candles, gas. etc.

The majority of the households in the informal settlements and farm areas in Thabazimbi are as yet not supplied with electricity, although the urban areas are generally well supplied with electricity. In urban areas, electricity is bought in bulk from ESKOM and is distributed to these areas.

The National Electricity Regulator (NER), which replaced the Electricity Control Board, was established to regulate the electricity supply industry. Its mandate relates to ensuring orderly and effective generation, transmission and distribution of electricity. The NER is currently planning to implement “poverty tariffs” which will provide more affordable electricity to low income communities. Regional Electricity Distributors (RED’s) are to be established.



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**TABLE 4: NUMBER OF HOUSEHOLDS SERVED WITH ELECTRICITY IN THABAZIMBI LOCAL MUNICIPALITY**

MAIN PLACE	NO. OF HOUSEHOLDS SERVED WITH ELECTRICITY
Amandelbult	325
Ipelegeng	223
Leeupoort (& Raphuti)	±630*
Mmebane	624
Northam	1568
Regorogile	1466
Rooiberg	58
Rooikrans	64
Smashblock	3
Swartklip	817
Swartkop	35
Thabazimbi	4662
TOTAL	9845

Source: Statistics South Africa, Census 2001

\*No of households served not according to Census 2001, but according to verbal confirmation by Leeupoort Community Organisation in March 2007.

The following areas are also supplied by Thabazimbi Local Municipality:

- RDP Northam: 611 units;
- RDP Thabazimbi: 300 units;
- RDP Raphuti: 100 units; and
- RDP Schilpadnest: 1000 units (or more).

### 2.3.4 ROADS AND STORMWATER

Roads are classed according to the function they have to perform. The main differences between the various classes of roads relate to the extent to which they cater for traffic movement or for access.

Freeways and toll roads are the responsibility of the National Roads Agency (SANRAL), while arterial, collector and local roads are the responsibility of the Limpopo Roads Agency (RAL). The municipalities are responsible for the road networks within their respective municipal boundaries. The following table indicates the important routes in the Thabazimbi Municipality area.



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**TABLE 5: IMPORTANT ROUTES IN THABAZIMBI LOCAL MUNICIPALITY**

ROUTES	ADT	HEAVY ADT	DESCRIPTION	ECONOMY-RELATED ISSUES
P16/2	6289		<ul style="list-style-type: none"> <li>Classified as a main route</li> <li>Link with the P84/1 situated in the Lephalale Local Municipality</li> </ul>	<ul style="list-style-type: none"> <li>Main route to the Botswana border (Stockport)</li> <li>Link to the North West Province (Rustenburg)</li> <li>Major residential nodes and Mines are concentrated and adjacent and in close proximity to this route</li> <li>The remainder of the area to the east and west of this route is mainly farm land</li> <li>High volume of heavy truck traffic due to bulk haulage of cement, mining timber and ore.</li> </ul>
P110/1	1650		<ul style="list-style-type: none"> <li>North-South route</li> <li>Classified as a main route</li> </ul>	<ul style="list-style-type: none"> <li>Access route to the North West Province (Brits/Madibeng)</li> </ul>
P20-1	2139		<ul style="list-style-type: none"> <li>East-West route</li> <li>Classified as a main route</li> <li>Main access to Bela-Bela</li> </ul>	<ul style="list-style-type: none"> <li>Link between Thabazimbi and Bela-Bela</li> <li>High volume of tourism activities on this route</li> <li>High volume of heavy truck traffic due to bulk haulage of cement, mining timber and ore</li> <li>Link between Bela-Bela and Northam which forms the main route between Polokwane and Rustenburg.</li> <li>The link of Road P20-1 with Road P20-2 via Northam to Dwaalboom and to Derdepoort (Gaborone) will be very prominent once all the roads are tarred.</li> </ul>
P20-2			<ul style="list-style-type: none"> <li>East-West route</li> <li>Classified as a main route</li> <li>Access to Koedoeskop/Northam</li> </ul>	<ul style="list-style-type: none"> <li>Link between Koedoeskop and Northam</li> </ul>
D928			<ul style="list-style-type: none"> <li>Access road to Rooiberg from Thabazimbi</li> <li>Classified as a main route</li> </ul>	<ul style="list-style-type: none"> <li>Tourism activities on this route that will increase once road is tarred</li> </ul>
D1649			<ul style="list-style-type: none"> <li>Access road to Dwaalboom</li> </ul>	<ul style="list-style-type: none"> <li>Link between Thabazimbi and Dwaalboom</li> <li>High volume of use related to PPC mining activities.</li> </ul>

Source: Northern Province Spatial Rationale, 1998 NOTES: ADT = Average Daily Traffic



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The Road P16-2 extending from Rustenburg to Thabazimbi and further to Lephalale acts as traffic spine through the Municipal area. It has been identified in the IDP as a Development Corridor along which major residential nodes and mines are concentrated.

Road P16-2 is the most prominent road in the Municipal area followed by the various district roads. The road to Brits (P110-1) is a main feeder from Gauteng and most visitors from Pretoria and surrounding areas utilise this road to reach Thabazimbi and Lephalale.

The road to Bela-Bela is also characterised by higher traffic volumes as this is the main route to the northern parts of the Province and Polokwane the capital of the Province. Many visitors from Gauteng furthermore use this road to reach Thabazimbi because the N1 forms a large part of the road towards Bela-Bela and people often opt for highways opposed to smaller district roads.

The road between Thabazimbi and Rooiberg, i.e. Road D928, has long been earmarked for tarring, but has to date not been completed. Once this road is tarred, this road could become the main route to Thabazimbi from Gauteng and from the northern parts of the Province.

### **General remarks: Roads & Stormwater**

**Thabazimbi/Regorogile:** A 5 year plan was drafted for the upgrading and maintenance of roads, but has not as yet been implemented. The stormwater (the Rooikuil Spruit) is channelled through Thabazimbi Extension 6 and 8, but it should still be addressed in Thabazimbi Extension 3 up to the existing sewer treatment plant west of the town. The stormwater network should be upgraded particularly in Regorogile where most roads flood during rainy periods.

From these investigations we have learnt that many of the town's stormwater problems are the direct result of inadequate improvement and maintenance of the stormwater system. The main channel of the Rooikuil Spruit has for example been allowed to become heavily overgrown and silted up. Incorrect sizing and siting of existing drainage and bridge structures also have a marked negative impact on the conveyance capacity of the system. Furthermore, development of dwellings and commercial ventures within the flood plain has been allowed. The collective impact of the foregoing has led to a situation where regular flooding of properties occurs.

The Municipality should complete a Stormwater Implementation Plan to address stormwater problems, particularly around the Rooikuil Spruit. Certain upgrades are required that will significantly reduce the flooding risk and improve the development potential and security of the CBD area.

In brief, the proposed modifications and upgrading will involve the following:

- clearing of vegetation,
- some earthworks and shaping of the river course to form a grass lined trapezoidal channel,
- the removal of two constricting culverts with low level causeways on low priority roads, with alternate emergency access,



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- the upgrading of two other culverts, and
- the widening of the stream between Eland and Deena Streets and lining thereof with gabions.

**Northam:** Internal roads are deteriorating. The RDP section in Northam has gravel roads. Due to the terrain's flat slope, stormwater is a common problem in the Northam area.

**Rooiberg:** Internal roads are deteriorating. The RDP section in Rooiberg has gravel roads. Stormwater is fairly sufficient.

**Leeupoort/Raphuti:** Stormwater and roads are problematic in both Leeupoort and Raphuti. No professionally designed and constructed stormwater system exists. All existing roads are gravel and require upgrading. Most roads do not follow the planned routes/boundaries. A large number of cases of encroachment over road boundaries occur in Leeupoort. A new stormwater drainage system is necessary. A project involving the making of paving bricks and the paving of all roads should be investigated.

### 2.4 TOPOGRAPHY, HYDROLOGY, GEOLOGY AND SOIL ANALYSIS

The Thabazimbi Municipal area is second largest municipality in the Waterberg District Municipality, i.e. 985 460.76 ha in extent or 19,9% of total district area.

#### 2.4.1 TOPOGRAPHY

Thabazimbi is located in the Waterberg District which derives its name from the Waterberg Mountains, given by the indigenous people of the area due to the many water streams flowing down the mountain slopes. The Thabazimbi is generally a mountainous area, particularly towards the central to eastern side of the municipal area. The various mountain ranges include the Rooiberg Mountains, Boshoffs Mountain, Sandriviers Mountain, Kransberg Mountain, Witfonteinrant, Berg van Winde, Elandsberge, etc. The eastern mountain ranges form part of the Waterberg Mountain range forming a central mountain plateau. It is linked to the Sebetiela Mountains in the south-eastern part of the Waterberg District, which in turn is linked to the Great Escarpment of the Drakensberg Mountain range by the Strydpoort Mountains.

#### 2.4.2 HYDROLOGY

The primary catchments areas are the Crocodile River (west) and Marico River. The catchment areas of the main rivers that flow through the Thabazimbi Municipal area include the following sub-catchments:

- Lower Crocodile River;
- Crocodile River downstream of the Vaalkop-, Rooikoppies- and Klipvoor Dam including the Matlabas River;

The Thabazimbi municipality area is situated in the "Lower Crocodile Water sub-management area". The Lower Crocodile River has two large tributaries, namely the Sand River and the Bier Spruit which join the Crocodile River west of the town of Thabazimbi. Irrigation is the dominant water demand in this sub-area.



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A number of smaller rivers and streams include the Sondags River, Blinkwater Spruit, Moepel Spruit and the Rooikuil Spruit that runs through the Thabazimbi town area.

Rivers are, and will always be areas where people congregate and have the highest impact. These impacts take place over a considerable period of time. Rivers are described as the environmental arteries and when damaged, it results in dramatic environmental catastrophes, having a ripple effect on other environments.

The catchments are the primary source of water for perennial- and seasonal rivers and are responsible for a large percentage of water being used for economic activities and for human consumption. Sponges and wetlands are found in the catchments, which are situated almost exclusively in the mountain ranges of the district. They are the primary absorbers of water for groundwater sources.

### 2.4.3 CLIMATE

The temperature and rainfall are important climatological parameters in sustaining the physical environment and plays a significant role in determining the biotic environment of a specific area. Temperature and precipitation data are included for a better understanding and interpretation of the natural environment of Thabazimbi Municipal area.

Rainfall	Climatic conditions in the municipality area vary significantly from east to west. The climate can be described as temperate and semi-arid in the east to dry in the west. Rainfall is strongly seasonal, with most rainfall occurring as thunderstorms during the summer period of October to April. Mean annual rainfall ranges from 400 to 800 mm and decreases from the eastern to the western section of the municipality area.
Temperature	Thabazimbi has a hot semi-arid climate. Summer days are hot with temperatures varying between 28° -34° C in October to March. Summer night temperatures are hot to mild varying between 16°-21°C. Winter day temperatures are mild to warm varying between 19.6°-25.2° C in April to September. Winter nights are cold with temperatures of 4.3°-12.1° C.

### 2.4.4 GEOLOGY AND SOIL ANALYSIS

The geology in the municipality has some of the richest mineral deposits in the world. North of the Magaliesberg the geology is largely dominated by the Bushveld Igneous Complex. Formations in this complex are extremely rich in minerals and a number of mines have been developed in the area as a result.

Platinum, chrome and vanadium mining in particular, are taking place at a large scale. Extensive mining activities occur mainly in a circular belt around the perimeter of the Bushveld Igneous Complex.



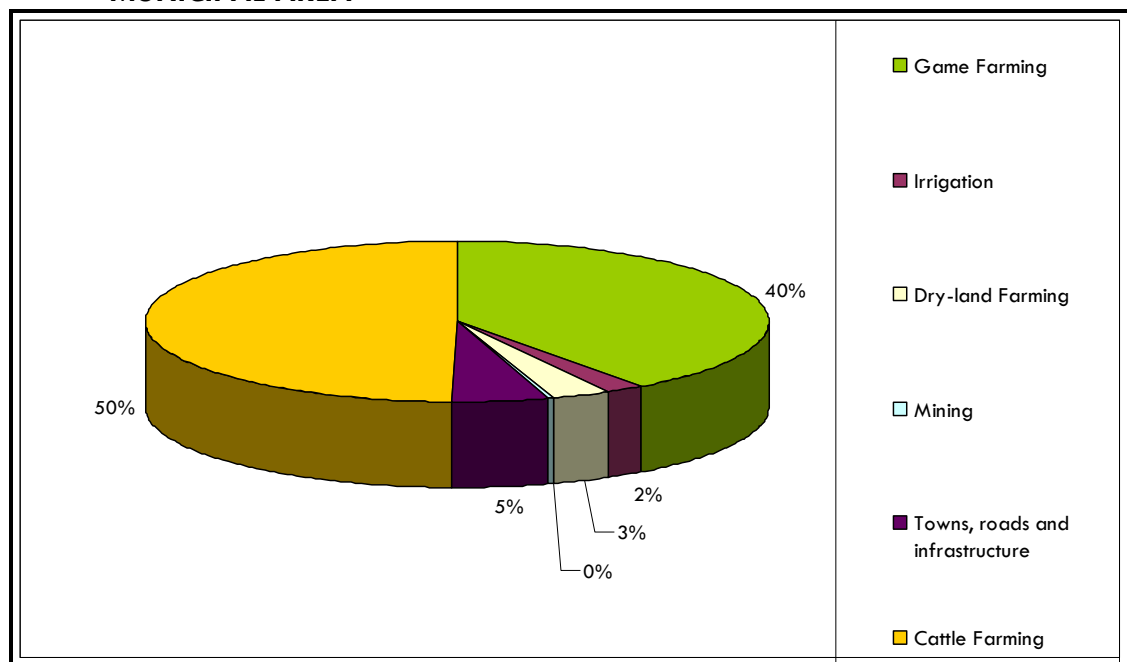
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These mines are mainly focused on the platina group of metals which are in great demand on the world market at the moment, as well as granite mining. [Refer to IEP (Par 5.6) as well as **Map 2: Geological Map.**]

### 2.5 LAND USE PATTERNS AND SPATIAL TRENDS

Approximately 40% of the land situated within the municipal area is utilised for game farming, +/- 2% for irrigation, +/-3% for dry-land farming, Mining 0.4% and approximately 5 % for towns, roads and other infrastructure. The remainder of the area is utilised for extensive cattle farming. The land use patterns occurring in the Thabazimbi Municipal area are primarily dictated by the afore-mentioned proportional division. Refer to FIGURE 4 for a clear depiction of the percentages.

**FIGURE 4: PROPORTIONAL DIVISION OF LAND USES IN THE THABAZIMBI MUNICIPAL AREA**



The configuration of the municipal area and the existing spatial pattern (topography, population distribution and sprawl) together with causal factors (land ownership, established land uses) play a role in the spatial development of the area. The area's local economy depends largely on the Mining, Agriculture and Tourism sectors. The Municipality's spatial development is thus particularly influenced by these three sectors.

The location of mining areas, agricultural land and tourism facilities (such as nature reserves) in relation to existing development and service networks also influence future development initiatives.



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Restricted access to land by the Municipality due to inhibitive land cost (privately owned land) would exacerbate attempts by the Council to orchestrate and encourage the development of a beneficial spatial pattern within the municipal area.

Environmentally sensitive areas, as essential as they are to create liveable environments for communities, also influence the design of a future spatial pattern, in that their position is fixed. Natural constraints to the spatial pattern, such as steep topography, are fixed, and will continue to influence spatial development initiatives for as long as the resident population cannot afford to pay for expensive infrastructural services.

The following major spatial characteristics can be identified and indicated for the Thabazimbi Municipal area, and are as depicted on the mapping documentation:

- A moderately sized land area extending over  $\pm 986\,264.85$  ha;
- The incidence of various smaller urban residential settlements within the municipal area, i.e. Thabazimbi, Northam, Rooiberg, Dwaalboom, Leeupoort (& Raphuti Stad), Mining settlements (Setaria, Swartklip, Amandelbult) as well as the informal settlement of Smashblock ;
- Thabazimbi has specific areas of high potential agricultural land as determined by the Department of Agriculture. In short the areas along the Crocodile River and other major river systems can be regarded as potential agricultural land;
- Most of the land in the area is private owned land;
- Primary conservation areas and nature reserves are found in the area;
- Specific mentioning of environmental sensitive areas mainly between Thabazimbi and the MNP as well as along river systems, streams and mountainous terrains where future development should be carefully managed or prohibited; and
- The present spatial characteristics, together with the factors responsible for the development of the existing pattern, will continue to affect any new development unless a well-formulated and viable strategy is implemented to counter negative aspects and encourage positive aspects.

The prevalent spatial pattern can be attributed to the following:

- Historic policies and development initiatives;
- Mineral occurrence and mining developments;
- Economic potential of land;
- Location of Marakele National Park;
- Culture; and
- Topography.

In order to deviate from former planning practices (segregated development) and to ensure an integrated spatial pattern the Municipality should:

- Minimise unplanned and uncoordinated residential establishment in areas where no basic services exist, and
- Ensure timeous provision for new development opportunities in strategic identified nodal growth points to accelerate the local economy.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

Aspects that should be carefully managed to prevent a detrimental influence on the spatial pattern are addressed in the under-mentioned paragraphs. By addressing these potential constraints the Municipality could avoid the disruption of the balance between the environment and economy that could place a burden on scarce resources.

### 2.5.1 LAND USES

- **Urban Sprawl:** The fragmented and spread out nature of the urban component of Thabazimbi has caused inefficient provision of basic services and hinders the creation of a core urban complex, which is essential for a healthy spatial pattern.
- **Detached settlement pattern in the larger Municipality area:** The existence of many smaller settlements in the municipal area complicates the integration of these settlements. The encouragement of development corridors linking these settlement areas will contribute towards creating a unit and an improved spatial pattern.
- **Environmentally sensitive areas:** The farm areas surrounding the Marakele National Park, particularly mountainous areas are identified as potentially environmentally sensitive areas. The Marakele National Park should not develop in isolation and sensible development should take place around the Park to contribute towards the Park's long term development. It is of utmost importance that activities in these areas are managed according to planning and environmental guidelines to prevent a substantial detrimental effect on the environment. The Rooikuil Spruit traversing Thabazimbi can be considered as development constraint. The areas along the Rooikuil Spruit can however be encouraged as greenbelt with specific development proposals that are suited for this area. Invading alien plants affecting the Spruit should be addressed as a matter of urgency.
- **High Potential Irrigation Land:** The areas around the Crocodile River and its large tributaries, namely the Sand River and the Bier Spruit can be regarded as high potential agricultural land (irrigation). Some areas of the riparian zone along these water courses have been removed for agricultural purposes. Destruction of riparian vegetation during the clearing of farming plots is regarded as a significant environmental problem. In contrast it is imperative that this resource be protected for the economic well being of the area. A careful balance between the optimum utilisation of the resource and the protection of the environment should therefore be maintained and enhanced.
- **Mining Activities:** The larger Thabazimbi area is characterised by many mining enterprises. The mining sector is the primary pillar of the Thabazimbi economy, however from a development and environmental perspective it is important that mining takes place in a responsible manner. Some mines operate without Environmental Management Programme Reports (EMPR's) and extension of mining activities take place without authorisations [Aspects such as the fauna and flora, water (both surface and ground), air, soil and also on the society as a whole should be addressed.] Furthermore insufficient rehabilitation of previously mined areas has resulted in scarred landscapes. Rehabilitation of these disturbed areas is of utmost importance. Land should be restored in conformity with the original land use before the activity started. Aesthetically the disturbed areas should not be visibly different to the surrounding natural environment.



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The Mineral & Petroleum Resources Development Act, requires that an EMPR containing rehabilitation plans be submitted and approved by the authorities before any mining activity can start, and that finances be set aside for this purpose.

- **Densification of agricultural land/resort development:** The larger Thabazimbi area is becoming a very popular investment destination for investors from Gauteng and elsewhere. People are investing in “Bushveld” properties as holiday destinations. This results in the increased development of agricultural land, typically game farms or areas with natural aesthetic beauty, into rural residential estates. It is of utmost importance that developments on agricultural land are managed according to planning and environmental guidelines to ensure sustainable development of these areas.

### 2.5.2 TOPOGRAPHY

A large percentage of land area within the municipal area cannot be considered for urban development this is due to the mountainous nature of the terrain and the presence of riverine areas, although this situation has other advantages in respect of water catchment areas, tourism value, climate, etc.

### 2.5.3 INFORMAL SETTLEMENTS

Informal settlements such as Schilpadnest are functionally inefficient and costly. It further bears the threat of neutralizing development alternatives by the reduction of land availability, and the problems associated with relocation of communities once they have established

### 2.5.4 LAND OWNERSHIP

Inaccessibility of land caused by private ownership and other related factors are regarded as a serious constraint to the harmonious development of the area.

### 2.5.5 EXISTING ESSENTIAL SERVICES

Inadequate service networks and capacity in remote areas are considered as constraints. Huge backlogs in service infrastructure and networks in the settlement areas [Thabazimbi, Northam, Rooiberg and Leeupoort] require municipal expenditure far in excess of the revenue currently available within the local government system.

### 2.5.6 POTENTIAL GROWTH IN MINING ACTIVITIES

The envisaged growth in the mining sector will result in a subsequent increased demand for housing. Although a large component of the mines’ housing requirements could be addressed by the various new township establishment projects it is vital that a clear indication of the projected housing needs be obtained. The future planning for services and other related infrastructure should also be addressed and therefore should be incorporated in the next revision of the IDP in order to cater for potential growth of such a nature.



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The present spatial pattern, together with the underlying factors responsible for the development of this pattern, will continue to influence new development, unless a comprehensive strategy is implemented to counter negatives and encourage positives.

#### 2.6 PRIORITY ISSUES IDENTIFIED WITH THE IDP

PRIORITY ISSUE		DESCRIPTION
NO 1: WATER & SANITATION	WATER	<ul style="list-style-type: none"> <li>Thabazimbi town and Regorogile experience huge water losses leading to loss of water income for the municipality. This is due to illegal connections, leaking pipes &amp; dysfunctional water meters.</li> <li>Rooiberg Town and Leeupoort have a shortage of potable water especially during summer. The fluoride level in water is too high, higher than the DWAF standards. The current source is not enough during summer and it has only a few boreholes from neighbours for supplying the town. The old Tim Mine sold the six boreholes that were previously used to provide water to private people.</li> <li>The water quality of the Greater Thabazimbi is poor. This is due to high microbial count that leads to health hazards.</li> <li>Leeupoort and Raphuti experiences environmental degradation and potential health hazards. There is no waste water treatment plant.</li> </ul>
	SANITATION	<ul style="list-style-type: none"> <li>Schilpadnest experiences environmental degradation and potential health hazards. Residents are using pit latrines that are not at RDP standard.</li> <li>Northam town, Dwaalboom, Rooiberg town, Leeupoort town and Koedoeskop have inadequate sanitation systems. The current septic tank system is not suitable for the area.</li> <li>Pollution of Rooikuil Spruit affects Thabazimbi, Northam and Regorogile and leads to health hazards &amp; environmental degradation. The area also has a dysfunctional sewer plant.</li> </ul>
NO 2: ELECTRICITY		<ul style="list-style-type: none"> <li>Farm schools operate without electricity. Schools are far from Eskom sources.</li> <li>The Greater Thabazimbi suffers from non payment of electricity services. There is a general culture of non payment and unemployment is found all over.</li> <li>The Greater Thabazimbi experience frequent power cuts. This is due to an inadequate, low and/or medium voltage electrical system.</li> <li>Raphuti RDP towns, Regorogile Extension 6 &amp; 7, Northam Extension 7 have lack of electricity supply. There is no electrical infrastructure.</li> </ul>
NO 3: EMPLOYMENT AND ECONOMIC DEVELOPMENT		<ul style="list-style-type: none"> <li>Thabazimbi has a high rate of poverty. This is primarily due to a lack of employment opportunities</li> <li>Poor marketing of Tourism. A lack of diversified skills in identified economic pillars. Agriculture &amp; Mining sectors are inactive. Co-ordination efforts to tourism marketing are not yet broadened.</li> </ul>
NO 4: SOLID WASTE & ENVIRONMENT		<ul style="list-style-type: none"> <li>Northam, Leeupoort, Raphuti &amp; Rooiberg experiences environmental degradation. This is partly due to a lack of proper management of Land fill sites.</li> </ul>



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PRIORITY ISSUE		DESCRIPTION
NO 5: ROADS & STORMWATER	ROADS	<ul style="list-style-type: none"> <li>The National route between Thabazimbi, Dwaalboom (60km) and Botswana (Derdepoort border post) should be upgraded to increase tourism and export capacity of the town. There are limited funds available for road projects and the National and Provincial Roads Agency (RAL) should provide assistance.</li> <li>The following roads are under severe conditions: Thabazimbi – Derdepoort; Northam – Derdepoort; Rooiberg – Marakele; Bela-Bela road due to poor maintenance and roads need to be tarred.</li> </ul>
	STORMWATER	<ul style="list-style-type: none"> <li>Regorogile and Thabazimbi suffer from damage to property due to an inadequate storm water system.</li> <li>Rooiberg, Leeupoort, Raphuti and Northam suffer from damage to property as there is no storm water system in place.</li> </ul>
NO 6: TRANSPORT, LAND & HOUSING	TRANSPORT	<ul style="list-style-type: none"> <li>On rural and farm areas there is no transport for children to reach nearby schools. The areas are not conducive for private transport to be effected.</li> <li>There is no public transport system between farming areas and towns - No transport system in place</li> </ul>
	LAND: CEMETERIES	<ul style="list-style-type: none"> <li>The location of cemeteries in respect of Northam, Leeupoort/ Raphuti Stad is unfavourable. It could result in environmental health risks.</li> <li>Cemeteries in the entire Municipal area seem to be insufficient. The Municipality does not own adequate land for use as cemeteries. Additional space should for the expansion or new development of cemeteries be sought and investigated. Private land owners should be approached. Proper procedures should be followed to register cemeteries and to comply with relevant legislation.</li> </ul>
	HOUSING	<ul style="list-style-type: none"> <li>There is a shortage of housing for approx. 3400 households in Thabazimbi and Schilpadnest. There is limited “public” land available for Housing.</li> </ul>
NO 7: DISASTER MANAGEMENT		<ul style="list-style-type: none"> <li>In respect of Northam, Leeupoort, Dwaalboom and Rooiberg there are only 2 fire brigades. There is inadequately trained staff. Equipment is inadequate with no radio control room and proper system to report emergencies. The main reason being a lack of funds.</li> <li>The entire municipal area has inadequate disaster support services and a lack of disaster management resources.</li> </ul>
NO 8: HEALTH & WELFARE		<ul style="list-style-type: none"> <li>Various problems are found in the greater Thabazimbi, these include clinic hopping. Overdosing, Misuse of municipal funds allocated to Health, People selling medicine privately and no detailed statistics are available to show patients records (ins and outs) including what medicines are required the most. Records are still kept manually due to lack of IT system</li> <li>People at Rooibokkraal have to travel long distances to access health facilities, i.e. from Rooibokkraal to Dwaalboom (100km). There are no mobile or permanent clinics or any health care services.</li> <li>People at Schilpadnest have to travel long distances to access health facilities. There are insufficient mobile clinics.</li> <li>There is no environmental Health Services in the greater Thabazimbi and a lack of Environmental Health Structures.</li> <li>A common problem in the greater Thabazimbi is the negligence of elderly and orphans. There inadequate facilities.</li> <li>In general there is a deterioration of health conditions due to HIV/AIDS. There is a lack of local structures to educate people on</li> </ul>



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PRIORITY ISSUE		DESCRIPTION
		HIV/AIDS. No proper care facilities for both patients and orphans.
NO 9: SAFETY & SECURITY		<ul style="list-style-type: none"> <li>The greater Thabazimbi area experiences an increase in crime. Shebeens and unlicensed drinking places exacerbate the problem. Lack of control by police mainly due to a shortage in police officers.</li> </ul>
NO 10: INSTITUTIONAL		<ul style="list-style-type: none"> <li>Thabazimbi has an inefficient municipal system that leads to poor service delivery. Lack of IT System.</li> <li>Thabazimbi residents have poor access to services. There is no "one-stop centre" within the municipal area where all Departments can be accessed.</li> <li>There is not enough office space for Officials &amp; Councillors at the Municipal offices.</li> <li>Thabazimbi municipality suffers from non payment of debts that amount up to R24 000 000. There is a general culture of non payment and unemployment is found all over.</li> </ul>
NO 11: SPORTS, ARTS & CULTURE		<ul style="list-style-type: none"> <li>There are no indoor sports and outdoor recreation facilities in the greater Thabazimbi area, primarily due to a lack of funds.</li> </ul>
NO 12: EDUCATION		<ul style="list-style-type: none"> <li>There is no Tertiary education facility. The number of students most probably do not justify establishment of a tertiary facility.</li> <li>Farm residents have to travel long distances to schools. Children end up leaving schools at grade 7 level.</li> </ul>



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### 3. SOCIO-ECONOMIC PROFILE

The socio-economic profile will assist in developing an understanding of the key demographic features of the population the Municipal area. By presenting the population structure of the municipality valuable population characteristics explain certain patterns and trends. These patterns and trends have a direct impact on the Spatial Development Framework of the municipal area.

#### 3.1 HOUSEHOLD INCOME AND EMPLOYMENT IN THE THABAZIMBI MUNICIPALITY

**TABLE 6: INCOME CATEGORIES PER LOCAL MUNICIPALITY**

CATEGORY (Income per month)	MALE	FEMALE	TOTAL
No Income			315
R1 –R400	2774	3099	5873
R401 – R800	3440	1208	4648
R801 –R1600	3485	658	4143
R1601 – R3200	5425	720	6145
R3201 – R6400	2583	540	3123
R6401 – R12800	1264	152	1416
R12801 – R25600	346	30	376
R25601 – R51200	105	21	126
R51201 – R102400	35	9	44
R102401 – R204800	18	8	26
R204801 or more	15	3	18
<b>Total</b>			<b>26253</b>

Source: SSA 2001, CENSUS

TABLE 6 indicates the income categories for households in individual municipalities. A total of 10521 households, i.e. 51,8% within Thabazimbi Municipality earn below minimum level, which is R1 100 per month. The low income level is a clear indication of the majority of households that are battling to get by. The majority of the households in the lower income levels are also located within the rural areas. There is a definite increase in households in urban areas with low levels of income. It has a direct bearing to the levels of services which can be afforded by people in both urban and rural areas.



# THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

## 3.2 EMPLOYMENT

**TABLE 7: EMPLOYMENT STATUS FOR THABAZIMBI MUNICIPALITY**

ECONOMIC ACTIVE						NOT ECONOMIC ACTIVE		
EMPLOYED			UNEMPLOYED					
Male	Female	Total	Male	Female	Total	Male	Female	Total
19658	6591	26249	2179	4867	7045	3125	9493	12618

Source: SSA 2001, CENSUS

According to the above-mentioned information approximately 26249 or 41,06% of the Thabazimbi population is employed. The total percentage of the economically active people that are unemployed is 11,02% or 7045 people.

The spatial implications of the unemployment in Waterberg District Municipality emphasises the importance of the establishment of functional settlements with potential for longer term sustainable economic development. Viable nodes must be created which provides jobs to the people and which is also developed to such an extent that the necessary thresholds area created for the establishment of business and industrial activities, which can support the local community.

## 3.3 POPULATION DENSITIES (POPULATION AND HOUSEHOLDS)

**TABLE 8 : POPULATION FIGURES FOR THE THABAZIMBI MUNICIPAL AREA**

LOCAL MUNICIPALITY	ESTIMATED POPULATION	NO. OF HOUSEHOLDS	AVERAGE HOUSEHOLD SIZE	% OF DISTRICT MUNICIPALITY
Bela-Bela	52122	12279	4.2	8.48
Lephalale	96074	23401	4.1	15.64
Modimolle	72797	17536	4.2	11.85
Mogalakwena	298419	68010	4.4	48.58
Mookgophong	30746	6977	4.4	5.05
<b>Thabazimbi</b>	<b>63883</b>	<b>20280</b>	<b>3.2</b>	<b>10.40</b>
TOTAL	614041	148483	4.1	100

Source: SSA 2001 CENSUS

The population of Thabazimbi represents 10,4% of the total Waterberg District population figure, which is the third lowest based on the above-mentioned figures. Indications are that since 2001 there has been a tremendous increase in the local Thabazimbi population. The distribution of the population is significant for future spatial development. The higher the population figure the pressure there is for urbanisation and the consequent demand for land, housing and municipal services.



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The increased population figures as well as the increased levels of pressure for urbanisation are most likely due to the increased number of formal and informal job opportunities at the local mines and businesses in urban areas such as Thabazimbi and Northam.

### 3.4 POPULATION PROJECTIONS

Various factors impact on the calculation of population growth rates and influence estimates made by demographers. The most important factors are the impact of HIV/AIDS, migration (also illegal immigration to areas in the Province), etc. Unpredictable and changing circumstances necessitate the frequent revision of both macro spatial planning, as well as municipal integrated development planning. The calculation of growth rates for future population estimates for areas may change more drastically in years to come due to factors such as HIV/Aids and migration.

The IDP as well as the SDF for the Waterberg District Municipality used the 2001 Census population figures as basis for population projections. Based on specific assumptions, the Bureau for Market Research (BMR) calculated growth rates for local municipal areas during the compilation of the Limpopo Spatial Rationale. These (BMR) growth rates were used to make population projections for individual municipal areas. Thabazimbi is as reflected in TABLE 12.

**TABLE 9: POPULATION PROJECTIONS: THABAZIMBI**

2001 Census Population	Population Projections					
	2004		2005		2010	
	Pop.	Rate (%)	Pop.	Rate (%)	Pop.	Rate (%) <sup>1</sup>
<b>63 883</b>	<b>66 237</b>	<b>1.207</b>	<b>66 937</b>	<b>1.052</b>	<b>70 083</b>	<b>0.919</b>

According to the above-mentioned information it is envisaged that the total population for the Thabazimbi Municipal area will increase from 66 237 in 2004 to 70 083 in 2010. This information indicated that the population growth rate for the Thabazimbi Municipality will decrease from approximately 1.207 in the year 2004 to 0.919% in the year 2010.

A detail study will however be necessary to determine a more recent and more accurate population figure for the existing period as well as for the long term period. This is particularly relevant in the case of Thabazimbi where an unexpected increase in the population occurred and will occur over the next 10 year period, mainly due to mining activities and a consequent increase in business activities in the towns of Thabazimbi and Northam.

<sup>1</sup> The BMR population growth rates calculated for 2006 and 2008 (average) was utilised to calculate the population growth rates for 2010.



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The implications of the increase in population for the development of the local municipality are very important. Additional social facilities and municipal infrastructure will be needed to accommodate the expected increase in population and an increase in population also necessitates the upgrading of existing social facilities and infrastructure. In an attempt to reach a more realistic planning population the population growth rate for Thabazimbi was applied to the respective planning nodes in the Thabazimbi Municipal area, thereby calculating a population figure per individual node.

According to the information used in the Limpopo Spatial Rationale, 2002 the average size of households in the Thabazimbi municipal area was determined by the BMR and calculated at 4.93 people per household. The occupancy rate in most of the development nodes is similar to the average, however Rooiberg and Leeupoort are lower than the average and Schilpadnest has a higher occupancy rate. The reason for the higher occupancy rate is overcrowding of erven (backyard structures) and traditionally larger families. TABLE 10 provides a summary of the number of households and estimated population figures per geographical area within the Thabazimbi Municipality. The existing number of erven as well as the number of future (or planned) erven was used to determine the projected planning population.



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**TABLE 10: PROJECTED PLANNING POPULATION PER DEVELOPMENT NODE IN THABAZIMBI MUNICIPAL AREA**

Node	Approx. number of existing residential erven	Number of newly proposed/ approved erven	Average no of people per household	Existing development	New development	Total (Rounded)	Notes
<b>Thabazimbi (incl. Regorogile)</b>	5200	4000	4.93	25636	19720	45356	
Kwaggasvlakte†	66		3.5	231		231	†
Spitskop*	70	12	3.5	245	42	287	*
Private Resorts†		186	3.5		651	651	†
<b>Sub-total</b>	<b>5336</b>	<b>4198</b>		<b>26112</b>	<b>20413</b>	<b>46525</b>	
<b>Northam</b>	3750		4.93	18488		18487.5	
Hlogoyatau	1500		4.93	7395		7395	
Wildebeeslaagte	145		4.93	715		714.85	
Future residential development		4000	4.93		19720	19720	
		600	4.93		2958	2958	
<b>Sub-total</b>	<b>5395</b>	<b>4600</b>		<b>26597</b>	<b>22678</b>	<b>49275</b>	
<b>Rooiberg</b>	540		4.93	2662		2662.2	
Future residential development		200	4.93		986	986	
		1400	3.5		4900	4900	
<b>Sub-total</b>	<b>540</b>	<b>1600</b>		<b>2662</b>	<b>5886</b>	<b>8548</b>	
<b>Leeupoort [incl. Extension 7]</b>	1075	100	3.5	3763	350	4113	
Private Resort*		100	3.5		350	350	*
<b>Sub-total</b>	<b>1075</b>	<b>200</b>		<b>3763</b>	<b>700</b>	<b>4463</b>	
Kromdraai*	469		3.5	1642		1642	*
Koedoeskop+	-		-	-	-		+
Makoppa+	-		-	-	-		+
Sentrum+	-		-	-	-		+
<b>Schilpadnest#</b>	3400		5	17000		17000	#
Dwaalboom*	140		4.93	690		690	*
Setaria*	591		4.93	2914		2914	*
Swartklip*	1000		4.93	4930		4930	*
Amandelbult*	500		4.93	2465		2465	*
<b>Total all erven/ units</b>	<b>18446</b>	<b>10598</b>		<b>88774</b>	<b>49677</b>	<b>138451</b>	

† These developments will be privately serviced by owners/developers but the possibility exists that these developments could link with a future Municipal water line running along Road D1485 and in the case of Wildebeeslaagte link with the Magalies Waterline



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- \* These developments will be privately serviced by owners/developers/mines and their bulk services are not the responsibility of the Municipality.  
 # This figure is purely an assumption as no recent surveys were conducted to verify the number of households.  
 + These are primarily agricultural areas with farming communities and the population figures were not included in the planning population.

TABLE 11 indicates the estimated population as per rounded figures.

**TABLE 11: TOTAL POPULATION AS PER ROUNDED FIGURES**

Node	Existing Population	Estimated Future Population	Estimated Total Population
<b>Thabazimbi (incl. Regorogile)</b>	25640	19720	45360
Kwaggasvlakte†	230		230
Spitskop*	250	40	290
Private Resorts†		650	650
<b>Sub-total</b>	26120	20410	46530
<b>Northam</b>	18490		18490
Hlogoyatau	7400		7400
Wildebeeslaagte	720		720
Future residential development		19720	19720
		2960	2960
<b>Sub-total</b>	26610	22680	49290
<b>Rooiberg</b>	2660		2660
Future residential development		990	990
		4900	4900
<b>Sub-total</b>	2660	5890	8550
<b>Leeupoort [incl. Extension 7]</b>	3760	350	4110
Private Resort*		350	350
<b>Sub-total</b>	3760	700	4460
Kromdraai*	1640		1640
Koedoeskop+	-	-	
Makoppa+	-	-	
Sentrum+	-	-	
<b>Schilpadnest#</b>	17000		17000
Dwaalboom*	690		690
Setaria*	2910		2910
Swartklip*	4930		4930
Amandelbult*	2470		2470
<b>Total all erven/ units</b>	88790	49680	138470



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The above-mentioned population figures represent the maximum scenario or the upper limit of the most likely population figures for the Thabazimbi area. It also includes the potential growth estimated due to the mining expansions in the area. This scenario will be applicable for the next 5 years, whereafter it is accepted that the growth would level out and population would increase at a more average 1% per annum.

### **3.5 ECONOMIC PROFILE OF THE THABAZIMBI MUNICIPALITY**

#### **3.5.1 ECONOMIC SECTORS**

The existing Local Economic Development Plan (LED) of Thabazimbi dated 2005 identified certain economic sectors within the Municipality. These economic sectors are listed in Table TABLE 12 and briefly discussed. In addition problems and opportunities as well as the spatial implications are outlined in this table.



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**TABLE 12: PREDOMINANT ECONOMIC SECTORS WITHIN THE THABAZIMBI MUNICIPALITY**

<b>MINING SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>• Thabazimbi is rich in mineral wealth. The Northam area is rich with precious metals, diamonds, ferrous and base metals. Among the key products are iron, platinum and nickel.</li> <li>• There is sufficient supply of iron in the Thabazimbi town area.</li> <li>• Thabazimbi mining sector is the key sector towards the overall economy of the Waterberg District and it also plays an important role in the provincial economy.</li> <li>• Thabazimbi accounted for more than 80% of the mining output and close to 33% of manufacturing activities in the Waterberg district in 2001.</li> <li>• In the province, Thabazimbi mining also has the largest share of contribution of value through production towards the provincial economy. Mining alone contributes 11% to the provincial economy.</li> <li>• Mining employment in Thabazimbi contributes 6% towards the national employment figures in mining;</li> <li>• Within the municipality it has the largest share in employment, it employs 62% of the employed population within the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Shortage of skills in the industry, people have to be employed from outside the municipality which then thus not to a certain serve the purpose of job creation;</li> <li>• There is minimal participation of SMME in the industry which is a major concern;</li> <li>• The industry is always affected by the rand dollar exchange which is another major threat to the industry.</li> </ul>	<ul style="list-style-type: none"> <li>• The improved platinum price results in expansion of local mines, i.e. more employment opportunities and increased residential and business development in the area.</li> <li>• The high prices of raw materials and base metals which are expected to continue for the near future should also contribute towards development in all economic sectors.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased mining activities leads to an increase in housing accommodation, i.e. <b>residential areas</b>.</li> <li>• The increased number of people within an area leads to an increase in business ventures, i.e. <b>business space</b>.</li> <li>• Increased mining activities result in contracting companies to open office in nearby towns, i.e. need for <b>industrial and business space</b>.</li> <li>• Main <b>roads</b> linking mines with nearby towns (Northam &amp; Thabazimbi) should be well maintained.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

<b>AGRICULTURE</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>• Agriculture forms a very big part of community life and local economic activities in Thabazimbi. Commercial agriculture contributes a total of 6% to the GVA. Although the sector's contribution to the economy of the area is minimal; it is the second largest (12%) employer after mining in the area.</li> <li>• Farming Activities in the area include Crops, Livestock and Game Farming (Hunting and game ranches) that makes a substantial contribution to the GVA and GGP and are becoming increasingly popular.</li> </ul>	<ul style="list-style-type: none"> <li>• The most important factor limiting agricultural production in SA as well as the Thabazimbi Local Municipality is the availability of water. Grazing in the area has been severely affected.</li> <li>• Lack of value addition and diversity: It is evident that this sector relies almost entirely on the produce of primary products such as sunflower and milk, but no significant value is being added to these products.</li> <li>• New law on minimum wages causing major job losses:</li> <li>• In addition, extreme climatic conditions (droughts) and the current market situation, is also adding to aggravating circumstances. Farmers are mechanising and more and more farmers are decreasing their labourers.</li> <li>• Poor road infrastructure in rural farming areas is a huge constraint for the growth of the agri-tourism industry (game ranching and viewing) and the transport of agricultural goods and the promotion of exports.</li> </ul>	<ul style="list-style-type: none"> <li>• The potential exists to expand this sector in terms of introducing new technological practices such as Organic farming, Biotechnology, Hydroponics and Water harvesting techniques.</li> <li>• The ultimate goal of agricultural ventures should be to establish labour intensive, cost-effective and sustainable farming practices with quality that is fit for the export market.</li> <li>• These technological ventures could imply linkages with other sectors such as manufacturing (agro-processing) which are vital for the diversification and growth of the local economy.</li> <li>• Some of the potential ventures identified in this sector include:               <ul style="list-style-type: none"> <li>○ Organic food and vegetarian niche products.</li> <li>○ Essential oil extraction from herbal and indigenous plants.</li> <li>○ Organic drought tolerant crops.</li> <li>○ Growing of crops and herbs through hydroponics.</li> <li>○ Expansion of the meat and exotic meat market for export and local markets.</li> </ul> </li> <li>• Goat Farming – they are hardy and therefore ideally suited for the local circumstances.</li> </ul>	<ul style="list-style-type: none"> <li>• High Potential agricultural land should be preserved for agricultural use.</li> <li>• Land use on farms located in high-risk areas such as along the Crocodile River should be sensitive to the environment and directed to wise utilisation of water and proper management of activities (such as grazing, sand winning, etc.) occurring in the riparian zone of the river.</li> <li>• A new Land Use Management Scheme should be compiled for the entire jurisdiction of the Thabazimbi Municipality to also incorporate the agricultural areas. The LUMS should make sufficient provision for a variety of secondary land use rights on agricultural land.</li> <li>• Hunting and Game lodges are very common in the Thabazimbi area. The necessary land use rights should be obtained for such commercial enterprises.</li> <li>• When in line with Council Policy or the SDF agricultural land could also be used for rural residential estates, provided that all formal application procedures are undertaken.</li> </ul>



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<b>AGRICULTURE</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
		<ul style="list-style-type: none"> <li>Game Farming: Hunting and game ranches (eco-tourism) make a substantial contribution to the GVA and GGP and area becoming increasingly popular.</li> </ul>	

<b>MANUFACTURING SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>The manufacturing sector in the Thabazimbi is the smallest creator of value and income in the local economy, contributing less than 4% in 2004 to the local GVA, the third highest after agriculture. This is a worrying factor because it shows that with its wealth of mineral and agriculture resources, there is no beneficiation taking place in the area. Its contribution to employment is only 3,4%.</li> <li>The sector has a significant multiplier effect due to its backward and forward linkages with the primary sectors of agriculture and mining, as well as with the tertiary sectors such as trade, transport and communication.</li> <li>This multiplier effect is not limited to the value added in respect of the downstream processing of raw materials, but includes the direct and indirect</li> </ul>	<ul style="list-style-type: none"> <li>The Manufacturing sector of Thabazimbi is not developed to its optimum.</li> <li>The large available pool of labour makes the area attractive for industrialist but the physical location and lack of development incentives is keeping potential investors away.</li> <li>Manufacturing sector growth will remain a problem for a while because the sector is still too small to attract more industries, it is not well located in terms of its markets, the competition is strong (Gauteng, Polokwane) and there is little incentives for industrialists to locate to the area (apart from the large labour pool).</li> <li>It is doubtful that, Thabazimbi will ever house a large regional industrial complex, but it does have the potential for growth in this sector as well as the potential to create many</li> </ul>	<ul style="list-style-type: none"> <li>The manufacturing sector provides a host of employment opportunities, investment opportunities, and opportunities for small entrepreneurs (SMMEs) to start their own businesses, and it serves as a catalyst for economic growth.</li> <li>Industries usually attract similar industries as well as other concerns that provide inputs to, or utilise outputs from a given industry. If the market is sound, this situation usually leads to sustainable economic growth, not only in the manufacturing sector, but with a spin-off effect on the whole economy.</li> <li>Potential in this sector exists in the following areas:               <ul style="list-style-type: none"> <li>Expansion of Agro-processing activities and the export market</li> <li>Expansion of Agro-tourism products (arts and crafts)</li> <li>Beneficiation of locally mined minerals</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>With recent growth in the general economy of both Thabazimbi and Northam it became evident that the available industrial sites have been absorbed. The Thabazimbi Municipality should make available new industrial sites particularly smaller erven that could be purchased by new smaller business persons/entrepreneurs.</li> <li>The Council owns land that could be sub-divided into industrial erven, by means of a formal township establishment application, i.e. on the farm Apiesdoorn, 316 KQ.</li> <li>With sound planning, government and private sector interventions, and a range of other initiatives, more industries could be attracted to Thabazimbi and Northam.</li> </ul>



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<b>MANUFACTURING SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<p>job opportunities created. In this regard, it has been calculated that for every job opportunity generated in the manufacturing sector, between three to four jobs are generated in the economy at large.</p>	<p>new jobs, especially for small, medium and macro enterprises (SMMEs)</p>	<ul style="list-style-type: none"> <li>○ Introduction and expansion of existing niche products</li> <li>○ Identification of indigenous medicinal plants and processing of by-products</li> <li>○ Value adding and packaging</li> </ul>	

<b>BUILDING AND CONSTRUCTION</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>• Construction is demand driven and subjective to the other sectors in the economy. The construction sector contributed less than 2% to the GVA of the local economy during 2004.</li> <li>• The situation has changed since 2004. Dynamism in the building sector is currently found in the following actions:               <ul style="list-style-type: none"> <li>○ Residential development especially in Thabazimbi and Northam.</li> <li>○ Road building, upgrade and maintenance works (i.e. public works)</li> <li>○ Maintenance and upgrading of public funded social facilities such as hospitals, schools, government buildings etc.</li> <li>○ Building by other government departments.</li> <li>○ Other contributors to this sector include Eskom,</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• This sector is not currently a strong employer but is changing rapidly due to the increase in residential development in the area. In general building and construction is reactive in nature to the other sectors and does not generate meaningful and sustainable growth by itself. The sector is labour intensive and during a period of economic growth, can generate a substantial number of job opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction has the potential to be a major employer and catalyst for growth in the area. Given the large residential population and the need for housing and infrastructure, there is enormous potential for growth in construction activities.</li> <li>• The Expanded Public Works Programme (EPWP) is one of government's short-to-medium term programmes aimed at alleviating and reducing unemployment.</li> <li>• Opportunities for implementing the EPWP in the Thabazimbi have been identified in the infrastructure, environmental and economic sectors. In the infrastructure sector the emphasis is on creating additional work opportunities through the introduction of labour-intensive construction methods. Labour intensive</li> </ul>	<ul style="list-style-type: none"> <li>• Based on recently submitted township applications and applications underway, as well as the increased need for business and industrial premises in Thabazimbi and Northam, it can be safely said that this sector is going to experience an upward curve for the next 5 to 10 years.</li> <li>• It is imperative that the Municipality processes land use applications swiftly and ensure all approvals are in place prior to commencement of building and construction works.</li> <li>• Government intervention is needed in the form of capital investment in the area and the timely release of housing subsidies.</li> <li>• Local labour should be employed as far as possible.</li> <li>• Local authorities and private developers that apply labour</li> </ul>



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<b>BUILDING AND CONSTRUCTION</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
businesses and private individuals.		construction	intensive methods in their service delivery programmes have the potential to contribute significantly to the number of employment opportunities created.

<b>TRADE SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>• The Trade sector is an important economic sector as it is an important provider of jobs (especially for unskilled labour), it is the most effective and inexpensive entry point for entrepreneurs to start a business, and it is the system through which goods and services are distributed in the most effective manner.</li> <li>• The main products traded in Thabazimbi, surveyed in 2003 are:               <ul style="list-style-type: none"> <li>○ Snacks, fruit &amp; tobacco: 69.7%</li> <li>○ Groceries: 19.5%</li> <li>○ Fuel sales: 12.2%</li> <li>○ Clothing: 12.1%</li> <li>○ Beauty products and services (incl. Hair): 9.8%</li> <li>○ Public telephone service: 9.1%</li> </ul> </li> <li>• Residents in the Thabazimbi do most of their shopping in Thabazimbi but also spend money in urban centres such as</li> </ul>	<ul style="list-style-type: none"> <li>• The Thabazimbi Trade sector is hampered by the ongoing leakage of disposal income to Gauteng and Polokwane.</li> <li>• The retail supply consists mostly of small isolated shops scattered throughout the rest of the area. Most of these are informal in nature and only cater in the day-to-day requirements of local residents.</li> </ul>	<ul style="list-style-type: none"> <li>• This sector experienced growth over the last five years and has the potential to continue on this growth path. It is believed that the increased population and its consumable spending power can support a large variety of shops and consequently more local jobs can be created and more money invested locally. With improved businesses established locally the outflow of buying power could be curtailed.</li> <li>• The informal sector provides employment for many people, although the stability of the employment is not high and the income derived from the informal sales is not believed to be significant. This sector nevertheless provides a source of income for many people who would be otherwise destitute.</li> </ul>	<ul style="list-style-type: none"> <li>• The existing CBD in Thabazimbi is close to fully developed. The SDF should address the further expansion of the CBD as well as other business nodes in Thabazimbi, Northam and Rooiberg.</li> <li>• The Municipality should ensure the timeous provision of business premises in the urban nodes.</li> <li>• Where the Municipality does not own the land it is imperative that areas around existing business nodes are earmarked for business use, albeit private dwelling houses, vacant land or other buildings.</li> <li>• Existing business facilities are mostly scattered all over the business area (CBD) there is a need for a larger business complex where residents could do “one-stop-shopping”.</li> <li>• The Municipality should earmark certain areas for informal trading and investigate the provision of infrastructure for</li> </ul>



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<b>TRADE SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<p>Gauteng. This situation is descriptive of leakages in the local economy and should this situation be reversed, additional new employment opportunities in Thabazimbi can be created.</p>			<p>informal traders.</p> <ul style="list-style-type: none"> <li>• Compile a Hawker Policy.</li> </ul>

<b>TRANSPORT, COMMUNICATION AND STORAGE SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>• The Transport and Communication sector contributed less than 2% to the local GVA but only 2.45% to formal employment in Thabazimbi during 2002.</li> <li>• The main form of motorised transport in Thabazimbi consists of passengers who travel by car. In this regard 42.4% of people in Thabazimbi depend on people with vehicles for their transport to work or school. Busses and taxi's convey most of the passengers who do not have access to a private vehicle.</li> <li>• Relative to bus transport, private vehicle ownership in Thabazimbi is relatively high.</li> <li>• According to Censes 2001 information 15.0% of the households in the area do not have their own telephone and is dependant on the use of a public telephone in the area. Important to note is the fact that</li> </ul>	<ul style="list-style-type: none"> <li>• Interviews with local communities have revealed that there are not enough public telephone facilities in the area. Some informal businesses target this niche by offering public telephone services from private phones by charging higher rates. This creates a problem because many cannot afford these higher rates.</li> <li>• Postal services are sufficient in Thabazimbi. There is a formal post office. Access to other services such as internet is limited.</li> <li>• Thabazimbi experiences a shortage in warehousing and storage facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• This is an important economic sector in Thabazimbi. However, it will not have a large impact on economic growth or job creation. The following areas of potential exist within the transport sector of Thabazimbi: <ul style="list-style-type: none"> <li>○ Rural and urban integration</li> <li>○ Poverty alleviation through road maintenance programmes</li> <li>○ Internet and e-trade</li> <li>○ Sale of pre-paid telephone vouchers (cell-phone and land-line)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• It is vital that urban nodes are accessible by all means of transport, particularly public transport.</li> <li>• Movement and development corridors as identified in the SDF should be targeted routes for public transport. Where no public transport is presently available on these routes the relevant role players should be approached to institute such public transport routes.</li> <li>• The existing postal services in the urban nodes seem to be sufficient, but it is important that additional space for postal services is created in future townships if the existing postal services can no longer accommodate the increased number of people/customers.</li> <li>• With the establishment of new residential areas provision should be made for extension of land lines as well as cellular</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

<b>TRANSPORT, COMMUNICATION AND STORAGE SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<p>60.8% of households have a cell-phone. This presents a business opportunity for the sale of pre-paid cellular vouchers within the Study Area. Only 55.00% of households have access to a cell-phone and a land-line phone within their houses.</p>			<p>networks. The local authority and/or private developers should liaise directly with Telkom in respect of land lines to ensure adequate provision is made in layouts for telecommunication servitudes. Cellular companies normally expand their networks based on own market research and they are normally first to raise more masts if necessary.</p>

<b>FINANCIAL SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>• There are sufficient financial services at Thabazimbi but only in the CBD. The former black areas still do not have access to financial services except those in town.</li> <li>• Branch offices of financial institutions are located in Thabazimbi and Northam and most of the financial services are rendered by ATM machines in the rest of the municipal area. This means that residents have to commute to Thabazimbi and Northam which increase their cost of purchasing essential goods and services.</li> <li>• The finance sector contributes 2% to the GVA of the local economy with 1,9% of formal employment. As a tertiary</li> </ul>	<ul style="list-style-type: none"> <li>• There is a need for more banking facilities in Thabazimbi.</li> <li>• Many people do not have bank accounts or facilities to make deposits, withdrawals and other transactions.</li> </ul>	<ul style="list-style-type: none"> <li>• If more locals obtain title deeds to their properties, it will enable them to loan money against fixed property. This will stimulate the real estate and retail trade market as well as business development services.</li> </ul>	<ul style="list-style-type: none"> <li>• Financial services are best placed in CBD's and primary business nodes within the urban areas. Individual financial institution could decide whether or not they wish to increase the number of ATM's and if they wish to place it closer to residential areas.</li> <li>• All banking facilities, including ATM's should be located on properties suitably zoned for business purposes.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

<b>FINANCIAL SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<p>sector, the performance of the finance sector is dependant on growth in the other economic sectors. This means the finance sector will only maintain this growth with the expansion and development of the other sectors.</p>			

<b>COMMUNITY SERVICES SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>• There are a sufficient number of schools and other social and community facilities throughout the Thabazimbi Municipal area.</li> <li>• Health care facilities are not sufficient.</li> <li>• With further residential development particularly in Thabazimbi and Northam additional provision should be made for social community services such as Schools, Clinics, and a new Provincial Hospital etc.</li> </ul>	<ul style="list-style-type: none"> <li>• There are only four permanent clinics in Thabazimbi, which is barely sufficient to cater for the primary health care needs of the entire community.</li> <li>• It is of concern however that there is no ambulance service available in the Regorogile area.</li> <li>• The community services sector, which includes the government sector, is the largest sector in the local economy, contributing almost 30% to the local GVA while catering for 11.2% of the employment opportunities in Thabazimbi.</li> </ul>	<ul style="list-style-type: none"> <li>• It is believed that this sector will continue to play a major role in the local economy, as these services will continually be in demand. Future investment in this sector is, however, dependant on Central, Provincial and Local Government investments in Thabazimbi.</li> <li>• This sector is a strong employer in the local economy and it provides investment into local infrastructure such as schools and clinics. The future of this sector is dependant on future government policies (National, Provincial and Local), but it is</li> </ul>	<ul style="list-style-type: none"> <li>• Community services are provided by Local, Provincial and National Government. Presently the offices of these authorities are scattered all over Thabazimbi and Northam urban areas. It will be more practical if these Government offices could be located in a confined area, particularly the various departments of the Thabazimbi Municipality as this will result in more effective service delivery to the local residents.</li> <li>• Additional school erven and clinic erven should be included in future township establishment</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

<b>COMMUNITY SERVICES SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
	<p>This sector is mostly concentrated around Thabazimbi, due to the government facilities and social/institutional infrastructure located there.</p> <ul style="list-style-type: none"> <li>• From the above it is clear that the government and services sector is comparatively large in Thabazimbi. One of the major problems experienced by entrepreneurs is the “red-tape” involved with the establishment of new businesses. The Local Municipality can do much in assisting individuals who want to start a small business in Thabazimbi.</li> <li>• A problem with this sector is that funds are mostly obtained from outside the Municipality itself. These funds mostly flow from Central and Provincial Government and do not provide a realistic picture of the state of the economy.</li> </ul>	<p>believed it will continue to be a major employer in the area.</p>	<p>applications.</p> <ul style="list-style-type: none"> <li>• The new Provincial Hospital is located on the farm Apiesdoorn. The necessary rezoning/township establishment applications should be submitted to acquire the relevant land use rights.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

<b>TOURISM SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<ul style="list-style-type: none"> <li>• Tourism is an important activity in Limpopo and particularly in the Waterberg District. This is a popular destination for both foreign and domestic tourists. There is a rapid growth expected in the tourism sector of the Province and District. This is mainly because of the growing annual flow of tourists to Limpopo who regard the bushveld as a popular tourism destination. The presence of the Marakele National Park also adds to the increased tourism potential. The number of visitors to the Park has been growing steadily. The Thabazimbi area is one of the most popular investment destinations in respect of tourism related properties.</li> <li>• The proposed Heritage Park in the North West Province, which is likely to be a cross border project between North West Province and Limpopo Province, location relative to Gauteng and to North West – Sun City and Pilansberg, will have spill over effects on the tourism sector in Thabazimbi.</li> <li>• Currently tourism activities are well established in the larger Thabazimbi. These include game farms, private resorts, eco-estates, lodges, 4x4 trails, hiking trails and so on. Tourism thus constitutes a large part of the local economy and serves as an important employer of the local population.</li> <li>• Key attractions in this municipality include the Atherstone Nature Reserve, Ben Alberts Nature Reserve, Thabazimbi-Tholo Eco-Park and Marakele National Park. Some of the features of this Park are elephants, rhinos, leopards, buffalos and spectacular mountains. There are also several resorts and lodges, which receive large numbers of tourists, mainly hunters (biltong and trophy) and visitors on safaris, with the proportion of foreign hunters being on the increase.</li> <li>• The importance of game farming in the Thabazimbi</li> </ul>	<ul style="list-style-type: none"> <li>• The tourism sector has ample potential for further development, but has not yet been developed to its fullest extent.</li> <li>• Most operators function independently from each other.</li> <li>• Thabazimbi tourist facilities have no direct link with neighbouring towns' tourist facilities, the District or Provincial tourism organisations. Tourism should not be viewed on municipal level only but should form part of a regional (district/provincial) campaign.</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunities for the future development of tourism could possibly be found in Thabazimbi, such as bush camps and the future trend of cultural group tours with an educational basis. This potential will, however, have to be extensively researched and the potential for future expansion seems to be very good. Opportunities lie in:               <ul style="list-style-type: none"> <li>○ Eco-tourism;</li> <li>○ Low crime levels;</li> <li>○ Game viewing; and</li> <li>○ Tourism route(s).</li> </ul> </li> <li>• Local operators should also take advantage of the regular flow of business traffic into Thabazimbi and the Northam areas, where most of the mining activities are taking place in the municipality.</li> <li>• Since the large portion of the land is in private ownership, they have an opportunity to develop a variety of nature and soft adventure products and experiences to satisfy the growing</li> </ul>	<ul style="list-style-type: none"> <li>• The SDF should indicate where primary tourism development should take place. This will ensure that certain areas within the Municipal boundaries are focused on tourism thereby creating the opportunity of agglomeration benefits to future lodge, guest house and other operators.</li> <li>• It is imperative that the land owners apply to the relevant authorities for applicable land use rights as well as environmental authorisation for the use of a particular piece of land for tourism purposes.</li> <li>• Thabazimbi does not have a tourism information centre. An ideal piece of land should be identified, central to the municipal area, from where it could provide a service to tourists and local residents.</li> <li>• Proposals for tourism development should</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

<b>TOURISM SECTOR</b>			
<b>CURRENT SITUATION</b>	<b>PROBLEMS</b>	<b>OPPORTUNITIES</b>	<b>SPATIAL IMPLICATION</b>
<p>Municipal area is of particular significance. Game farming in itself is not a single commodity but a comprehensive set of activities with a wide spectrum of products and services. Although this industry has over the last few years developed as one of the major components of Agriculture/Tourism in the Province, accurate and complete information is not readily available, as most game ranch owners do not regard this activity as an independent form of agriculture.</p>		<p>demand. This growing demand extends to hiking, mountain biking and other adrenaline related interests representing predominantly urban residents.</p>	<p>take cognisance of the location of the Marakele National Park as the Park is the primary tourist attracting in the area.</p> <ul style="list-style-type: none"> <li>• Promote the integration of local tourism with District and Provincial Tourism initiatives.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### 3.5.2 ECONOMIC DEVELOPMENT TRENDS

Derived from the existing LED report and with cognizance of the changing economic conditions of the Thabazimbi Municipality are the following points represent the latest economic development trends:

- The Mining, Agriculture/Farming/Hunting sectors are the most dominant economic sectors in the Municipal area.
- The increased Platinum price will have positive impact on local mines and a consequent impact on residential development in Thabazimbi and Northam. The high prices of raw materials and base metals which are expected to continue for the near future should also contribute towards development in all economic sectors.
- The Marakele National Park provides the Thabazimbi Municipality with an opportunity to develop as a prime eco-tourist destination. Areas surrounding the Park provide ample potential to be developed for tourism related developments.
- The International status awarded to the Waterberg Biosphere can contribute in the marketing of the area in terms of:
  - Conservation;
  - Development; and
  - Logistic support.
- Diversification and the production of new ventures such as drought-tolerant crops, organic foods, goats, herbs, etc. could contribute towards the Agricultural Sector.
- The Commercial, Retail and Manufacturing sectors of the economy contributes very little to the Provincial economy.
- The expected residential growth of Thabazimbi and Northam will have positive impact on the Building and Construction sector.
- The Trade Sector could be improved if the leakage of local buyer power to larger cities is minimised.

### 3.5.3 IDP PROJECTS IDENTIFIED FOR LOCAL ECONOMIC DEVELOPMENT AND UNEMPLOYMENT

During the IDP the following projects were identified under Priority Issue No. 3 in respect of Local Economic Development and Unemployment. Refer to TABLE 13.



# THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

**TABLE 13.: LOCAL ECONOMIC DEVELOPMENT AND UNEMPLOYMENT PROJECTS**

LTUED- 02	Local Economic Plan For Thabazimbi
LTUED - 03	Multi-Purpose Tourism And Information Centre
LTUED – 04 (new)	Paving & Brick Enterprise
LTUED – 06 (new)	Development of Partnership with Wes Enterprise
LTUED – 07 (new)	Development of Spatial Development Plan
LTUED – 08 (new)	Dipudi (Goat Breeding) Project
LTUED – 09 (new)	Development of a Guest House
LTUED – 10 (new)	Tourism and Game Expo- Thabazimbi
LTUED – 11 (new)	Tourism Banquet
LTUED – 12 (new)	Development of a Marketing Strategy
LTUED – 13 (new)	Upgrading Butterland Bakery
LTUED – 14 (new)	Rethabile Sewing Project
LTUED - 15 (new)	Development of Local Business Support Centre
LTUED – 16 (new)	Upgrading of Rejamonate Vegetable garden

### 3.6 HOUSING

Presently there are no accurate figures available regarding the available housing stock and/or housing backlogs for the Thabazimbi Municipality.

A proper understanding of housing needs and backlogs in the Thabazimbi Municipality can only be obtained after some research has been done. A quick survey was nevertheless completed, in an attempt to quantify the existing housing stock available as well as the possible need for housing in the municipal area. TABLE 14 provides a summary of the existing residential erven/housing and the need for housing units in the wider Thabazimbi area.

The information gathered in TABLE 10 provides an indication where residential erven are needed. This information was used to derive at the total number of housing units needed in the respective urban development nodes. No reference was made to the rural areas as no further housing development is encouraged in rural areas, such as Kromdraai, Sentrum, Makoppa, etc.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

**TABLE 14: NUMBER OF FORMAL HOUSING UNITS NEED IN THABAZIMBI MUNICIPAL AREA**

Node	Approx. number of existing residential erven	Number of formal housing units needed	Total number of erven
<b>Thabazimbi</b>	2400	3000	5400
<b>Regorogile</b>	2800	1000	3800
<b>Sub-total</b>	5200	4000	9200
<b>Northam *1</b>	3750	4000	7750
<b>Hlogoyatau *2</b>	0	1500	1500
<b>Sub-total</b>	3750	5500	9250
<b>Rooiberg</b>	540	200	740
<b>Leeupoort [incl. Extension 7] *3</b>	1080	150	1230
<b>Schilpadnest *4</b>	0	3400	3400
<b>Dwaalboom *5</b>	140		140
<b>Setaria *5</b>	590		590
<b>Swartklip *5</b>	1000		1000
<b>Amandelbult *5</b>	500		500
<b>Total all erven/ units</b>	<b>12800</b>	<b>13250</b>	<b>26050</b>

**Notes:**

- \*1 Includes 400 additional units based on recently indicated requirements from local mines
- \*2 Erven already surveyed but not developed due to lack of services
- \*3 Includes 150 housing units iro Raphuti where RDP subsidies were approved
- \*4 There are approx. 3400 existing informal dwelling units. This figure is used to reflect the formal housing need
- \*5 These are mining settlements where the number of housing units needed are unknown or mines will take up houses at nearby towns.

It is very difficult to determine the exact number of houses/residents in these areas firstly because no data is available and due to the housing of extended families in these informal dwelling units. Residents in areas such as Regorogile and Northam, also house extended families or back-yard dwellers which furthermore complicates the determination of the housing need of the Municipality. In respect of Schilpadnest the first step in determining the number of households living in this informal settlement will be to conduct a detailed aerial survey. In terms of a brief survey done on 2005 aerial survey it is estimated that approximately 3400 families reside in Schilpadnest. This figure is useful to estimate how many formal housing units are needed for this area as well as for the planning of social and infrastructure services.

The Municipality experiences a backlog in low to middle income housing in the Thabazimbi, Northam and Rooiberg area. The Municipality has already identified land for residential township in Thabazimbi, Northam and Rooiberg. In respect of Thabazimbi and Regorogile the Municipality has recently approved various township establishment projects that will directly address the housing needs of the local community, but in the case o Northam and Rooiberg the township application should still be submitted.



# THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

TABLE 15 reflects the Housing projects as identified during the IDP.

**TABLE 15: HOUSING PROJECTS IN THE THABAZIMBI MUNICIPAL AREA**

LTLA - 01	Housing at Northam
LTLA - 02	Housing for Rooiberg Residents
LTLA - 03	Housing at Thabazimbi/Regorogile
LTLA - 04	Housing for Schilpadnest Residents
LTLA - 05	Housing for Raputi Stad Residents/Farm Workers
LTLA - 06	Housing for Koedoeskop Residents/Farm Workers

### 3.7 HEALTH AND WELFARE FACILITIES

The essence of the approach with the provision of health facilities to communities is the following:

High order facilities such as hospitals and community health centre's should only be located in 1<sup>st</sup> or 2<sup>nd</sup> order settlements (being growth points and population concentrations). Within the hierarchy of settlements the approach with respect to the specific type of settlements should be as follows:

- Hospitals only to be located in urban and rural towns and if required in terms of the Department's standards, in larger villages in the clusters. Community health centres and similar order facilities should primarily be located in urban and rural towns, and/or larger villages within the proposed 1<sup>st</sup> and 2<sup>nd</sup> order settlements. Furthermore, depending on the size of the community, community health centres could also be located in large villages (3<sup>rd</sup> order settlements); and
- Clinics could be located at any town or larger settlement within 1<sup>st</sup> and 2<sup>nd</sup> order settlements, depending on the department standards. Clinics can also be located in 3<sup>rd</sup> order settlements (settlements with larger populations), and only 4<sup>th</sup> and 5<sup>th</sup> order settlements if the number of villages and the population residing in these villages require it. The norm should rather be that, mobile services are provided to the 4<sup>th</sup> and 5<sup>th</sup> order settlements, which are mostly small villages.

TABLE 16 together with **Map 1** provides a list of all the existing Health Services within the Thabazimbi Municipality. The IDP provides more detail on the number of beds, use rate, personnel employed, etc.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

**TABLE 16: MEDICAL FACILITIES IN THABAZIMBI MUNICIPAL AREA**

HOSPITAL	MOBILES	SATELLITE OFFICES
Thabazimbi Hospital	Matjiesfontein	Schilpadnest
Curamed Private Hospital	Rooibokkraal	Dwaalboom
Amandelbult Mine Hospital	Makoppa	
Swartklip Mine Hospital	<b>Kromdraai</b> Kromdraai Mobile 1 Professional 3 Voluntary Workers Trainers for Kromdraai and Rooiberg	
	<b>Rooiberg</b> The same staff from Kromdraai serves the Rooiberg community	
Northam Platinum Mine Medical Centre		
Schilpadnest Clinic		

**COMMENT:** Statistics given above on the usage of beds per Hospital shows that there is a need for a new Hospital for the Local Municipality. The Department of Health and Welfare is in the process of developing a new Provincial Hospital in Thabazimbi, close to Regorogile. [Refer to **Map 7b.**]

Welfare institutions in the Thabazimbi Municipality are indicated in TABLE 17.

**TABLE 17: WELFARE FACILITIES**

NAME	DEPARTMENT OF HEALTH AND WELFARE	SAVF
Public/Private/Subsidised	Public	Subsidised
Geographical Location	Thabazimbi	Thabazimbi
Type of Institution	Welfare Office	NGO
Contact Person	Mr. SM Madela	Ms Yolanda Larem
Telephone	(014) 777-1711/2	(014) 777-1093
Main focus Area	Thabazimbi Magisterial District	Thabazimbi Magisterial District
Number of Beneficiaries	<b>20 000 Who are covered here</b>	17 000
Number of Practitioners	-	1
Social Workers	4	1
Environmental Health Practitioners and others	2	15
Hospital Social Workers	-	1
Community Development Officers	4	2
Social Security Officers	4	4
Contract Workers	5	-

Source: Dept of Health and Social Development, 2005

A private non-profit organisation operates the Thabang welfare facility in Schilpadnest as well as a Place of Safety for children on the farm Roodedam on route between Thabazimbi and Northam. In Schilpadnest Thabang cooks food for the women, provides transport to the wellness clinic in Thabazimbi, provides a HIV/AIDS support group and assist with the delivery of Anti Retroviral medication. They assist in counselling and provide training on health and other issues.



# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### 3.8 EDUCATIONAL FACILITIES

The following norms/standards are proposed for the provision of educational facilities to the proposed hierarchy of settlements, viz:

- Tertiary educational facilities should as a rule only be located in formal (urban or rural) towns;
- Secondary and primary school facilities must be provided according to the department's norms and standards to all first, second and third order settlements. Secondary schools should preferably not be located in small villages in the first and second order settlements (clusters) if a town or larger village/s are located in close proximity to the relevant community; and
- 4<sup>th</sup> and 5<sup>th</sup> order settlements, which mostly include small villages, should be provided according to need and departmental standards, with the condition that these facilities are provided in the existing villages. The fact that most of these villages are relatively small (less than 1000 people) obviously requires that primary schools, and more specifically secondary school my not always be within acceptable (or even reasonable) walking distance from some of these communities.

The education facilities in the Thabazimbi area are captured in the IDP and the location of these schools are indicated on Map \_\_\_\_\_. A name list of these schools is indicated in TABLE 18 below.

**TABLE 18: EDUCATIONAL FACILITIES**

PRIMARY		SECONDARY	COMPREHENSIVE
Canterbury	Monageng	Frikkie Meyer	Northam
Deo Gloria	Noordt Brabandt	Groenvlei (Sentrum)	
Grens	Rabugale	Mabogopedi	
Hoopdal	Senakangwedi		
Istores	Silent Valley		
Kareehoek	Steendal		
Kasarona	Koedoeslaagte		
Koedoeskop	Mount Hope		
Naletsana	Northam Prim		
Pansmeul	Platina		
Pholo	Rooigrond		
Reenpan	Silent Valley		
Seribane	Thekganang		
Thabazimbi Laer	Van Wyksdraai		
Tswelapele	Thabakhibidu (Rooiberg)		
Vaalpenskraal			
Wildegansvlei			
Ysterberg			
Ditlhareng			
Kameelspruit			
Mamoraka			
Motlokwane			
Chrome Mine			



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

PRIMARY		SECONDARY	COMPREHENSIVE
Dwaalboom Prim			
Dwaalboom Laer			
Fairfield			
Krause			
Letswai – Metsi			
Mogothlo			

(SOURCE: THABAZIMBI AND DWAAALBOOM CIRCUIT OFFICES-DEPARTMENT OF EDUCATION, 2001)

### 3.9 POLICE STATIONS

The Police stations located in Thabazimbi are listed in TABLE 19.

**TABLE 19: POLICE STATIONS IN THE THABAZIMBI MUNICIPAL AREA**

STATION	SERVING MEMBER	CIVIL PERSONNEL	RESERVIST	NUMBER OF VEHICLES	SHORTAGE OF PERM. STAFF	SHORTAGE OF RESERVIST/ CIVIL
Thabazimbi	40	10	5	8	20	10
Rooiberg	10	4	3	5	5	1
Cumberland	7	0	2	3	3	1
Hoopdal	5	1	1	3	6	1
Dwaalboom	12	2	0	3	5	1
Northam	38	6	8	9	25	4
<b>TOTAL</b>	<b>112</b>	<b>23</b>	<b>19</b>	<b>31</b>	<b>64</b>	<b>18</b>

### 3.10 SPORTS AND RECREATION

TABLE 20 and TABLE 21 indicate the private and public sport and recreation facilities found in the Thabazimbi local municipal area.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

**TABLE 20: PRIVATE SPORTS AND RECREATION FACILITIES IN THABAZIMBI MUNICIPAL AREA**

TOWN	NUMBER / TYPE	LOCATION / FACILITIES / CONDITION
THABAZIMBI	3 Sports grounds	2 Municipal grounds that include rugby, cricket, bowls, squash, jukskei, basket ball, tennis
	1 Kumba ground	Swimming pool, gym
	2 School Sport Facilities	Frikkie Meyer Secondary school Thabazimbi Primary school
REGOROGILE	1 Sports ground	Poor condition, includes soccer, tennis, basket ball
	1 School Sport Facility	Mabogo - Pedi Secondary school
IPELEGENG	1 Sports ground	Kumba Resources (ISCOR) provides soccer, tennis, athletics facilities
BEN ALBERTS NATURE RESERVE	Golf Course 18 holes golf course	Good Condition
NORTHAM	Sport Facilities	1 Comprehensive Secondary School 1 Northam Primary School 1 Community Sport Ground
SWARTKLIP	1 Soccer field 9 hole Golf course	Good Condition
AMANDELBULT/ RETABLE	1 Soccer field 9 hole Golf Course	Good Condition
DWAALBOOM	2 Sport Facilities	
GROENVLEI SCHOOL	SECONDARY 1 Sports ground	Tennis court, netball court and soccer fields need to be upgraded.
LEEUPOORT	Driving Range (golf course)	Good Condition

(Source: Thabazimbi, Northam, Springbokvlakte LDO's)

**TABLE 21: PUBLIC SPORTS AND RECREATION FACILITIES IN THABAZIMBI MUNICIPAL AREA**

TOWN	NUMBER / TYPE	NAME/LOCATION / FACILITIES / CONDITION
<b>THABAZIMBI</b>	4 Active Public Open Spaces	Berg Boegoe Club
		Mollie Jordaan Park
		Areas along Rooikuil Spruit
		Children's Playground
<b>REGOROGILE</b>	08 Public Open Spaces	3 in Regorogile Ext 1 1 in Regorogile Ext 2 1 in Regorogile Ext 3 1 in Regorogile Ext 4 2 in Regorogile Ext 5

(Source: Thabazimbi LDO's)

The table above indicates the public open spaces found in the Thabazimbi Local Municipal area.



# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### 3.11 HIGH POTENTIAL AGRICULTURAL LAND

The farms land along the river systems such as the Crocodile River and the Lengope Kgamanyane River close to Atherstone Reserve are viewed as high potential agricultural land. Please refer to attached **Map 1** and **Map 7** for further detail. Developments on these farms should be sensitive to the river systems and according to agricultural guidelines as stipulated in Paragraph 7.9 of this document.

### 3.12 TOURIST ATTRACTIONS

Existing tourist facilities in the Thabazimbi are indicated in TABLE 22.

**TABLE 22: TOURIST FACILITIES IN THE THABAZIMBI**

NAME OF FACILITY	TYPE
Angasii Game Lodge	B&B , Self Catering Restaurant Quad Trails
BJF Game Ranch	B&B, Conference & Function Venue
Boshfontein Gaste Plaas (Private Game Reserve)	B&B, Camping Self Catering Hiking Hunting
Eco Mountain Inn	B&B, Restaurant Cocktail Bar
El Shadai Gastehuis	B&B
Geelhaak Gastehuis	B&B, Conference & Function Venue
Impangele Guesthouse	B&B
Interlude Petit Guesthouse	B&B
Kransberg B&B	B&B, Restaurant
Kweville Guest Farm	B&B, Self Catering
Lyon Lodge	B&B, Hunting
Maroela Gastehuis	B&B
Montana Lodge	B&B, Self Catering
Trekpas Safari's	B&B, Self Catering Conference Function Venue Hunting
Villa Tosca	B&B, Bed, Art & Breakfast
Waterberg Country Lodge	B&B, Full Catering
Marakele National Lodge	B&B, Camping Self Catering 4x4 Trails Guided Walks Majestic Landscapes
Montane Bush Lodge	Camping Self Catering
Akasia Lodge	Self Catering
Blinkwater Lodge	B&B, Self Catering Weddings Conference Venue
Bona Thaba	Self Catering
Calali Bush Lodge	Full Catered
Cheetah Safari Game Lodge	Self Catering Canoeing
Combretum Game Lodge	Self Catering Hunting
Kromdraai Lodge	Self Catering Jacuzzi
Marataba Safaris	Fully Catered Big 5
Matake	Self Catering Hiking & 4x4 Trails
Motsomi Lodge	Self Catering Hunting
Ntokozo Game Lodge	Self Catering Quad Trail 4x4 Track Horse Riding
Rovan Mountain Lodge	Self Catering
Rra Ditau Game Lodge	Restaurant Conference



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

NAME OF FACILITY	TYPE
Sunset Ranch	Self Catering & Fishing
Thaba N'kwe	Self Catering Restaurant
Thlatini Lodge	Self Catering
Guest House/Chalet – Leeupoort Holiday Township	Self catering, social hall, swimming pool, Jacuzzi, kiosk, caravan park, etc.

### 3.13 STATE AND PRIVATE LAND OWNERSHIP [LAND CLAIMS, REDISTRIBUTION, RESTITUTION AND REDISTRIBUTION.]

#### 3.13.1 RURAL DEVELOPMENT AND LAND REFORM

Land restitution, land re-distribution and land ownership are all part of the Government's policy of land reform. Land restitution is a programme to restore land to people who were dispossessed since 1913.

Land is a precious resource that forms the basis of a nation's wealth, security, pride and history. It is a major resource on which all spatial development proposals are based. Land, its ownership, use and distribution, play an enormous role in shaping the political, economic, social and cultural processes. The importance of land claims, land redistribution, and land ownership in the compilation of an integrated spatial plan for the Thabazimbi Municipality cannot be over-emphasised.

#### 3.13.2 LAND RESTITUTION

Land restitution claims had to be filed before 31 December 1998 in terms of the Restitution of Land Rights Act 22 of 1994 and can be divided into two groups namely "Urban Claims" and "Rural Claims". In terms of the Spatial Development Framework only rural claims will be relevant since no urban claims were lodged in the Thabazimbi Municipality district. A total of 9 328 rural claims were submitted in the Limpopo Province of which only 54 are within the Thabazimbi district.

It is however not the number of claims as such that is very important but the extent of the land claimed as restitution. Approximately 20 345,0237ha of land are subject to rural land claims in the Thabazimbi Municipality district. Those claims that are still being researched as well as those that have no status assigned against it have not been allocated a land size as yet. Of the 54 rural land claims 37 claims have been validated whilst 9 claims have no status assigned against it, 7 claims are still being researched and 1 claim has been lodged. The statistics as of 1 June 2004 shows that 13 claims are still outstanding in the district and constitute a total area of 24 895,9180 ha.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

<b>THABAZIMBI MUNICIPALITY: OUTSTANDING RURAL LAND CLAIMS 1 JUNE 2005</b>		
<b>FARM NAME</b>	<b>LANDSIZE (HA)</b>	<b>STATUS</b>
Zwartkop 369 KQ	2 487,3905	Further Research
Olivenpoort 490 KQ & Others	3 000,0000	Further Research
Waterval	0,2855	Further Research
Schildpadnest 385 KQ	1 187,0000	Further Research
Kameelpoort 322 KQ	2 123,0000	Further Research
Fairfield 306 KQ	2 487,3905	Further Research
Driefontein 553 KQ	2 123,0000	Further Research
Schildpadnest 385 KQ	2 487,3905	Further Research
Haartebeesfontein 558, KQ	1 715,3695	Further Research
Krokodilsnest 21, KP	2 487,3905	Further Research
Not Clear	2 123,0000	Further Research
Kameelpoort 332 KQ	1 715,3695	Further Research
Harbeestvley 510 KQ	2 487,3905	Further Research
<b>Total</b>	<b>26 423,9770</b>	

Successful claimant: Bakgatla Ba Kgafela that were removed from Pilansberg Restitution, acquired ±3000ha that include the following farms: Lydenburg 203 KQ; Wintersveld 220 KQ; Frankfort 219 KQ; Rustenburg 205 KQ; Middelburg 206 KQ; part of Queenstown 191 KQ; Engeland 183 KQ; Buffelsfontein 360 KQ and a part of Middlekop 362 KQ. The tribe is using the consolidated area for cattlefarming.

### 3.13.3 LAND REDISTRIBUTION

Redistribution as part of land reform aims to provide the disadvantaged and the poor with access to land for residential and productive purposes. Its scope includes the urban and rural very poor, labour tenants, farm workers as well as new entrants to agriculture.

The land redistribution process is an on-going process, which is determined by the supply and demand of land. It is an essential precondition for the success of government's growth, employment and redistribution strategy. In contributing to conditions of stability and certainty, land reform is a necessary element of sustainable growth.

### 3.13.4 LAND OWNERSHIP

Land tenure reform is being addressed through a review of present land policy, administration and legislation to improve the tenure security of all South Africans and to accommodate diverse forms of land tenure, including communal tenure.

Residents of the Regorogile obtained full property ownership rights over the past approximately 9 years through the Extended Benefit Scheme implemented by Government since 1994.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

Land restitution (land claims) and land redistribution of which the potential impact is yet unknown could alter the spatial pattern and land needed for various macro land-uses (e.g. settlement development, agricultural development, mining, conservation areas, etc.) enormously. On the other side many people would obtain access to land that could result in improved living standards and quality of life. It could unfortunately also result in large-scale sterilisation of economically productive land (e.g. high potential agricultural land, mining of certain minerals, nature conservation areas, etc.) if not managed and planned properly within the context of a spatial development framework that considers all these factors.

Two cases of successful land claims are noted:

- Schilpadnesst 385 KQ, where the Bapelane Ba Mantserri successfully claimed the area. The area is affected by the informal settlement known as Smashblock; and
- Hardekoolbult (Haakdoornbult) Furtenburg, where the land owners have appealed against the ruling

### 3.13.5 GENERAL

Land Redistribution for Agricultural Development (LRAD) is a sub-programme of the Land Redistribution Programme and is administered by Department of Land Affairs (Funds and title deeds) and aftercare and support is provided by the Department of Agriculture. LRAD aims to enhance the opportunities of people who have benefited from restitution claims with an agricultural component by providing them with a wider range of options. In the Thabazimbi district three LRAD programmes have been launched. These farms include:

- Nooitgedacht 11 JQ ( $\pm 3006$ ha);
- Morgenson 22 KP ( $\pm 523$ ha);
- Mooivalley 342 KQ ( $\pm 90$ ha);

The Department of Agriculture has a CASP programme (Comprehensive Agricultural Support Programme) that provides infrastructure (pipes, dams, fence material, etc. to LRAD farms.

The Department of Agriculture runs a Poverty Alleviation or Eradication programme in respect of Leeupoort town, Schilpadnest, Rooiberg and farm labours at Northam. The programme involves the following:

- Chicken farming;
- Homestead gardens; and
- Fish dams.

AgriBEE was launched in 2006 and it will commence in 2007 and be phased in over a three year period. Broad Based Black Economic Empowerment [BBBEE] will address Management, Ownership, Type of Use (rent/free land), Skills Development and Employment aspects of agricultural land use.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

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### 3.13.6 LAND AVAILABILITY

Based on the existing demand in land for housing, business and industrial development a survey was completed to assess what land is available to the Thabazimbi Municipality for such development. In addition some private land parcels available for residential development were also identified. Refer to TABLE 23 for more detail. For development purposes it is important that land parcels identified are located within development nodes and not at dispersed locations all over the municipal area.

In respect of Northam the critical development issue at present is the need for residential properties. The Municipality owns a large piece of land,  $\pm 177$  Ha that is perfectly located for residential development similar in style as the existing RDP township (Northam Extension 5). This land is available for development purposes but it can not be developed if the bulk sewer and water infrastructure is not addressed simultaneously.

The Municipality identified Portion 3 of Leeuwkopje 415 for purchasing as it is envisaged that the new sewer works could be located on this farm. In addition the property is substantial and has tremendous potential for residential development. The Municipality also identified Portion 9 of Wildebeeslaagte 411 KQ, in view of its strategic location close to existing Northam extensions for further township development. The last two mentioned properties are privately owned and Council should enter into further negotiations with the landowners to finalise the land transactions.

In view of its status as Provincial Growth Point, Thabazimbi should be developed for a variety of land uses as all the primary functions should be available in the main economic hub of the Municipal area. The land parcels identified should therefore be suitable for residential, business, commercial, industrial and other development.

The Council owns a strategically located piece of land opposite the existing entrance into the CBD (diagonally across from BP). This property is earmarked for the Municipality's new municipal buildings but it also has potential for the development of mixed land uses, restricted business and commercial land uses. For industrial and/or commercial development the Municipality also owns a part of the farm Apiesdoorn 316 KQ that is ideally located close to the existing industrial area, nearby the new Provincial Hospital and Regorogile extensions.

The existing Thaba Park recreation area is located on a very strategic location on land that has ample potential for business related development. This area is earmarked for future business use, but it is vital that alternative land is identified for sport and recreation facilities. Portion 7 of Kwaggashoek (Municipality's Parks Department), together with Kumba owned portions of the Remainder of Kwaggashoek 345 KQ are ideally located for sport and recreation facilities. The Ipelegeng Primary School already has a sport field (Soccer) and ample land is available in its vicinity for the development of other sport facilities such as squash, tennis, bowls, etc. The Thaba Park area is used by a small component of the Thabazimbi community as well as for the annual Game and Tourism Expo. It is important that if this area is developed for business uses that the Game and Tourism Expo still proceeds as it has tremendous economic benefits for the town. A possible alternative location for the Expo is the portion of land presently used for the Agricultural show grounds.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

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This property is ideally located in Road D1485 (main entrance road into Thabazimbi) and is large enough for the Expo-use. It could furthermore serve dual purposes in that it could be utilised for the Expo as well as Agricultural shows. In view of the property's ideal location it could also be used for mixed land uses, restricted business and/or commercial uses. The land is currently owned by the Agricultural Association and they should be approached for further negotiations.

Other portions of land were identified for potential development of residential and/or mixed land uses. These land parcels are all privately owned and the acquiring of the land will depend on successful negotiations with parties such as Eskom, Kumba, SpoorNet and the Chamber of Business. (Refer to Table TABLE 23.)

In respect of all land parcels the necessary procedures should followed to acquire the relevant land use rights, i.e. rezoning or township establishment applications, as well as the relevant environmental authorisation required in terms of applicable legislation.

It is healthy practice that Council owns land where they could initiate development thereby ensuring timeous delivery of residential, business or industrial erven to the market. [Also refer to **Map 4a** and **4b**.]



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

**TABLE 23: AVAILABLE LAND IN THE THABAZIMBI MUNICIPAL AREA**

<b>NORTHAM AREA</b>						
<b>NUMBER</b>	<b>DESCRIPTION</b>	<b>SIZE</b>	<b>OWNER</b>	<b>STATUS</b>	<b>COUNCIL POLICY</b>	<b>PLANNING APPLICATION REQUIRED</b>
1	Ptn 2 De Put 412 KQ	±177 Ha	Thabazimbi Municipality	Township in process	In line for Residential development	Township Establishment was submitted but not yet finalised
2	Ptn 3 Leeuwkopje 415 KQ	±290 Ha	Northam Investment (Pty) Ltd	Agricultural land	In line for Residential development	Launch new Township Establishment
3	Ptn 9 Wildebeeslaagte 411 KQ	±263 Ha	Northam Investment (Pty) Ltd	Agricultural land	In line for Residential development	Launch new Township Establishment

<b>THABAZIMBI AREA</b>						
<b>NUMBER</b>	<b>DESCRIPTION</b>	<b>SIZE</b>	<b>OWNER</b>	<b>STATUS</b>	<b>COUNCIL POLICY</b>	<b>PLANNING APPLICATION REQUIRED</b>
1	Rem of Ptn 144 Doornhoek 318 KQ	±7,42 Ha	Thabazimbi Municipality	Agricultural land	In line for Mixed Land Use development	Launch new Township Establishment
2	Ptn 47 Doornhoek 318 KQ (Show grounds)	±7,0 Ha	Agricultural Association	Agricultural land	In line for Mixed Land Use development	Launch new Township Establishment
3	Middle to low income market housing project - Ptn 148 Doornhoek 318, KQ	±4,7 Ha	George Frits	Township application approved	In line for Residential or Mixed Land Use development	For Residential development a township establishment was submitted await RoD and other outstanding comments, otherwise launch a new township application
4a	Ptn 94 Doornhoek 318 KQ	±4,5 Ha	ESKOM	Agricultural land	In line for Residential or Mixed Land Use development	Launch new Township Establishment
4b	Ptns 90 and 109 Doornhoek 318 KQ	±8,5 Ha & ±16,7 Ha	Spoornet	Agricultural land	In line for Residential or Mixed Land Use development	Launch new Township Establishment



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

THABAZIMBI AREA						
NUMBER	DESCRIPTION	SIZE	OWNER	STATUS	COUNCIL POLICY	PLANNING APPLICATION REQUIRED
5	Rem of Ptn 48 Doornhoek 318 KQ	±28,5 Ha	Chamber of Business & Kumba	Thabazimbi Airstrip	In line for Residential and <u>limited</u> Mixed Land Use development	Launch new Township Establishment
6	Ptn of Rem of Kwaagshoek 345 KQ	±228,32 Ha	Kumba	Agricultural land	In line for <u>upmarket</u> Residential development	Launch new Township Establishment
7a	Ptn of Rem of Kwaagshoek 345 KQ	±11,2 Ha	Kumba	Agricultural land	In line for development of sport facilities	Rezoning or Township establishment
7b	Ptn of Rem of Kwaagshoek 345 KQ	±1,0 Ha	Kumba	Agricultural land	In line for Residential development	Rezoning or Township establishment
8	Ptn 7 of Kwaagshoek 345 KQ	±2,0 Ha	Thabazimbi Municipality	Agricultural land used for Municipal Parks Dept.	In line for development of sport facilities	Rezoning or Township establishment
9	Rem of Apiesdoorn 316 KQ	±11,4 Ha	Thabazimbi Municipality	Agricultural Land	In line for industrial development	Launch new Township Establishment



# THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

## 4. STRATEGIC ENVIRONMENTAL ASSESSMENT

### 4.1 GENERAL ENVIRONMENTAL DEVELOPMENT GUIDELINES

The IDP Guide Packs require that IDP strategies take cognisance of certain key strategic environmental guidelines such as Agenda 21, NEMA Chapter 1 Principles and the relevant Provincial Environmental Implementation Plan (EIP). An Integrated Environmental Programme (IEP) was compiled for the Thabazimbi Municipality together with the Thabazimbi SDF. The IEP for Thabazimbi discusses the relevant Strategic Environmental Guidelines that has given direction to the environmental management in recent times. As discussed in more detail in the IEP these guidelines include Local Agenda 21, NEMA [National Environmental Management Act (107 of 1998)] Chapter 1 Principles and the Provincial Environmental Implementation Plan (EIP).

In a nutshell what the **Local Agenda 21** means to Thabazimbi Municipality is that they must:

- manage and improve their environmental performance,
- integrate sustainable development aims into the local authority's policies and activities, and
- educate and raise awareness amongst its communities.

The National Environmental Management Act (107 of 1998) NEMA was promulgated in order to provide for co-operative environmental governance by establishing principles for decision making on matters affecting:

- the environment,
- institutions that will promote co-operative governance, and
- procedures for co-ordinating environmental functions exercised by organs of state.

The principles of **NEMA** apply to all actions of organs of state that may significantly affect the environment – in short, the broad overarching principles entail, amongst others, the following and need to be incorporated in decision-making on environmental strategies:

- Development must be socially, environmentally and economically sustainable.
- People's needs and interests must be placed first and their physical, psychological, developmental, cultural and social interests must be equitably served.
- Consider all relevant actions for sustainable development (e.g. avoid pollution, conserve natural heritage)
- The best practicable environmental option must be pursued i.e. the best environmental option with the finance available

The NEMA Principles as contained in Section 2 of the National Environmental Management Act, Act 107 of 1998 consist of a number of themes. To each of these themes a number of principles apply. The themes and principles are listed in the IEP compiled for Thabazimbi Municipality.



# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

The output of the **Provincial Environmental Implementation Plan** (EIP) should result in the alignment of policy, legislation, plans, programmes and decision making and thus, more effective and integrated co-operative governance of environmental management functions.

The Provincial Sustainable Development Framework is based on the national strategic vision of sustainable growth, which is supported by six strategic pillars that are all structured around a common resource base. The six strategic service pillars are as indicated in TABLE 24 below.

**TABLE 24: NATIONAL STRATEGIC SUSTAINABLE DEVELOPMENT PILLARS**

<b>NATIONAL STRATEGIC VISION OF SUSTAINABLE GROWTH PER ANNUM OF AT LEAST 6% BY 2020</b>					
<b>ECONOMIC DEVELOPMENT</b>		<b>COMMUNITY DEVELOPMENT</b>		<b>GOVERNANCE</b>	
<b>Pillar 1</b>	<b>Pillar 2</b>	<b>Pillar 3</b>	<b>Pillar 4</b>	<b>Pillar 5</b>	<b>Pillar 6</b>
Economic Services	Physical Services	Social Services	Human Resource Development	Protective Services	Governance Services
Mining Agriculture Forestry Fisheries Manufacturing Commerce Tourism Financial Support Transport	Water Energy Sanitation Construction Postal Communication Municipal	Health Social Welfare Poverty	Education Training Arts & Culture Sport Recreation Religion	Police Judiciary Correctional Services Security Defence	International Multi-nationals Public Services Professional Academic Business Labour Community Based
<b>NATIONAL RESOURCE BASE FOR SUSTAINABLE DEVELOPMENT (natural , human, capital, &amp; knowledge)</b>					

(Centre for Environmental Management, Potchefstroom University, Date unknown)

The IEP for the Municipality should take cognisance of the Limpopo EIP and should ensure that the specific regional issues affecting the local municipality are incorporated and addressed by the provincial framework and that the Integrated Environmental Programme support (is not in conflict with), the provincial EIP.

There are also other strategic environmental guidelines and/or principles that should be noted. The Thabazimbi IEP provides a list and further discussion on these guidelines/principles.

### 4.2 ENVIRONMENTALLY SENSITIVE AREAS

The Integrated Environmental Programme (IEP) of Thabazimbi (compiled together with the SDF) listed a number of environments that are normally seen as sensitive environments.

Amongst the items listed Thabazimbi has particular areas of sensitivity that include:



# THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

1. Most of the mountainous areas.
2. The area between Thabazimbi and the Marakele National Park.

The SDF will take cognisance of these sensitive areas and specific spatial guidelines should be formulated in respect of development in these areas.

The riparian zone is the most important link between the river and the terrestrial component of a catchment. It also provides a buffer between the river itself and any potential impacts that might originate from within the catchment. The protection of the riparian zone should therefore be a management priority. In the Thabazimbi area the main problem lies in:

3. The riparian zone of the Crocodile River.

Future development should be minimised and control and management of existing activities such as grazing, sand winning and mining.

The Thabazimbi Municipal area is characterised by a number of Nature reserves and conservancies and they make a positive contribution towards conservation and eco-tourism. Development in and in close proximity to private conservation areas and nature reserves should be done very carefully so as not to impact negatively upon them. The IEP listed the following reserves:

4. The Marakele National Park.
5. Atherstone Nature Reserve.
6. Ben Alberts Nature Reserve.
7. Private reserve(s).

Proper land use zonation in the area between Thabazimbi town and MNP it is of utmost importance to ensure that land development in this area is carried out in a controlled fashion. A variety of stakeholders (public authorities, local communities and private interests) should be involved in the design of the land use zonation guidelines in the area between Thabazimbi town and MNP.

## 4.3 ENVIRONMENTAL STRATEGIES/INTERVENTIONS

The IDP did not identify environmentally related projects. The draft IEP however attempted to provide recommendations on interventions related to environmental management that should be implemented within the municipal area to ensure that future development integrates environmental concerns into their execution.

These interventions do not only include capital projects but also include recommendations on institutional/organisation and policy interventions that should be implemented.

The IDP did not identify environmentally related projects. The draft IEP however attempted to provide recommendations on interventions related to environmental management that should be implemented within the municipal area to ensure that future development integrates environmental concerns into their execution.



# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

The following table, TABLE 25, provides a list of the environmental issue clusters that are discussed in more detail in Chapter 7 of the IEP.

**TABLE 25: ENVIRONMENTAL ISSUE CLUSTERS AS IDENTIFIED IN THABAZIMBI IEP**

<b>HEALTH &amp; INFRASTRUCTURE</b>	<ul style="list-style-type: none"> <li>• Solid Waste Management</li> <li>• Waste Water (sewerage) Management</li> </ul>
<b>ECONOMIC DEVELOPMENT AND POVERTY</b>	<ul style="list-style-type: none"> <li>• Optimisation of LED potential and environmental attributes</li> <li>• Impacts on the environment resulting from agricultural activity</li> <li>• Environmental aspects resulting from mining activity</li> </ul>
<b>ENVIRONMENT</b>	<ul style="list-style-type: none"> <li>• Alien species control</li> <li>• Legal compliance</li> <li>• Environmental management plans for physical development (construction) projects</li> <li>• Urban greening</li> <li>• Local authority bylaws and internal capacity</li> <li>• Environmental (management) policy for the municipality</li> </ul>
<b>LAND DEVELOPMENT AND MANAGEMENT</b>	<ul style="list-style-type: none"> <li>• Land development and management and the environment</li> <li>• Property planning, development and maintenance</li> </ul>
<b>HOUSING AND HEALTH</b>	<ul style="list-style-type: none"> <li>• Informal settlements</li> </ul>

## 5. THABAZIMBI VISION TRANSLATED INTO SPACE

The Thabazimbi Municipality drafted a vision with the compilation of the IDP. The purpose of setting a vision for a municipality is to inspire, focus the intention and mobilise all residents, communities, stakeholders, politicians and officials in creating the desired future for the municipal area. A vision is a statement of the desired long-term development of the municipality based on the identified priority issues and related to the specific condition in the municipal area (IDP Guidelines, 2001). The vision for the Thabazimbi Municipality reads as follows:

To be the leading Municipality that offers quality services to the broader community in the most affordable equitable and sustainable manner.

The Thabazimbi Municipality set the following mission:

Thabazimbi Municipality is committed to the upliftment of the Community through provision of services by ensuring:

- Sensitive and Responsiveness to the needs of the people;
- By promoting Participatory Democracy and Transparent Governance.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

With cognisance of the above-mentioned vision and mission statements the Spatial Development Framework plan should therefore provide a general direction to guide the Thabazimbi Municipality in their decision-making and actions to ensure that the local community has access to services that is affordable and that services are provided to all residents of the Municipal area in an equitable and sustainable manner.

The purpose of a Spatial Development Framework is furthermore to indicate certain key focal areas for development where communities could be uplifted by development and provision of essential services. The outcome should be sensitive and responsive to the needs of the community and with active participation in the development process of the Thabazimbi Municipality. The Vision and Mission statements formed the backdrop of the spatial objectives and principles drafted for the SDF. Each of these elements therefore have to be considered in structuring the SDF. The following proposals are incorporated into the SDF:

### UPLIFTMENT OF THE COMMUNITY

Improve local economic development

- Promoting the comparative advantage of the municipal area by focusing on:
  - The provision of a wider variety of services;
  - Launch a buy-local campaign;
  - Distribution and warehousing;
  - Tourism and events centred development with co-operation of the Marakele National Park;
  - Supportive industries to our health, educational, professional and legal services as well as our role as service centre to the wider region; and
  - The development of Agro-processing industries;
- Improving and strengthening the role of CBD;
- Utilising the town's location along major routes and on-route towards surrounding towns, Provinces and neighbouring Botswana, more optimally.
- Ensuring that the labour force is highly skilled and technologically advanced.
- Compilation of an integrated and comprehensive marketing strategy.

Sufficient Housing and availability of land



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

- Infrastructure should be seen as an enabler to take advantage of opportunities and therefore affordable and sustainable basic services and infrastructure should be available for all communities and scarce resources should be optimally utilised.
- Focus transport and distribution facilities close to the transport infrastructure like major arterial and access routes, air and rail links.
- Supportive infrastructure to promote our education and training institutions should receive attention. Develop a range of quality education facilities and specialised schools in previously disadvantaged areas.
- Improve existing health facilities by developing new Provincial Hospital.
- Tourism development should be promoted and an information centre should be developed. Marakele National Park should be one of the main pillars of the local tourism industry.
- Address all informal settlements and illegal squatting areas by improving access to land and the provision of sufficient housing.

### **QUALITY SERVICES IN AN AFFORDABLE EQUITABLE AND SUSTAINABLE MANNER & SENSITIVE AND RESPONSIVENESS TO THE NEEDS OF THE PEOPLE**

- Improve infrastructure services in urban areas (Thabazimbi and Northam) as well as rural areas (Rooiberg, Leeupoort) with special reference to water provision and sewer reticulation.
- The Thabazimbi Municipality should attempt in improving their response to public inquiries regarding infrastructure services, housing, land availability, Council decisions, etc.
- The installation of infrastructure services should be completed in line with acceptable environmental practices.
- The total perceived environment (living, built, green) should get attention; therefore a holistic perspective is needed.
- Aesthetically pleasing public open spaces cannot be afforded any more. It is therefore necessary to focus on the development and maintenance of prominent parks (e.g. prominent entrances to urban nodes or central parks). Communities should be motivated to take co-ownership in the use and maintenance of parks.
- Green corridors need to link the business nodes with other areas
- Pollution with signs and lettering should receive attention.
- Certain specific areas will need professional input, particularly also the design of buildings in relation to its location and landscaping.



# THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

## PROMOTING PARTICIPATORY DEMOCRACY AND TRANSPARENT GOVERNANCE

- Create a conducive environment for investment.
- Ensure stability: need to know who to talk to and where to lodge applications
- Improve access to info: information points in certain localities will help inform people about new developments.
- Use electronic media to ease application procedures and monitoring of progress with applications.
- Speed-up and simplify approval of applications: minor changes especially need to get attention as this currently follows the same route as a more complex applications.
- Integrate various processes of different sector departments and eliminate duplication: EIAs, Traffic Impact Studies, Rezoning and Township Establishment Applications, etc.
- Review applications in terms of merit.
- Enforcement of policies: All people should be judged on same principles – it is unfair governance if some people have to rezone and others can operate without permission.

## 6. SPATIAL OBJECTIVES, PRINCIPLES AND STRUCTURING ELEMENTS

### 6.1 ROLE AND PURPOSE OF SPATIAL PRINCIPLES AND GUIDELINES

The Municipal Systems Act (32/2000) requires municipalities to integrate the principles of the Development Facilitation Act (DFA), No 67 of 1995 within their SDF's.

In a system where normative planning is promoted, like in the case of the SDF, a single point of reference and overarching set of policy guides are necessary to direct and steer land development, planning and decision-making towards achieving the desired outcomes. The principles and guidelines do not prescribe black and white, yes-or-no outcomes, but serve to ensure that decisions are made with reference to a uniform and coherent set of desired policy outcomes. These principles should be context specific and cannot be applied uniformly throughout the whole municipal area; particularly with regard to the difference between urban and rural areas.

The constitution requires that whenever any sphere of government makes a decision, it must be based on reasons given by the decision-making authority. It is here that the principles and guidelines become critically important. Decisions concerning land use and development will have to be explicitly related to the extent to which they meet the outcomes desired by the principles and guidelines. Where there might be a potential conflict between more than one principle, it is up to the decision-maker to decide which one to favour. However, clear motivation will have to accompany the decision why the one principle was favoured more.



# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### 6.2 SPATIAL OBJECTIVES

Based on the analysis of the current spatial analysis of developments within the municipal area in the previous section as well as the unpacking of Thabazimbi Municipality's Vision which was translated into spatial context, a set of clear spatial objectives were adopted for the SDF, namely:

1. To promote the creation of sustainable human settlements and quality urban environments;
2. To contain urban sprawl and promote residential intensification;
3. To encourage urban integration and redress the imbalances of the past;
4. To encourage environmentally sustainable land development practices and processes; and
5. To improve the land use management system.

These objectives should lead to achieving the following desired outcomes:

- Restructure spatially inefficient settlements;
- Promote the sustainable use of land and resources;
- Channel resources to areas of greatest need and development potential, thereby redressing the inequitable historical treatment of marginalized areas;
- Take into account the fiscal, institutional and administrative capacities of role players, the needs of communities and the environment;
- Stimulate economic development opportunities in rural and urban areas;
- Support an equitable protection of tenure and land use rights;
- Promote accountable, open and transparent decision-making in terms of land use and development; and
- Improve co-operative governance and information sharing.

### 6.3 SPATIAL DEVELOPMENT PRINCIPLES

A set of spatial principles has been formulated in support of the spatial objectives. These principles have been informed by various policy guidelines and legislation, and do not only incorporate the DFA principles, but surpass it and integrate all other relevant principles. Although these principles are linked to a specific spatial objective, it should be interpreted as being interrelated and need to be in support of one another. **Land use and development applications should therefore be consistent with the majority of these principles.**

#### 6.3.1 SPATIAL DEVELOPMENT OBJECTIVE 1: CREATING SUSTAINABLE HUMAN SETTLEMENTS AND QUALITY URBAN ENVIRONMENTS

- Harmonise the interaction between the three major systems, namely the economic, social and natural environments, with special attention to sensitive or vulnerable areas or groups;
- Ensure that affordable and sustainable basic services and infrastructure are available for all communities and promote the optimum utilisation of scarce resources;



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

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- Promote education, training and lifelong learning of good standard, as part of planning and development;
- Ensure equitable access to natural and non-natural resources;
- Promote efficient and appropriate land management systems; and
- Build habitable and safe communities where homes are safe and places of work are productive.

### **6.3.2 SPATIAL DEVELOPMENT OBJECTIVE 2: CONTAINING URBAN SPRAWL AND PROMOTING RESIDENTIAL INTENSIFICATION**

- Protect and manage areas with a significant natural resources base from human settlement development e.g. agricultural, recreational, mineral or ecological potential;
- Use existing infrastructure and land more optimally;
- Promote different housing and tenure options that increase choice in the municipal area while contributing to residential intensification;
- Residential intensification should lead to the creation of better quality living environments;
- The density of proposed and existing built-up areas should correlate with the availability of productive open spaces and public amenities in close proximity of the development under discussion; the higher the density/intensity of residential developments, the more productive open space and public amenities should be made available;
- Residential intensification should be discouraged in areas with already high residential densities;
- High-density residential development, which promotes high-rise development, is preferable rather than smaller single residential sites;
- Areas designated for public use should be incorporated within high-density developments and larger public open spaces should be provided in close vicinity of these developments; and
- Medium-density residential development should promote a mixture of cluster housing, which does not exceed densities of 30 units per hectare.

### **6.3.3 SPATIAL DEVELOPMENT OBJECTIVE 3: ENCOURAGING URBAN INTEGRATION AND REDRESSING PAST IMBALANCES**

- Promote a competitive and fast growing economy that creates wealth, sufficient jobs and alleviate poverty;
- Create an integrated transport network that promotes accessibility through efficient and effective public and private multi-mode transport networks and facilities;
- The historically distorted spatial pattern of the urban areas should be redressed.
- Integrate urban communities and land uses and achieve mutually supportive mix of residential, recreational, commercial and employment opportunities throughout the urban areas;



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

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- Direct a significant portion of investment into public infrastructure and social services in areas of greatest need;
- Encourage private investment in previous disadvantaged areas; and
- Make social and economic opportunities more accessible to lower-income people.
- Promote the development of housing in close proximity of job opportunities, i.e. the CBD, industrial areas and nearby mines.
- Areas currently utilised or earmarked as areas with potential for specific utilisation in future, e.g. agriculture, mineral exploitation, eco-tourism, etc. (see Spatial Development Framework Plan), should be protected from any development that will sterilize or negatively impact on existing and future utilisation of such areas for that specific use.

### **6.3.4 SPATIAL DEVELOPMENT OBJECTIVE 5: ENCOURAGE ENVIRONMENTALLY SUSTAINABLE LAND DEVELOPMENT PRACTICES AND PROCESSES.**

- No land development on agricultural land or land zoned as “Undetermined” will be permitted without the compliance with the Environment Conservation Act, 1989.
- Any land development should:
  - minimise interference with natural environment;
  - avoid settlement in places of hazard or high risk, e.g. flood plains;
  - avoid settlement on unique natural habitats of flora and fauna;
  - avoid air and water pollution; and
  - promote recycling of waste in forms in which they can be reabsorbed into the natural environment
- 1:100 year floodlines should be determined for any development near or adjacent to water drainage channels.
- Recycling of waste should be implemented at the Waste Disposal Sites and throughout the municipal area, if economically viable.
- Illegal occupation of land should be discouraged.

### **6.3.5 SPATIAL DEVELOPMENT OBJECTIVE 6: COMPILATION OF AN IMPROVED LAND USE MANAGEMENT SYSTEM**

- Affected parties have a right to access information with regard to land use and development applications;
- Interested and affected parties should be allowed to express their concerns or support for land use or development proposals.
- Decisions must be made in the public domain, with written reasons available to any interested party on request and must achieve the desired outcomes associated with the spatial objectives;
- Public should be informed whom to contact about spatial planning, land use management and land development applications or queries; and
- Land use and development decisions must be taken within statutory specified time frames on receipt of a complete application. Where time frames are not stated, a period of 60 days will be applicable.



# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

- The following basic principles derived from the various sets of indicative legislation regarding spatial planning and land use management should form the basic principles for a LUMS:
  - Emphasis on facilitating and promoting development;
  - Emphasis on flexibility of the LUMS to be able to respond to land development of all types, in a more dynamic manner.
  - Emphasis on a minimalism approach (controlling those issues necessary to comply with development objectives, management needs and ensuring that land use management can be carried out effectively and efficiently;
  - Promote administrative just actions and social justice, transparency and accountability;
  - Create a coherent LUMS, which attempt to consolidate fragmented components of land use management;
  - Emphasising sectoral integrated development planning approach;
  - Promoting co-ordination and/or integration between spheres of government;
  - Promoting a sustainable and viable development;
  - Promoting development in under development and rural areas;
  - Promoting and encouraging public participation especially in rural areas;
  - Promoting the restructuring of a distorted spatial pattern of the built environment created by the apartheid system; and
  - The LUMS should be innovative and applicable to the circumstances of the Thabazimbi Municipality and the province.

### 6.4 STRUCTURING ELEMENTS

The Spatial Development Framework needs to be indicative and therefore the need to adopt a set of structuring elements that can give future structure to the urban and rural form of the municipal area.

Four spatial structuring elements were identified. The following gives a short explanation to the terminology used: Nodes, Corridors, Open Space System and Linkages.

#### 6.4.1 NODES

These are areas where development (facilities, services and economic opportunities) tends to concentrate. Different types of nodes can be distinguished:

- **Urban nodes** are pockets of concentration of human settlement at a specific locality at the regional scale and offer a spectrum of supporting infrastructure and services needed to maintain and develop new services and infrastructure within these urban nodes. The urban nodes identified are Thabazimbi/Regorogile and Northam.
- **Rural nodes** are also pockets of concentration of human settlement at a specific locality and offer some supporting infrastructure and services needed to maintain and develop new services and infrastructure within these rural nodes. The rural nodes identified are Dwaalboom and Rooiberg.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

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- **Existing nodes** can be defined as an area where a concentration of commercial and social activities is located. The existing nodes provide services to the surrounding areas and the influence sphere of the existing nodes varies from a local to a regional scale. The existing nodes in the municipal area are for example in Thabazimbi the Pick and Pay centre, in Northam the local CBD, in Rooiberg the business area in Maroela Street.
- **Regional nodes** serve the larger municipal area. This includes the CBD and industrial area of the urban node – Thabazimbi.
- **Local nodes** are neighbourhood and community centres that serves the surrounding community.
- **Development nodes** are areas where local economic growth will be promoted. Social and public amenities may also be located within or nearby the development node. The size, scale, nature and form of a node will differ from one another as a variety of activities will be tend to cluster in and around the node. The larger the influence sphere of a node, the more intense the development associated with the node and the greater the density and area which the node will occupy.

Nodes within neighbourhoods will also tend to concentrate more public amenities with it, e.g. schools, recreation facilities, etc. with lesser degree of commercial activity.

Some nodes may also specialize in the development and promotion of one or more sectors, e.g. the tourism sector. **Tourism nodes** will thus offer leisure and tourism products to the consumer. These nodes may include a variety of products in support of the services offered.

- **Social service nodes** are places where services can be rendered at a central point to surrounding farming communities. It is areas where services could be rendered more economically to remote areas. The Social Service Nodes identified for this purpose is the existing railway stations, which is spread throughout the municipal area.
- **Transportation Distribution Centre** is a concentration of public transport amenities that enables commuters to access different public transport modes within close proximity of one another. Northam and Thabazimbi are the main **transportation distribution centres** in the municipal area.

### 6.4.2 CORRIDORS

Different types of corridors can be distinguished:

- **Metropolitan Development corridor** is a major route that connects the urban nodes with one another and along which public transport is regarded as a priority. Since the emphasis is to connect major urban nodes, these corridors are characterized by high vehicle speeds (higher than 80 km/h), promoting mobility and limiting direct access to adjacent land uses as far as possible. It is envisaged that metropolitan development corridors will stimulate the growth of urban nodes towards one another, over the long term, to form a fully integrated municipal area.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

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- Apart from the metropolitan development corridors and national roads **Movement Corridors** form the primary mobility network of roads within the identified urban node. The term “movement” describes the importance of protecting the mobility of these roads, implying that direct access to adjacent land uses should be restricted. Speed limits of 60 km/h or 70 km/h are typically imposed along these corridors. As with metropolitan development corridors, public transport forms an integral part of movement corridors.
- **Development corridors** are characterized by higher order ribbon-like development along routes that would otherwise be classified as movement corridors. These types of corridors thus fall in a class somewhere between movement corridors and activity corridors. Mobility is still regarded as a priority, but access to adjacent land uses can be considered if it complies with specific design criteria. Redevelopment of land to higher order uses (larger traffic generators) can usually only be considered if smaller erven are consolidated into larger properties. These routes still form part of the primary road network within urban development nodes. Due to the presence of economic activity, specific attention should be given to the provision of pedestrian facilities. High commuter volumes may necessitate direct access to public transport facilities.
- **Activity corridor** gives preference to pedestrian and public transport movement and less emphasis is placed on mobility. Lower vehicle speeds and close spacing of accesses characterize such corridor. Economic activity is usually limited to adjacent properties and is primarily focused on pedestrians and surrounding residential areas.
- **Cycle lane** is a transport facility provided for exclusive use by cyclists.
- **Metropolitan railway link** can be regarded as a rail corridor, which connects the urban development nodes, focusing primarily on public transport. It can be viewed as an additional public transport service in support of existing road based public transport modes. In the case of Thabazimbi the railway link with Lephalale is mostly for business/industrial use and not as a public transport mode.

### 6.4.3 OPEN SPACE SYSTEM

The open space system is a rationalised network of interconnected open spaces aimed at:

- Complementing the built fabric by providing the urban environment with variety, character, a sense of visual relief, open space enjoyment, recreation and general amenity;
- Protecting biodiversity in urban areas, and providing animal and plants species with habitats; and
- Protecting heritage or cultural sites where possible with the system.

The Open Space System should not be viewed as an entity on its own, but rather as a description of a collection of elements. Included in Open Space System are natural areas, developed open spaces, mountains and hillocks and farmlands closely located to the urban nodes (active and passive recreational areas).

“**No- go areas**” are areas where development are not encouraged due to its particular and intrinsic natural-, ecological-, aesthetical-, cultural-, sport- or historical value and may also include areas that serve as discerning landmarks.



## 6.4.4 LINKAGES

### **General guidelines – Road links (National, Provincial and District roads)**

- All developments adjacent to the major road links must comply with the requirements set by SANRAL, RAL or the local Municipality. [This includes building restriction lines, physical barriers, etc.]

### **General guidelines – Railway link**

If developed, the proposed railway link will have to comply with the requirements and specifications of the relevant government, semi-government and possible private partner. (Department of Transport, Department Public Works, Roads and Transport, Transnet, South Africa Rail Commuter Corporation, etc.)

- All development adjacent to the railway corridor must be compatible with proposed railway link and supporting infrastructure.
- Road/railway crossings should be minimized in the planning/design of any new townships.
- Sufficient space must be reserved at public transport termini to support possible future railway expansion.



## 7. SPATIAL GUIDELINES

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The above-mentioned elements will be used in the SDF to present the future desired form of the municipal area. Because of their normative nature, it is necessary to develop a set of guidelines that will be used supplementary to the spatial principles defined in the previous section.

Development Guidelines attempt to bring certainty for decision-makers, developers and investors by describing the desired land use envisaged with the SDF. These guidelines will evolve and will be refined over time, and Council remains in a position to review or change the Guidelines through consensus.

The guidelines do not attempt to be restrictive, but aim to facilitate a better understanding of what is desired in terms of the SDF. The guidelines are therefore supplementary to the spatial principles adopted with the SDF and both should be used to inform development proposals.

### 7.1 URBAN NODES

#### **General Guidelines:**

- Urban nodes should be the focus of service and infrastructure investment.
- Urban nodes are delineated by an urban edge. Concentration of people should therefore be discouraged at dispersed locations away from the urban node (outside the urban edge).
- The potential for development of an urban node is relative to its threshold to draw investment and its exposure to people visiting the area. Therefore not all of the urban nodes will develop at the same intensity.
- Development within these nodes should be in accordance with these guidelines, local spatial development and/or local area development plans and the town planning schemes where applicable. Each application should be evaluated on its own merits, particularly if these guideline documents and statutory plans are not informative enough.
- The minimum size for the subdivision of agricultural land or small holdings within the urban node must be according to approved land use management instruments, i.e. an approved density policy.
- Higher density developments should be encouraged within the urban nodes, therefore promoting compaction within the urban environment. Higher density developments should be concentrated closer to the CBD's, major development corridors and activity streets to encourage public transport development along these routes.
- A range of different types of land-uses should be promoted at the business nodes indicated on the Spatial Development Framework Plan.
- Develop all business nodes as indicated on the Spatial Development Framework Plan according to its distinctive character.
- Provision for further industrial development should be made on council and privately owned land.



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### Specific guidelines

- The bulk infrastructure capacity of Thabazimbi/Regorogile and Northam urban nodes should be addressed as a matter of urgency before further large scale expansion of these nodes could take place.

## 7.2 EXISTING NODES

The following **general guidelines** are applicable for the development of existing nodes:

- The further development of existing nodes must support the existing land uses within the node and the land uses in the surrounding area. Development within the node will be informed by the economic and social structure of the communities it serves.
- The proposals for the development at existing nodes must be co-ordinated with the phasing of any surrounding planning activity.
- The increased economic activity must enhance and / or make a positive contribution to the economic vitality of the node.
- The expansion of the nodes can be considered if it can be fully supported by the bulk infrastructure system serving the nodes.
- The expansion of the nodes can be considered if it can be fully supported by the transportation system, or if the applicant is willing to upgrade the street system to prevent reduction in the levels of service.
- The development must take the provision of public transport facilities and existing public transport routes, future traffic demand as well as pedestrian movement into account.
- The development must be compatible with the surrounding development density. However, higher density developments will be encouraged within earmarked areas in the node and along development corridors serving the node.
- The new development must not have a negative influence on the accessibility of the area from residential pockets.
- The site layout of the development must enhance the local environment and make a positive contribution to the pedestrian environment and streetscape through appropriate orientation of the development, building design, parking arrangements, street-landscaping and land-use arrangements.
- The development at existing nodes must be in accordance with the guidelines of existing local area development plans.
- Existing town planning schemes for the respective areas will prevail to regulate land uses within these nodes, until such time as a new combined town planning scheme has been compiled for the Thabazimbi Municipal area.
- The availability of infrastructure and services must be considered. This includes:
  - Vehicular access and configuration;
  - Traffic impact and circulation;
  - Bulk infrastructure capacity; and
  - Location and functioning of infrastructure.
- The following **specific guidelines** need to inform development at particular existing nodes within the municipal area:



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

- Thabazimbi/Regorogile and Northam - The expansion of the existing nodes must be limited until such time that the Thabazimbi Municipality has decided that further expansion of these areas is possible from a viewpoint of bulk infrastructure provision.
- Medium density residential development (1 unit per 500m<sup>2</sup>) must be promoted in the residential areas of Northam, Thabazimbi as well as in Rooiberg if the high demand for housing prevails.
- Primary business areas (CBD's) should be the main development node for business development and extension of the existing business nodes should not expand to the detriment of the CBD's..

### 7.3 DEVELOPMENT NODES

The following are **general guidelines** to the development of new nodes and will determine the size, scale, nature and form of the node:

- In principle, the scale, intensity and density of development within a node must be informed by the local conditions. As these are unique to each location, the characteristics and composition of mixed land uses and transportation infrastructure will define the proposed development within the node. The respective town planning schemes will regulate the density and other requirements with each development.
- Development nodes adjacent to provincial and national roads that are characterized by major through movement, must visually have a positive contribution to the image of the Thabazimbi Local Municipality.
- Development nodes must support the existing land uses within the surrounding area and will be limited to the local threshold support offered by these nodes.
- Mixed land uses must be promoted at development nodes. Both public and private investment should be encouraged within the node. This will ensure that the proposed development node can become a service centre for the surrounding area.
- Residential uses should be encouraged within these nodes and a mixed land use should get preference over a uniform land use. However, where a specific sector like the tourism sector is targeted, uniform land uses in support of specialisation may be considered.
- Development at these nodes must be co-ordinated with the phasing of any planning activity of the surrounding area.
- Development stemming from the nodes should be instantiated from and directed into a development or activity corridor. Direction of growth into the corridor will thus start at the node and then grow towards the outside.
- A development node must be financially viable for Thabazimbi Local Municipality with regard to the delivery of services, except in instances where the developer can provide private services at an acceptable standard.
- The current and / or future capacity of infrastructure must be sufficient to accommodate the proposed scale of development.
- The expansion of the nodes can be considered if it can be fully supported by the transportation system, or if the applicant is willing to upgrade the street system to prevent reduction in the levels of service.



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- The development must take the provision of public transport facilities and existing public transport routes, future traffic demand as well as pedestrian movement into account.
- The development must be compatible with the surrounding density.
- The proposed new development node must be complementary to the character of the surrounding areas, especially in areas of historical or ecological significance.
- The site design and layout of the new development must enhance the local environment. In principle all developments should be orientated to the street and permit pedestrian movement (as well as cycle movements where applicable) throughout the proposed node.
- Pedestrian and cycle movement routes must be designed through development layout plans to link with public transport facilities. These must be safe and secure.
- The site layout of the development must make a positive contribution to the pedestrian environment and streetscape through appropriate orientation of the development, building design, parking arrangements, street- landscaping and land-use arrangements.
- Public open spaces, squares, water features, etc. should be incorporated as structuring and recreational elements within a development. Developments should therefore contribute to define space and positive environments.
- Developments that front onto existing building stock should relate to the styles and design of existing stock. Strategic consideration will need to be given to new development replacing existing stock.
- The development node must complement the surrounding physical environment.
- The Open Space System should be protected from inappropriate new development. All surrounding development should be informed by the scale and quality of the environment being preserved.
- The impact of future spatial planning patterns within the local context must be considered with all new development proposals.
- Proposals must take into consideration the future expansion of the node.
- The development must create new opportunities to the surrounding community.
- Public sector investment in a development node must be supportive of formal and informal trade.
- The availability of infrastructure and services must be considered. This includes:
  - Vehicular access and configuration;
  - Traffic impact and circulation;
  - Bulk infrastructure capacity; and
  - Location and functioning of infrastructure.

### **Specific Guidelines - Tourism Development Nodes**

- All developments within the development node must enhance the rural character of the surrounding area.
- Development along any water drainage channels must be outside the 1:100 year flood line and must be supported by an acceptable environmental impact study and environmental management plan. Developments that promote water sport and recreation need to submit as part of the environmental management plan the rules associated with the use of the water resource for water sport and recreation.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

- In the case of Private Resort developments and sub-division of more than 5 farm portions (rural residential developments) the developer shall be responsible to establish a Section 21 Company in terms of the Companies Act, 1973 (Act 61 of 1973), within such period as may be determined by the local authority. Each owner/share holder will form part of the Section 21 Company. All internal infrastructural services including roads, electricity, water, storm water, sewerage (to communal facilities) and refuse removal collection facilities shall be provided by the developer to the satisfaction of the local authority and must be transferred to the Section 21 Company which company shall be responsible for the maintenance of the total development.

### 7.4 SERVICE NODES

#### General guidelines

- Existing places of concentrated human activity should receive preference over the development of new social service nodes.
- Public amenities like schools, clinics, post offices, municipal pay points, etc. should preferably be located within these social service nodes. Private investments in the form of small shops, silos, distribution points of a co-operative, etc. may also be encouraged at the social service nodes.
- Easy access to the rural community it serves should be an important location factor when developing these social service nodes.
- Residential development may be considered at these service nodes, but should be restricted to a maximum number of residences in order to prevent dispersed settlements. The residential use should be linked to the management of the services offered at the service node.
- Public transport must be made available, if viable, at the social service nodes and associated infrastructure may be developed.

### 7.5 TRANSPORTATION DISTRIBUTION CENTRES

#### General Guidelines:

- A transportation distribution centre should be an area where the termini of different public transport modes such as buses; taxi's, trains, etc. are concentrated to function in an integrated manner.
- Transportation distribution centres must be located at positions where a high demand for public transport exists and where the commuter volumes will justify the provision of high quality facilities. Location of new transport distribution centres will therefore require in-depth investigations.
- New transportation distribution centres must be located and designed so as to cater for future expansion when passenger or modal demands increase.
- All major public transport modes utilised in a specific area should be represented in a distribution centre.



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- The development of non-offensive service industries, focusing on the needs of the transport industry, can be encouraged in the vicinity of a distribution centre. This will provide facilities where vehicles can be serviced or cleaned away from the commuting public.
- Maintenance and cleaning of vehicles inside termini and inside public road reserves should be prohibited.
- The mobility of the roads serving the distribution centre must be protected at all costs to maximize accessibility, support adjacent economic activity and to minimize criminal impact on passing traffic.
- Traffic and pedestrian safety are regarded as essential aspects that must be ensured.
- Transportation distribution centres must be designed so as to discourage criminal activity, maximise accessibility, minimise congestion and vehicle queues and to ensure easy maintenance and future upgrading.
- Transportation distribution centres generally serve as catalysts for local economic development. In this regard, the economic activity in the vicinity of the centre should be encouraged. The development of high-density residential areas in close proximity should also be allowed.
- Special attention should be given to facilities for the disabled.
- Facilities provided as part of a transportation distribution centre must be kept clean and functional at all times.
- No hawker facilities should be allowed inside termini. Hawkers can be accommodated along pedestrian routes linking the different termini.
- Sufficient loading facilities and refuse removal service should be provided at strategic points where hawkers are allowed.
- Hawkers should not be allowed to compete with formal businesses that are developed to serve the public transport industry.
- Sufficient ablution facilities must be provided with the possibility for further extension in the future when demands increase.

### 7.6 MIXED LAND USE DISTRICTS

A number of mixed land use districts are distinguished:

#### 7.6.1 MIXED LAND USE WITH MAINLY RESTRICTED BUSINESS DEVELOPMENT

##### General guidelines:

- The existing Town Planning Schemes and/or future LUMS of Thabazimbi will manage the floor area ratio, coverage, density, permissible land uses and parking requirements associated with this kind of land use.
- Low density and low-rise development should receive preference.
- The land use and density of new development must be compatible with the surrounding area.
- Development should promote a mixture of residential and business development on a single erf. Other supporting land uses, like commercial development, may be considered on merit and with the sole discretion of the municipality.



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- Land use management must ensure that noise levels are controlled and the mix of land use should not threaten the residential component.
- The site layout of the development must make a positive contribution to the pedestrian environment and streetscape through appropriate orientation of the development, building design, parking arrangements, street landscaping and land-use arrangements.
- Pedestrian movement and cycle routes must be promoted in the area and all development must be pedestrian friendly.
- Development can be considered if it can be fully supported by the transportation system, or if the applicant is willing to upgrade the street system to prevent reduction in the levels of service.
- The development must take the provision of public transport facilities and existing public transport routes, future traffic demand as well as pedestrian movement into account.
- Any land uses that might be morally offensives or require a liquor licence must obtain the input of the ward committee and ward councillor for approval. [Except if located in the CBD or earmarked business area in an urban or existing node.]
- Existing open spaces and sport facilities must be conserved.
- All advertising material and sign boards must promote and be compatible with the residential and aesthetic character of the area. The necessary approvals for signage should be acquired from the Thabazimbi Municipality or any other relevant authority before signs are affixed.
- The availability of infrastructure and services must be considered. This includes:
  - Vehicular access and configuration;
  - Traffic impact and circulation;
  - Bulk infrastructure capacity; and
  - Location and functioning of infrastructure.

### **Specific Guidelines:**

Doornhoek farm along Lephallale Road:

- Township establishment applications in the *Doornhoek* area should be submitted for approval. It must take the potential impact on the traffic and road access points to and from Road P16-2 into account. Thorough public participatory efforts should be made to discuss the detail layout and access proposals, prior to approval by the Thabazimbi Municipality.

### **7.6.2 MIXED LAND USES WITH SERVICE INDUSTRIAL AND/OR COMMERCIAL DEVELOPMENT**

#### **General Guidelines:**

- The existing Town Planning Schemes and/or future LUMS of Thabazimbi will manage the floor area ratio, coverage, density, permissible land uses and parking requirements associated with this kind of land use.
- No noxious or offensive land uses will be permitted in the area. The following land uses will be allowed:



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Repair workshop [motor cars, boats, caravans and trailers; electrical appliances and lawnmowers]; Air conditioners, blinds and roll-up doors; Auto electricians; Radios, televisions sets and video machines; Computers, cash registers and typewriters; Shoes and leatherworks; Tents and sails; Batteries, brakes, clutches, bearings and gearboxes; Jewellery; Confectioners; Dry-cleaners; Laundries; Upholsterers; Plumbers; Electricians; Photo graphical studios (for the development of films and printing of photographs); Dressmakers and tailors; Medical and dental laboratories; Cold storage for vegetable and fruit; Fitting of Tyres, Exhaust systems and tow bars; Manufacturing and selling of number plates and name plates; Installation of motor vehicle accessories, radios, sun roofs and alarms; Locksmith; and Caterers.

- Higher intensity residential developments like social housing can be promoted in areas where a mixture of residential and service industries is developed.
- All land uses and density of new development must be compatible with the surrounding area.
- The site layout of the development must make a positive contribution to the pedestrian environment and streetscape through appropriate orientation of the development, building design, parking arrangements, street landscaping and land-use arrangements.
- Development can be considered if it can be fully supported by the transportation system, or if the applicant is willing to upgrade the street system to prevent reduction in the levels of service.
- The development must take the provision of public transport facilities and existing public transport routes, future traffic demand as well as pedestrian movement into account.
- Existing open spaces and sport facilities must be conserved.
- All advertising material and sign boards must promote and be compatible with the residential and aesthetic character of the area. The necessary approvals for signage should be acquired from the Thabazimbi Municipality or any other relevant authority before signs are affixed.
- Commercial activities might be permitted in the area if the location of the new development is desirable and in public interest. Noise controls will have to be implemented in the case of night clubs, restaurants, etc.
- The availability of infrastructure and services must be considered. This includes:
  - Vehicular access and configuration;
  - Traffic impact and circulation;
  - Bulk infrastructure capacity; and
  - Location and functioning of infrastructure.

### Specific guidelines:

#### Apiesdoorn Area:

- Township establishment applications in the Apiesdoorn area should be submitted for approval. It must take the potential impact on the traffic and road access points to and from Road P16-2 or D1485 in to account.
- Commercial, Service and Light industrial land uses can be considered in this area. The location of these land uses should take into consideration future residential



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development intended in close proximity to the site and measures should be put in place to limit pollution levels e.g. noise.

- Special attention should be given to the aesthetical appearance of the area. It is of vital importance to Thabazimbi as the area is very visible from the Road P16-2 or D1485. Developments in this area should contribute towards the improvement of the first impressions of the town from the main entrance. Storage of stock should be limited to covered areas only in order to bring about neat appearance along the entrance road to Thabazimbi.

### 7.6.3 MIXED LAND USE AREA WITH DIVERSE RESIDENTIAL DEVELOPMENTS

#### General Guidelines:

- Area development Plans must be compiled for the areas where there is currently no plan in place and future rezoning or township establishment applications must be in accordance with these area development Plans.
- The existing Town Planning Schemes and/or future LUMS of Thabazimbi will manage the floor area ratio, coverage, density, permissible land uses and parking requirements associated with this kind of land use.
- The density of new development must be compatible with the surrounding area.
- The site layout of the development must make a positive contribution to the pedestrian environment and streetscape through appropriate orientation of the development, building design, parking arrangements, street landscaping and land-use arrangements.
- Development can be considered if it can be fully supported by the transportation system, or if the applicant is willing to upgrade the street system to prevent reduction in the levels of service.
- The development must take the provision of public transport facilities and existing public transport routes, future traffic demand, as well as pedestrian movement and possible cycle lanes into account.
- Any land uses that might be morally offensives or require a liquor licence must get the prior approval of the ward committee and the ward councillor.
- All advertising material and sign boards must promote and be compatible with the residential and aesthetic character of the area. The necessary approvals for signage should be acquired from the Thabazimbi Municipality or any other relevant authority before signs are affixed.
- The architectural style of new buildings must be compatible with the surrounding area.
- Home industries or professional practices may be permitted in the area with the necessary permission from Thabazimbi Local Municipality.
- The availability of infrastructure and services must be considered. This includes:
  - Vehicular access and configuration;
  - Traffic impact and circulation;
  - Bulk infrastructure capacity; and
  - Location and functioning of infrastructure.



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### Specific guidelines:

- The CBD's may be utilised for high-density residential development in the form of a mixed land use.
- Thabazimbi (Proper, Extension 1 and Extension 3) and Northam should be utilised for medium and high-density residential development. Densities should conform to the surrounding density.
- Thabazimbi Extension 5 and Extension 8 should be used for a mixture of residential and recreational purposes. Medium density residential development can be promoted here (Densities of 1 per 500m<sup>2</sup>/Residential 2 Height Zone 6). Where location of a property is favourable for high density units Residential 3 Height Zone 8 rights could be permitted. [*Criteria for high density developments – developments are measured in terms of its accessibility w.r.t. existing transport routes, location w.r.t. businesses, location w.r.t. schools and location w.r.t. open space.*]

## 7.7 NEIGHBOURHOOD DISTRICTS

### General guidelines:

- Neighbourhood districts may include a variety of mixed land uses and densities in support of the residential character of the area.
- A cluster of functional activities should be considered at nodal points. The development of supporting facilities within a neighbourhood e.g. schools, libraries, clinics, etc. should preferably be concentrated at these focal/nodal points.
- One side of the cluster should be facing a higher order street while the other sides should be accessible from access and residential roads.
- Facilities should be located conveniently to the local resident and nodes should be distributed in such a way that it promotes access by pedestrians.
- Institutional facilities like hospitals or colleges (tertiary institutions) should be placed along higher order streets while lower order facilities like a crèche or primary school should be located on lower order streets.
- Neighbourhood districts need not be of similar size, but should be contained and developed in such a way as to promote pedestrian movement.
- Vehicle speeding should be discouraged in residential streets and traffic calming measures may be considered where necessary. Collector roads should be provided to distribute traffic through the area.
- No business that directly competes against the CBD should be permitted.
- Neighbourhood design should encourage bicycle and pedestrian movement, and where possible, children should not have to cross a busy road or railway line to reach a school.
- Higher residential developments should be promoted along higher order streets and close to business clusters (mix land use).
- Public transport should be supported and encouraged through the design of neighbourhoods.
- A mixture of different residential types and densities should be allowed within a particular neighbourhood. Different erf sizes can be developed to create choices.



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- Mixed land uses may be considered on a particular site if it is compatible with the surrounding area. The local development plans and guidelines for mixed uses will be used to guide and inform these kinds of activities.
- Home industries or professional practices should be subordinate to the residential land use on a particular premise. The existing Thabazimbi Town Planning Schemes, 1992, the Peri-Urban Areas Town Planning Scheme, 1975 and, when in place, the new LUMS for Thabazimbi will regulate the land uses in the schemes' areas.
- Public open spaces should be provided to support the Open Space System. Pockets of isolated open spaces should therefore be restricted and multi-purpose sport and recreation nodes should rather be encouraged.
- New neighbourhoods may only be approved if the surrounding future spatial development is taken into consideration.
- New neighbourhoods must be in support of the bulk infrastructure provisioning of an area and developers may be required to make a bulk services contribution to future upgrading or installation of new bulk infrastructure.
- Applications for new neighbourhoods or sub-units of neighbourhoods through a land use change process other than township establishment, need to submit on request, if necessary, to the applicable authorities, a geo-technical report, service agreement, environmental impact assessment, traffic impact assessment, or any other study that might be required to inform proper decision-making.
- In the case of Private Resort developments and sub-division of more than 5 farm portions (rural residential developments) the developer shall be responsible to establish a Section 21 Company in terms of the Companies Act, 1973 (Act 61 of 1973), within such period as may be determined by the local authority. Each owner/share holder will form part of the Section 21 Company. All internal infrastructural services including roads, electricity, water, storm water, sewerage (to communal facilities) and refuse removal collection facilities shall be provided by the developer to the satisfaction of the local authority and must be transferred to the Section 21 Company which company shall be responsible for the maintenance of the total development.
- Where developments on farm land propose full title residential units it must follow *township establishment* procedures or the procedures for the establishment of a *land development area* in terms of the Development Facilitation Act, 1995.
- The spaces between neighbourhoods should consist of functional open space and should be integrated with the Open Space System. These can include farms, grazing areas, gardens, parks, playgrounds and the like. Because these open boundaries will tend to be long and linear, they make ideal locations for jogging trails, greenways and bicycle paths; essentially, they comprise an alternative transportation route for residents between adjacent neighbourhoods.

### 7.8 INDUSTRIAL DISTRICTS (INCLUDING MINING DISTRICTS)

#### General guidelines:

- Service industries and light industries may develop in close proximity of residential areas



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- Noxious industries may not develop close to residential areas. Thabazimbi and Northam has been earmarked for these kinds of industries.
- Consideration should also be given to the direction of prevailing winds, natural resources downstream, accessibility, infrastructure provision, handling of waste, etc. before new industrial areas are developed.
- For all developments promoting noxious and large industrial activity, EIA's that addresses the handling of effluent and waste according to environmental and health standards need to be submitted.
- All industries must comply with environmental and health standard regulations.
- Proper access to industrial areas should receive priority when new areas are planned.
- The existing Town Planning Schemes and/or future LUMS of Thabazimbi will manage the floor area ratio, coverage, density, permissible land uses and parking requirements associated with this kind of land use.

### 7.9 AGRICULTURAL DISTRICTS

#### General guidelines:

- All applications for subdivision or change of land use in agricultural districts should be considered on merit.
- All applications for subdivision should be in accordance with the Thabazimbi Municipality's policy document on the "Densification of Agricultural Land", as amended from time to time.
- The location of the proposed subdivision or change of land use in relation with existing and future urban areas should be considered.
- The effective utilisation of townlands and erven within the urban nodes should first receive priority before additional agricultural land be released for neighbourhood development.
- The quality of the land and agricultural potential of the land under discussion should be investigated with every development proposal.
- Motivation for the change in land use or subdivisions should indicate the future agricultural potential of the land under discussion and its relationship with the surrounding area.
- The development proposals should take into consideration the current land uses of the surrounding area.
- The availability of engineering services, particularly potable water, sewerage disposal, appropriate access roads and stormwater runoff should be addressed in all development proposals.
- The location of the proposed development in relation to road infrastructure should be considered.
- The development proposal should indicate the impact of new infrastructure provisioning on agricultural land. Service agreements with service providers, where the developer is not providing the service, should be attached with all development proposals.
- Prime agricultural land and irrigation schemes should be protected from a change in land use that is not supportive of the agricultural potential of the land and subdivisions that are not sustainable in the long run should not be considered.



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- A change of land use or subdivision of land within a node should get preference above a similar application at a dispersed locality.
- The impact on the environment should be addressed and the protection of natural and heritage areas should be regarded as essential.
- All development is dependant on the availability of bulk infrastructure and the future spatial planning of the area. The major road network for future development should be considered and the proposed subdivisions need to accommodate these proposed future road alignments or any other bulk infrastructure alignment within the development proposed.
- A map indicating the 1:100 year flood line as determined by a professional engineer must accompany all applications adjacent to rivers and public dams.
- Residential development densities along rivers and dams may not exceed 1 residential unit per 15 metres waterfront.
- Proposed developments should not sterilise strategic mineral deposits.
- Proposed developments should not occur in areas of unstable geological formations.
- Developers may be required to submit impact studies or any other study to support decision-making.
- In certain circumstances (residential development, industrial development, etc) it is necessary to deviate from policy guidelines. In such case the following is imported:
  - Retain high potential irrigation land and arable land as sustainable agricultural units.
  - Retain high potential grazing land as far as possible as sustainable agricultural units
  - Give preference to low potential grazing land for such developments.
- Nature orientated areas with restricted properties for commercial farming such as mountains, steep slopes, riverines, rock formations, valleys etc. are extremely suitable for country estates (rural residential development). Such areas should also be exploited to use their unique characteristics as natural resource in a different concept.
- It is recommended that subdivision policy must adopt to provide sectional title or full title for the development of country estates. The aim of country estates should be to protect the nature and agricultural potential and do not propose the incorporation of internal demarcation measures such as fencing. A country estate would function jointly as a unit. A large are of the Thabazimbi Municipal area has the characteristics and potential for development of country estates.

### **Specific guidelines:**

#### a. Wildebeeslaagte area:

- The further subdivision of agricultural land or smallholdings in the Wildebeeslaagte will not be permitted until bulk infrastructure provisioning has been addressed. Once the bulk infrastructure is in place a set of general guidelines has to be compiled for the Wildebeeslaagte area, to address the further development and/or sub-division of these farm holdings.



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### b. Thabazimbi, Northam and Rooiberg areas:

- The further subdivision of agricultural land or smallholdings in the Thabazimbi, Northam and Rooiberg Ordinance 20 of 1986 areas should be in accordance with the policy document on the “Densification of Agricultural Land”, as amended from time to time.

### c. Other agricultural areas:

The subdivision of agricultural land outside the Ordinance 20 of 1986 areas is considered by the Department of Agriculture in terms of Act 70 of 1970. The local authority’s recommendation/approval of the application should also accompany the application to the Department. The following guidelines are used by the Department:

- The sub-divided portion of land should function as an economic entity.
- For **crop production** an economic entity is regarded as 10 ha of land under irrigation combined with a minimum of 10 ha existing (approved) irrigation land. It should furthermore be a going-concern and have access to sufficient water rights.
- For **grazing purposes** a farm portion is regarded as an economic entity if it could accommodate 60 large stock units (LSU). The carrying capacity of the land should then be calculated. The average carrying capacity of the Thabazimbi area varies between 7 hectares per LSU to 11 ha per LSU, depending on the amount of rainfall the specific area receives annually and with cognisance of the specific veldt type of the area.
- The Department of Agriculture generally works on the following information: Towards the west of the municipal area the average rainfall is  $\pm 445$ mm per annum, in the central area it is  $\pm 600$ mm per annum and towards the east in the Kransberg/Rooiberg area it is  $\pm 700$ mm per annum.
- If the calculation is applied to an area of  $\pm 486,3523$  ha in the Rooiberg area for example, it can be deducted that the sub-divided farm portion could accommodate at least 69 LSU based on a carrying capacity of 7 ha per LSU.

### d. Cemeteries on farms:

- Cemeteries on farmland should be subdivided and the town planning scheme boundary be extended to include this area after rezoning for a cemetery, or special consent in terms of the applicable Town Planning Scheme.
- An EIA and geo-technical report will be required as well as a management plan for the approval of a private cemetery. Financial guarantees for managing the cemetery may also be required.
- In the case of farmland, a reversion clause must be registered in the Deed of Title that should the property not develop as a cemetery within a specified time frame, the land will be used for agricultural purposes/Special consent time limitation on approval.
- The locality of a cemetery needs careful consideration. Distances from access roads and from churches need consideration.



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### 7.10 MOVEMENT CORRIDORS

#### General guidelines:

- Although market forces tend to concentrate development along movement corridors, the high mobility function of these corridors may not be compromised.
- Direct access to adjacent properties must not be permitted and should be restricted to lower order public roads, intersecting with these corridors.
- Development proposals along these corridors will be dealt with on an ad-hoc basis and the municipality may exercise its authority not to support such development proposals.
- The municipality may require developers to make financial contributions towards the upgrading of road infrastructure and traffic control measures if necessitated by new developments.
- The development of land use concentrations along these corridors must be accompanied by the provision of sufficient public transport facilities.
- Formal traffic road signage should take preference to commercial advertising.
- Advertisement applications along these corridors must be considered in terms of the criteria of The South African Manual for Outdoor Advertising Control (SAMOAC).
- Conflict between vehicles and pedestrians must be limited. In this regard, the design of all road elements should reflect the fact that the emphasis is more on vehicular mobility than pedestrian movement.
- Land use changes within the traffic catchment areas of these corridors must be carefully managed and only be considered for approval from a traffic point of view if it can be positively motivated by traffic impact studies compiled in accordance with the guidelines of the South African Department of Transport.
- The development of new land use concentrations along these corridors must be accompanied by the provision of sufficient public transport facilities.
- No formal public transport facilities may be provided within formal traffic lanes of movement corridors.
- No on-street loading facilities must be allowed.
- Existing building lines must be maintained to cater for future road and roadside improvements.

#### Specific guidelines

- Land use changes to higher trip generating developments around the T-junction between the main entrance road into Thabazimbi D1485 and the road to Lephhalale P16-2 can cause a severe traffic impact in the foreseeable future. Adequate measures should be taken for sufficient road widening or other measures to improve the traffic carrying capacity of these movement corridors.
- Building restriction lines along these movement corridors should be strictly adhered to.
- New schools and other public amenities must be located on the same side of a movement or development corridor as the community it is intended to serve.



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## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### 7.11 DEVELOPMENT CORRIDORS

#### General guidelines:

- Although market forces tend to concentrate development along development corridors, the high mobility function of these corridors may not be compromised.
- New development corridors must be developed as dual carriageway roads, thus providing refuge islands for pedestrians to cross these roads.
- Direct access to adjacent properties must comply with arterial access spacing criteria.
- Development proposals along these corridors will be dealt with on an ad-hoc basis and the municipality may exercise its authority not to support such development proposals.
- Land use changes within the traffic catchment areas of these corridors must be carefully managed and only be considered for approval from a traffic point of view if it can be positively motivated by traffic impact studies compiled in accordance with the guidelines of the South African Department of Transport.
- The municipality may require developers to make financial contributions towards the upgrading of road infrastructure and traffic control measures if necessitated by new developments.
- The development of new land use concentrations along these corridors must be accompanied by the provision of sufficient public transport facilities.
- Formal traffic road signage should take preference to commercial advertising.
- Advertisement applications along these corridors must be considered in terms of the criteria of The South African Manual for Outdoor Advertising Control (SAMOAC).
- Conflict between vehicles and pedestrians must be limited. In this regard, the design of all road elements should reflect the fact that the emphasis is more on vehicular mobility than pedestrian movement.
- In terms of the guidelines supplied by the South African Department of Transport, the implementation of traffic calming measures cannot be allowed.
- Land use changes within the traffic catchment areas of these corridors must be carefully managed and only be considered for approval from a traffic point of view if it can be positively motivated by traffic impact studies compiled in accordance with the guidelines of the South African Department of Transport.
- No formal public transport facilities may be provided within formal traffic lanes of development corridors.
- No on-street loading facilities must be allowed.
- Existing building lines must be maintained to cater for future road and roadside improvements.

#### Specific guidelines

- All development along the movement corridors should obtain access through a system of limited direct access points and/or service roads within the developments.
- Building restriction lines along these development corridors should be strictly adhered to.
- New schools and other public amenities must be located on the same side of the metropolitan development corridor as the community it is intended to serve.



### 7.12 “NO GO AREAS”

#### General guidelines:

- Only development that is essential to research, the maintenance and upkeep of such an area will be permitted in “no-go areas”.
- *Subsidiary eco-tourism facilities* at “no-go” areas may be considered at the discretion of the municipality and based on the merits of the application after submission of a detailed environmental impact assessment and appropriate rezoning of the portion of the “no-go area” to be used for such purposes.
- *Subsidiary eco-tourism facilities* may only include the following land uses, but not all will be allowed at a specific area:
  - Restaurant with a maximum floor area of 500 m<sup>2</sup>;
  - Kiosk with a maximum floor area of 100 m<sup>2</sup>;
  - Overnight facilities, which may include a swimming pool, and may take the form of a bed and breakfast facility, a lodge, chalets, tented camp at a density of 2 units per hectare with a maximum of 30 units;
  - A research centre to the maximum of 200m<sup>2</sup>, including laboratories, but excluding animal or observation camps;
  - Environmental education centre or auditorium with a maximum seating for 250 people;
  - Animal and bird watching areas made of natural fabric;
  - Information kiosk;
  - Arts-and- craft market with a maximum of 200 m<sup>2</sup> built-up area;
  - Curio shop with a maximum of 100 m<sup>2</sup>;
  - Museum; and
  - Sport Facilities.
- A master plan of the “no-go area”, which includes a services report, detailed access and parking area designs, architectural details and details regarding the management of such an area must be submitted for the areas of natural and ecologic value.
- The development in such areas must be according to the guidelines of the approved master plan.
- The authorities approving the master plan may request a traffic impact study or scoping report or any other report that will support the decision-making process.
- Buildings and structures permitted in the “no-go area” as subsidiary eco-tourism must blend in the surrounding environment, and where possible natural material must be used in the construction of such buildings or structures. Only single storey and double volume height may be permitted for such buildings or structures.
- Undeveloped school sites and sites for community facilities are also deemed as “no-go area”.
- Existing development rights will be acknowledged and these guidelines will not infringe upon the existing rights secured before the adoption of these guidelines with the proviso that these developments are consistent with the agreed right or contract. Any extension of these rights will be subject to the fulfilment of these guidelines.
- Public Open Space erven should be regarded as “no-go” areas. Where potential interest is shown for the purchase and redevelopment of park erven, a thorough public participation process and the required environmental authorisation should be undertaken prior to the selling of the land.



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### 7.13 AREAS NOT ADDRESSED BY SPATIAL DEVELOPMENT FRAMEWORK

- The current situation is upheld.
- The current road design criteria will be applicable to roads not addressed in the SDF.
- Development proposals in these areas will be dealt with on an ad hoc basis per application received by the authorities.
- The merits of the application will be considered per application and Council reserve the right to approve or disapprove of proposals made.
- Development proposals should take into consideration the characteristics of the surrounding area as well as future spatial development proposals in the area.
- Densities and land uses should compliment the surrounding land uses and character of the area.

## 8. SPATIAL DEVELOPMENT FRAMEWORK

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### 8.1 LEGAL FRAMEWORK AND POLICIES

The Legal Framework and policies relevant to the spatial development of the Thabazimbi Municipality are summarised in Annexure A of this document. Please refer to this document for more detail on the legislative documents pertaining to the SDF.

### 8.2 ALIGNMENT [MACRO AND MICRO FRAMEWORK]

The spatial development framework will be dealt with at two different levels. The first being the macro framework which deals with the relationship between the various geographical areas and the urban–rural linkages. The second level is the micro frameworks of the smaller nodal areas identified which discuss more detail on these areas.

#### 8.2.1 MACRO FRAMEWORK

The region is characterised by discontinuing spatial patterns resulting from historic planning principles and policies. This trend is clear when the residential areas and the areas where economic activities take place are compared. For example the Regorogile area and the Thabazimbi urban area are distant to each other and little economic activities are currently taking place in the Regorogile area. This implies that the marginalized Regorogile area residents have to commute to and from the economic node, which is situated in the Thabazimbi area.

The Thabazimbi Municipal area is furthermore dispersed due to the occurrence of smaller settlements throughout the Municipal area. Apart from Thabazimbi no local spatial development framework exists for these smaller settlement areas. The Thabazimbi IDP addressed certain problem areas where intervention should take place, more specifically intervention relating to the structural enhancement of the region in terms of the spatial configuration. These problem areas relate to specific development or activity nodes in the municipal area, i.e. Thabazimbi, Northam, Rooiberg, Leeupoort, etc.



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In order to formally address the location-bound concerns the SDF will focus on these development or activity nodes to guide the spatial development of the area. As with settlement profiles, the development nodes were drawn from the Provincial Spatial Rationale to identify the nodal points within the municipality. Economic activity, population size and location of settlements or groups of settlements in relation to main arterials are also included in the framework.

The macro framework sets forth the future relationship between the various geographical areas and the urban-rural linkages and is described below in terms of the spatial structuring elements.

### 8.2.1.1 Provincial Spatial Development Framework

#### **(a) Spatial Framework**

Applications for changes in land use rights in rural areas for the local municipal area involved in this project are evaluated on provincial level. The above-mentioned Spatial Development Framework is used as an instrument to guide and inform all planning, management and decision-making at provincial level in the area under consideration. This Spatial Development Framework contains the latest updated information regarding each local municipality within the Limpopo Province.

The Spatial Development Framework identified various land use categories (**Map 1**) including:

- Agricultural areas
- Conservation areas
- Exemption Farms
- Biospheres
- Development Clusters

#### **(b) Guiding Principles**

The Limpopo Provincial Spatial Development Framework provides the spatial background to guide development and development initiatives in the Limpopo Province. It is strategic in nature and serves to guide and direct the decision-making process rather to govern and regulate land use development. However, where Integrated Plans (IDP's) and Land Development Objectives (LDO's) have been officially approved by the appropriate authorities, the relevant legislation provides that no land use related decisions of any authority might be implemented where such decisions are deemed to be inconsistent with the provisions of the IDP or LDO's.

The Provincial Spatial Development Framework divides the district into seven functional precincts/categories – each based on a very distinct function, which the area fulfils in the context of the each authority area. The areas can be summarised as follow:



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- Mineral potential areas;
- Coal fields;
- Potential agricultural areas;
- Nature conservation areas;
- Hunting lodges (exemption farms);
- Biospheres; and
- Development clusters.

These areas should be taken into account when land development applications are submitted and considered by local and provincial authorities. Development clusters are further categorised as follow:

- Provincial growth point;
- District growth point;
- Municipal growth point;
- Population concentration points; and
- Local services point.

The Thabazimbi SDF used the development clusters of the PSDF to sort nodal areas into specific nodes. Thabazimbi has a Provincial growth point (PGP), i.e. Thabazimbi & Regorogile a Municipal growth point (MGP), i.e. Northam and other local services points. The above-mentioned are illustrated on **Map 1**, with specific reference to the growth points, mineral occurrences, the Waterberg Biosphere and nature conservation areas.

### 8.2.1.2 District Spatial Development Framework (Waterberg District Municipality)

According to the Municipal Structures Act, 1998 (Act No. 117 of 1998) a municipality has the functions and powers assigned to it in terms of Sections 156 and 229 of the Constitution. The Municipal Structures Act, 1998 (MSTA) assigns and divides powers and functions to and between district and local municipalities.

**Section 83(3)** of the MSTA requires that district municipalities “... *must seek to achieve the integrated, sustainable and equitable social and economic development of its area as a whole...*” by ensuring integrated development planning for the district as a whole.

**Section 84(1)** of the MSTA assigns powers and functions to district municipalities that include, inter alia:

- Integrated development planning for the district municipality as a whole, including a framework for integrated development plans for the local municipalities within the area of the district municipality taking into account the integrated development plans of those local municipalities;
- Bulk supply of water, sewerage and electricity and solid waste disposal;
- Municipal roads that form an integral part of a road transport system for the area of the district municipality as a whole;



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- The establishment, conduct and control of cemeteries and crematoria serving the district as a whole;
- Promotion of local tourism for the area of the district municipality;
- Etc.

The aforementioned powers and the exercise of such powers by the Waterberg District Municipality (WDM) have an impact on the spatial development pattern of the district municipal area as a whole and the spatial development pattern of local municipal areas within the district municipal area. It is therefore essential that horizontal (between local municipalities) and vertical alignment (between the district municipality and the local municipalities) take place during the drafting of Spatial Development Framework Plans for municipalities.

The WDM already drafted a Spatial Development Framework Plan for the District. The ISDF for Thabazimbi took cognisance of the District Municipality's SDF and will ensure that vertical alignment between the Local Municipality and the District Municipality will take place. It is particularly regarding the application for funds in respect of certain projects that the WDM plays a vital role in this process. Generally the WDM is approached for funds in respect of bulk supply of water, sewerage and electricity, solid waste disposal, municipal roads that form an integral part of a road transport system of the district municipality as a whole as well as the promotion of local tourism in Thabazimbi that is also important to the District as a whole.

The following overview is provided from the Spatial Development of the WDM that bears specific relevance to the Thabazimbi Municipal area.

### **(a) SPACE ECONOMY**

The three outstanding features of the economic space of the Waterberg District Municipal Area include the central Waterberg area that is well known for its tourism facilities, the Springbok Flats and Limpopo Cotton production areas (on which nearly 50% of the domestic cotton crop is produced) and the Waterberg and Springbok Flats coal fields and the UG2 Platinum reef located to the south of Thabazimbi. These spatial features give form to three zones namely a western zone along the Limpopo River that is characterized by extensive cattle and game farming, a central zone around the Waterberg area which is more known for tourism activities and the eastern parts of the district that are the most densely populated and include the N1 axis.

The District covers a vast area and does not have a dominant urban node. The only nodes of significance are Lephalale, Thabazimbi, Bela-Bela, Modimolle, Mokopane and Mookgophong which have all been identified as Provincial Growth Points.

There is a proposal to develop a corridor from Ellisras via Thabazimbi to eventually link-up with the recently announced Platinum corridor (which also forms part of the Maputo Development Corridor - MDC). This corridor will benefit the tourism and agricultural sectors.



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About 14% of the former Bushveld District can be considered arable, of which 91% is used for dry land production. Only 3% of the arable land is used for irrigation. About 84% of the total land area is used for grazing purposes, and only 1% for natural conservation and forestry. It can be assumed however, that with the establishment of the Waterberg Biosphere, the area used for nature conservation will increase dramatically.

### **(b) LOCAL ECONOMY:**

The Waterberg District generated a reasonable contribution towards the provincial economy over the years. The Mining, Electricity and Service sectors dominate the local economy that resulted in fairly high levels of economic concentration. The mining sector is by far the largest contributor to the District Gross Geographic Product (GGP), i.e. 40.75%. The second highest contributor to the District GGP is Electricity and Water, i.e. 16.46%, and the Community Services sector the third highest contributor at 13.83%.

Waterberg District Municipality contributes the most of all districts to the provincial GGP in three sectors, i.e. Mining (57,59%), Agriculture and Forestry (28,80%) and Electricity & Water (48.83%). Waterberg District Municipality is also the largest contributor to the total GGP of Limpopo with 26.79%.

A worrisome observation is the gradual decline in the performance of the Agriculture sector. It would appear as if more farmers are switching from cattle to game farming. This sector is still unstructured and it is believed that if properly planned and developed, it can generate significantly towards the District GGP. The District enjoys a comparative advantage for game farming as the dominant veld types are Arid Sweet Bushveld, Mixed Bushveld and Sour Bushveld which lend themselves towards extensive cattle or game farming.

The Waterberg District has a number of irrigation regions namely the Phalala, Mogalakwena, Matlabas, Mogol, Mogalakwena and the Crocodile irrigation regions. However, the District is water poor and water already has to be imported for primary consumption. It is therefore doubtful if the potential of these irrigation districts can be fully utilized.

About 50% of the total agricultural production in 1995 was field crops (most important of which were tobacco, grain, sorghum and sunflower), 18% was horticulture products and the remaining 32% was animal production. The Waterberg area of the District has a large number of game ranches, catering largely for the middle to upper segment of the Tourism market. Although the exact contribution is not known, it can be assumed that the Tourism sector generates a significant contribution to the local economy. A significant development involves the registration of a so-called Waterberg Biosphere. If properly planned and managed, this biosphere has the potential to consolidate the Tourism industry and to generate a significant number of linkages with the other sectors, including the Agriculture and the Service Sectors. These linkages, in turn, will create much opportunity for emergent entrepreneurs.



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Important mineral commodities include the Waterberg Coal field (45% of the total coal reserve of South Africa), the iron ore deposits at Thabazimbi and the Platinum mines just south of Thabazimbi (UG2 reef).

### **(c) SIGNIFICANT MINERAL OCCURRENCES**

Minerals can be considered as a finite resource. In addition, mineral deposits are also fixed in space (i.e. their geographic location). As such, mineral deposits influence and determine the macro spatial patterns in terms of the location of mining activities and mineral processing activities. It is therefore important to locate and describe those mineral occurrences that can be considered significant in terms of the type of mineral, the degree of the deposit, the current and possible future demand and price levels. Within the context of the Spatial Development Framework, these significant mineral deposits can be considered mineral / mining zones that impact and determine land uses. Some of these zones have been or are being exploited at present. In cases where no exploitation has taken place as yet, it is important to highlight the location of these particular zones in order to prevent or minimize their sterilization with other land-uses (e.g. urban development)<sup>2</sup>.

The Waterberg District has significant mineral zones and Thabazimbi area also contributes significantly.

The Far Western and Western sectors of the Bushveld Complex are also of note. Only two sections of these two sectors are actually located within Waterberg, namely the Amandelbult and the Union Sections. The most important minerals associated with the far western and western sectors of the Bushveld Complex are PGM's. The Complex has significant reserves of PGM's and these two sections are currently exploited by three mines namely Northam Platinum (Goldfields), Amandelbult section (AMPLATS) and Union section (AMPLATS).

A number of tin fields occur in the Waterberg District, the most important of which are the Elands Tin Field and the Rooiberg Tin Field. The Rooiberg Tin Field was exploited in the past with three mines namely the Rooiberg Mine (Mine A) on the farm Olievenbosch (506 KQ), B Mine on farm Nieuwpoort (516 KQ) and C Mine located on the farm Leeuwpoort (554 KQ).

Thabazimbi has its origin in the mining of iron. The Thabazimbi Mine [Yskor now Kumba Resources] is in operation since 1934 and was the major source of iron ore in South Africa until 1958 when Sishen surpassed it. The proven reserve is estimated at about 39.4 million tons. At the present production rate the remaining life of mine as at January 2005 is 30 years.

Dwaalboom has a Palygorskite Field. The mineral occurs on the farms Zuurverdiend (167 KP), Loggerindehoek (169 KP), Grootvlei (160 KP), Goedverwacht (168 KP) and Belgie (181 KP). At present, only the southeastern portion of the farm Zuurverdiend is mined (PPC).

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<sup>2</sup> The sterilization becomes an issue when the deposit is very localized or when the particular mineral is considered "strategic".



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### **(d) AREAS OF SIGNIFICANT AGRICULTURAL PRODUCTION**

The inherent agricultural production capacities of an area can be considered a function of a number of variables including soil types, climate, access to service infrastructure, distance to markets and access to suitable water (both ground and surface water). By comparison, the actual portfolio of commodities and the volume produced in an area (given its inherent capacities), is a function of a different set of variables including effective demand and price levels per commodity, financial and technical abilities of the particular farming community, policies and support provided by government, etc. From the above it is clear that, given the last set of variables, agricultural production capacities and abilities are area specific. It is therefore important to identify the various agricultural production areas as they impact upon the macro land-use patterns (e.g. irrigation regions and extensive cattle production).

Casual observations indicate a gradual movement away from cattle farming towards game farming. A survey done by the Mara Research Station indicated that there are about 2 400 game ranches in Limpopo (1997), totalling an area of about 4.1 million ha (i.e. 29.7% of the province's land area). About 40% of these game ranches are owned by persons that reside outside the Province. The area most affected by this trend represents the form of a horseshoe, running from the western area at Thabazimbi (including the Waterberg area), upwards and along the Limpopo River and down along the Kruger National Park up to the border of Bohlabela District Municipality.

The Waterberg District contributes significantly towards the activity of Agriculture on provincial level (28.80% in 2000). About 70% of the total farm income earned in field crops in the province is earned in this District. The most important field crop commodities are Tobacco, Cotton, Sunflower, Sorghum and Maize. The district also generates a sizeable contribution towards the provincial animal production ( $\pm 15\%$ ). The most important irrigation regions include the:

- Phalala region;
- Mogol region;
- Matlabas region;
- Crocodile region – Thabazimbi;
- Dwaalboom - Amandelbult region; and
- Mogalakwena region.

### **(e) AREAS WITH SIGNIFICANT TOURISM POTENTIAL AND CONSERVATION VALUE**

Generally speaking, the tourism potential and conservation value of an area is largely a factor of the natural beauty of such area. This would imply either well-planned (e.g. rehabilitated or specifically developed for tourism) or minimal human intervention in the area (e.g. urban, agricultural, mining development, etc.). Broadly speaking, there are three macro tourism / conservation initiatives currently being pursued in the province namely:



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- Golden Horseshoe: This is a strip of land with relative low human density that runs from Thabazimbi northwards along the Limpopo River, turning south again and following the Kruger National Park. This arc of land boasts a rich and diverse spectrum of scenic beauty, wildlife, as well as a rich cultural diversity. The rationale of this initiative is to present an environment that can accommodate a wide profile of tourism and conservation related activities and projects. Ultimately, it is hoped that the majority of macro land-uses falling within this arc will accommodate or will at least be sensitive towards tourism and conservation.
- Biosphere: The biosphere is, similarly to the Golden Horseshoe, an area of land that accommodates or is sensitive towards the activities and requirements of tourism and conservation. Typically, a biosphere may comprise three concentric circles, with the inner circle zoned only for conservation and tourism. The second circle (i.e. the buffer zone) would incorporate "soft" activities such as conservation based education, training, research and recreation. The outer circle (transition area) would allow land uses that are traditionally not regarded as being tourism and conservation sensitive, such as dry land production and even a form of urban development (low impact).
- Privatisation of pre-selected game reserves: In an effort to increase the profitability of game reserves currently owned by government, it was decided that a number of pre-selected reserves be privatised.

Another important conservation initiative that impacts on land-use is the so-called Natural Heritage Sites. The South Africa Natural Heritage Program (SANHP) was launched as a co-operative venture between the private sector and government, with the State President as the patron. The SANHP will inform the owner of the land of an occurrence that is considered significant (e.g. a red data species). The owner is then approached to register the particular site as a Natural Heritage Site, which implies that he / she must conserve the site in its present state. It is a voluntary program and the owner may withdraw from the program.

Government owned nature reserves/areas located in the District include Atherstone, Percy Fyfe, Witvinger, Zebediela, Wonderkop, Masebe and the Moepel farms. The Marakele National Park is located in the Thabazimbi Municipal area.

The most significant initiative is the formal registration of the Waterberg Biosphere with UNESCO. The long-term plan is for the biosphere to extend from Masebe to the Marakele National Park.

### **(f) AREAS WITH SIGNIFICANT MANUFACTURING AND TRADE DEVELOPMENT**

The potential for Manufacturing and Trade development is determined by a number of factors including access to and cost of service infrastructure, access to primary and intermediate inputs, distance to markets, availability of a labour force, availability of suitable sites and government support, policies and legislation.



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The potential for trade development on the other hand is determined by a different portfolio of factors including the amount of local buying power, effective consumers, profile of consumer demand (e.g. durable and non-durable goods), accessibility and cost of service infrastructure, government support, policies and legislation.

Very little information is available on the extent and composition of the informal and marginal Manufacturing and Trade sectors. However, casual observation indicates a significant increase in the general levels of activity, particularly so informal trading in fruits, vegetable and clothing. Manufacturing and Trade concerns are not distributed evenly in the economic space of the Province, but tend to locate at certain points.

The Waterberg District generates an intermediate contribution towards provincial Manufacturing and Trade at 13.96% and 15.41% respectively (2000). The formal economic space is dominated by the nodes of Mokopane and is followed by Bela-Bela, Modimolle, Lephallale, Thabazimbi and Mookgophong.

Casual observation indicates a net inflow of buying power to the town of Mokopane, particularly from the rural areas of Mokerong, but a net outflow of buying power from the District (such as Thabazimbi) to nodes such as Rustenburg and Gauteng. As Thabazimbi experiences remarkable growth in residential development it is expected that further business development will take place in local urban nodes of Thabazimbi and Northam which will in the long run curtail the leakage of buying power to other urban centres.

### **(g) FLAGSHIP PROJECTS**

Various potentially viable projects in the different economic sectors (i.e. agriculture, mining and industry) have been identified for implementation to stimulate economic development and job creation in the Waterberg area.

Two flagship projects in Thabazimbi were listed in the SDF for the Waterberg District Municipality, i.e. Paprika (Irrigation project) and Processing of game meat (Industry).

### **(h) CONCLUSION**

- The District contributes significantly towards the provincial economy, largely as a result of the Matimba Power Station (in Lephallale) and the mining activities at Northam and Thabazimbi (e.g. the economic activities of Mining, Electricity and Water can be considered the drivers to the local economy);
- The activities of Mining, Water and Electricity dominate the local economy that results in high levels of economic concentration;
- The District has significant mineral resources, particularly coal in the Waterberg coalfield and platinum and chrome in the UG2 reef.
- The District can be considered water poor and water already has to be "imported" to nodes such as Bela-Bela and Modimolle;



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- It can be assumed that progressively less water will be available for irrigation that may lead to even further reductions in the real production levels of Agriculture;
- The registration of the Waterberg Biosphere with UNESCO should open-up significant economic opportunities (i.e. forward and backward linkages with the tourism industry), particularly for the SMME sector.

### 8.2.1.3 Alignment with surrounding municipal Spatial Development Frameworks

The local municipalities within Waterberg District Municipal Area have compiled their spatial development frameworks within the parameters of the Limpopo Provincial Spatial Rationale (and Review 2002). In line with the principles contained in the Development Facilitation Act (DFA) and subsequent policy developments on spatial planning, the spatial planning proposals contained in the Waterberg Spatial framework reflect the shift from control-orientated planning to normative based (i.e. principle led) planning. Practically, it means that the Spatial Rationale contains substantive principles (norms) that are to guide land development and decision-making as opposed to prescriptive provisions. The Waterberg SDF follows the same approach and is consequently aligned with the Provincial Spatial Rationale and well positioned to ensure alignment and integration of the six local municipalities.

A strategic spatial development management approach for the Waterberg District should include the following unique spatial characteristics and development issues, viz:

- **A Settlement Hierarchy:** Investment should strategically focus at levels of support which is linked to the hierarchy of settlements for the Waterberg District Municipality;
- **Accessibility:** The location of public and as far as possible also private investment (programmes) must promote greater accessibility to resources for the poor, within the development framework (zones) and its requirements contained in this SDF;
- **Flexible Zoning:** Zoning must be used to encourage specific kinds of spatial investment in particular areas; provided that it is not in conflict with the requirements of the SDF;
- **Resource Sustainability:** Land development regulating bodies such as the Waterberg District Municipality (and local municipalities) should continuously monitor the use of resources (and land) and ensure the minimization of environmental impacts in sensitive areas with projects;
- **Restricted Development Zones:** In terms of the spatial framework set out for Waterberg District area and local municipalities undesirable/sensitive development should not occur in areas earmarked as environmentally sensitive; and
- **Spatial Integration:** Development initiatives must encourage maximum spatial benefits and the optimum integration of communities. The integration of the spatial economy (i.e. striving to provide equitable access to opportunities) in the most sustainable manner to ensure the desired outcome for both nature and the district's people.



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The Waterberg SDF promotes the stimulation of priority nodes and corridors with opportunity and targets redevelopment initiatives that engender consolidation of settlement areas. This in turn facilitates cost effective development and will optimise return on investment.

Accordingly it is felt that there is a need for a policy (or set of policies) which would set criteria for investment in services, infrastructure and housing which must be applicable to the whole district municipality. It might be termed a “differential levels of services choice approach”. This would see criteria being applied, which should result in focused investment in areas where settlement must be encouraged, and the minimum investment in areas where settlement must be discouraged.

In respect of the **horizontal alignment** with the surrounding Municipalities it should be noted that the Thabazimbi Municipality borders Lephallale, Bela-Bela, Modimolle Local Municipality in the Limpopo Province and the Madibeng, Moses Kotane and Moretele Municipalities in Northwest Province as well as Gabarone Municipality in Botswana.

In the case of Lephallale, Bela-Bela and Madibeng Municipality respective Spatial Development Frameworks were compiled and perused to link with the SDF of Thabazimbi. Modimolle is still in the process of compiling their SDF. Gabarone functions as a separate entity within the realm of Botswana no reference was made to spatial development proposals, but a summary of the twinning agreement between Thabazimbi Municipality and the City of Gabarone is provided for sake of completeness. [The Spatial Development proposals of Moses Kotane and Moretele Municipalities should still be scrutinised and aligned with that of Thabazimbi.]

The SDF'S of Lephallale, Bela-Bela and Madibeng have been scrutinised and the following paragraphs summarise the spatial linkages between the respective Municipality's and Thabazimbi.

**Lephallale Municipality:** Thabazimbi and Lephallale border each other as agricultural land. The closes node in Lephallale to Thabazimbi is Hoopdal, which is identified in the Lephallale SDF as a Local Services Point (LSP). This LSP corresponds with Rooiberg and Dwaalboom in the Thabazimbi SDF. Hoopdal is linked with Road D336 that meets Road P16/2 in a T-junction just outside the Thabazimbi Municipality boundary. This road is the main link or corridor between Thabazimbi and Lephallale. In the Lephallale SDF this road is identified as a Movement Corridor (Category 3) and in the Thabazimbi SDF it is identified as a Movement Corridor (Category 1).

Lephallale SDF highlighted environmentally sensitive areas surrounding rivers which include the Matlabas River that extends in a southerly direction in the Thabazimbi municipal area. Included in the environmentally sensitive areas is the Waterberg Biosphere that is located partly located in the Lephallale, Thabazimbi, Modimolle and Mogalakwena Municipalities. Development in and around the Waterberg Biosphere should take cognisance of the Biosphere development guidelines/restrictions, as any development in either of four municipal areas will have to comply.



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The inner circle of the Biosphere is zoned only for conservation and tourism; the buffer zone would incorporate more subtle activities such as conservation based education, training, research and recreation. The outer circle or transition area would allow land uses that are traditionally not regarded as being tourism and conservation sensitive, such as dry land production and even a form of low impact urban development.

Similarly the Marakele National Park (MNP) is located in three municipal areas, i.e. Lephale, Thabazimbi and Modimolle. Objectives to create the desired state of the MNP, conservation goals as well as expansion, initiatives of the MNP are contained in the Thabazimbi SDF and could also inform the Lephale and Modimolle SDF's.

The areas where Thabazimbi and Lephale municipal areas meet are characterised as agricultural land. These areas are used for cultivated lands, game farms (nature reserves) as well as hunting farms. Exempted game farms have been indicated in both Thabazimbi and Lephale municipal areas.

Both SDF's acknowledged the potential of game farms and strategically located farm land for eco-tourism uses. In this regard the Thabazimbi-Hoopdal road forms part of the Thabazimbi P16/2 Corridor that is earmarked for rural eco-estates and tourism related activities. Lephale also noted development along rivers such as the Limpopo River and around the Mokolo Dam for rural residential developments (or "Country Estates" as used in the Lephale SDF). The Lephale SDF states that residential development densities along rivers and dams may not exceed 1 residential unit per 15 metres waterfront. It furthermore makes provision for residential development densities on agricultural land at a maximum density of 12 residential units per ha, subject to certain conditions. The Lephale SDF states that nature orientated areas with restricted properties for commercial farming such as mountains, steep slopes, riverines, rock formations, valleys etc. are extremely suitable for country estates. Such areas should also be exploited to use their unique characteristics as natural resource in a different concept.

The Thabazimbi SDF followed the same approach and also made provision for rural residential development within tourism corridors, and similar density rules were applied for these types of developments.

It can be safely stated that the SDF of Thabazimbi and Lephale comfortably joins hands in the overarching spatial development goals, particularly for the areas directly bordering each other. It is well integrated and aligns horizontally with each other.

**Bela-Bela Municipality:** Similar to the area between Thabazimbi and Lephale, the area on the border between Thabazimbi and Bela-Bela is also characterised as agricultural land.



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As in Thabazimbi the Bela-Bela SDF also earmarked certain areas for Lifestyle Estate Development and areas for (Rural) Tourism Related Development. The Road P20/1 that links Bela-Bela with the Thabazimbi Municipal area acts as a corridor along which these types of developments occur. In the Thabazimbi SDF this corridor was also identified as a Development Corridor that forms part of the Primary Tourism Development Node of Thabazimbi. This road is also classified as a Movement Corridor (Category 2) in the Thabazimbi SDF and transports visitors (tourist) as well as heavy vehicle traffic from Gauteng and the northern parts of the Province towards Thabazimbi and Lephalale.

**Madibeng Municipality:** The Madibeng Municipality links with Thabazimbi Municipality by means of Road P110-1, i.e. the road between Thabazimbi and Brits. This route has been earmarked in the Madibeng SDF as a tourism corridor, also referred to as the Crocodile River tourism corridor. The SDF states that this is the basic route tourists and visitors to the region follow on their way to their specific tourist destinations, such as the Dikhololo Game Reserve and Lodge. The Thabazimbi SDF also classified the route towards Thabazimbi as a Movement Corridor (Category 1) particularly in view of the visitors from Gauteng via Brits, as well as a Development Corridor for tourism related and rural residential developments. The Madibeng states that this road should be viewed as a “scenic” route, which is supported by the development proposals in the Thabazimbi SDF in respect of tourism en eco-related land uses.

Typical land uses that are supported in both the SDF’s are extensive and intensive agriculture areas, game farming, conservation and nature reserves, tourism facilities and related activities, rural residential areas and related uses as well as mines.

**The City of Gabarone:** Memorandum of Agreed Partnership and Co-operation between the Municipality of Thabazimbi and The City of Gabarone. Whereas the parties are desirous to foster and promote the friendly relations existing between the peoples of Botswana and South Africa and to strengthen the close political and friendly South Africa – Botswana relations, by means of co-operation:

- Promotion of Health, Infrastructure and Environment Management
- Promotion of Tourism and investment / Economic Development
- Human Resource Development
- Promotion and support gender issues with focus on women
- Promotion of Trade, Considering the impact of the Business Community, SMMEs and Co-operatives
- Promotion and exchanges in the field of Culture
- Co-operation in fight against HIV/AIDS

Both parties have acquainted themselves of the needs, challenges, strengths and opportunities in the two Municipalities.

- To declare the City of Gabarone and the Municipality of Thabazimbi enter into a partnership and co-operation agreement, thereby strengthening the already existing bonds of friendship.



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- To develop partnership and co-operation through the exchange of information and the setting up of a co-operation programme.
- To facilitate the establishment of joint co-operation between the respective businesses in our Municipalities.
- To acknowledge that the exchange hereby established between the two Municipalities could be extended to other areas, to decide by the Parties, for the benefit of their respective inhabitants.

### 8.2.1.4 Nodal Hierarchy

The Limpopo Province Spatial Rationale, 2002 identified a settlement hierarchy for the whole province and the hierarchy for the Thabazimbi Municipal area is also described in terms of this hierarchy.

A settlement hierarchy is usually based on the **classification of individual settlements** (e.g. towns and villages). The town and villages in the Thabazimbi Municipal area were therefore individually classified in terms of a proposed hierarchy of the Spatial Rationale. The settlement hierarchy as contained in the Limpopo Province Spatial Rationale (Review), 2002 is as follows:

- First Order Settlements (Growth Points) [GP] - Growth points are further divided into three categories, viz.:
  - Provincial Growth Point [PGP];
  - District Growth Point [DGP]; and
  - Municipal Growth Point [MGP].
- Second Order Settlements (Population Concentration Points) [PCP].
- Third Order Settlements (Local Service Points) [LSP].
- Fourth Order Settlements (Village Service Areas) [VSA].
- Fifth Order Settlements (Remaining Small Settlements) [SS].

This settlement hierarchy is not based on individual settlements only, but settlement clusters for priority development nodes.

**Settlement clusters** therefore indicate priority development areas/nodes in which primarily first order settlements (three types of growth points) and second order settlements (population concentration points) are identified. **Growth Points** are therefore the highest order in the settlement hierarchy, with **Population Concentration Points** being the second order in the settlement hierarchy.

The individual settlement categories in the settlement hierarchy are described and explained in the following section.

- **First order settlements (Growth Points)** are individual settlements (e.g. towns/villages) or a group of settlements located relatively close to each other where meaningful economic, social and institutional activities, and in most instances a substantial number of people are grouped together.



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- These growth points seem to have a natural growth potential but some do not develop to their optimum potential due to the fact that capital investments are made on an ad-hoc basis without any long-term strategy for the growth point and/or the area as a whole.
- All three categories classified as growth points should be stimulated according to their status in the hierarchy by amongst others providing higher levels of service infrastructure, also to ensure that appropriate services are available for potential business and service/light industrial concerns. Higher levels of services, which reflect these growth point's status in terms of the settlement hierarchy, and therefore 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 provide for higher levels of social, physical, institutional and economic services.
- The three categories of growth points are described in terms of their relative importance (priority) in the hierarchy:
  - **Provincial growth point (PGP).** A provincial growth point is the highest order in the hierarchy and therefore also the most important type of growth point. All the PGPs have a sizable economic sector providing jobs to many local residents. They have a regional and some a provincial service delivery function, and usually also a large number of social facilities (e.g. hospitals, tertiary educational institutions). All of them have institutional facilities such as government offices as well as local and/or district municipal offices. The majority of these provincial growth points also have a large number of people. Provincial Growth points include settlements such as Thabazimbi.
  - **District growth point (DGP).** These growth points already have a meaningful economic sector with some job creation, various higher order social facilities such as hospitals and/or health centres, and some accommodate tertiary educational institutions. Most of these district growth points also have regional government offices and in many instances also district and/or local municipal offices. Most of the district growth points have a large number of people grouped together. According to the Limpopo Spatial Rational no DGP's were identified in the Thabazimbi Municipal area.
  - **Municipal growth point (MGP).** In terms of the various categories of growth points the municipal growth points have a relatively small economic sector compared to the district, but more specifically the provincial growth points. Municipal growth points serving mainly farming areas often have a sizable business sector providing a meaningful number of job opportunities. These growth points usually also have a few higher order social and institutional activities. In most instances these growth points also have a reasonable number of people. Municipal Growth Points include settlements such as Northam.



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With a MGP such as Northam for example, the emphasis is on the economic sector (e.g. business and mining activities in the area) with a relative small number of people, and a large farming community, which is served by the growth point. In traditional rural areas with villages the economic sector is relatively small with only a few local businesses, but a substantial number of people. They usually exhibit a natural growth potential if positively stimulated.

- **Second order settlements (Population Concentration Points).** They are individual settlements (e.g. towns and/or villages) or a group of settlements located close to each other which have a small or virtually no economic base, meaningful social and often some institutional activities, but a substantial number of people located at these settlements. In most instances the population concentration points form part of a settlement cluster, which also has one or more growth point within the cluster. These population concentration points are mainly located adjacent to tarred roads or intersections of main district roads which provide accessibility to job opportunities elsewhere.  
These nodes should also be given priority in terms of infrastructure provision with a high level of services, although not at the same level as for growth points. This approach should be followed to attract people from smaller villages in the area with a lower level or no service infrastructure. According to the Limpopo Spatial Rational no PCP's were identified in the Thabazimbi Municipal area.
- **Third order settlements (Local Service Points).** These third order settlements exhibit some development potential based on population growth and/or servicing function potential, although most of them only have a very limited or no economic base. Most of these settlements (specifically in the traditional rural areas) have 5000 people or more, and do not form part of any settlement cluster. Most of these settlements are relatively isolated in terms of surrounding settlements. Only in a few instances have two or more settlements, which are in a very close proximity to each other, been grouped together and classified as a local service point. The potential for self-sustained development growth is limited by the lack of development opportunities in these settlements. Most of these settlements can also be distinguished from lower order (fourth and fifth order settlements) mainly because of their size and servicing functions. These third order settlements include settlements such as Rooiberg and Dwaalboom.
- **Fourth order settlements (Village Service Areas).** This category of settlements in the settlement hierarchy has been identified to allow for circumstances in mainly traditional rural areas where three or more small settlements are located in such a way that they are interdependent or linked together by means of specific social infrastructure (e.g. clinic, secondary school). The group of settlements are usually mutually dependent on these facilities. These settlements are small and have often less than 1000 people per village.



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Although the settlement hierarchy identified and described this category of settlements, they are not identified in terms of the macro spatial planning that is being done on provincial level. It is expected that local and district municipalities should embark on a process in conjunction with the relevant communities to identify settlement groupings, which may fall into this fourth tier of the settlement hierarchy. According to the Limpopo Spatial Rational no VSA's were identified in the Thabazimbi Municipal area.

- **Fifth order settlements (Small Settlements).** This category includes all those settlements, mainly rural villages, which are not included in the previous 4 categories of the settlement hierarchy.

Although not listed in the Spatial Rationale it could be argued that the following nodes also sort under the category of **Fifth order settlements (Small Settlements)**: Leeupoort, Kromdraai, Koedoeskop, Makoppa, Sentrum as well as the mining towns Setaria, Swartklip and Amandelbult.

A summary of the hierarchy of settlements in the Thabazimbi Municipal area is provided in the following table.

**TABLE 26: SUMMARY OF HIERARCHY OF SETTLEMENTS IN THABAZIMBI MUNICIPAL AREA**

CLUSTER ID AND		COMMUNITY/S ETTLEMENT	POPULATION			SETTLEMENT		
ORDER IN			*2)			AREA	DENSITY	
HIERARCHY *1)			CWSS		NO. OF	(HA)	PEOPLE/	
NAME	ORDER		2002		HLDS		HA	
Thabazimbi	1	PGP	Thabazimbi/Regorogile	16001	4.93	3246	317	50
Northam	1	MGP	Northam	2453	4.93	498	269	9
	3	LSP	Dwaalboom	914	4.93	185	161	6
	3	LSP	Rooiberg	1481	4.93	300	224	7
LOCAL SERVICE POINTS			2395		486	384	6	
<b>SUB-TOTAL: THABAZIMBI LOCAL MUNICIPALITY (1st, 2nd &amp; 3rd Order)</b>			<b>20849</b>		<b>4229</b>	<b>970</b>	<b>21</b>	

SOURCE: PIETERSE, DU TOIT & ASSOCIATES CC (Proposed Settlement Hierarchy based on existing information) for Limpopo Spatial Rationale, 2002

NOTES: \*1 ID = Cluster identification/Name, PGP = Provincial Growth Point, DGP = District Growth Point, MGP = Municipal Growth Point, LSP = Local Service Point, PCP= Population Concentration Point

\*2 CWSS = Community Water & Sanitation Strategy – year 2002 planning population figures. HLDS = households

The 1<sup>st</sup> Order Settlements have equal status as potential growth nodes whilst the growth potential of the 3<sup>rd</sup> Order Settlements will be dependant on external factors such as tourism development (eco-tourism ventures/estates) and in the case of Dwaalboom the mining activities of PPC.



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The focus of growth on the above towns does however not exclude the other smaller settlements, which should be developed according to their own potential. Specifically Leeupoort has potential in the further development of tourism related property development.

### 8.2.1.5 Nodes

#### **(a) Urban Nodes**

Thabazimbi/Regorogile is currently the largest urban node, followed by Northam. These urban centres have been identified as the two major investment nodes in the Municipal area where both public and private investment should be concentrated. It is foreseen that Thabazimbi/Regorogile will remain the focus for future (low, middle and high income) residential development as well as (regional and local) business development.

In view of its locality with respect to the surrounding mines, Northam development will most likely focus more on affordable and low-cost residential development with ancillary business development that is mostly focused on the local market.

#### **(b) Rural Nodes**

Dwaalboom and Rooiberg are both smaller nodes with a very limited or no economic base. In the case of Dwaalboom the entire town is dependant on the local PPC mine which is the primary reason for Dwaalboom's existence. Rooiberg on the other hand has recently shown some development potential based on an increased interest in the eco-orientated rural residential living over recent years. Although both these nodes relatively isolated in terms of surrounding settlements, Rooiberg has a favourable location on road D928 that is linked to the main route between Bela-Bela and Thabazimbi. The IDP has earmarked this road to be tarred as it will be one of the main feeders to the Marakele National Park.

#### **(c) Other Settlements**

A number of smaller settlements are found in the Thabazimbi municipal area and requires further discussion in the SDF.

- **Leeupoort**

Leeupoort is a rural residential settlement and it is a proclaimed public township. In addition to the township area, a vast open area (the Remainder of Weikrans 539 KQ), which is still "Agricultural" zoned as farmland forms part of the development.

The portion of farm land on the southern side of Road P20-1 is currently used for game roaming and eco-tourism activities such as game viewing as well as tree and bird spotting. Raphuti, the Strydom-house, the solid waste dumping site and municipal cattle pound are situated on the portion of land north of Road P20-1. Only naturally occurring game is found on this portion and no "game ranching" as such is undertaken on this portion. This is an area of great natural beauty, with a spring and waterfalls in the rainy season.



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Mostly two groups of residents are found in Leeupoort, i.e. permanent residents made up of retired people, people involved in their own businesses in the area or persons employed at nearby mines and people using their homes as holiday venues or conducting businesses by making houses available to the public as holiday accommodation.

- **Kromdraai**

Kromdraai is a grouping of agricultural holdings and has a distinct rural character. There is development pressure for densification of this area, but due to a lack of infrastructure services as well as due to the “Agricultural” status of these farm holdings the approval of further subdivisions or even township establishment is highly unlikely.

- **Koedoeskop**

Koedoeskop is a classic farming community with a small scale business component. The surrounding area is mostly agricultural and utilised as irrigation farming.

- **Makoppa**

This settlement is also a classic farming community with predominant agricultural land uses including a large number of game farms.

- **Sentrum**

This settlement is also a classic farming community with predominant agricultural land uses including a large number of game farms. It has a small shop and a police station.

### ***(d) Informal Settlements***

- **Schilpadnest “Smash block”**

This is an informal settlement located close to Amandelbult (mine area). Many efforts have been made to resettle the people currently residing at Schilpadnest to Northam, but all efforts were in vain. The latest actions regarding this settlement are that a formal township establishment should be launched to formalise the area. The Thabazimbi Municipality has recently entered into an agreement with the land owner of Schilpadnest to acquire the land in order to commence with the township establishment process.

A first step would be the completion of detailed ortho-photos to determine the extent of the settlement patterns and to possibly determine how many residents presently stay in this settlement. A brief survey completed by Plan Wize on the 2005 aerial photos revealed a total of ±3400 dwelling units.



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- **Rooiberg**

There is an informal settlement located just outside Rooiberg township (towards the west on the Remainder of the farm Rooiberg, 604 KQ). The Department of Local Government and Housing has already approved 200 housing subsidies that could serve to address the relocation of the residents of this settlement/formalize this settlement.

- **Raphuti Stad**

Raphuti Stad is a small informal settlement located opposite Leeupoort on the farm Weikrans 539 KQ where a RDP has been launched. Most of the residents of Raphuti appear to be employed as municipal workers, domestic servants, gardeners and general labours at Leeupoort or at the surrounding farms. A large number of people are unemployed and no public transport is available to enable residents to work elsewhere or to seek employment elsewhere such as local mines. In respect of the RDP project, every effort should be made to expeditiously formalise and finalise the proclamation of Leeupoort Extension 7 and to finalise the low cost housing project.

- **Thabazimbi**

Thabazimbi does not have a serious problem in respect of informal settlements, but there is a small-scale settlement located just outside the industrial area west of Thabazimbi on the Remainder of Donkerpoort, 344 KQ. The Municipality should make a serious effort to address this area as it could grow into a larger problem. A new low-cost housing project has recently been launched north of Regorogile area (on the farm Rosseauspoort 319 KQ) which will provide ±900 houses. This project could thus assist in addressing the Thabazimbi/Regorogile residential nodes.

**(e) Formal Mining Settlements (Setaria, Swartklip, Amandelbult)**

The three mining settlements in the Thabazimbi Municipal area are all residential areas with ancillary land uses including business, social and other erven that were established along side the primary mine areas. These settlements are all independent from the Municipality regarding the provision of infrastructure services.

It is only Setaria that has been formally proclaimed as township areas. The Thabazimbi Municipality is in the process of incorporating all three areas into the new LUMS.



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### **(f) Existing Economic Activity Nodes**

The SDF of Thabazimbi acknowledges all the existing nodes in its area of jurisdiction. The following existing nodes have been identified:

- Thabazimbi: CBD, Pick and Pay Centre, Benathie Centre, as well as the neighbourhood centres of Delta-centre, Melkkan and the Regorogile business node.
- Northam: CBD, new business complex in Extension 6.
- Rooiberg: Business area in the crossing of Rooi Ivoor Street and Maroela Street.
- Leeupoort: Business area at the entrance with guesthouse/chalet complex and a caravan park with a social hall, swimming pool, Jacuzzi and kiosk, inside Leeupoort. Proposed business area on the farm Weihoek in proposed Leeupoort Vakansiedorp Extension 10.

These existing development nodes will remain important draw cards for development in future. All CBD's will remain high density and high intensity commercial nodes with office development concentrating around it.

### **(g) Development Nodes**

New nodes have been identified at major intersections, in urban as well as in the previously disadvantaged areas to encourage investment in these areas. Two new development nodes have been identified. In Thabazimbi in the newly approved Thabazimbi Extension 29 it is proposed that a new development node be developed at the intersection of the Van Der Byl Street extension and the Steenbok Street extension. This node will consist of a shopping complex, office node, retirement area and clinic with surrounding high density residential developments.

Other development nodes that have been proposed in the Thabazimbi area are along road D1485 by the expansion of the business area from Pick and Pay centre towards the area where Eland Street meets with road D1485, as well as along the road to Lephallale P16-2. Township establishment applications that include business rights on these portions of farmland are underway.

It is proposed that the main entry road into Thabazimbi (D1485) should be utilised more optimally and commercial and light industrial activities could therefore be supported along this route on entering the township and along the road to Lephallale (P16-2). The development along side these routes should contribute to enhance the first impressions of the Thabazimbi area. The areas are ideal for alternative uses like commercial activities and light industrial activities.

In Northam a new development is proposed in the proposed Northam Extension 8 which is a large scale residential township. The development node will be located adjacent to Road 1235 to Brits and Koedoeskop which is a main arterial and will promote the access and visibility of this node.



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### Specific Development Nodes: Tourism

The Thabazimbi Municipal area has significant natural and cultural features which could be utilised for focused tourism development. The Marakele National Park has its main gate close to 12km from the Thabazimbi CBD. This in itself creates specific potential for the Park and the surrounding area as a tourism development node. Recent property development alongside the Park is characterised by eco-orientated rural residential estates that attracts many investors from Gauteng. These developments together with the Park collectively creates the need for further tourism development as people visiting the Park and these development have a need to explore and spend leisure time in the area. The increased tendency of people visiting the area lies particularly in the recent move towards eco-tourism activities and venues. Eco tourism is the specific form of tourism where the activities are focused on the natural resources, e.g. wild life, scenic areas, etc. Tourism has been identified as one of the economic pillars in the Limpopo Province. To achieve economic growth in the tourism field it must be ensured that the tourist destinations are well planned and protected.

- The Limpopo Province is divided into four tourism regions, i.e.:
- The Capricorn Region (Central Section);
- The Bushveld Region (Western Section);
- The Soutpansberg Region (Northern Section); and
- The Valley of the Olifants (Eastern Section).

Thabazimbi is located in the Bushveld Region within an area that has a variety of fauna and flora, which is free from malaria and is relatively close to the major centres and airports. The Bushveld Regions (Waterberg) are seen as one of the most popular tourist destinations, at this point in time.

The Marakele National Park (MNP) is the main tourist attraction in the Municipal area. Further development and the enlargement of the Marakele National Park should be promoted and eco tourism alongside the park and in other areas in the municipal area should be promoted.

Strategic and Primary Tourism Development nodes have been identified and all forms of eco-tourism should be promoted in these nodes. [Refer to **Map 2**] The Strategic Tourism Development node indicates a wider area in the Municipality where eco-related land uses already occur. This node includes the Marakele National Park, mountain ranges, game reserves as well as private tourist developments such as game lodges, eco-estates, etc. where nature conservation is of highest priority. The Primary Tourism Development nodes refer to the areas around tourism corridors that could be developed for tourist related uses such as eco-estates/country estates, guest lodges, game farms, etc.



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The wider municipal area is furthermore a well-known hunting (professional and amateur) and private game reserve area. It attracts a large number of tourists to the area. The Municipality should therefore actively market the area as a primary eco-tourist destination.

There is no tourism information centre in Thabazimbi. With the development of the local tourist sector it is imperative that the town establishes a formal Tourist and Information Centre. The Council owned land north of the road D1485, i.e. the Remainder of Portion 144 Doornhoek 318 KQ is ideally situated for this purpose as it is highly accessible and located in a tourism development corridor.

The upgrading of the existing landing strip in Thabazimbi should also be investigated as this forms a main portal and sometimes first impression of visitors (local and foreigners) to the area.

### **(h) Social Service Nodes**

Although most of the commercial and public amenities will concentrate in the urban areas, a few strategically located social service nodes have also been identified:

- In Thabazimbi a site has been identified for the new Provincial Hospital, i.e. on a part of the farm Apiesdoorn, 316 KQ close to Regorogile. The area surrounding the proposed hospital site will be used for residential use as well as a mixture of commercial, institutional and light industrial uses.
- Another typical social service node in Thabazimbi is an existing node in the southern part of the proclaimed Thabazimbi where the Kumba Offices, Gymnasium, Department of Agriculture, Magistrate Court, Department of Internal Affairs and other supporting offices and smaller businesses are situated.

### **8.2.1.6 Corridors**

#### **(a) Movement corridors**

The existing main arterial roads will remain the primary movement corridors for the distribution of traffic within the municipal area. These roads should be improved to enhance access to the various development areas in the wider municipal area. A traffic network is therefore established throughout the area that will focus on both public and private transport while accommodating different modes of transport. Within urban areas the needs of pedestrian and cyclists should also be addressed. The Thabazimbi and Northam areas being the primary towns in the municipal area can in future develop as distribution centres, particularly to the adjacent farming communities. It will however be necessary to investigate the upgrading of some of the transport infrastructure to improve the comparative advantage of the area.



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### **(b) Municipal Development corridor**

There are some main arterials that function as prominent links between main towns within the municipal area or with main towns in neighbouring municipalities. These roads are referred to as municipal development corridors. The following corridors are listed:

Road	Description
P16/2	<b>Rustenburg-Thabazimbi-Lephalale:</b> Link with the P84/1 situated in the Lephalale Local Municipality. Main route to the Botswana border (Stockpoort). Major residential nodes and Mines are concentrated and adjacent and in close proximity to this route. Link to the North West Province
P110/1	<b>Thabazimbi-Brits(Madibeng):</b> Access route to the North West Province (Brits/Madibeng)
P20-1	<b>Thabazimbi-Bela Bela:</b> Link between Thabazimbi and Bela-Bela. High volume of tourism activities on this route. High volume of heavy truck traffic due to bulk haulage of cement, mining timber and ore.

As municipal development corridors development will in future be concentrated along these routes to reinforce the links between the various towns in the municipality, as well as with neighbouring towns. Development along this road should however be limited to expand from the existing urban nodes towards one another, and dispersed nodes should be limited.

### **(c) Development Corridors**

Particular development corridors have been identified in the municipal area. Some of these development corridors are also municipal development corridors, but some are internal routes.

- The main development corridor is the road between Growth Point 1 (Thabazimbi) and Growth Point 2 (Northam) that should be developed as a Development Corridor which will serve as a spine for the Municipal area. Commercial, industrial, residential uses and also small scale farming, practices, should be encouraged along Road P16-2 between Growth Point 1 and 2 in those areas not utilised for mining activities. Tourism development should also be supported in this corridor. As indicated in **Map 6a** areas to the west of the road is earmarked for “Agricultural/Tourism/Rural Residential” uses and to the east of the Road land uses proposed include “Agricultural/Commercial/ Industrial” uses. Around mining settlements further commercial and industrial uses that are related to mining activities will be supported. The Schilpadnest informal settlement is also located along this corridor and the formalisation of this settlement is proposed. [Refer to **Map 6a.**]



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- The portion of Road P16-2 close to the Thabazimbi town can be referred to as a development corridor. Tremendous pressure for development of mixed land uses is experienced close to the T-junction with road D1485. Mixed land uses closer to the Thabazimbi urban area, that include residential, business, commercial and light industrial uses are proposed closet to town. Further north (up to the turn-off to Lephallale – Road D338) particularly where farms have a direct view over the Kransberg mountain range or where properties are located adjacent to the MNP many rural residential lifestyle estates are underway. Tourism and eco-estate (rural residential) development are encouraged along this corridor up to the T-junction towards Hoopdal (Road D336). [Refer to **Map 6b.**]
- Road D1485 is an east-west route in the Thabazimbi area and links the town with Marakele National Park as well as the Kransberg and further towards Alma. [Refer to **Map 6c**] This road can be divided into two development corridors, i.e.:
  - **Commercial Development Corridor:** Within the town of Thabazimbi this road has a very prominent function as it forms the main entrance to the town and subsequently provides access to many businesses. Business, commercial, light industrial, residential, municipal and tourism related uses should be encouraged along this route. Direct access from road D1485 to these businesses are not automatic and either the Thabazimbi Municipality or the Roads Agency Limpopo (RAL) should be approached to apply for direct access from this road. Where residential developments are located along this route only a single access point should be permitted and individual erven should gain access through an internal road layout. A building restriction line of 16m is applied throughout.
  - **Tourism Development Corridor:** Due to the MNP's main entrance in this road, the road gained prominence as a tourism corridor. Many rural residential estates have already establish along this route close to the MNP and tremendous development pressure is experienced for further development of tourism related uses and rural residential lifestyle estates, particularly in areas adjacent or opposite the MNP. Such developments should be supported as it benefits the local economy of the town, increase visitors to the MNP and draws more tourists to Thabazimbi (and Rooiberg). The viability of a separate cycle lane along this corridor should be investigated not only for tourist but also for local labourers that often used bicycles as their main mode of transport.

Development along the tourism development corridor should not be unsightly and all illegal activities or land uses (such as addition dwelling units without permission) should be stopped.



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The possibility of a taxi/communal transport facility on the corner of Hamerkop Street and Road D1485 to Marakele National Park should be investigated.

- The road between Thabazimbi and Rooiberg, D928 is already utilised as a main access route between these two towns and also as a main feeder to the Marakele National Park (MNP). Part of National policy is that all roads leading to National Parks should be tarred. This road has already been earmarked for tarring and as soon as this is completed this will become a very prominent tourism route. A number of rural residential developments or eco-lifestyle resorts, guest houses and game lodges have already been developed along this route. Similar residential and tourist related land uses should be encouraged along this development corridor as it will not only benefit the Park, but also contribute towards the growth of Rooiberg as a tourist destination. [Refer to **Map 6d.**]
- Road P110-1 passes Koedoeskop towards Brits can also be viewed as a development corridor for tourism related uses and rural residential eco-estates. It forms a unit with Road P20/1 from Bela-Bela that is also characterised by tourism related uses and rural residential eco-estates. This road also experiences increased volumes of heavy vehicle traffic travelling between the northern parts of the Province and Northam, Thabazimbi and Lephalale. [Refer to **Map 6e.**]
- Road D869 - D2702 from Northam to Dwaalboom and towards the Derdepoort border post is also a prominent route that is soon to be tarred. This can be referred to as a mining development corridor with a further purpose to link Botswana (Gaborone) with Northam, towards Bela-Bela and Polokwane. [This is particularly valuable for the 2010 Soccer World Cup event.] [Refer to **Map 6f.**]

In case of all the above-mentioned corridors applications will be considered on an individual basis and the need and desirability of the proposed land uses as well as traffic impact studies (where necessary) will have to be submitted to approve of the proposed development. Infrastructure upgrading along these roads should also get priority.

### **(d) Activity Corridor / Street**

Main access to Regorogile, Eland Street, and Van der Byl Street in Thabazimbi as well as Road D1235 running pass the Co-operative and Toyota in Northam are earmarked as activity streets. These streets will be made more pedestrian friendly and vehicle movement can be restricted. Amenities like traffic calming measurers, hawker facilities, etc. may be developed along the activity street.

### **(e) Railway Link**

The existing railway line between Northam, Thabazimbi and Lephalale primarily serves as an industrial line for local mines. The possibility of dual use for commuter travelling should be investigated. Of utmost importance is the improvement of safety around the railway link - particularly safe pedestrian crossings over the railway line in Thabazimbi town.



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### **(f) Cycle Lanes**

New cycle lanes are proposed along the road D1485 to Marakele National Park as well as along Road P16/2 towards Regorogile. The viability of these lanes should be investigated. The implementation thereof would contribute towards tourism development along Road D1485, as well as towards the accommodation of people without private transport living in Regorogile. Road P16/2 is well-known for pedestrian accidents and with a new pedestrian/cycle lane between Regorogile and Thabazimbi the current situation could be improved.

### **8.2.1.7 Districts**

#### **(a) Neighbourhoods:**

The macro framework also identifies areas for future development. The emphasis was on addressing the imbalances of the past while creating a much more sustainable environment in future. New neighbourhood districts have been identified alongside and between existing developments, thus ensuring the compaction of the various development areas, particularly Thabazimbi and Northam. However, these will be mainly private sector driven developments with support from the public sector in terms of contributions towards bulk service provision. It is foreseen that higher density developments will take place in future closer to the urban cores of the development areas, which will enable more affordable service delivery.

New medium to high density neighbourhood developments are encouraged closer to CBD's and in Thabazimbi in the older parts of town, as well as in certain high density nodes identified throughout the area. In Northam new residential development is proposed east of the town and a mixture of low, medium and high density residential development should take place in this area.

Low density housing refers to single residential erven, medium density development refers to townhouse and group housing developments while high density development refer to blocks of flats. These new developments should be supported with the creation of job opportunities in close proximity of these settlements and therefore a series of development nodes and mixed-use areas have been identified throughout the area.

New residential expansion areas were also identified for Rooiberg. Indications are that the existing golf course will be upgraded which will also lead to further residential expansion of the town, as well as rural residential properties in the vicinity.

A new neighbourhood for Leeupoort is proposed west of the existing Leeupoort townships. This neighbourhood primarily entails a rural residential estate (similar to the existing Leeupoort), but ancillary business (tourism related) uses are also supported within this neighbourhood.

No residential expansion is proposed for the smaller towns of Dwaalboom, Koedoeskop, Makoppa, Kromdraai and Sentrum.



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The mining settlements all have separate neighbourhoods, i.e. Swartklip, Setaria, Amandelbult and land use in these neighbourhoods are determined by the respective mine management.

Once at least 80% of the areas earmarked for township establishment have been developed into residential neighbourhoods, the farmland and small holding areas adjacent to the existing formal towns of Thabazimbi, Northam and Rooiberg can all be developed in future as neighbourhoods. In the interim these portions of farmland can be developed into rural residential estates in order to blend with the agricultural nature of the surrounding area and to limit the impact on urban infrastructure, at least until bulk infrastructure could be provided to these rural developments. The availability of bulk infrastructure and the demand for residential properties in a specific area will determine the rate of development. Development should preferably start closer to the existing townships and move outward towards the outer farmland areas.

Sensitive areas, like the areas around the Rooikuil Spruit should be protected and incorporated into neighbourhoods as public open spaces within these developments. The linkages with adjacent open spaces properties should be established to enhance the principles of an integrated Open Space System.

### **(b) Industrial**

Thabazimbi and Northam should be the focus for future industrial development. In view of mining and consequent residential expansion there is a definite need for enlargement of existing industrial areas. It is therefore proposed that the existing light industrial areas in Thabazimbi and Northam (south west of Mojuteng) can be expanded along road D1485 in the case of Thabazimbi and road P16-2 in the case of Northam.

Council owns land adjacent to the Thabazimbi industrial area (a portion of the farm Apiesdoorn) and this area along with a portion of privately owned land on the farm Apiesdoorn should be earmarked for further industrial development.

### **(c) Agricultural**

The surrounding rural areas are predominately mixed commercial farming areas, dry land, irrigation, livestock (cattle and game). These areas will remain primary suppliers of agricultural produce in future. It is also foreseen that small and emerging farmers will be able to enter the market place with more intensive farming practices in areas that supports that kind of activity. It is proposed that more intensive farming practices be investigated on the land identified as high potential agricultural land.

The potential of the land depends on the soil quality and the availability of water. It is recognised that all currently cultivated and grazing land be protected from urban development and that future extension should be guided by ad hoc in-depth analysis that takes into account soil potential, carrying capacity, type of agriculture, availability of water, etc.



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Smaller subdivision of agricultural land and change of land use will be considered on an individual basis and after proper analysis of the present situation and future impact of the proposed development have been done in consultation with the relevant authorities. The Thabazimbi Council should refine the Policy on the Densification of Agricultural Land to address the sub-division of agricultural land that falls in an areas that no longer sort under the provisions of the Sub-Division of Land Act, 1970 (Act 70 of 1970) but under the Division of Land Ordinance, 1986 (Ordinance 20 of 1986). Three areas have recently been enlarged, i.e. Thabazimbi, Northam and Rooiberg. There is tremendous pressure for densification around these urban areas firstly because of a shortage of residential units in town and secondly due to the increased interest in rural residential properties. **Map 7a** and **Map 8a** indicate minimum areas for sub-divisions of farmland around the respective nodal areas of Thabazimbi and Northam.

Farm holdings around urban areas of Thabazimbi, Northam and Rooiberg are earmarked for rural residential living. Various applications for sub-division of land into smaller farm portions have already been approved by the Thabazimbi Municipality in these areas.

These applications were either for the sub-division of farm land or for resort development where farm land was also divided into smaller portions. The latest tendency in the Waterberg District for rural residential estates could be supported in certain primary tourist areas and along primary corridors, provided that the need and desirability has been proven and each application is judged on its own merits.

### 8.2.1.8 Open Space System

An Open Space System (OSS) has been identified all along major physiographic features, like the river systems, dams and mountains that depict the topography of this area. This natural open space system will be linked, where possible, with the public open spaces developed in the urban areas to ensure a system of continuity. The Open Space Framework of Thabazimbi is supported in the SDF and should be read in conjunction with the other areas identified as open spaces.

The open space system also gives rise to tourism focus areas. In particular the area around Marakele National Park has been identified for this kind of development.

Certain public open areas have been identified as “**no-go**” areas. These areas may only be developed with limited eco-tourism or sport related facilities that will enhance the character of the area. Floodline areas in particular need to be kept open.

Other “no-go” areas include:

- Large-scale State and private game reserves;
- Public Open Spaces (Park erven);
- Areas within the 1:100 year floodline;
- Weikrans and Weiland nature conservation areas;



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- Areas with significant mineral occurrence; and
- Undermining areas in Rooiberg.

### 8.2.2 MICRO FRAMEWORK

#### 8.2.2.1 Form giving elements

- **Road Infrastructure:** An effective primary road network exists in the Municipal area. The secondary road network provides effective access to the above primary road network.
- **Tourism Potential:** The Municipal area has a significant weekend related tourism potential that could, in future, contribute to the GGP of the district and should be further exploited.
- **Agricultural Sector:** The agricultural sector of certain areas in the municipal area is extremely prominent in the district and contributes to the GGP of the Waterberg District, which emphasise the agricultural significance of this area. The latter results to industrial development that is agricultural orientated.
- **Mining sector:** Thabazimbi is a prime mining area. Further expansion of the mines has a direct impact on the residential, commercial and industrial expansion of the urban areas of Thabazimbi and Northam.
- **AIDS:** The impact of AIDS on economic growth patterns is still largely an unknown entity. An increase in mortality will, however, place a large burden on health services and the cost thereof that will influence future economic growth.
- **Competition:** The impact of international trade and competition in agricultural products might imply that the agricultural sector becomes internationally less competitive. The latter implies a negative effect on economic growth leading to possible loss in employment.

#### 8.2.2.2 Urban Development Boundary [*Urban Edge*]

The need to manage growth and development pressures within the greater Thabazimbi Area was identified as part of the redressing of the spatial form of urban areas in the Thabazimbi Spatial Development Framework.

The wider Thabazimbi is characterised by various separate or loose standing urban nodes. Although future growth between urban nodes (linking of nodes) could take place over the long term it is necessary to manage growth within urban nodes in the mean time. As one of the tools available to manage growth, an **Urban Development Boundary** (or *Urban Edge*) was adopted as part of the Thabazimbi SDF for Thabazimbi, Northam and Rooiberg.

The *Urban Development Boundary* is intended to:

- combat urban sprawl;
- rationalise service delivery through managing growth and densification;
- focus on infill and redevelopment;
- ensures optimal use of existing resources;



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- protect the natural environment; and
- support efficient infrastructure provision.

In the case of Thabazimbi, Northam and Rooiberg the Thabazimbi Municipality has recently applied to the Department of Agriculture for the exclusion of certain farm portions around these three urban nodes from the provisions of the Sub-Division of Land Act, 1970 (Act 70 of 1970). The Department approved this application and all further development within these areas are now done either by way of township establishment or for sub-division of farm land in terms of the Division of Land Ordinance, 1986 (Ordinance 20 of 1986).

The outer boundaries of the three respective (Ord. 20 of 1986) areas were used in the outlining of an **Urban Envelope**. It is important to note that the entire Thabazimbi Municipal area has a distinct rural character. The type of residential development taking place on the so-called urban fringes is of rural nature, such as eco-estates or typical sub-divisions of farm land into 2 hectare to 10 hectare portions. This has led to the defining of a larger area for urban-like development although a distinct line was drawn between urban and rural residential development.

The defining of urban or rural development remains complex. Urban development cannot be simply defined based on land use or the nature of the built form. It can be argued that the unique context determines whether a development is considered to be urban or not. The context includes the specific local environment, site size and scale of development, vegetation, surrounding land uses and nature of built form, which is why “urban development” is difficult to define in a single sentence. The definition of “rural development” suffers from similar complexities. Therefore, the distinction between urban characteristics and rural characteristics cannot be neatly made. Rather, rural and urban form, are the two ends of a continuum. Some developments display clearly urban characteristics and other clearly rural characteristics and should therefore be inside and outside the *Urban Edge* respectively. Other developments, on the other hand, display both urban and rural characteristics, which makes it critical to examine the developed footprint and the specific context within which the development falls. It can be argued that the definition of whether an activity or development is urban or not is incidental to the evaluation of the specific development application. Since each application is unique, it should therefore be assessed firstly within its specific context to determine whether the proposed development is appropriate or not. It is only once this decision has been made, that the debate can be entered into about whether the *Urban Edge* line needs to be adjusted in a refined alignment as a consequence.

What played an important role in outlining of the *Urban Development Boundary* or *Urban Edge* for the Thabazimbi urban nodes was the ultimate or future Built Edge Line. This line represents the line up to where formal urban-style development can take place. This line does not necessarily follow the Urban Envelope, although it could coincide with it. From a legibility point of view, this approach should clarify where the urban town (built-up area of Thabazimbi, Northam & Rooiberg) stops and starts using the Built Edge as the device to create a clear edge, and through this defining the extent of the natural domain.



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The unbuilt zone between the *Urban Development Boundary (Urban Edge)* and the Urban Envelope (or Ordinance 20 of 1986 area) can accommodate and include public open space, ecological and river corridors, private open space, playing fields, agricultural activities and uses, rural elements such as game farms, fields homesteads and farmsteads, and rural activities associated with the cultivation of the land and rural residential or eco-estates.

The *Urban Development Boundary (Urban Edge)* of the respective urban nodes of Thabazimbi, Northam and Rooiberg provides appropriate capacity for future growth and includes strategically located vacant land favourable for infill, as well as for future urban and rural residential development.

The land uses typically found inside the *Urban Development Boundary* include:

- Subsistence agriculture areas;
- Conservation areas and nature reserves;
- Tourism facilities and related activities;
- Formal and informal residential areas;
- Business of office nodes;
- Industrial and commercial areas;
- Mines (Kumba in the case of Thabazimbi); and
- Governmental uses.

Land uses found outside the *Urban Development Boundary* will include:

- Extensive and intensive agriculture areas;
- Game farming;
- Conservation areas and nature reserves;
- Tourism facilities and related activities;
- Rural residential areas (eco-estates) and related uses;
- Mines; and
- Governmental uses.

While development within the *Urban Development Boundary* is encouraged, appropriate non-urban development outside the urban boundary will be allowed in accordance with guidelines made in the SDF. The *Urban Development Boundary* will need to be complemented by a number of other strategies and policies to achieve the desired spatial form. Such policies would include an updated Policy on Densification of Agricultural Land, Local area development plans, etc.



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As the area within the *Urban Edge* becomes more developed, the boundary will play an increasingly significant role in achieving the urban restructuring objectives of the Municipality. In the short term, however, the *Urban Development Boundary* will curb further urban sprawl and promote the efficient use of infrastructure. A general norm to apply in respect of the altering of the *Urban Development Boundary* is: *That urban development outside the Boundary can only commence once the area inside the Boundary is  $\pm 80\%$  developed.* Over time, as the decision-making framework is applied to development applications adjacent to the *Urban Edge*, so it can be anticipated that the *Urban Edge* may be modified on a piece-meal basis, depending on the type of development permitted on each site. Ultimately, as the *Urban Edge* is rigorously tested and redefined, so it will become more distinctive and defensible, ensuring that the typical rural bushveld character is honoured and sustainability is promoted.

### 8.2.2.3 Nodal Development Proposals

Although the SDF does not enter into too much detail certain proposals are made on nodal level. Some areas have been identified as areas that are prone for re-development. These areas mostly concentrated around the CBD's and their surrounding areas. A number of development areas have been identified throughout the wider Thabazimbi area and each will be discussed separately. It is however proposed that certain detailed local area development plans be compiled as an outflow of the SDF. **[Also refer to Map 7b, 8b, 9, 10, 11 for further illustration.]**



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### (a) CBD: Thabazimbi

<p><b>Present character of the development area</b></p>	<ul style="list-style-type: none"> <li>• The CBD has experienced tremendous activity over the last two years.</li> <li>• It has expanded along Eland Street in the direction of the Old Warmbaths Avenue ad (D1485), and recently “jumped” Judith Street where some offices established.</li> <li>• The CBD is still the primary business area in Thabazimbi with the main social, financial and business functions within its boundaries.</li> <li>• There is a shortage in business space for the smaller business person.</li> <li>• The area in Thirteenth Avenue [Portions of Erf 1079] is available for business development. The Municipality recently finalised the tender process on these properties and should finalise the necessary contracts to commence with the development of this property. This area is in desperate need for upgrading as it presently attracts unwanted elements and is very unsightly.</li> <li>• There is no space available for office development.</li> <li>• There is a parking shortage in the CBD.</li> <li>• The earmarked parking area opposite SPAR should be upgraded and formally developed as a parking area.</li> <li>• Increased hawker activities take place in walkways amongst existing buildings as well as along certain roads and at main chain stores and banks in the CBD.</li> <li>• Public transport facilities are still sufficient.</li> <li>• More pedestrian movements in main streets: Eland Street, Van der Byl Street.</li> <li>• The need arises for the redevelopment of certain areas in the CBD as well as the expansion of the CBD.</li> <li>• Landlords are neglecting buildings.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• Should remain the primary activity node, i.e. the high density and high intensity development node of the urban area.</li> <li>• Establishment of major activity corridors (Eland Street, Van Der Byl Street and Thirteenth Street) traversing the CBD to increase accessibility.</li> <li>• Mixed land uses with particular focus on high density residential use could take place in future.</li> <li>• A more functional periphery and dwelling office zone.</li> <li>• Provision should be made for more relaxation areas during lunch times for people working in the CBD.</li> <li>• Where possible more high density housing uses should be incorporated into the CBD. Certain buildings in the CBD have potential for the conversion of top storeys into flats, in combination with businesses uses in the ground floor. Preferably well-developed residential units that caters for a spectrum of users, also including some social housing complexes. However, the number of residents in a flat should be restricted and land lords and owners should be penalised if this is not adhered to. A mix of uses can therefore be accommodate within one building – e.g. the bottom can be used for retail, second and third storey for offices and the rest for residential units.</li> </ul>



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- It is proposed that the Eland Street be developed as an Activity Corridor. This implies that new businesses should be supported along this route with priority on pedestrian movement. It needs to be “greened” and made more pedestrian friendly. The road could therefore be developed with amenities like waste bins, fountains, benches, etc.
- The area where the Rooikuil Spruit crosses the CBD should be developed into an asset for the town. It is proposed that it could be developed into a water feature and beautifying element for the surrounding businesses and offices.
- Presently the taxi rank in Van Der Byl Street has sufficient capacity, but in view of the envisaged residential expansion in Thabazimbi and Regorogile it is accepted that the present taxi rank will have a capacity problem. It is proposed that when the need arises the existing rank needs expanding to make provision for a higher number of taxi’s. Space is available for slight expansion, but additional area should be identified.
- Hawker activities could be formally developed at the taxi rank, along the activity corridors namely Eland Street and Van Der Byl Street and in walkways. They should be grouped at specific points to function more effectively and have less impact on the normal traffic and pedestrian activities. This will assist in creating a more safe and secure environment. The Municipality should draft a hawker policy to manage hawkers.
- Earmarked parking areas should be developed into formal parking areas. Parking at these dedicated parking areas should be promoted.
- Further expansion of the CBD for professional offices or so-called “Business 4” rights should be considered along Van Der Byl Street up to the eastern boundary of Erf 1059.
- “Business 2” rights could be considered south of Thirteenth Avenue between Van der Byl Street and Frikkie Meyer Street, provided that all parking is provided on site and that it constitutes low density office/business use.
- Further expansion of the CBD for “Business” rights should be considered westwards towards Deena Street and the boundary line behind the Kransberg Hotel (Erf 1406) northwards along Erf 856, 186, 187, 190, as well as Erf 196, 857 and up to the BP garage (Erf 1407). Refer to Map 8a for further illustration.
- Future long term expansion areas are also identified. These include the existing Thaba Park and the residential properties north-east of Rooibok Street up to Duiker Street, between the Road D1485 and Waterbok Street. Thaba Park is presently functioning as an active open space (sporting) area, as well as the annual Game and Tourism Expo venue. It is important that an alternative sporting area and a new venue for the Expo is identified and developed before businesses are developed on the Thaba Park area. In respect of the residential area north-east of Rooibok Street in Thabazimbi Extension 3, it is important that 80% of the first phases of the new CBD expansion area is completed before business rights are considered in this long term expansion area.
- A detailed Local Area Development Plan should be compiled for the proposed expanded CBD area.



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### (b) Pick 'n Pay Centre and surrounding area

<b>Present character of the development area</b>	<ul style="list-style-type: none"> <li>• The existing development at Pick 'n Pay has a dual function, i.e. a shopping complex for the local Thabazimbi and farming communities, as well as a one-stop shopping area for tourists visiting the area and people on route to Lephalale.</li> <li>• The area is well-developed, but should be formalised into a formal township area as further sub-division of the properties are not possible in view of its status as farmland.</li> <li>• The Centre is not isolated from surrounding land uses, i.e. bus holding area, tyre fitment area and other commercial uses. It functions as a unit with the surrounding businesses.</li> </ul>
<b>Future purpose and Proposed future development of this area</b>	<ul style="list-style-type: none"> <li>• This area should be linked with the CBD by means of extended development along the road D1485 (old Warmbaths Road) Uses to link this Secondary node with the CBD could include restricted business and mixed land uses;</li> <li>• The area should optimally function as a local shopping area, a shopping area for the surrounding farmers as well as a shopping area for visiting tourists.</li> <li>• Road D1485 has a direct link with Eland Street. New businesses along road D1485 from the Pick 'n Pay Centre to the T-junction with Eland Street should be supported to form a link with the CBD.</li> <li>• It is proposed that the old Warmbaths Avenue (D1485) be developed as a development corridor with a wide variety of businesses and complexes along the route towards the CBD.</li> <li>• The surrounding area should be earmarked for restricted business related development in order to strengthen the business character of this area. Further business, commercial and residential development should be encouraged along Road D1485 and Road P16-2 to emphasise the Pick 'n Pay centre as a development node.</li> <li>• The T-junction between Road P16/2 and Road D1485 should be upgraded particularly in view of the envisaged future expansion of Lephalale that will place tremendous pressure on these roads and the T-junction/access point.</li> <li>• Development along these two roads should not be to the detriment of the CBD, but should supplement the CBD as the primary activity node.</li> <li>• The farm portions north of the T-junction of Road D1485 and Eland Street provide ideal opportunity for further development. The municipal owned vacant land north of Road D1485 is ideally situated for a new Civic Centre as well as a Tourism and Information centre. In combination the proposed business complex on the Remainder of Portion 10 and municipal buildings could emphasise this development corridor as a mixed land use area. The agricultural show grounds also present tremendous potential for redevelopment for mixed land uses such as commercial and restricted business uses.</li> </ul>



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### *(c) Doornhoek and Apiesdoorn farm portions along P16-2*

<p><b>Present character of the development area</b></p>	<ul style="list-style-type: none"> <li>• This area is characterised with a diversity of land uses.</li> <li>• This is an area of transition focusing largely on a mixed use that gradually changes from businesses (Pick 'n Pay centre) to light commercial, to residential, church and agricultural uses along road P16-2.</li> <li>• This route is the main pedestrian route from Regorogile to the places of employment in Thabazimbi, i.e. Thabazimbi town, residential areas and industrial areas.</li> <li>• No provision is presently made for pedestrian lanes or cycle lanes along this route and it is very unsafe as people cross the main road to reach town.</li> <li>• Regorogile borders this area. Although provision is made for an open strip between the road and the residential areas this area is unsightly, unsafe and eroded and can not be used as a walking or cycling lane.</li> <li>• The Doornhoek portions of land are elongated strips of land. The shape therefore makes development more difficult, particularly for residential purposes, but with a skilful layout it can be used for smaller scale business and commercial development with some residential elements.</li> <li>• The new Provincial Hospital as well as ancillary residential units is proposed on a portion of Apiesdoorn adjacent to this route.</li> <li>• The Hervormende Kerk is located east of this road on a large portion of land that also has potential for re-development into additional residential units.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• The area will form the link between the Regorogile and Thabazimbi town areas. It therefore has the potential to integrate the town and create new opportunities for investment.</li> <li>• Role players from different spheres already indicated interest in developing and investing in this area, i.e. private land owners, the Church, Provincial Government and large business.</li> <li>• The portion of Road P16-2 close to the Thabazimbi town can be referred to as a business development corridor.</li> <li>• The proposed hospital site in collaboration with residential, light industrial or commercial and business uses could therefore be developed as a mixed land use area.</li> <li>• Special attention should be given to the upgrading of open spaces into green functional areas. It has the potential to integrate the various land uses with one another. Much more emphasis should be placed on developing green areas.</li> <li>• Attention should also be paid to improve pedestrian and cyclist movement. Provision for walk ways and cycle lanes should be investigated.</li> <li>• Increased traffic volumes on road P16-2 should be accommodated in the future layout of developments along this route.</li> <li>• This is a main portal into Thabazimbi from Lephalale and is presently unsightly and underdeveloped. New mixed land use development along this road could uplift the area and improve the first impressions of the town from the north.</li> </ul>



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	<ul style="list-style-type: none"> <li>• Need to develop magnets to draw development to this side of the town. Public investment will therefore be needed in critical areas. Particularly in beautifying the area to encourage private sector to develop here. A paving project could be carried out as a PPP-project.</li> </ul>
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### (d) CBD: Northam

<p><b>Present character of the development area</b></p>	<ul style="list-style-type: none"> <li>• Northam has a well developed CBD with access from the road P16-2. A wide range of retail, commercial and other services occur in the CBD.</li> <li>• A new shopping complex west of the road P16-2 has recently been developed and attracted a number of national tenants to the area. [This complex could be seen as an extension of the Northam CBD.]</li> <li>• The Northam CBD functions as the main shopping area to the wider rural or farming community surrounding Northam.</li> <li>• The majority of CBD users are pedestrians that are dependent on public transport.</li> <li>• The presence of labour from the farming communities leads to a specific customer using the CBD, and more particularly women with children that spend the whole day in town until public transport is available. Facilities in the CBD are not favourable to these people and insufficient provision is made for ablution facilities and resting places.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• The CBD of Northam will remain a main activity node in the wider Northam area, this includes the local residents in Northam, the surrounding farming communities, as well as the mining settlements of Swartklip, Setaria, and Amandelbult.</li> <li>• Where the need arise the CBD could expand by the rezoning of surrounding residential properties for businesses purposes.</li> <li>• Future expansion areas for the CBD were identified. It includes the area in Northam Extension 2 up to End Street (Erf 179) in the north-eastern quadrant of the main crossing between P16/2 and Road D1234. The area east of the railway line, north of Extension 5 is also identified for further business development. Refer to Map 8b for further illustration.</li> <li>• It is proposed that the current access road to the south of the CBD be looked into, to create an activity street once developments take place to the south of the CBD.</li> <li>• Public transport is the primary mode of transport to the bulk of the residents of Northam, surrounding farms and mining communities. The taxi rank should be upgraded.</li> <li>• The CBD of Northam should be cleaned and secured for pedestrians.</li> <li>• Businesses complexes (new and existing) should be encouraged to build resting areas and adequate ablution facilities.</li> <li>• National tenants should be encouraged to develop here.</li> <li>• The CBD will be much more focused on pedestrian movement in the inner town area and therefore amenities like the upgrading of the taxi rank for long distance should take place.</li> </ul>



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	<ul style="list-style-type: none"> <li>• An activity corridor could also be established along Road 1235 towards the new business complex to create a link between the existing CBD and the new shopping complex.</li> <li>• The station should be improved and rail use should be encouraged as an alternative public transport mode. Commuters are currently using the bus service between Northam, Thabazimbi and can rather make use of the train service.</li> </ul>
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### *(e) Rooiberg Business area*

<b>Present character of the development area</b>	<ul style="list-style-type: none"> <li>• The Rooiberg area does not have a high intensity business area. The existing business area merely serves the local residents. The area is however increasingly visited by tourists and specifically weekend visitors due to the increased number of eco-estates that are developed in the area. Rooiberg has also become a retirement destination.</li> </ul>
<b>Future purpose and Proposed future development of this area</b>	<ul style="list-style-type: none"> <li>• The business area should be developed to accommodate the increased number if visitors more specifically for tourism purposes. The area around the existing hotel and holiday accommodation lends itself ideally for future business and tourism business development.</li> <li>• The town has a distinct rural character. The link with the old tin mine has some potential as it could assist in creating a rural town/business area with a special “old town” feel, similar to Pilgrims Rest or Cullinan. Existing residential erven in the “business area along Maroela Street can be converted into tourism related businesses. Due to the character of the area low intensity development is proposed.</li> </ul>

### *(f) Marakele National Park Tourism development area*

<b>Present character of the development area</b>	<ul style="list-style-type: none"> <li>• The Marakele National Park (MNP) is one of the most important tourism areas in the municipal area. It enhances Thabazimbi as a primary tourist destination.</li> <li>• The MNP is still underdeveloped and in its early stages of development. It has limited accommodation opportunities and has a shortage of gazing area for the game.</li> <li>• Farm areas around the MNP are utilised as game or cattle farms and are underutilised for tourism purposes.</li> <li>• The MNP and surrounding farm areas are highly accessible by means of road D1485.</li> <li>• The MNP has a wide variety of fauna &amp; flora, is free from malaria and is relatively close to the major centres and airports. It is ideally suited to attract large numbers of foreign and local tourists.</li> </ul>
	<ul style="list-style-type: none"> <li>• Attributes</li> <li>• A local topography that presents a spectacular and undeveloped massif.</li> <li>• High ecological integrity of the diverse landscapes and vegetation types.</li> <li>• A regional land use that is highly compatible with biodiversity and National Protected Area conservation.</li> <li>• Good tourist flow from regional, national and international sources.</li> </ul>



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	<ul style="list-style-type: none"> <li>• The core conservation area is a declared National Park and is within a SANBI recognised biodiversity hot spot.</li> <li>• Threats</li> <li>• Current low level of trust among partners. Poor lines of communication, accountability and decision making between partners.</li> <li>• Lack of rules for Private-Public-Partnership (PPP)</li> <li>• No clear agreed upon economic model for either the MNP or Waterberg Biosphere Reserve making it very difficult to assess the economic viability of the park or potential tourism products.</li> <li>• Development within MNP and its surroundings is currently proceeding without proper guidelines. Regional guidelines are being developed but still to be implemented.</li> <li>• MNP does not deliver up to tourist expectations, particularly being a Big 5 Park. Poor roads also contribute towards tourists' dissatisfaction.</li> <li>• No clear strategy for conservation of MNP itself or for its role in the Greater Marakele Region.</li> <li>• Possible mining expansion on southern park boundary.</li> <li>• Safety and Security risk is high due to the fact that significant proportion of the Park is privately owned. It has 28 official access points and the public Hoopdal road separates the park in two, furthermore visitors have to lock and unlock unmanned gates.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• The MNP has potential to develop into a prime National Park.</li> <li>• Now that the Marakele National Park is becoming a prominent tourist attraction Thabazimbi and the surrounding areas also become more popular tourist destinations. The area has not been exploited to its fullest potential, this is an opportunity in itself that can create better opportunities for residents and will result in the utilisation of the natural environment and its natural resources to its fullest potential.</li> <li>• The MNP which is now part of the Biosphere should be used aggressively as tourism attraction to the area to implement downstream opportunities.</li> <li>• Apart from the MNP, surrounding game farms/ reserves give effect to further development in and around the reserves that has a trigger effect on other tourist facilities attracting even more tourists to an area.</li> <li>• The expansion and further development of the MNP should be supported.</li> <li>• Tourism related development particularly game farms, rural residential estates and typical tourist attractions amenities should be supported on the farm areas surrounding the MNP.</li> <li>• Farms along primary routes or development corridors around the MNP should be prioritised for tourism development.</li> <li>• Development of rural residential estates should be in accordance with the Policy on the Densification of Agricultural Land.</li> <li>• The future development of the MNP should be in line with the Park Management Plan which includes programs to achieve the desired state of the Park.</li> </ul>



### **Objectives to create the desired state of the MNP**

- To maintain and/or restore mountain catchment function to deliver strong high quality flow of water to surrounding environments.
- To restore and ensure/protect natural ecosystem function which support the biodiversity needs of the central bushveld national priority area (fire herbivory, incl. water provision as driver), pollination, aquatic ecosystems, river-riparian-wetland).
- To understand the role of drivers such as topography and climate gradients in the formation of the biome convergence mosaic and fully appreciate the functional roles of the mosaic including its ecotones and transitional forms.
- To appreciate the role of current and anticipated invasions of alien biota (plants, fish, birds, disease, etc.) and formulae strategies to prevent, eradicate or hold in abeyance the negative effects on biodiversity.
- Recognising the overriding ecosystem approach of SANParks, to nevertheless identify and manage species of special concern (e.g. vultures, cycads, wild dog (metapop), black rhino), to utilise the SANParks framework to identify those species of concern for MNP which require TPCs and monitoring.
- To determine sufficient necessary scales for ecosystem processes and target expansion of the “Greater Marakele” to achieve this wider functionality, and if feasible and societally acceptable, this expansion may be by bridges and corridors.
- To identify and rehabilitate areas in a structured, prioritised manner to support biodiversity and wilderness goals.

A conservation Development Framework should be drafted for the MNP also addressing the zonation of the entire Park.

**The MNP completed a draft Park Management Plan which includes discrete and often interlinked programs to achieve the desired state of the Park. These programs include:**

- Zonation Programme;
- Water and Landscape Programme;
- Fire Programme;
- Herbivory Programme, including Elephant Management;
- Predator Management Programme;
- Disease Management;
- Pollination Programme;
- Invasive Alien Programme;
- Species of Special Concern Programme;
- Park Expansion Programme;
- Rehabilitation Programme [Terrestrial field layer (i.e. unnatural erosion, extensive bush encroachment or bush



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	<p>thickening and old cropping lands) redundant infrastructure (primarily old roads and 4X4 tracks, gravel/borrow pits, bush camps, old farm buildings, and old metal fence posts and fencing) and aquatic systems];</p> <ul style="list-style-type: none"> <li>• Cultural Resource Programme;</li> <li>• Biodiversity and Heritage Conservation;</li> <li>• Sustainable Tourism Programme;</li> <li>• Environmental Programme [Environmental Management];</li> <li>• Infrastructure Development Programme;</li> <li>• Safety and Security Programme;</li> <li>• Costing Programme;</li> <li>• Etc.</li> </ul> <p>Transparent, trusting co-operative, collaborative and mutually beneficial relationship with the broader park community are essential to the sustainability of the MNP. Park should maintain existing and identify and implement new opportunities for sustaining new relationships between itself and surrounding communities and broader park users.</p> <p>Main risks lie with insufficient funding and a lack of staff to follow-up management and monitoring of the rehabilitation and restoration.</p>
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### **(g) Residential development area: Thabazimbi and Regorogile**

<p><b>Present character of the development area</b></p>	<ul style="list-style-type: none"> <li>• A shortage in housing opportunities is presently experienced in Thabazimbi.</li> <li>• The residential areas in Thabazimbi are characterised by a mixture of densities and styles of housing. Presently there is no neighbourhood sense.</li> <li>• There is a shortage of housing in Regorogile in low and middle to high income cohorts.</li> <li>• A number of residential township and rezoning applications have recently been approved, i.e.             <ul style="list-style-type: none"> <li>○ Thabazimbi Extension 18, 19 to 29 and 15 – ±3000 units.</li> <li>○ Thabazimbi Extension 17 – ±60 units.</li> <li>○ Thabazimbi Extension 10 and 30 – ±50 units.</li> <li>○ Thabazimbi Extension 31 – ±61 units.</li> <li>○ Thabazimbi Extension 32 – ±24 units.</li> <li>○ Rezoning and Subdivision of Portion 2 and 4 of Erf 322 Thabazimbi Extension 3 – ±70 units.</li> <li>○ Regorogile Extension ±300 units</li> <li>○ This totals ±3565 units.</li> </ul> </li> <li>• A number of new applications for residential townships have recently been submitted that represents approximately 1000 units.</li> </ul>
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## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

	<ul style="list-style-type: none"> <li>• Engineering infrastructure for the existing residential areas of Thabazimbi and Regorogile is under pressure and insufficient services are available for future residential townships.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• The residential areas of Thabazimbi should provide for a variety of densities and neighbourhoods.</li> <li>• Housing in Regorogile should be supplemented with more low cost housing as well as a component for the middle to higher income population.</li> <li>• Certain areas within the residential areas have potential for redevelopment into high density units/flats/town houses.</li> <li>• Residential areas should be planned with adequate community facilities as well sufficient neighbourhood business erven according to a hierarchy of business centra.</li> <li>• In view of the number of township applications the provision of residential erven for the medium to long term (In Thabazimbi and Regorogile) will be sufficient, although the private market will dictate the further need for residential properties.</li> <li>• The improvement of engineering infrastructure to accommodate the future residential development is imperative.</li> <li>• Expansion of residential areas for Thabazimbi could take place in an eastern direction up to the Kwaggasvlakte farm holding area, north-west of the Road D1485 and in a northerly direction north of the railway line on the Doornhoek farm portions. These expansion areas make provision for middle to high income housing. Another expansion area is proposed south of the road to Spitskop (extension of Thirteenth Avenue) for high income housing.</li> <li>• Expansion of residential areas for Regorogile could take place west of Regorogile on the farm Rosseauspoort, south of Regorogile on Apiesdoorn for low income housing as well as north and north-east of Regorogile on the Doornhoek farm portions up to Road P16/2 for low to middle income housing.</li> <li>• All residential areas should function as proper neighbourhoods and should therefore include other land uses, i.e. small-scale businesses according to a hierarchy of business centra, community facilities, open spaces, etc. generally associated with residential neighbourhoods.</li> <li>• High density residential developments should be supported close to the CBD and other business nodes based on the criteria for high density residential development, i.e. access to businesses, schools, open spaces and main access roads. [Refer to Map 7b for an indication of the proposed areas earmarked for Multiple Residential uses, i.e. higher than 20 units per hectare.]</li> <li>• This development area should be incorporated into an integrated LUMS for the larger Thabazimbi. Any future development should therefore be in accordance with the development criteria stipulated in the LUMS. [In the interim all developments should be aligned with the development criteria of the Thabazimbi Town Planning Scheme, 1992.]</li> <li>• A detailed Local Area Development Plan should be compiled for the residential areas of Thabazimbi and more specifically to address the densities to apply in the residential neighbourhoods. For the interim all Single Residential properties imply a density of “One dwelling per 500m<sup>2</sup>” or 20 units per hectare or less and all Multiple Residential properties imply a density of more than 20 units per hectare.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### (h) Residential development area: Northam

<p><b>Present character of the development area</b></p>	<ul style="list-style-type: none"> <li>• Northam can be seen as the primary settlement/town amongst the local mines of Amandelbult, Setaria and Swartklip.</li> <li>• Due to the increased mining activities at these mines there is a serious housing shortage experienced in Northam.</li> <li>• Most residential erven in the older parts of Northam are still large, but densification of these neighbourhoods is taking place.</li> <li>• An area east of Northam Extension 5 has been set aside for the establishment of a residential township, i.e. proposed Northam Extension 8. A formal township application has been submitted to the former Bushveld District Council and has been taken over by the Thabazimbi Municipality. This township application still has to be proclaimed but makes provision for approximately 3000 erven. A new layout could most likely be required, depending on the market demand. This area could also be used for “social housing” or a so-called mixture of residential densities, social community facilities, open spaces, businesses, etc.</li> <li>• A large area of Northam Extension 6 consists of residential erven, <math>\pm 300</math> erven. These erven have to date not been serviced, but indications are that this entire portion will now be serviced, bringing a relief in the housing demands in Northam.</li> <li>• As a second phase of Extension 6, the owner of the land north-west of the existing township envisages developing another <math>\pm 800</math> to 850 erven for the middle to upper income cohort.</li> <li>• Northam Extension 5 and Extension 7 are both referred to as the RDP houses. Only parts of these townships have been serviced. This created an unfavourable situation where people occupied the completed houses, but without the necessary basic services. The Municipality is presently addressing the problem regarding the services.</li> <li>• Hlogoyatau is a residential area of <math>\pm 1500</math> erven. The township is not yet proclaimed or serviced.</li> <li>• A large portion of the farm Koedoesdoorns (i.e. Portion 3 Koedoesdoorns) has recently been sub-divided into smaller farm 5ha and 10ha pieces. This development is referred to as an eco-park and although it mostly caters for the Gauteng market it could as serve as a residential option for local residents and particularly senior personnel at the nearby mines.</li> <li>• Wildebeeslaagte forms part of the Northam area and can be described as a typical farm holding area along the route to Rustenburg. Tremendous interest is shown for further residential development of these farm holdings. The area is characterised by illegal building of additional housing units on farm portions. Further development of the Wildebeeslaagte farm holdings is impossible due to the lack of sufficient, formal engineering infrastructure.</li> <li>• Engineering infrastructure for the existing residential areas of Northam is under pressure.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• The residential areas in Northam should be the primary provider of housing to the nearby mines.</li> <li>• The residential areas of Northam should provide for a variety of densities and neighbourhoods.</li> <li>• In view of the high demand for housing all steps necessary should be taken to proceed with the proclamation of the proposed Northam Extension 8.</li> <li>• If the proclamation of the proposed Northam Extension 8 continues, as well as the private development adjacent to Extension 6 is developed, the housing provision for the medium to long term will be sufficient.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

- The improvement of engineering infrastructure to accommodate the future residential development is imperative.
- Expansion of residential areas of Northam could develop in an eastern direction from Northam Extension 5 up to the Road D1235 to Koedoeskop/Brits (Madibeng) for low to middle income housing, as well as north and north east of the Road D1235 for middle to high income housing. Social housing that involves a mixture of housing types with social and other facilities included. Should also be supported in these areas.
- Expansion could also occur westwards on the farm Leeuwkopje west of the Road P16/2 for low to middle income housing.
- The vacant portion of farmland between Mojuteng and Hlogoyatau, as well as west of Hlogoyatau is also suitably located for low income residential development. Future expansion for residential purposes could take place on this portion of Wildebeeslaagte.
- The redevelopment of Wildebeeslaagte should be prohibited until the provision of engineering services has sufficiently been addressed.
- It is proposed that an official study be undertaken to address the upgrading of engineering services of Northam and it should incorporate the surrounding agricultural holdings of Wildebeeslaagte, De Put and Koedoesdoorns.
- Certain areas within the residential areas have potential for redevelopment into high density units/flats/town houses.
- All residential areas should function as proper neighbourhoods and should therefore include other land uses, i.e. small-scale businesses according to a hierarchy of business centra, community facilities, open spaces, etc. generally associated with residential neighbourhoods.
- High density residential developments should be supported close to the CBD and other business nodes based on the criteria for high density residential development, i.e. access to businesses, schools, open spaces and main access roads. [Refer to Map 8b for an indication of the proposed areas earmarked for Multiple Residential uses, i.e. higher than 20 units per hectare.]
- This development area should be incorporated into an integrated LUMS for the larger Thabazimbi. Any future development should therefore be in accordance with the development criteria stipulated in the LUMS. [In the interim all developments should be aligned with the development criteria of the Thabazimbi Town Planning Scheme, 1992.]
- A detailed Local Area Development Plan should be compiled for the residential areas of Thabazimbi and more specifically to address the densities to apply in the residential neighbourhoods. For the interim all Single Residential properties imply a density of “One dwelling per 500m<sup>2</sup>” or 20 units per hectare or less and all Multiple Residential properties imply a density of more than 20 units per hectare.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### (i) Residential development area: Rooiberg

<p><b>Present character of the development area</b></p>	<ul style="list-style-type: none"> <li>• Rooiberg had its origin in mining activities that took place in the area. The mining activities however came to a standstill. Rooiberg is nowadays mostly inhabited by residents involved in local businesses, which is primarily tourist and property related, as well as by retired citizens.</li> <li>• It has recently attracted investors from Gauteng interested in owning a property in the Bushveld area. Rooiberg and surrounding areas have become one of the most popular investment areas.</li> <li>• Residential properties are mostly large, i.e. in excess of 2000m<sup>2</sup>. There is increased pressure for smaller properties in Rooiberg. Densification of the residential area has recently commenced.</li> <li>• There are limited vacant properties available in Rooiberg.</li> <li>• A number of new residential developments have recently been approved in Rooiberg, i.e.             <ul style="list-style-type: none"> <li>○ Erf 168, Rooiberg Township – 25 units.</li> <li>○ Sub-division of Erf 126 and Erf 140, Rooiberg Township – 2 units.</li> <li>○ This totals ±27 units.</li> </ul> </li> <li>• A new residential development of ±11 units is in the process of development on Erf 62.</li> <li>• The surrounding farm portions form part of the Rooiberg area and the farms along the route D928 from Rooiberg towards Bela-Bela via Road P20-1 are very popular investment areas. These farm portions include Portions 11, 12 and 13 of the farm Hartbeestfontein 511, KQ, where a private resort/eco-estate has recently been approved by the Municipality. It also includes the area where the existing golf course is located, as well as the farms Olievenbosch 506 KQ, the Remainder of the farm Rooiberg 604 KQ, the Remainder and Portion 1 of the farm Blokdriif 512 KQ, the farm Blancheberg 626 K.Q., where residential and resort development can be supported.</li> <li>• Engineering infrastructure for the existing residential areas of Rooiberg is sufficient but should be upgraded once new residential development takes place.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• The residential areas of Rooiberg should accommodate investors in the retirement as well as the eco-tourist market.</li> <li>• Rooiberg could become one of the most popular eco-tourist investment destinations due to its favourable location w.r.t. MNP, Bela-Bela and Thabazimbi.</li> <li>• In view of the number of new developments envisaged in Rooiberg housing provision for the medium to long term will be sufficient.</li> <li>• The improvement of engineering infrastructure to accommodate the future residential development is imperative.</li> <li>• Expansion of residential areas of Rooiberg could develop in a north eastern direction on the farms Olievenbosh, Rooiberg and Blancheberg for middle to high income housing.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

	<ul style="list-style-type: none"> <li>• Areas towards the south of Rooiberg Extension 2 are available for future residential expansion in the low income category and for low to middle income housing north-west of Rooiberg Township. Certain portions of land around the formal townships are undermined and no development can take place in this area. (This includes the old mine that still needs to be rehabilitated.)</li> <li>• All residential areas should function as proper neighbourhoods and should therefore include other land uses, i.e. small-scale businesses according to a hierarchy of business centra, community facilities, open spaces, etc. generally associated with residential neighbourhoods.</li> <li>• This development area should be incorporated into an integrated LUMS for the larger Thabazimbi. Any future development should therefore be in accordance with the development criteria stipulated in the LUMS. [In the interim all developments should be aligned with the development criteria of the Thabazimbi Town Planning Scheme, 1992.]</li> </ul>
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### **(j) Residential development area: Leeupoort**

<b>Present character of the development area</b>	<ul style="list-style-type: none"> <li>• Leeupoort has always been a unique, environmentally-focussed residential area. It commenced as a pure holiday town where property owners were either retired or were investors from Gauteng and other provinces that purchased a weekend or holiday home in the “Bushveld”.</li> <li>• The developments in Leeupoort were later formalised and are all now part of proclaimed townships. All of the residential erven in Leeupoort have been earmarked for single residential houses. Most of the residential properties are fairly small on average <math>\pm 400\text{m}^2</math> in size.</li> <li>• In respect of Leeupoort Vakansiedorp Extension 4 a total of 172 single residential properties, one park erf and one hotel erf were provided. The hotel erf (Erf 654) was redeveloped into 31 residential erven with an average size of <math>4427\text{m}^2</math>.</li> <li>• Ptn. 1 of Erf 789 to Ptn. 41 of Erf 789 in Extension 5 are also larger erven of <math>\pm 2900</math> or <math>4427\text{m}^2</math> in size.</li> <li>• An adjacent farm portion, i.e. Remainder of Weikrans, 539 KQ located north and south of Road P20-1, also forms part of the Leeupoort area and most residents have traversing rights over these portions of land.</li> <li>• All private and public open areas are underdeveloped and currently in use only for game habitation. Neither the adjacent farmland portions nor any portions nor any private or public open spaces are fenced, except for the perimeters of the entire township and along the boundaries of Road P20-1. Some residents are starting to erect fences around private dwellings/gardens to keep free roaming game from destroying gardens.</li> <li>• All engineering services of Leeupoort, Raphuti and Weikrans are the responsibility of the Thabazimbi Municipality, and some services are the responsibility of the Waterberg District Municipality. The area is served with borehole water (not potable according to DWAF standards), gravel roads, ESKOM power and a sewage system comprising of septic tanks and French drains.</li> <li>• Municipal structures at Leeupoort include an entrance building with gates, office complex, structure partly converted into a community hall, a library, public ablution facilities and a water reservoir. In Raphuti there are 7 municipal houses, a hostel with 16 rooms and 2 ablution blocks. The Strydom-house, now dilapidated and newly constructed cattle pound are situated north of the Road P20-1 on the Remainder of Weikrans 539 KQ.</li> </ul>
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## THABAZIMBI MUNICIPALITY

### INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

	<ul style="list-style-type: none"> <li>• Engineering infrastructure for the existing residential areas of Leeupoort and Raphuti was not designed for a public township and the further growth of the township, infrastructure is under pressure. Sanitation, roads and stormwater drainage are particularly troublesome. The local community are concerned about the maintenance of the services by the Municipality.</li> <li>• Leeupoort has a Community Organisation (Forum) that represents Leeupoort and Raphuti, as well as separate Section 21 Companies that are responsible for specific internal administration, planning matters, conservation, etc.</li> <li>• A new township application (phased into Leeupoort Extension 8, 9 and 10) has been approved by the Municipality for a total of 77 individual residential erven, 3 corporate lodges, private resort properties, a retirement development as well as small-scale business properties. [On the farm Weihoek] This development is referred to as an eco-estate with supplementary tourist facilities. It mostly caters for the Gauteng market but it could also serve as a residential option for local residents and a retirement destination for potential investors.</li> <li>• Raphuti a new low cost housing project located in Leeupoort Extension 7 just north of the road P20-1 has been approved.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• The locality, directly adjacent to Road P20-1, of the existing Leeupoort Vakansiedorp Extensions and the proposed Weiland Bushveld Estate, the availability of abundant land and link to municipal services offers enormous potential for future development as a tourist stopping point along this Development Corridor. The area is already well-known for its natural living environment and with the new land uses envisaged with the latest township application this area could give momentum to the tourist related development of this Development Corridor. In this respect it is of vital importance that the formalisation of Leeupoort Extension 7 is completed with cognisance of the environment and in similar nature than the surrounding eco-style Leeupoort Extensions. Tremendous opportunities exist for skills development, employment opportunities and empowerment of the residents of the local communities.</li> <li>• A number of residents are selling their properties (mostly the smaller ones) in order to purchase larger properties in other similar (eco-estate) developments. The properties for sale are purchased by Gauteng buyers as well as people interested in a retirement destination.</li> <li>• In view of the nature of Leeupoort Vakansiedorp as a holiday township and due to the fact that the engineering services are of rural nature, the town is different from any other proclaimed township in the Thabazimbi Municipal area where the Municipality has to provide engineering infrastructure. The development standards are therefore different from other proclaimed urban townships.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

- Leeupoort has distinct development areas within the larger Leeupoort town. Further densification of these areas should be dealt with sensitively. It is imperative that prevailing densities within these development areas are maintained, firstly due to the potential impact on engineering services and secondly because most of the nature of the Leeupoort Holiday Township. Many of the smaller erven (400m<sup>2</sup>) are being consolidated to create larger erven thus creating more private space around a dwelling house. Certain Extensions do however have larger erven, i.e. ±2900 to 4427m<sup>2</sup>. Further sub-division of these properties could be considered by the Municipality, but such applications should be accompanied by the consent of the surrounding neighbours as well as the Leeupoort Community Organisation/Forum. Proof of adequate water and electricity supply as well as confirmation of the intended environmentally friendly septic tank system should be submitted with the application.
- Development of Leeupoort and surrounding area along road P20-1 should be directed towards the promotion of tourism, nature conservation and natural eco-friendly developments (resorts/estates).
- Further development in and around Leeupoort, with the exception of the provision of housing in terms of Government initiatives and housing programmes at should be privately driven, i.e. dictated by market forces. Provision is made for future expansion around the Raphuti community, should the need arise for further residential units.
- All residential areas should function as proper neighbourhoods and should therefore include other land uses, i.e. small-scale businesses according to a hierarchy of business centra, community facilities, open spaces, etc. generally associated with residential neighbourhoods.
- The improvement and maintenance of engineering infrastructure and municipal structures serving the existing residential development is imperative.
- Together with the Remainder of Weikrans, all park erven in Leeupoort should be regarded as “no go areas” for further development.
- This development area should be incorporated into an integrated LUMS for the larger Thabazimbi. Any future development should therefore be in accordance with the development criteria stipulated in the LUMS. [In the interim all developments should be aligned with the development criteria of the Thabazimbi Town Planning Scheme, 1992.]
- Leeupoort, Raphuti Stad and the farm portion known as the Remainder of Weikrans should be viewed as an ecological unit and should therefore be sensitively developed as a nature conservation unit.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### *(k) Residential development area: Mining Settlements (Dwaalboom, Setaria, Amandelbult & Swartklip)*

<b>Present character of the development area</b>	<ul style="list-style-type: none"> <li>• The main Mining activities have been described in Par. 2.2.6.4 of this document. The majority of the Mines are located between Growth Point 1 and 2. Mining sterilises land for other development and care should be taken that mining practices should not to be allowed in environmental sensitive areas.</li> <li>• These settlements solely provide housing to the employers of the respective mines.</li> <li>• Some initiatives for densification or development of earmarked land have recently seen the light, but generally the mines do not expand the existing settlements; they rather opt for housing units in the main established towns of Northam and Thabazimbi.</li> <li>• All the residential areas are sufficiently provided with engineering services and function independently from the Municipality.</li> </ul>
<b>Future purpose and Proposed future development of this area</b>	<ul style="list-style-type: none"> <li>• These residential areas include supporting community and business facilities and form the base of the residential accommodation for the mining areas. Many employees live in Northam and Thabazimbi.</li> <li>• The further development of these areas will be the prerogative of the respective mining companies, based on their own residential requirements, but the necessary approvals such as rezoning or township establishment should be obtained.</li> <li>• These mining settlements should be incorporated into an integrated LUMS for the larger Thabazimbi. Any future development should therefore be in accordance with the development criteria stipulated in the LUMS. [In the interim all developments should be aligned with the development criteria of the Thabazimbi Town Planning Scheme, 1992.]</li> <li>• No further expansion areas are indicated in the SDF as indications are that the bulk of the mines' accommodation needs will be satisfied by residential developments in Thabazimbi and Northam.</li> <li>•</li> </ul>

### *(l) Informal Settlements*

<b>Present character of the development area</b>	<ul style="list-style-type: none"> <li>• All informal settlements are characterised by serious lack of infrastructure services.</li> <li>• In the case of Rooiberg the informal settlement is located in an undermined area and people living here should be relocated.</li> <li>• In the case of Thabazimbi the informal settlement is located in a potentially dangerous area close to a stormwater channel. Inhabitants should be relocated.</li> <li>• At Schilpadnest there are certain development constraints, but with the proper executing of the necessary investigative studies (geotechnical, hydrological, socio-economic, etc.) it could be possible to formalise the area.</li> <li>• At Raphuti a township establishment application was submitted but has not yet been proclaimed.</li> <li>• Jabulani is another informal settlement close to Northam Platinum Mine that is located on a private owner's land without proper infrastructure services.</li> </ul>
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## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

<b>Future purpose and Proposed future development of this area</b>	<ul style="list-style-type: none"> <li>• In the case of Schilpadnest and Raphuti it is of utmost importance that the formal procedures to upgrade the infrastructure services as well as the formalisation (township establishment) of the settlements are completed.</li> <li>• The informal settlements in Thabazimbi and Rooiberg should be addressed and people should be relocated to formal housing areas within the respective towns.</li> <li>• The inhabitants of Jabulani should either be relocated or the land owner should take the necessary steps to legalise this settlement and provide sufficient engineering services.</li> </ul>
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### (m) Cemeteries

<b>Present character of the development area</b>	<ul style="list-style-type: none"> <li>• Thabazimbi, Northam and Rooiberg are nearing a stage where the existing cemeteries are no longer sufficient.</li> </ul>
<b>Future purpose and Proposed future development of this area</b>	<ul style="list-style-type: none"> <li>• It is of utmost importance that new cemetery sites and/or expansion areas are identified for cemeteries in Thabazimbi, Northam and Rooiberg.</li> </ul>

### (n) Other Settlements (*Kromdraai, Koedoeskop, Makoppa and Sentrum*)

<b>Present character of the development area</b>	<ul style="list-style-type: none"> <li>• These settlements are rural in nature and serve the surrounding farming communities of Kromdraai, Koedoeskop, Makoppa and Sentrum</li> </ul>
<b>Future purpose and Proposed future development of this area</b>	<ul style="list-style-type: none"> <li>• In respect of Kromdraai, Makoppa and Sentrum no further expansion of the settlements are proposed, particularly residential uses. Should businesses serving the local community wish to open in these settlements the necessary land use rights should be obtained. The same apply for other land uses such as clinics, schools, etc.</li> <li>• In respect of Koedoeskop this node has been identified as a focal area amidst a very active farming community. The location of Koedoeskop on the junction between Road P110/1, Road P20/1 and Road P20/2 furthermore makes the area very strategic and lends itself ideally towards the development of a local business node with the focus on the needs of the local agricultural community. Land uses typically located in this node could include small shops, filling station, co-operative, hardware &amp; building material outlets, agricultural stores, the existing fertiliser plant, tourist facilities, as well as community facilities (schools, churches, etc.).</li> <li>• Farm portions in this node are generally small, making it less likely to be used for agricultural purposes. It is therefore proposed that these small farm portions be used for alternative land uses as it is more economically viable.</li> </ul>



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### (o) INTRA REGIONAL AREAS [AGRICULTURAL, RURAL RESIDENTIAL, TOURISM, ETC.]

<p><b>Present character of the development area</b></p>	<ul style="list-style-type: none"> <li>• The remainder of the Municipal area is characterised by its rural nature. Similar to the urban environment, the rural environment should be developed, particularly in instances where agriculture, conservation and preservation potential is high or where areas offer specific opportunities which can be explored to the benefit of the rural area. If planning guidelines are not provided for rural development, the rural areas will not remain the same, but will change and lose their character and potential owing to incremental and inappropriate developments.</li> <li>• The rural residential component plays an interactive and supporting role towards the urban and rural environments.</li> <li>• Rural residential areas are characterised by small holdings, which have a rural character and allow for semi-rural and small scale activities to occur. They are not regarded as areas of urban sprawl, but rather to accommodate semi-urban and semi-rural development.</li> </ul>
<p><b>Future purpose and Proposed future development of this area</b></p>	<ul style="list-style-type: none"> <li>• These areas should have a specific density and should not be allowed to densify beyond that.</li> <li>• A proposed density for rural residential estates is 12 hectares per residential unit. This is purely a guide as each of the development areas is different. Higher densities up to <math>\pm 10</math> hectare per unit could be considered in certain instances. It is generally accepted that higher densities can be developed around focus points such as water surfaces, mountains/rocks, dense trees and communal areas.</li> <li>• Depending on where a farm portion is located the sub-division or development thereof will be guided by the relevant legislation that is applicable to the area. It could vary from Ordinance 20 of 1986 to Act 70 of 1970 or the Development Facilitation Act, 1995. This furthermore implies that different authorities will be involved in the approval of these applications as every piece of legislation is administered by a different authority, i.e. Ord. 20 of 1986 by the Local Authority, Act 70 of 1970 by the Dept. of Agriculture and the DFA by the Limpopo Development Tribunal. Consequently each authority has different policy considerations to assess applications and applicants should motivate applications in terms of the relevant policy guidelines.</li> </ul>



# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### 9. IDP PROJECTS IN SUPPORT OF SPATIAL DEVELOPMENT FRAMEWORK

#### 9.1 COMPLIANCE OF EXISTING PROJECTS WITH SDF

The IDP projects for the next financial cycle have been screened in terms of spatial impact and whether implementation would contribute to the achievement of the spatial objectives of the SDF and/or support the attainment of the desired spatial form of the municipality.

In general the projects support the proposals of the SDF.

The projects are mainly located in areas of dense population concentration but also address backlogs where service provision is low. Many of the projects are aimed at improving and/or extending the quality of municipal services. Very few projects have a significant spatial impact, although improved service provision facilitates the implementation of spatial projects and the achievement of spatial objections.

The projects identified comply either directly or indirectly with the SDF proposals. The Compliance of the IDP projects with the SDF is illustrated in TABLE 27 and **Map 12**.

**TABLE 27: COMPLIANCE OF IDP PROJECTS WITH SDF**

PROJECT NO.	PROJECT DESCRIPTION	COMPLIANCE MEASURE	
		DIRECT/ INDIRECT	CONTRIBUTION
<b>PRIORITY NO. 1: WATER</b>			
LTW -01	Temporary Water at Schilpadnest	Direct	Wellbeing and upgrading of Schilpadnest
LTW - 02	Thabazimbi Pipe and Valve replacement	Direct	Upgrading of infrastructure services – Thabazimbi
LTW - 04	Rooiberg Bulk Water	Direct	Upgrading of infrastructure services – Rooiberg
LTW - 05	Investigation Of Illegal Water Connections - Municipal Service Partnerships (PPP)	Indirect	Upgrading of infrastructure services – Rooiberg
LTW - 06	Provision Of Potable Water At Schilpadnest	Direct	Wellbeing and upgrading of Schilpadnest
LTW- 07	Installation Of Chlorine Station At Raphuti, Northam and Rooiberg.	Direct	Upgrading of infrastructure services – Rooiberg & Northam/Raphuti
LTW- 09 (new)	Thabazimbi upgrading of Bulk water system- pump Station to reservoirs	Direct	Upgrading of infrastructure services – Thabazimbi
LTW- 10 (new)	Thabazimbi – upgrading borehole water scheme	Direct	Upgrading of infrastructure services – Thabazimbi
LTW- 11 (new)	Thabazimbi & Regorogile installation of prepaid water meter system.	Direct	Upgrading of infrastructure services – Thabazimbi & Regorogile
LTW- 12 (new)	Northam installation of prepaid water meter system	Direct	Upgrading of infrastructure services – Northam
LTW- 13 (new)	Northam upgrading of water network	Direct	Upgrading of infrastructure services – Northam



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

PROJECT NO.	PROJECT DESCRIPTION	COMPLIANCE MEASURE	
		DIRECT/ INDIRECT	CONTRIBUTION
<b>PRIORITY NO 1. SANITATION</b>			
LTS - 01	Northam Sewer Reticulation	Direct	Upgrading of infrastructure services – Notham
LTS - 02	Thabazimbi Upgrading Of Waste Water Treatment plant	Direct	Upgrading of infrastructure services – Thabazimbi
LTS – 04	Thabazimbi Temporary Sanitation At Schilpadnest	Direct	Wellbeing and upgrading of Schilpadnest
LTS – 07	New Waste Water Treatment Plant At Northam.	Direct	Upgrading of infrastructure services – Notham
LTS – 08 (new)	New Waste Water Treatment Plant At Leeupoort	Direct	Upgrading of infrastructure services – Leeupoort
LTS –09 (new)	Rooiberg Upgrading of waste Water Treatment Plant	Direct	Upgrading of infrastructure services – Rooiberg
LTS – 10 (new)	Septic tanks for Raphuti	Direct	Upgrading of infrastructure services – Raphuti
LTS – 11 (new)	Sewage truck for Kromdraai	Direct	Wellbeing and upgrading of Kromdraai
LTS – 12 (new)	Sewage truck for Raphuti	Direct	Upgrading of infrastructure services – Raphuti
<b>PRIORITY NO. 2: ELECTRICITY</b>			
LTEL – 01	Rooiberg-Electrical Upgrading	Direct	Upgrading of infrastructure services – Rooiberg
LTEL – 06	Northam - Upgrading Of Existing Streetlights	Direct	Upgrading of infrastructure services – Northam
LTEL – 07	Thabazimbi Access Roads – Installation Of New Streetlights	Direct	Upgrading of infrastructure services – Thabazimbi
LTEL – 08	Thabazimbi-Pre-Paid Electrical Meters	Direct	Upgrading of infrastructure services – Thabazimbi
LTEL – 10	Northam: Electrification Of RDP Houses	Direct	Upgrading of infrastructure services – Northam
LTEL – 13	Thabazimbi: Electrical Upgrading Of MV And LV Network	Direct	Upgrading of infrastructure services – Thabazimbi
LTEL – 15	Remote Communication And Control On MV Switchgear In Sub-Stations At TBZ Town.	Direct	Upgrading of infrastructure services – Thabazimbi
LTEL – 16	Upgrading Of Existing Streetlights At TBZ Town.	Direct	Upgrading of infrastructure services – Thabazimbi
LTEL – 17 (new)	Rooiberg – Installation of new streetlights	Direct	Upgrading of infrastructure services – Rooiberg
LTEL – 18 (new)	Raphuti- Electrification of RDP Houses	Direct	Upgrading of infrastructure services – Raphuti
LTEL – 19 (new)	Regorogile- Electrification of RDP Houses	Direct	Upgrading of infrastructure services – Regorogile
LTEL – 20 (new)	Raphuti –Installation of New Streetlights	Direct	Upgrading of infrastructure services – Raphuti



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

PROJECT NO.	PROJECT DESCRIPTION	COMPLIANCE MEASURE	
		DIRECT/ INDIRECT	CONTRIBUTION
LTEL – 21 (new)	Thabazimbi – Upgrading of mechanical Workshop	Indirect	Upgrading of infrastructure services – Thabazimbi
LTEL – 22 (new)	Thabazimbi Bulk Electrical supply	Direct	Upgrading of infrastructure services – Thabazimbi
<b>PRIORITY NO. 3: UNEMPLOYMENT &amp; ECONOMIC DECLINE</b>			
LTUE - 02	Local Economic Plan For Thabazimbi (Review)	Indirect	Entire municipal area
LTUE - 03	Multi-Purpose Tourism And Information Centre	Direct	Entire municipal area
LTUE – 04 (new)	Paving & Brick Enterprise	Indirect	Entire municipal area
LTUE – 05 (new)	Sivukile Arts & Culture	Indirect	Social wellbeing - Northam
LTUE – 06 (new)	De-bushing Project /Bush Encroachment	Direct	Beautifying of Thabazimbi corridors
LTUE – 07 (new)	Development of Spatial Development Plan	Direct	Entire municipal area
LTUE – 08 (new)	Dipudi (Goat Breeding) Project	Indirect	Wellbeing of Raphuti & Leeukrans community
LTUE – 09 (new)	Development of a Guest House	Direct	Tourism development of Leeupoort
LTUE – 10 (new)	Tourism and Game Expo-Thabazimbi	Indirect	Entire municipal area
LTUE – 11 (new)	Tourism Banquet	Indirect	Entire municipal area
LTUE – 12 (new)	Development of a Marketing Strategy	Indirect	Entire municipal area
LTUE – 13 (new)	Upgrading Butterland Bakery	Indirect	Regorogile
LTUE – 14 (new)	Rethabile Sewing Project	Indirect	Amandelbult
<b>PRIORITY NO. 4: SOLID WASTE &amp; ENVIRONMENT</b>			
LTSE - 01	Rooiberg / Leeupoort Common Solid Waste Site	Direct	Upgrading of infrastructure services – Rooiberg/ Leeupoort
LTSE - 02	Northam Solid Waste Site	Direct	Upgrading of infrastructure services – Northam
LTSE - 03	Schilpadnest Solid Transfer Station	Direct	Upgrading of infrastructure services – Smashblock
LTSE – 04	Development of Environmental Plan.	Direct	Entire Municipal area
LTSE - 05	Raphuti / Leeupoort Solid Waste Site	Direct	Upgrading of infrastructure services – Leeupoort/ Raphuti
LTSE - 06	Thabazimbi transfer station	Direct	Upgrading of infrastructure services – Thabazimbi
LTSE – 07 (new)	Integrated Waste Management Plan	Direct	Entire Municipal area
LTSE – 08 (new)	Regorogile transfer station	Direct	Upgrading of infrastructure services – Regorogile



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

PROJECT NO.	PROJECT DESCRIPTION	COMPLIANCE MEASURE	
		DIRECT/ INDIRECT	CONTRIBUTION
LTSE – 09 (new)	Rooiberg transfer station	Direct	Upgrading of infrastructure services – Regorogile
LTSE – 10 (new)	2 x 19 m <sup>3</sup> trucks	Indirect	Upgrading of infrastructure services – Thabazimbi
<b>PRIORITY NO. 5: ROADS &amp; STORMWATER</b>			
LTRS - 01	Paving of Regorogile Internal Roads	Direct	Upgrading of infrastructure services – Regorogile
LTRS - 02	Street Names In Towns	Indirect	Legibility of Thabazimbi townships
LTRS – 03	Street naming boards in Town	Indirect	Beautifying of town and orderly development
LTRS – 04	Storm water Master Plan for Thabazimbi, Regorogile, Northam and Rooiberg	Direct	Entire Municipal area
LTRS – 05	Paving/ Tarring Of Rooiberg Internal Roads.	Direct	Upgrading of infrastructure services – Rooiberg
LTRS – 06	Paving/ Tarring Of Thabazimbi Internal Roads	Direct	Upgrading of infrastructure services – Thabazimbi
LTRS – 08	New Roads In Extensions Of Towns	Direct	Upgrading of infrastructure services – Entire Municipal area
LTRS – 10	Overhead Pedestrian Crossings Over Railway Lines	Direct	Communities of Thabazimbi & Northam
LTRS – 12	On And Off Loading Areas Thabazimbi And Northam	Indirect	Communities of Thabazimbi & Northam
LTRS – 13	New Taxi Ranks And Ablutions At Northam And Thabazimbi	Direct	Communities of Thabazimbi & Northam
LTRS - 14	Tarring Of Air Strip.	Direct	Entire Municipal area
LTRS -15	Upgrading of Rooikuil Spruit for flood control at TBZ town.	Direct	Upgrading of infrastructure services – Thabazimbi
LTRS – 16 (new)	Resealing of TBZ internal roads	Direct	Upgrading of infrastructure services – Thabazimbi
LTRS – 17 (new)	Pavement Management System	Indirect	Entire Municipal area
LTRS – 18 (new)	Tarring of Northam-Dwaalboom road	Direct	Communities of Northam & Dwaalboom and other road users
LTRS – 19 (new)	Tarring of Dwaalboom-Derdepoot Road	Direct	Communities of Dwaalboom and other road users
LTRS – 20 (new)	Tarring of Marakele-Rooiberg Road	Direct	Communities of Thabazimbi & Rooiberg and other road users. Access to Marakele National Park.
LTRS – 21 (new)	Re-gravelling of Leeupoort internal roads	Direct	Upgrading of infrastructure services – Leeupoort
LTRS – 22 (new)	Construction of a storm water system in Leeupoort	Direct	Upgrading of infrastructure services – Leeupoort
LTRS – 23 (new)	Construction of a side walks and humps in towns	Direct	Upgrading of infrastructure services – Regorogile



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

PROJECT NO.	PROJECT DESCRIPTION	COMPLIANCE MEASURE	
		DIRECT/ INDIRECT	CONTRIBUTION
<b>PRIORITY NO. 6: LAND, HOUSING AND TRANSPORT.</b>			
LTLA - 01	Housing At Northam	Direct	Communities of Northam
LTLA - 02	Housing For Rooiberg Residents	Direct	Communities of Rooiberg
LTLA - 03	Housing At Thabazimbi/Regorogile	Direct	Communities of Thabazimbi & Regorogile
LTLA - 04	Housing For Schilpadnest Residents	Direct	Community of Schilpadnest
LTLA - 05	Housing For Raputhi Residents/Farm Workers	Direct	Community of Raphuti
LTLA - 06	Housing For Koedoeskop Residents/Farm Workers	Direct	Koedoeskop
LTLA - 07	Erven For Community Projects	Direct	Entire Municipal area
LTLA - 09	Register And Extend Cemeteries	Direct	Thabazimbi town
LTLA - 12 (New)	Municipal land for housing in Greater Thabazimbi	Direct	Entire Municipal area
<b>PRIORITY NO. 6: TRANSPORT</b>			
LTT – 03 (new)	Road Safety	Indirect	Entire Municipal area
LTT – 04 (new)	Thabazimbi & Northam installation of traffic control system	Indirect	Community of Thabazimbi & Northam
LTT – 05 (new)	Driver's Licence Centre in Northam	Indirect	Community of Northam
LTT – 06 (new)	Traffic Control mobile office	Indirect	Entire Municipal area
<b>PRIORITY NO. 7: DISASTER MANAGEMENT</b>			
LTDM – 02 (new)	Emergency Services Vehicles & Equipments	Indirect	Entire Municipal area
<b>PRIORITY NO. 8. HEALTH &amp; WELFARE.</b>			
DHW - 05	Improve Welfare services and facilities	Indirect	Entire Municipal area
<b>PRIORITY NO. 9. SAFETY &amp; SECURITY</b>			
LTC – 02 (new)	Develop Safety & Security Plan to reduce crime	Indirect	Entire Municipal area
<b>PRIORITY NO. 10: INSTITUTIONAL</b>			
LTI - 01	New Civic Centre	Direct	Entire Municipal area
LTI - 03	Multi-Purpose Centre At Northam (Central Government Department Offices)	Indirect	Community of Northam
LTI – 04 (new)	Review of By-Laws and Policies	Indirect	Entire Municipal area
LTI – 05 (new)	Municipal Internet Website	Indirect	Entire Municipal area
LTI – 06 (new)	Municipal Information Technology system	Indirect	Entire Municipal area
LTI – 07 (new)	Review of Communication Strategy	Indirect	Entire Municipal area
LTI – 08 (new)	Debt Collection	Indirect	Entire Municipal area
LTI – 09 (new)	Integrated Financial System	Indirect	Entire Municipal area
LTI – 11 (new)	Review of Organogram	Indirect	Entire Municipal area



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

PROJECT NO.	PROJECT DESCRIPTION	COMPLIANCE MEASURE	
		DIRECT/ INDIRECT	CONTRIBUTION
LTI – 12 (new)	Upgrading of Leeupoort Community Hall	Direct	Community of Leeupoort
LTI – 13 (new)	Shelters for informal traders at Northam	Direct	Community of Northam
LTI – 14 (new)	Upgrading of Leeupoort Entrance	Direct	Community of Leeupoort
LTI – 15 (new)	Asset Management Plan	Indirect	Entire Municipal area
LTI – 16 (new)	Review of Skills Development Plan	Indirect	Entire Municipal area
<b>PRIORITY NO. 11: SPORTS, ARTS &amp; CULTURE</b>			
LTSC - 01	Upgrading/Extension Of Regorogile Sports facility	Direct	Wellbeing and upgrading of facility in Regorogile
LTSC - 02	Recreational Facility	Indirect	Wellbeing of Regorogile & Thabazimbi
<b>PRIORITY NO. 12: EDUCATION</b>			
LTED - 01	Temporary Classroom At Schilpadnest	Direct	Upgrading of Schilpadnest
LTED - 02	New primary school at Regorogile.	Direct	Community of Regorogile
LTED – 03 (New)	Improve Educational Service & Facilities	Direct	Entire Municipal area

### 9.2 NEW SDF PROJECTS PROPOSED FOR IDP

The following projects have specific spatial relevance and are proposed for the next IDP revision. Refer to TABLE 28.

**TABLE 28: NEW PROJECTS IDENTIFIED WITH SPATIAL RELEVANCE**

1	Compilation of a new Land Use Manage Scheme (LUMS) for the entire jurisdiction of the Municipal area.
2	The compilation of Local Area Development Plans for individual development nodes.
3	Urgent redress of bulk services in respect of Thabazimbi and Northam i.r.o. water supply and reticulation, sewer plant and reticulation to accommodate newly proposed residential and business developments.
4	Assessment of existing electricity supply and future need in view of newly proposed residential and business development. Electricity to rural residential estates should also form part of the assessment.
5	Upgrading of the T-junction between P16/2 and D1485 to improve the entrance to Thabazimbi and improve the movement patterns on the corridor to Lephalale.
6	Waterline between Thabazimbi and Rooiberg/Hoopdal-crossing.
7	A Zoning Plan should be compiled for the Marakele National and Waterberg Biosphere is in order to guide proper and sustainable development in this area.
8	A Marketing strategy in terms of tourism should be compiled and implemented.
9	Ensure that all roads within the corridors are properly maintained and tarred.



## THABAZIMBI MUNICIPALITY

### INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

10	Develop a policy for the land development application process for rural areas.
11	Investigate linking of the water line from Rooiberg to Thabazimbi and Leeupoort.
12	Tarring of Rooiberg-Thabazimbi Road (D928).
13	Upgrading of the road to Derdepoort Border post.
14	Drafting of new by-laws for Municipality that include amongst others water, credit control, waste management as well as Leeupoort and eco-estates developments.
15	Compile a Policy and Guidelines addressing Private Township Developments, Bulk Services Contributions and Services Agreements.
16	Upgrading of Leeupoort roads and stormwater- by initiating brick paving project.
17	Draft a Policy Document addressing Shebeens, Taverns and Spaza's.
18	Draft a Hawker Policy.
19	Expand Policy on Densification of Agricultural land to include Northam, Rooiberg together with Thabazimbi.
20	Public/private/partnership project - (with Kumba, Anglo, PPC and Northam Plats) to develop Cycle lanes between Regorogile and Thabazimbi (along Road P16/2) as well as between Thabazimbi and Marakele National Park (along Road D1485).
21	Approach donors (such as Kumba, Anglo, PPC and Northam Plats) for contributions to develop Cycle lanes between Regorogile and Thabazimbi (along Road P16/2) as well as between Thabazimbi and Marakele National Park (along Road D1485).
22	Investigate the development potential of the Thabazimbi Airfield, i.e. to redevelop or to relocate the existing facility.
23	Establishment of a Mining Forum.
24	Formalisation and upgrading of Schilpadnest and Raphuti
25	Relocation of inhabitants of informal settlements at Thabazimbi (Donkerpoort) and Rooiberg
25	Investigate the origin and workplaces of the inhabitants of the Jabulani Informal Settlement. Land owner to be approached for relocation of inhabitants or formalisation of settlement.



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

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### 10. CAPITAL INVESTMENT FRAMEWORK [TO BE FINALISED WITH IDP CIF]

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The compilation of a capital investment framework for the implementation of the Draft Spatial Development Framework is primarily a theoretical exercise.

The main cost components for the spatial implementation of the Plan are:

- Purchase of land.
- Statutory preparation of land, inclusive of geo-technical and environmental investigations, town planning, survey, legal fees, etc.
- Formalisation of the Schilpadnest area.
- Compilation of a Disaster Management Plan in order to implement an action plan in case of natural disasters such as floods and droughts.
- Compilation of a Transport Management Plan for the Municipality to enable a more progressive approach to public transport and tourism routes.

The capital investment framework could be extended to include the provision of infrastructural services. The costs to this component are extremely variable as proximity and capacity of bulk services and the level of services impact on the end cost per unit.

Statutory preparation costs are quite stable and therefore predictable, while land cost could vary from zero to R100 000/ha or more. The programming for implementation also impacts on the end cost.

“**Annexure A**” attached to the report gives a clear indication of the Capital Investment Framework for a three (3) year period as indicated in the revised Integrated Development Framework, 2006.



# THABAZIMBI MUNICIPALITY

## INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

### 11. CONCLUSION AND IMPLEMENTATION [TO BE FINALISED WITH IDP, WSDP, IEP, LED AND SDF INTEGRATION]

#### 11.1 PRESENT POLICIES AND PLANNING DOCUMENTS

A range of policies and planning documents has been compiled for the municipal area. The SDF will guide future land use changes within the municipal area. The SDF therefore replaces the LDOs compiled in terms of the Development Facilitation Act, 1995.

Other policy documents not specifically mentioned here need to be guided by the objectives and principles contained in the SDF. These documents will therefore be open for interpretation. However, some will remain applicable till more detailed plans have been drawn for those areas affected.

#### 11.2 ACTION PLAN [TO BE COMPLETED]

Proposal	Activities needed to take forward
Nodes:	
Urban Nodes	Compile a Service Report that will guide subdivision standards
Development nodes	Ensure that the Integrated transport plan take these nodes into consideration
	Deal with applications on ad hoc basis
	Ensure that the necessary supplementary documentation accompany all applications
	Commission departmental investigations into service provision
	Develop an investment and incentive scheme for previous disadvantaged areas
	Develop a policy to integrate formal and informal business activities
Tourism node	Develop a marketing plan for the nodes
	Require EIAs with applications, especially for sensitive areas
	Promote Marakele National Park as an integral part of Thabazimbi both as a primary tourist destination
	Market the areas for tourism
Social Service Node	Investigate the viability and accessibility of the proposed nodes
	Compile a Tourism Development Plan (in conjunction with the Densification of farm land) for the area between Thabazimbi and MNP
Existing Node	Review all development applications on an ad hoc basis
	Investigate the viability and accessibility of the proposed nodes
Corridors:	
Activity Street	Review all development applications on an ad hoc basis
	Compile a Transport Plan that considers the potential expansion of some existing nodes
	Compile Traffic Impact Studies for the proposed activity streets - Eland Street, Van Der Byl Street & the Old Warm Baths Road (D1485)
	Determine road improvement needs and the type of public transport modes that needs to be accommodated if the concept is found to be viable
	Make provision for pedestrian and public transport facilities
	Develop a set of urban design proposals
	Develop a hawker policy



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

Proposal	Activities needed to take forward
	<p>Compile Nodal Development Plans (land uses) for the areas affected by the activity streets</p> <p>Provide for facilities such as formal pedestrian walkways, public transport infrastructure, etc.</p>
Movement Corridors	<p>Deal with land use transgressions as soon as possible to prevent unwanted land use intrusions and to minimize traffic impact on adjacent development corridors</p> <p>Adopt a policy to ensure the provision of public transport facilities at larger developments.</p> <p>Implement sufficient pedestrian walkways and cycle routes (where possible) along movement corridors.</p>
Development Corridor	<p>Compile Nodal Development Plans</p> <p>Implement incentives for development</p> <p>Develop a set of urban design/ landscaping principles</p> <p>Upgrade the road infrastructure (roads and stormwater) at entrance to Thabazimbi (D1485) to improve traffic capacity into and out of the town.</p> <p>Upgrade or beautify the main entrance to Thabazimbi along Road D1485 to improve the first impressions of the town.</p> <p>Deal with land use transgressions as soon as possible to prevent unwanted land use intrusions and to minimize traffic impact on adjacent development corridors</p> <p>Adopt a policy to ensure the provision of public transport facilities at larger developments.</p>
Cycle lane	<p>Compile a feasibility study which must include the determination of the most appropriate route (Along road P16-2 and road D1485).</p> <p>Determine the demand for a cycle lane through public participation</p> <p>Compile a Geometric design and acquire land where required</p> <p>Provision of infrastructure such as ramps at intersections and paved paths to ensure the continuity of bicycle movement.</p>
Railway corridor	Reserve sufficient land for the possible construction/extension of the railway line and supporting infrastructure.
Districts:	
Mix land use districts	Draft new nodal development plans
Agricultural area	<p>Deal with applications on an ad hoc basis</p> <p>All proposals must be measured in terms of sustainability</p> <p>Establish a land and environment committee</p> <p>Investigate the feasibility of intense agriculture proposals</p> <p>Develop a policy for the land development application process for rural areas</p> <p>Incorporate the old Permit system into land use management system</p>
Neighbourhood districts	Compile service and road master plans for new areas
Light industrial districts	Develop services and road master plans
Open Space System:	
OSS	Formalise an Open Space Framework Plan



## THABAZIMBI MUNICIPALITY INTEGRATED SPATIAL DEVELOPMENT FRAMEWORK

Proposal	Activities needed to take forward
	<ul style="list-style-type: none"> <li>Develop a “birding-cum-tree spotting route” along a part of the Rooikuil Spruit area (e.g. by means of raised wooden boardwalks). Investigate installing of relaxation facilities in close proximity to the Spruit</li> <li>Investigate the leasing a section of land adjacent to Rooikuil Spruit stream channel, for the development of a tea garden-cum-restaurant</li> <li>Launch action campaign to manage invading alien plants in the Rooikuil Spruit area. It can be aligned with the Department of Water Affairs and Forestry’s <i>Working for Water Programme</i>, whereby local people are employed to eradicate/control aliens.</li> </ul>
NO-GO	Develop master plans for all No-go areas
	Requirement EIAs with each development application
Development Areas:	
Development Area: CBD's	Improve parking situation in CBD by enforcing parking standards and development of dedicated parking areas on earmarked erven
	Beautifying of Rooikuil Spruit area and possible upgrading as a walkway
	Compile a CBD development Plan to address the timeous and responsible expansion of the Thabazimbi CBD
Development Area: Pick 'n Pay Centre & surroundings	Compile new Local Area Development Plans
	Promote further development through township establishment
	Beautify the area in and around Pick 'n Pay Centre
Development Area: Doornhoek & Apiesdoorn farms ( P16-2)	Compile new Local Area Development Plans
	Beautify the area around Road P16-2
Development Areas: Thabazimbi Regorogile Northam Rooiberg Leeupoort	Compile new Local Area Development Plans
Development Area: MNP	
	<a href="#">Investigate the cycling route proposal</a>
Development Area: Buffer areas	
	<a href="#">Investigate the provision of public transport facilities</a>
	<a href="#">Compile Nodal Development Plan</a>
Cemeteries	
Blank Areas	Deal with applications on an ad hoc basis
Land use scheme	Compile a Land use scheme for the municipal area